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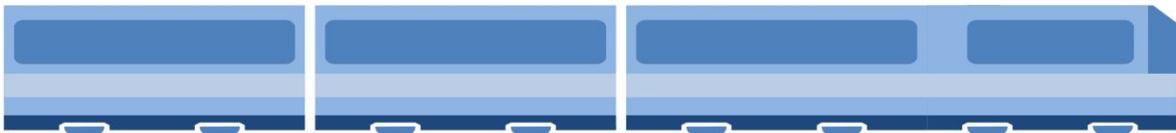
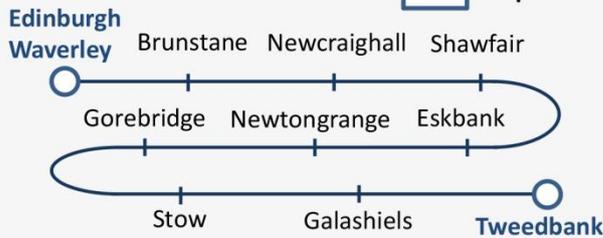
Borders Railway Baseline Study

Final Report

Borders Railway Baseline Survey: main findings

To inform a future evaluation of the project, a baseline survey of households and businesses in the Scottish Borders and Midlothian was carried out before opening. Residents of Edinburgh and other parts of the Lothians were also surveyed.

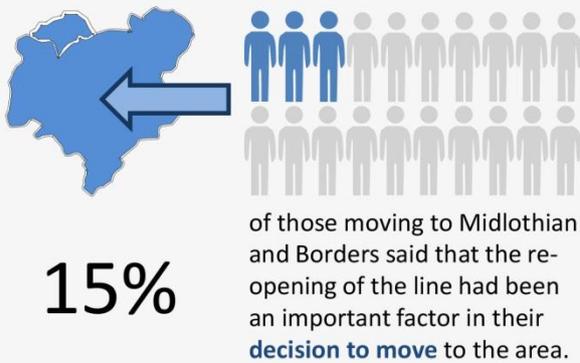
Line opened:
6th Sep 2015



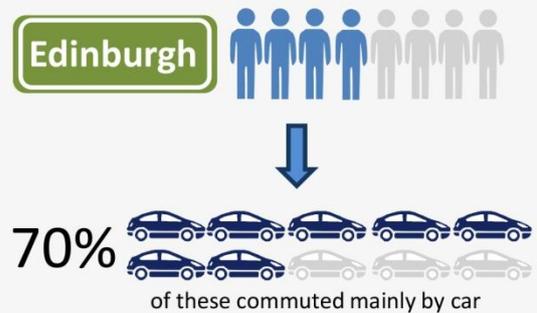
Great place to work and invest



Great place to live and learn



50% of working adults in Midlothian and Borders commuted to Edinburgh



Great place to visit

Respondents from Edinburgh and Lothian had generally high opinions of **life in the Borders**



agreed there was lots to do in the Scottish Borders.



agreed that the Scottish Borders was an attractive place to visit.

Awareness of the rail project in Midlothian and Borders was high



were aware of the scheduled opening of the rail line prior to receiving the survey.



anticipated they would use the railway in the first 12 months.

Transport Research Summary 2016

The Borders Railway re-opened on Sunday 6th September 2015. In line with Transport Scotland's best practice appraisal and monitoring / evaluation guidance, the impact of the new rail line will be evaluated. To inform this evaluation, this research aimed to develop a baseline of the travel behaviour patterns and the socio economic characteristics of the area prior to the re-opening of the line.

Main Findings

- There was a high degree of awareness of the scheduled re-opening of the rail line amongst both residents and businesses in the Scottish Borders and Midlothian.
- Anticipated use of the rail line amongst residents in the Scottish Borders and Midlothian was also high, with 84% (n=2,826) of respondents in these areas anticipating that they would use the new railway in the first 12 months.
- Anticipated use amongst residents in Edinburgh, East Lothian and West Lothian was low for leisure and commuting purposes but relatively high for leisure travel, with 53% of respondents in Edinburgh, 48% in East Lothian and 42% in West Lothian stating that they anticipated using the service for leisure trips.
- Of those residents of the Scottish Borders and Midlothian who had moved to the area within the last 5 years, 15% stated that the re-opening of the line had been a main factor or one of a number of important factors in their decision to move to the area. In contrast, none of the businesses who had recently moved to the two local authority areas stated that the rail line had been a factor in their decision to relocate.
- Overall, 50% of respondents in the Scottish Borders and Midlothian stated that they commute to work in Edinburgh, with rates higher amongst those in Midlothian (69.9%) compared to the Scottish Borders (21.7%). The frequency of leisure travel to the city from the two local authority areas was also high, with shopping being the most commonly cited journey purpose.
- Car ownership and dependency levels were high amongst residents of the Scottish Borders and Midlothian, with the car being the dominant mode of travel for all journey purposes.
- The majority of respondents from Edinburgh and the Lothians indicated that they currently never commute or travel to the Scottish Borders or Midlothian for business purposes. Leisure trips to the area were more common and there was general agreement that both areas were attractive places to visit. However, there was evidence that transport connections were seen as a limiting factor for trips to the Scottish Borders.
- Amongst the businesses surveyed, the most common disadvantage of operating in the Scottish Borders was poor transport links, with 27% of businesses citing this issue.

Aims of the Research

The aim of this research was to develop a baseline of the travel behaviour patterns and the socio economic characteristics of the area prior to the re-opening of the line.

Research Approach

The research approach consisted of:

- **A Household Survey:** this aimed to gather information on the current travel choices, patterns and behaviour of residents in the Scottish Borders and Midlothian ahead of the re-opening. The survey included questions on the frequency of commuting, leisure and business travel as well as a one day travel diary and was undertaken online and supplemented by a phone-based booster survey.
- **A Business Survey:** this aimed to determine business conditions and business use of the transport network prior to the opening of the Railway. The survey collected information on a number of business metrics including turnover, employment and access to markets (e.g. suppliers and customers) and was conducted primarily by phone.
- **A Control Area Survey:** Control Area Surveys were undertaken in East Lothian and Dumfries and Galloway. These were intended to help isolate the impacts of the new rail line. The surveys were based on the Household Survey and shared many of the same questions on household characteristics and travel patterns.
- **A Panel Survey:** this was directed at residents in Edinburgh, East Lothian and West Lothian and aimed to capture the potential inbound effects of the rail line as a result of the greater access to the Scottish Borders and Midlothian.

Sample Identification

TRACC accessibility planning software was used at the Census Output Area level to determine three distinct geographies ('Tiers') for the purpose of devising sample targets for the Household Survey. The three geographies identified were as follows:

- Tier 1: areas where walk-in access to the new stations is possible (<15minutes);
- Tier 2: excluding Tier 1, areas where reasonable bus-based public transport access is possible; and
- Tier 3: excluding Tiers 1 and 2, areas where only car-based access to stations is realistic (within 20 minutes), and the new stations will become the closest P&R option for accessing Edinburgh.

Household Survey Results

Overall, a total of 3,641 responses were received to the household survey. The key findings from the survey were as follows:

- 96% of respondents from Midlothian and the Scottish Borders were aware of the scheduled opening of the rail line prior to receiving the survey.

- 84% (n=2,826) anticipated that they would use the new railway in the first 12 months.
- 15% of people from the Scottish Borders and Midlothian who had moved address in the last 5 years considered the re-opening of the line to be a main factor or one of a number of important factors.
- Residents in Midlothian were more satisfied with public transport services than those in Scottish Borders, with 64.6% of Midlothian respondents very satisfied or satisfied as opposed to only 35.2% in Scottish Borders.
- Car ownership levels were relatively high, with just 9.2% (n=121) of surveyed households in the Borders and 10% (n=155) in Midlothian not having access to a car or van. The results also show a high level of car dependency with 48% (n=2,846) of respondents indicating that a car was essential for their household's everyday needs.
- 50% of respondents in the Scottish Borders and Midlothian commute to work in Edinburgh of which 70% currently drive.
- A high proportion of people in Midlothian and the Scottish Borders travel to Edinburgh for shopping and leisure purposes, with the car being the main mode used for these journeys.
- The total number of single journeys reported in the travel diary was 3,793, of which 59% were undertaken by respondents from Midlothian.
- In the travel diary, the most popular travel origins and destination for respondents from Midlothian were Dalkeith, Bonnyrigg, Edinburgh City Centre and Gorebridge whilst for respondents from Borders the most popular origins and destinations were Galashiels, Melrose and Selkirk.
- 78% of all travel diary journeys (n=3,793) were by car and almost a quarter of all journeys (n=2,818) were for commuting purposes.

Control Area Survey Results

A total of 472 responses were received to the Control Area Surveys, with 68% of these from Dumfries and Galloway and 32% from East Lothian. The key findings from the surveys were as follows:

Dumfries and Galloway:

- 23% (n=323) of surveyed households did not have access to a car or van.
- 18.9% regularly commute to work, mainly to Dumfries (49.2%) and Castle Douglas (11.9%).
- the majority rely on the car to get to work either as a driver (83.3%) or a passenger (1.7%).
- 67% of respondents make between 0 and 2 return trips per month for leisure purposes (cinema/theatre/eating out/nights out) or sport (participation and spectating);

- the car is the dominant mode of travel for all other purposes, with car use particularly high for business travel.

East Lothian:

- 28% (n=149) of surveyed households do not have access to a car or van.
- From a total of 149 respondents, 27% regularly commute to work, mainly to Edinburgh City Centre (52.5%) and Dunbar (12.5%). The majority rely on the car to get to work either as a driver (72%) or a passenger (2%).
- 65% of respondents make between 0 and 2 return trips per month to Edinburgh for leisure purposes (cinema/theatre/eating out/nights out) or sport (participation and spectating), with the car being the dominant mode of travel for other purpose trips.

Business Survey

Overall 100 businesses responded to the business survey. The key findings from the surveys were as follows:

- All of the businesses based in the Scottish Borders and 90% of those in Midlothian were aware of the re-opening of the rail line prior to receiving notification of the survey.
- Of those business that had moved to the Scottish Borders or Midlothian recently, none cited the new rail line as a factor in the decision to locate in the area.
- The most common disadvantage cited by businesses of being located in the Scottish Borders was poor transport links, with 27% of businesses citing this issue.
- The majority of employees based at the businesses surveyed travelled to work by car, with working from home also popular within the Scottish Borders.
- The customers and competitors of the Scottish Borders businesses surveyed tended to be more locally based than that of Midlothian. While suppliers come from a broader area, the Edinburgh supplier market amongst the businesses surveyed is less important for the Scottish Borders compared to Midlothian.
- Business travel in Midlothian tended to have a much more widely dispersed destination set than the businesses in the Scottish Borders, with the car again being the dominant travel to mode for business travel.
- The main issues affecting business performance identified included competition in the Midlothian market and the availability of labour and the perception of remoteness in the Scottish Borders.

Panel Survey

In total 212 individuals from across Edinburgh, East Lothian and West Lothian completed the panel survey. The key findings from the surveys were as follows:

- Travel to Midlothian for commuting, leisure and business purposes was more common than that of the Scottish Borders.
- Respondents generally agreed there were lots of things to do in both local authority areas and that both were attractive places to visit. However, transport connections were more commonly cited as a limiting factor for the Scottish Borders.
- The majority of respondents from each location did not anticipate using the rail service for either commuting or business purposes. However, anticipated use of the railway for leisure purposes was far higher, with 53% of respondents in Edinburgh, 48% in East Lothian and 42% in West Lothian stating that they anticipated using the service for leisure trips

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1 Introduction

Overview

- 1.1 Peter Brett Associates LLP (PBA), together with Streetwise Services, was commissioned by Transport Scotland (TS) to develop a baseline of the situation prior to the re-opening of the Borders Railway in September 2015.
- 1.2 The research was designed to provide an overall assessment of travel behaviour patterns and the socio economic characteristics of the area prior to the re-opening of the line and included a primary data collection exercise consisting of a number of surveys as well as the collation of secondary data sources. It is anticipated that the information collected via these exercises will then be used to inform the counterfactual for the future evaluation of the new railway.
- 1.3 The purpose of this report is to set out the overall findings from the study. The document includes a detailed discussion of the research approach as well as a breakdown of the results from each survey. A separate report which includes details of potential secondary data sources for use in the evaluation has also been produced.

Report Structure

- 1.4 The report is structured as follows:
 - **Chapter 2:** provides a brief overview of the Borders Railway and the Study Area;
 - **Chapter 3:** discusses the research methodology and approach, including limitations;
 - **Chapter 4:** discusses the results of the survey of households and particularly their use of transport ahead of the new rail service;
 - **Chapter 5:** provides a summary of the results of the household survey in the control areas which it is intended will be used to assist in isolating the impact of the railway in the evaluation;
 - **Chapter 6:** provides a summary of the results of the survey of Midlothian and Scottish Borders businesses and how the reopening of the rail line will impact on them; and
 - **Chapter 7:** discusses the results of the panel survey undertaken to assess how those outside of Midlothian and Scottish Borders would use the service to access the area.

2 Background

Overview

- 2.1 The Borders Railway, also known as ‘the Waverley Route’, provided direct rail services between Edinburgh, the textile towns of the Borders, Carlisle and West Yorkshire. However it was closed in 1969, when it was identified by the Beeching Report as unsuitable for retention. Thirty-one years on, and following a locally based campaign, the three local authorities of Edinburgh, Midlothian and Scottish Borders began developing a business case for the re-opening of the Borders Railway and through their efforts managed to secure significant support from Scottish Government, Scottish Enterprise and the rail industry.
- 2.2 A Bill in the Scottish Parliament was granted Royal Assent and led to the passing of the Waverley Railway (Scotland) Act 2006. Responsibility for delivery and funding of the Project transferred to Transport Scotland in 2008. In 2012 the Government announced that Network Rail, as Authorised Undertaker, was required to construct the whole of the railway, including all of the stations, and actual construction began in April 2014. The new line opened on Sunday 6 September 2015 and involves:
- 30 miles of new railway;
 - seven new rail stations, four in Midlothian and three in the Scottish Borders; and
 - trains running every half hour with the majority of services between Tweedbank and Edinburgh having an anticipated journey time of less than one hour.
- 2.3 A map illustrating the new line and the stations is set below in Figure 2.1.



Figure 2.1: Borders Railway Line

Objectives

- 2.4 The reopening of the new railway line is seen as an important contributor to reversing the relative declining performance of the Scottish Borders following the closure of a number of businesses in the traditional sectors in the area.
- 2.5 In particular, the literature supporting the appraisal and business case reveals the Borders Railway is anticipated to have a positive contribution towards achieving:
- the Scottish Government’s Purpose, by increasing the accessibility of Edinburgh and important regional markets for people of Midlothian and the Scottish Borders;
 - the transport objectives outlined in the Government Economic Strategy, by improving the opportunities for leisure and tourism in the region; and
 - the National Transport Strategy’s objectives, by improving integration, promoting regional cohesion/social inclusion and by helping to promote economic growth.
- 2.6 The Final Business Case (FBC) was prepared to seek approval from the Transport Scotland Investment Decision Making (IDM) Board to invest in the construction of the Borders Railway. The report provides an assessment of the project against four investment objectives as shown in the table below.

Table 2.1: Borders Railway Investment Objectives

Objective / Criteria	Description
Investment Objective 1	Promote accessibility to and from the Scottish Borders and Midlothian to Edinburgh (including the airport) and the central belt.
Investment Objective 2	Foster social inclusion by improving services for those without access to a car.
Investment Objective 3	Prevent decline in the Borders population by securing ready access to Edinburgh’s labour market.
Investment Objective 4	Create a modal shift from the car to public transport.

- 2.7 In line with Transport Scotland’s best practice appraisal and monitoring / evaluation guidance, as set out Scottish Transport Appraisal Guidance (STAG), and its recently published Rail Evaluation Guidance, the impact of the new rail line will be evaluated to assess whether it has met these investment objectives. To inform this evaluation, this report provides the baseline situation prior to the opening of the railway.

3 Research Methodology

Introduction

3.1 As discussed above, the research included a primary data collection exercise consisting of a number of surveys. These included a Household and Business Survey directed at the Borders and Midlothian; a Control Area Survey aimed at East Lothian and Dumfries & Galloway; and a Panel Survey of residents of Edinburgh and East and West Lothian. In order to ensure the research can be repeated in the future on a like for like basis, it is important to document the methodology adopted. This Chapter therefore provides a detailed discussion of the approach for each element of the research including how the samples were selected and the survey methods used.

Household Survey

Content

- 3.2 The purpose of the Household Survey was to gather information on the current travel choices, patterns and behaviour of residents in the Scottish Borders and Midlothian ahead of the re-opening of the line. The survey which is included in Appendix A included questions on:
- demographic characteristics and location;
 - car availability;
 - intention to use the railway;
 - lifestyle choices made prior to the re-opening of the line;
 - frequency of commuting to work and education and mode of transport used;
 - frequency of business and other purpose trips to Edinburgh and mode of transport used; and
 - willingness to take part in future research (to enable the creation of a panel survey at a later date).
- 3.3 In addition to the above, the survey also included a one-day Travel Diary. This utilises the Scottish Household Survey (SHS) Travel Diary methodology where by one (random) adult from each household is asked to complete a detailed record of travel undertaken the previous day. This provides a consistent one-day record of travel behaviour and allows for the early monitoring of the impacts of Borders Railway via the ongoing Scottish Household Survey (Travel Diary).
- 3.4 In addition, the travel diary included questions on journey times, fares and parking costs. If individuals completing these questions opt-in to future

research, it will therefore be possible to compare their 'outturn' travel times and fares with the pre-opening values to derive a true estimate of the benefits accruing to these individuals. This could be used as part of the evaluation to estimate the actual, as opposed to that estimated for the purpose of the business case, benefit cost ratio and outturn value for money.

3.5 For the journeys identified in the travel diary, this includes:

- if car to final destination, parking arrangements & costs – typical commuting time;
- if car to P&R, location and PT fare – typical total commuting time;
- if bus – typical costs and travel time; and
- if active – typical travel time.

3.6 It should also be noted that respondents to the Household Survey were also asked whether they would like to take part in a follow up survey or future research on behalf of Transport Scotland and if so, to supply their contact details. Thus, while not all respondents indicated that they would like to take part, there is the potential to approach some of the same people as part of the future evaluation.

Sample Identification

3.7 The alignment of the Borders Railway is such that the residents of the Scottish Borders and Midlothian will be affected in different ways given the different travel behaviours and patterns. The railway line, for example, will have an impact on communities that are not necessarily close to the stations e.g. through the opportunity to use the park and ride facilities. In addition, not all residents of the Scottish Borders and Midlothian are likely to be impacted by the line.

3.8 To account for this TRACC accessibility planning software was used at the Census Output Area level to determine three distinct geographies ('Tiers') for the purpose of devising sample targets for the household survey. The three geographies identified were as follows:

- Tier 1: areas where walk-in access to the new stations is possible (<15minutes), taking account of the walking network, including off street, footpaths and any new active travel based links to the new stations;
- Tier 2: excluding Tier 1, areas where reasonable bus-based public transport access is possible (i.e. along bus routes serving the stations) – e.g. by bus within 15 minutes in both an AM and PM peak period; and
- Tier 3: excluding Tiers 1 and 2, areas where only car-based access to stations is realistic (within 20 minutes), and the new stations will become the closest P&R option for accessing Edinburgh. For example, Penicuik

residents would not be expected to use the Borders railway to access Edinburgh, despite being approximately 20 minutes' drive from a station.

3.9 An image showing the geographic extent of each of these three tiers is shown in Figure 3.1 below.

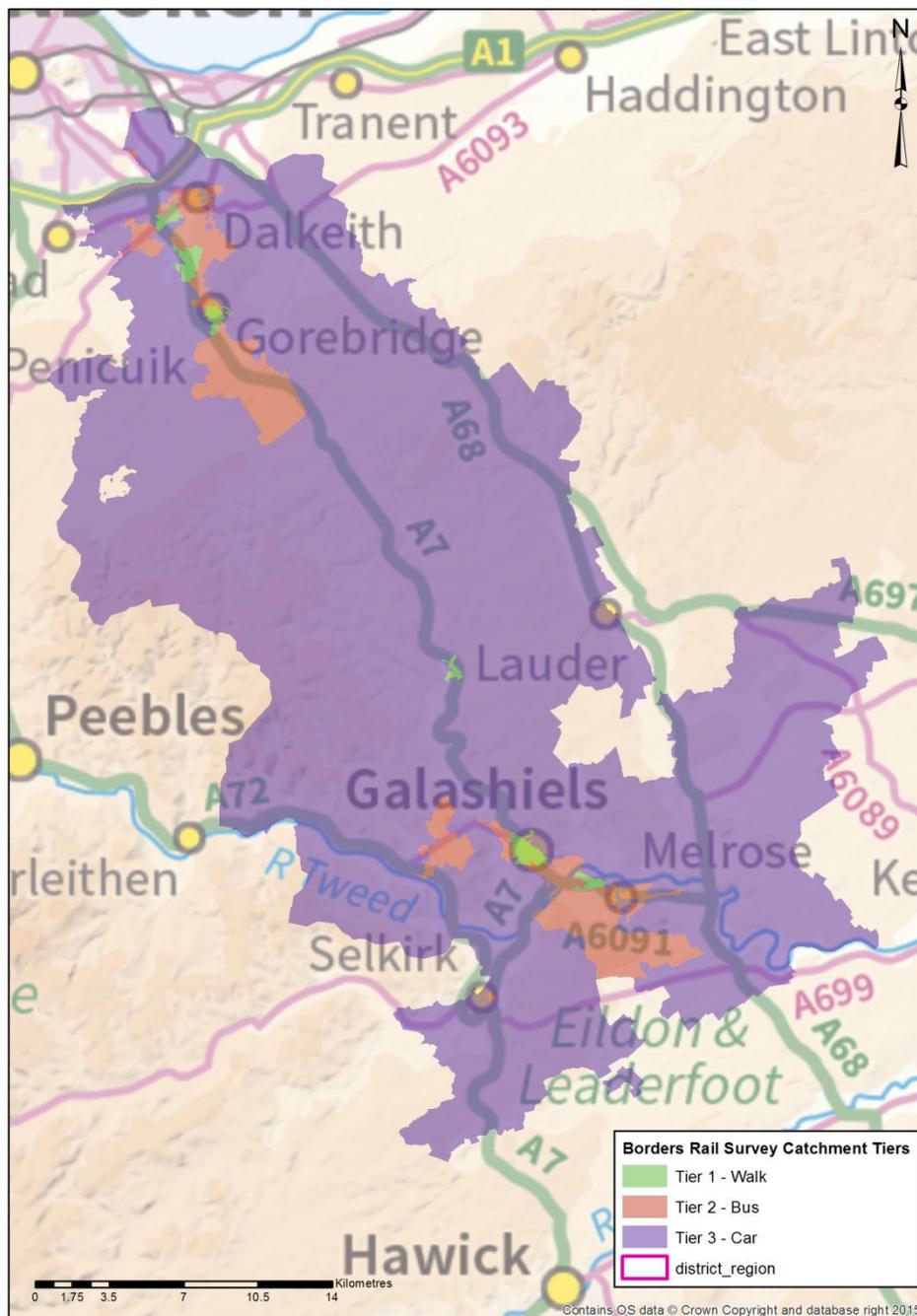


Figure 3.1: Borders Rail Survey Catchment Tiers

3.10 The number of households in each tier was then used to determine a set of 'target' samples as shown in Table 3.1 below. Applying the Transport Scotland target rate of 1500 in each local authority gave a sample size of 6.5% for Midlothian and 8.7% for the Scottish Borders as shown under Target Sample 1. The totals were therefore weighted according to the population in

each tier to achieve a 7.4% target sample in each local authority area as shown under Sample 2 below.

Table 3.1: Target Samples

	Local Authority	Tier 1 Walk	Tier 2 Bus	Tier 3 Car	Total
Total Households	Midlothian	4015	10967	8076	23,058
	Scottish Borders	3399	5760	8124	17,283
Target Sample 1	Midlothian	261 (6.5%)	713 (6.5%)	525 (6.5%)	1500
	Scottish Borders	295 (8.7%)	500 (8.7%)	705 (8.7%)	1500
Target Sample 2	Midlothian	299 (7.4%)	816 (7.4%)	601 (7.4%)	1715
	Scottish Borders	253 (7.4%)	428 (7.4%)	604 (7.4%)	1285

3.11 The benefit of this approach was that it provided a systematic representation of the three main groups of users of the new railway (walk in, bus-based potential and car-based) in each local authority area. If the sample had not been targeted in this way, a good representation of potential Borders Railway users may not have been obtained, and the findings could be skewed by an over or under representation of some groups. The three 'tier' groups also form a natural categorisation for analysing the results of the survey and the later evaluation, as they will be expected to show different behavioural responses.

Survey Method

3.12 In order to achieve the required sample of households there were a number of possible survey methods. These are outlined in the table below, along with the pros and cons of each approach.

Table 3.2: Potential Survey Approaches

Method	Pros	Cons
Phone-based interviews	Ongoing control over sample Responses are coded in real time Complex routing can be included	Length of questionnaire may be limited by acceptable length of call. Increasing reluctance by some people to accept cold calls may lead to bias in sample. Fairly labour intensive assuming a circa 20% response rate.
Door-to-door interviews	Ongoing control over sample Lots of detailed data can be collected Anecdotal findings are also obtained	Very resource Intensive – interviewers may only achieve circa 10 completed interviews per day. Responses need to be manually coded. Potential bias depending on time of day of calls.
Door to door self-completion questionnaire mail drops	Can access a very large number of households Respondents can complete at their own pace and in their time	Surveys could be mistaken for 'junk mail'. No control over sample. Responses need to be manually coded. Response rates can be very low. High volumes of printed material and return envelopes required.
Door to door 'knock	Can access a very large	No control on sample.

and drop' self-completion questionnaires	number of households Raises awareness of the survey on a personal basis Respondents can complete at their own pace and in their time	Responses need to be manually coded. High volumes of printed material and return envelopes required.
Online	Very low cost – set up and publicity only Responses are automatically coded Survey can include complex routing Can be promoted and liked via social media Respondents can complete at their own pace and in their time Many more responses may be received than the target, at zero additional marginal cost	No control on sample responses. Difficulty in reaching the non-online community [phone support line can be offered].
On street intercept interviews in key centres	Ongoing control over sample Lots of detailed data can be collected Anecdotal findings are also obtained	Very labour intensive and time consuming. Responses need to be manually coded. Potential bias depending on interview location strategy.
On-street distribution of self-completion questionnaires at key centres	Easy to administer Can access large number of people.	No control over sample. Responses need to be manually coded. Potential bias depending on distribution location strategy. High volumes of printed material and return envelopes required.

3.13 As the table shows, there are both positive and negative aspects for all of the approaches and no single approach necessarily meets all the research requirements. Given the short time frame available for the data collection (July 2015 until the opening of the line on 6th September 2015), it was reasoned that conducting door-to-door surveys would be too time intensive. Similarly, as a result of the length of the survey it was felt that achieving the target response rate in the timeframe required using a telephone interview approach alone would be problematic.

3.14 As a result a Mixed Method Approach was adopted; consisting of an online survey supplemented with a phone-based booster survey should the online responses fail to reach target sample rates. It is acknowledged that an online survey carries the risk of potentially under-representing some groups that do not have access to the web. However the ONS report that in 2014, 84% of households had online access, and this proportion is continually growing, so households with no online access are now very much in the minority. Nevertheless, for those without access to the internet a telephone number was provided on the literature advertising the survey.

3.15 In addition, in order to minimise any potential bias, the demographic mix of the responses received was monitored throughout so that if certain groups were found to be under-represented, these could be targeted as part of the booster phone based survey.

- 3.16 For the booster survey, households within the three tiers discussed above were targeted, with telephone numbers derived using zonal searches provided by www.zonesearch.com. The telephone surveys were conducted using a Computer Assisted Telephone Interview (CATI) approach, using similar bespoke software to that used within the online survey. This enabled responses to be coded at the point of interview and totals logged on a daily basis to ensure accurate monitoring of the sample rate.

Survey Promotion

- 3.17 As part of the promotional strategy for the Household Survey over 40,000 letters and leaflets advertising the survey were produced and distributed. Copies of these are included in Appendix B and Appendix C. The letter was delivered to households within the three tiers as identified above while the leaflets were delivered to public buildings across the area. A complete list of the buildings to which leaflets were delivered is included in Appendix D.
- 3.18 The survey was also advertised within The Borders Telegraph, The Midlothian Advertiser and The Southern Reporter and was included in the South Scotland Newsfeed on the BBC news website. All three local news agencies also regularly promoted the survey via their social media outlets, including Facebook and Twitter. A copy of the newspaper advert used is included in Appendix E.
- 3.19 Scottish Borders Council, Midlothian Council and the Borders Railway also publicised the survey via their websites and social media outlets, with Borders Railway also sending the link via email to all members of their mail group. In order to encourage participation in the survey, respondents were also offered the chance to be entered into a prize draw for one of five £50 shopping vouchers of their choice.
- 3.20 All publicity material for the household survey, including the introduction to the survey, explicitly mentioned the Borders Railway. It is acknowledged that this had the potential to introduce an element of bias into the results, with those most interested in the rail line more likely to be motivated to complete the survey. However, it was felt that capitalising on the positive publicity and general interest surrounding the opening of the line would assist in achieving a larger sample and that this outweighed any negative consequences associated with potential bias.

Survey Administration

- 3.21 The online survey went live on the 26th July 2015. Following, a slowdown in the number of responses received after the first month, a booster telephone survey was undertaken during the period 26th August - 7th September 2015. Despite this, the number of responses received slightly remained below the 3,000 target at the date of the re-opening of the line (6th September 2015). As such, the survey deadline was extended to the 22nd September. While this had the potential to introduce an element of bias into the results since the motivations driving people to complete the survey pre and post-opening are

likely to differ, it was felt that this was outweighed by the benefits of achieving a larger sample.

Control Area Survey

Control Area Selection

- 3.22 The purpose of the control area is to help understand whether any changes which occur in the study area are directly due to the new rail line. This is achieved by comparing impacts within the study area to that of the control area, thereby isolating the effect of the railway and using it as a differentiating factor.
- 3.23 In selecting a control area it is important to choose a location which shares as many of the characteristics of the study area as possible but which are not affected by 'spill over' effects from the intervention. With this in mind, two control areas were selected: East Lothian and Dumfries & Galloway. For the former, only households within those areas without a rail station were targeted while the latter included the whole local authority area.

Content

- 3.24 The Control Area Survey was based on the Household Survey and shared many of the same questions on household characteristics and travel patterns. However, the Control Area Survey did not include the Travel Diary element as it was felt this would add unnecessary length. In addition, any questions on or reference to the Borders Railway were removed as these were not felt to be relevant and had the potential to confuse and deter potential respondents. Finally, for the Dumfries survey, rather than asking about the frequency of business and other purpose trips to Edinburgh, respondents were asked about their frequency of business and other purpose trips to the nearest large towns (namely Dumfries, Stranrear or Glasgow). A copy of the Control Area Survey is included in Appendix F.

Method

- 3.25 In contrast to the Household Survey, the Control Area Surveys were conducted entirely by telephone. This was because of the additional difficulty associated with reaching areas where the Borders Rail is not relevant using an online survey. Telephone numbers for the Control Group samples were derived using zonal searches provided by www.zonesearch.com.
- 3.26 In addition, references to the Borders Railway in the introduction to the survey were removed as these were not felt to be relevant and had the potential to confuse and deter potential respondents. Instead, respondents were informed that research was being undertaken to investigate how people travel in Dumfries / East Lothian. As with the household survey, respondents were asked if they were willing to undertake future research and therefore there is potential to approach some of the same respondents during the future evaluation.

Survey Administration

- 3.27 The Control Area Survey was undertaken between 5th August 2015 and 25th August 2015. As with the Household Survey booster survey, responses were coded at the point of interview and totals logged on a daily basis to ensure accurate monitoring of the sample rate. Respondents to the Control Area Surveys were also offered the chance to be entered into the prize draw for one of five £50 shopping voucher of their choice.

Business Survey

Survey Purpose

- 3.28 The purpose of the business surveys was to determine business conditions and business use of the transport network prior to the opening of the Railway. Given the evaluation will ultimately consider the Wider Economic Benefits (WEBs) generated by the railway, the survey gathered baseline information on a number of business metrics, such as those on turnover, employment, productivity and access to markets (e.g. suppliers and customers).
- 3.29 In addition, while the new line will likely result in new and positive opportunities, the opening of the railway may also bring threats to existing businesses through, for example, greater levels of competition for both staff and customers. The business survey therefore explored current recruitment and competition so that the impact of the line on these issues can be systematically evaluated at a later date. A full copy of the survey is included in Appendix G.

Survey Method and Administration

- 3.30 The Business Survey was conducted primarily by phone between 6th August 2015 and 24th September 2015. Businesses in both Midlothian and the Scottish Borders were contacted directly and asked if they would like to complete the survey. Contact details for an initial list of businesses were provided by Scottish Enterprise. These were supplemented with details obtained from the website Zone Search and google based web searches.
- 3.31 An online version of the survey was also produced. This was circulated to a number of membership based consultees who were asked to circulate the survey to their members. The consultees included the Federation of Small Businesses, Midlothian Chamber of Commerce, Scottish Borders Business Gateway, and Scottish Borders Business Forum who were asked to share it with their members. A link to the survey was also sent to all businesses who requested to complete the survey online rather than by telephone.
- 3.32 As with the Household Survey, the introduction to the Business Survey explicitly mentioned the Borders Railway as it was felt that this would assist in achieving a larger sample. During the future evaluation, consideration should therefore be given to the different motivators driving businesses to opt into the research.

- 3.33 Achieving the required response rates to the survey was difficult, with large numbers of businesses choosing not to take part. While the survey was initially scheduled to close prior to the opening of the railway, as a result of the low number of responses, the deadline was extended to the 24th September.

Panel Survey

- 3.34 The Household and Business Surveys were largely focussed on the perspective of Midlothian and Scottish Borders residents and businesses, i.e. those that live and/or work in the area. However, the new rail line will also open up access to Midlothian and the Scottish Borders for those who do not live or work there. In order to gauge the potential inbound effects from easier access by rail, a panel survey of residents in Edinburgh, East Lothian and West Lothian was undertaken.
- 3.35 The Panel Survey ran between 18th and 25th August 2015 and aimed to explore the perceptions of both the Borders and Midlothian as business and/or leisure destinations and the propensity to visit each location. It is intended that the Panel Survey be repeated as part of the evaluation in order to determine if attitudes or behaviours have changed as a result of the opening of the Railway. As with the Household and Business Surveys, the introduction to the Panel survey explicitly mentioned the Borders Rail line. A full copy of the Panel Survey is included in Appendix H.

4 Household Survey

Introduction

4.1 This chapter summarises the key findings of the household survey, including the Travel Diary, ahead of the evaluation. For the purposes of this chapter, the results are broken down by Local Authority (Midlothian and Scottish Borders) and exclude all responses received from outside of these areas. A more detailed breakdown of the results by tier is included in Appendix I.

Response Rate

4.2 Overall, a total of 3,641 responses were received to the household survey, 534 (14.7%) from the telephone interviews and 3,107 (85.3%) from the online version of the survey. However, it is important to note that not all of the survey responses were complete and as a result some questions have a smaller sample size. The majority of responses were collected before the opening of the railway (6th of September 2015) with just 100 responses (2.7%) received post opening.

Geographical Distribution of Responses

4.3 Table 4.1 and Figure 4.1 below show the geographical distribution of surveyed households for those households where the postcode provided by the respondent was valid and could be matched to a location. Those responses which did not provide a valid postcode could not be mapped and have therefore been classified as 'missing' in the table below. The geographies outside the tiers defined in Chapter 3 have been grouped into four distinct regions: Other Midlothian, Other Scottish Borders, Edinburgh City and Other UK.

Table 4.1: Geographical distribution of surveyed households (Household survey)

	Frequency	% (of total responses)	% (excluding missing)
Midlothian_Tier1	399	11.0	13.2
Midlothian_Tier2	653	17.9	21.6
Midlothian_Tier3	440	12.1	14.5
Other Midlothian	50	1.4	1.7
Scottish	166	4.6	5.5
Borders_Tier1			
Scottish	445	12.2	14.7
Borders_Tier2			
Scottish	521	14.3	17.2
Borders_Tier3			
Other Borders	203	5.6	6.7
Edinburgh City	101	2.8	3.3
Other UK	47	1.3	1.6
Total (without missing)	3,025	83.1	100.0
Missing	616	16.9	
Total	3,641	100.0	

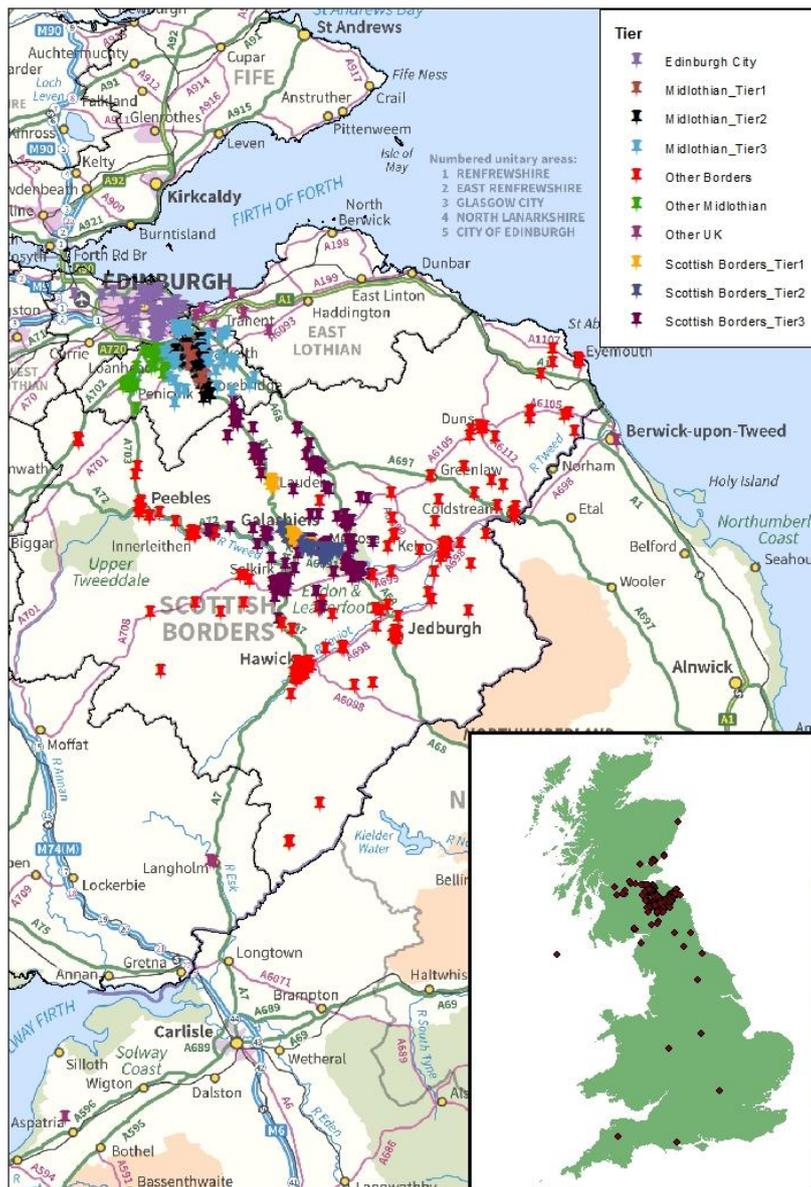


Figure 4.1 Geographical distribution of surveyed households (Household survey)

4.4 Table 4.2 below compares the achieved sample to that of the target sample rates as discussed in Chapter 3. As shown the achieved sample is broadly similar to the target sample, with a reasonable response rate across all tiers. While the target sample rates were not achieved in all tiers, the samples were of a sufficient size to provide confidence in the results. At the local authority level, these figures provide a confidence interval of plus or minus 2.4% and 2.8% for Midlothian and Scottish Borders respectively (at the 95% confidence level).

Table 4.2: Achieved Sample compared to Target Sample Rates

	Local Authority	Tier 1 Walk	Tier 2 Bus	Tier 3 Car	Total
Target Sample 2 (weighted)	Midlothian Scottish Borders	299 (7.4%) 253 (7.4%)	816 (7.4%) 428 (7.4%)	601 (7.4%) 604 (7.4%)	1715 1285
Achieved Sample	Midlothian Scottish Borders	399 (9.9%) 166 (4.9%)	653 (6%) 445 (7.7%)	440 (5.4%) 521(6.4%)	1492 1132

4.5 Table 4.3 show the breakdown of the number of responses from the telephone interviews (CATI survey) and the online version of the survey by area. As above, only the responses that provided a valid postcode are included. As shown in Figure 4.2, the geographic distribution is broadly similar, with no area dominating in either sample.

Table 4.3: Breakdown of responses by survey type and tier (Household survey)

	Online	Online %	CATI	CATI %
Midlothian_Tier1	365	14%	34	7%
Midlothian_Tier2	583	23%	70	15%
Midlothian_Tier3	374	15%	66	14%
Other Midlothian	23	1%	27	6%
Scottish Borders_Tier1	144	6%	22	5%
Scottish Borders_Tier2	388	15%	57	12%
Scottish Borders_Tier3	436	17%	85	18%
Other Borders	188	7%	15	4%
Edinburgh City	25	1%	76	16%
Other UK	31	1%	16	3%
Total	2,557	100%	468	100%

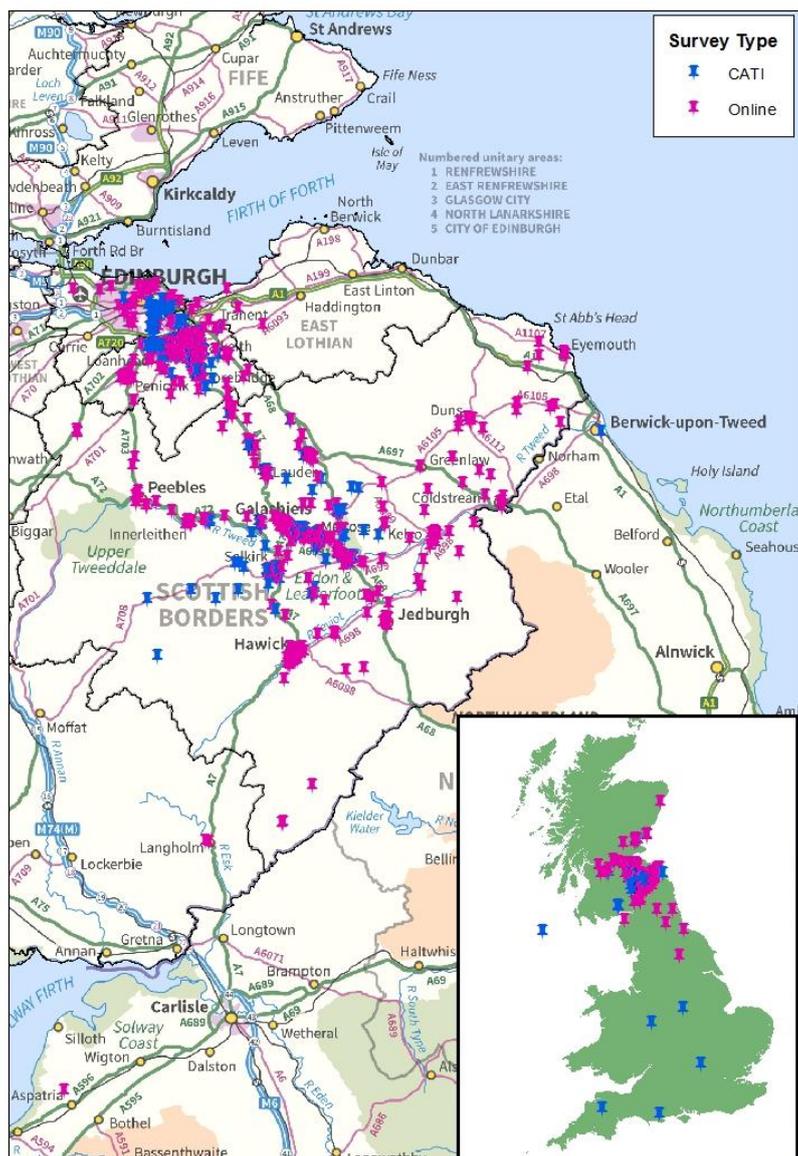


Figure 4.2: Breakdown of responses by survey type and tier (Household survey)

Respondent Characteristics

- 4.6 The survey collected information on the characteristics of respondents. It found that 49.8% of respondents (n=2,155) are female, with a higher proportion of female respondents in the Scottish Borders than in Midlothian.
- 4.7 Overall, the two largest age categories are between 45 and 54 (23.4% of n=2,211) and 55 and 64 (21.9%) years of age. In terms of a breakdown by local authority, as with the population as a whole, the sample from the Scottish Borders is slightly older, with most (51% of 981) aged 55 and over while the majority of respondents from Midlothian (57% of 1,159) are aged between 25 and 54. In comparison to the total population, the sample in each local authority contained a smaller proportion of people in the 16-24 and 75+ categories and a larger proportion in the 35-74 age categories (see Figure

4.3). While the sample was far smaller, those responding to the survey after the opening of the rail line tended to be younger.

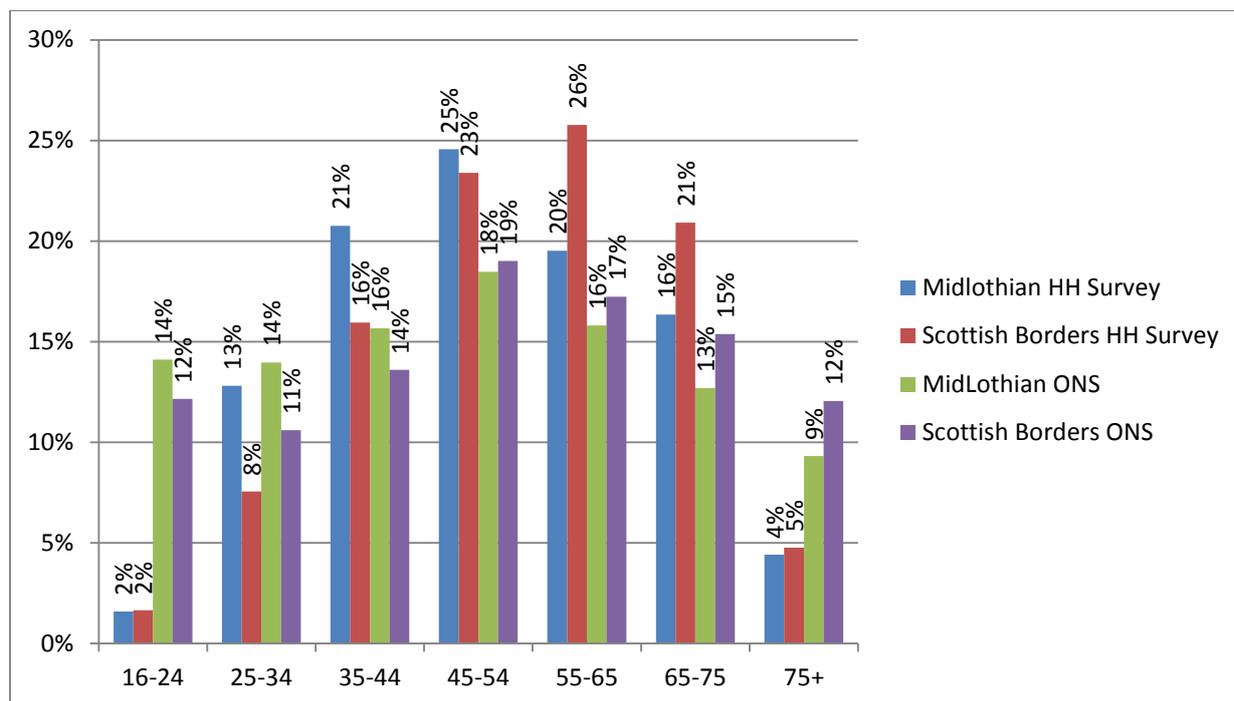


Figure 4.3: Age of Respondents (Household survey)

4.8 Approximately 42% of respondents (n=2,122) have bought their accommodation with mortgage or loan, 36% own the place outright and 16% pay rent, including rent paid by housing benefit. Home ownership is higher amongst respondents from the Scottish Borders.

Table 4.4: Distribution of Respondents by Tenure (Household Survey)

Improvement	Midlothian	Scottish Borders	Total
Buying with mortgage/loan	552	340	892
	48.0%	35.0%	42.0%
Own it outright	355	417	772
	30.9%	42.9%	36.4%
Part rent/part mortgage	12	9	21
	1.0%	.9%	1.0%
Rents (including rents paid by housing benefit)	169	164	333
	14.7%	16.9%	15.7%
Living here rent free	21	20	41
	1.8%	2.1%	1.9%
Not Applicable	41	22	63
	3.6%	2.3%	3.0%

4.9 Figure 4.4 below shows the distribution of respondents by employment sector. As shown a relatively high proportion of those who responded to this question from Midlothian came from the financial & insurance (12.3%, n=112) sector. Overall, this sector accounts for just 1.1% of employee jobs in Midlothian, with the higher proportion in the sample likely to be a consequence of the high numbers working in this sector who commute to Edinburgh. The largest

proportion of respondents from the Scottish Borders who answered this question worked in public administration, education and health (41% of 700 respondents). This is in keeping with the proportion of employee jobs in the public sector in the Scottish Borders.

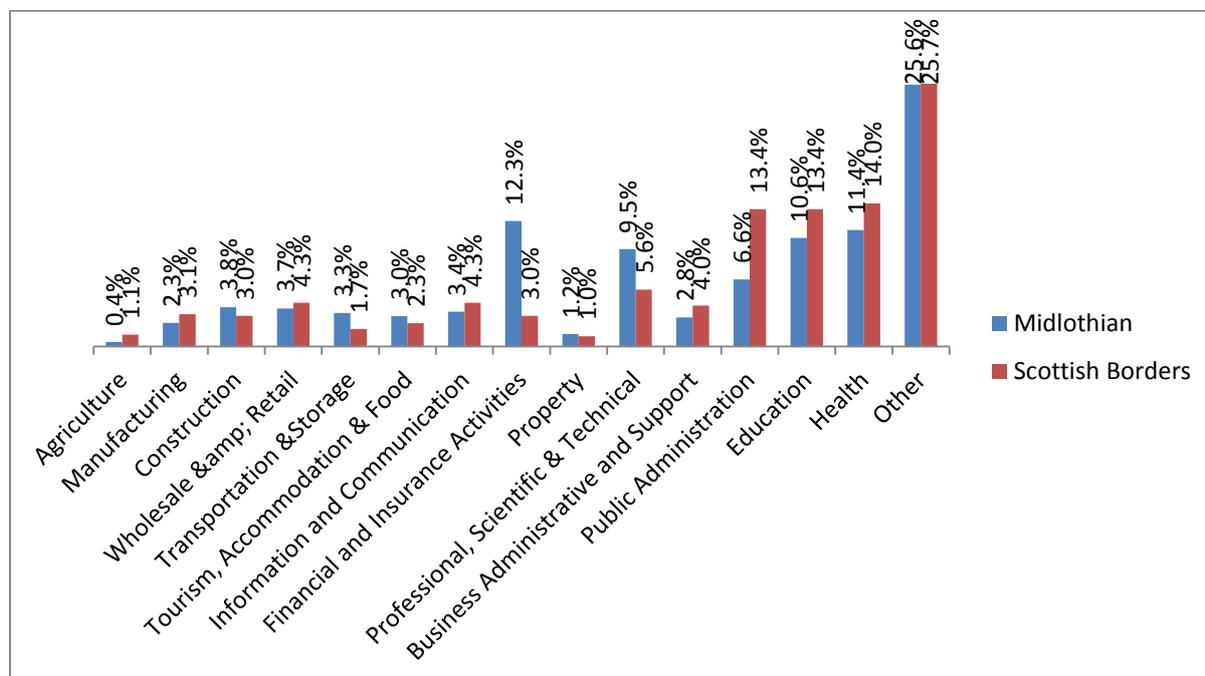


Figure 4.4: Distribution of respondents by employment sector (Household survey)

- 4.10 The survey results show that 15% of respondents (n=2,149) have a physical or mental health condition or illness lasting or expected to last 12 months or more. The condition reduces the ability to carry out day-to-day activities a lot or a little for approximately 68% of these people (n=325).
- 4.11 The top three categories in terms of household income were over £60,000 (15% of respondents n=2,054), those who earn between £20,001 and £30,000 (14%) and those who earn between £10,001 and £20,000 (13%). Overall, respondents from Midlothian indicated that their household income was marginally higher than respondents from the Scottish Borders.

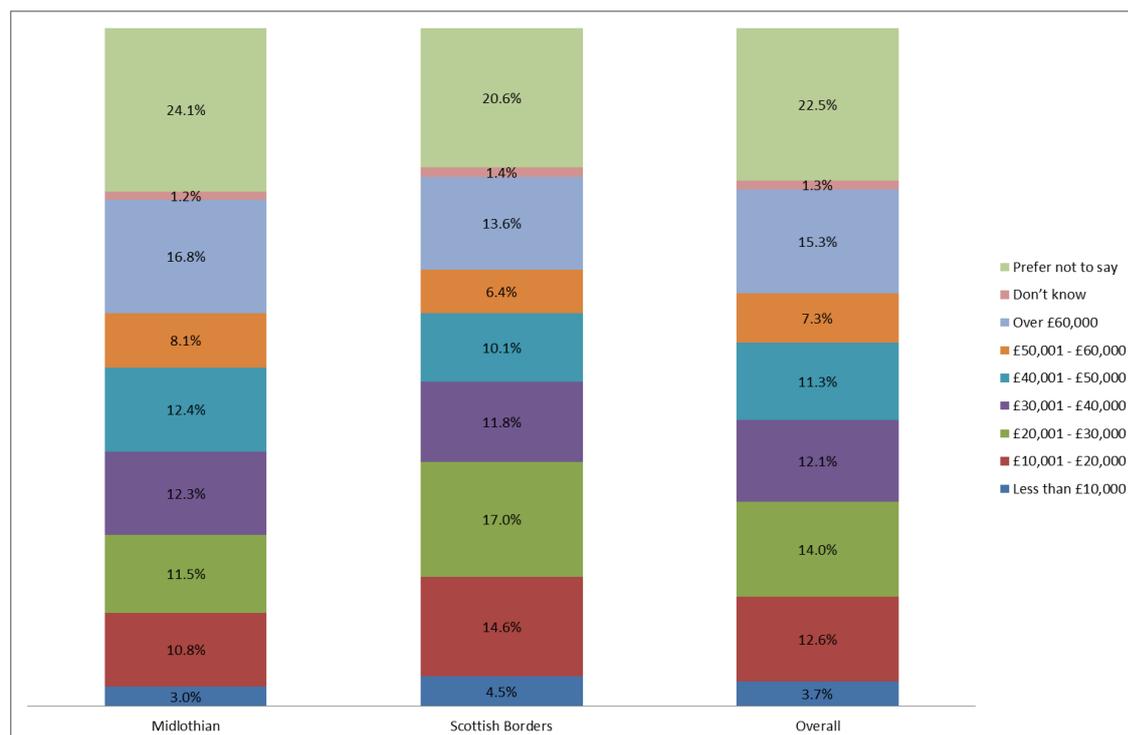


Figure 4.5: Household Income (Household survey)

Household Compositions

- 4.12 The average size of surveyed households (n=2,877) in both Midlothian and the Scottish Borders is 2.4 members i.e. 2 adults (16 or over) and 0.4 children / young people (<16). The most common household types were the 'two adults' households with no children and the single person living alone households.
- 4.13 Of the total 5,069 adults that are members of the households surveyed, 60% are in employment (full time or part time), 27% are retired and the rest are either in education or unemployed. These proportions are higher than that of the population as a whole and may reflect the fact rail users (and therefore by extension those most interested in the survey) are usually drawn from higher income groups. Figure 4.6 shows a marginally higher level of employment for households in Midlothian and a smaller proportion of retired adults.

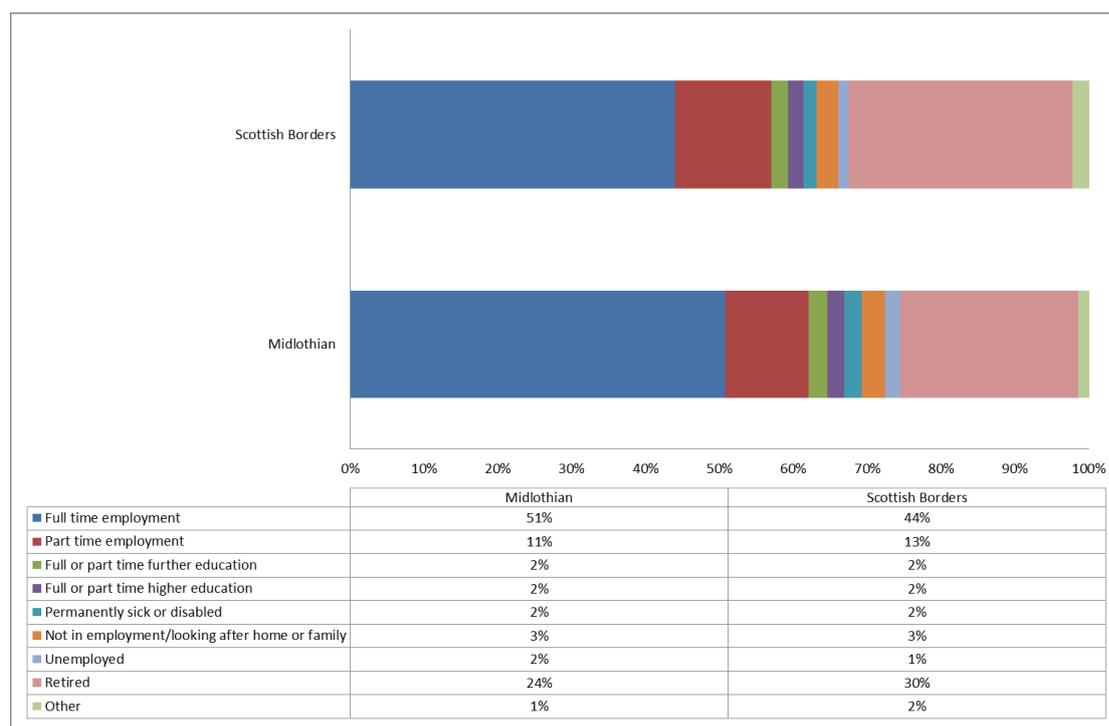


Figure 4.6: Employment status by local authority (Household survey)

4.14 The survey collected information about the employment status of all members of surveyed households. Table 4.5 below shows the composition of surveyed households in terms of their employment status or in other words the mean percentage of household members with a certain employment status by household size. For example, on average, a ‘three adult’ household has 51.9% of its members or 1.5 members in full time employment and a ‘two adults’ household has 31.7% of its member or 0.6 members retired.

Table 4.5: Mean percentage of household members with a certain employment status by household size

Household size (no of adults)	Full time employment	Part time employment	Full or part time further education	Full or part time higher education	Permanently sick or disabled	Not in employment/looking after home or family	Unemployed	Retired	Other
1	40.7%	9.6%	0.3%	0.5%	3.6%	1.7%	3.5%	39.0%	1.2%
2	47.5%	11.9%	0.5%	0.4%	1.7%	3.4%	1.3%	31.7%	1.6%
3	51.9%	14.4%	7.1%	6.5%	2.6%	2.6%	2.2%	10.3%	2.3%
4	51.3%	11.6%	10.5%	10.2%	2.7%	3.8%	0.5%	6.5%	3.0%
5	53.3%	26.7%	13.3%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%
Other	16.7%	0.0%	0.0%	0.0%	0.0%	16.7%	66.7%	0.0%	0.0%

4.15 The household survey also collected information on car ownership and car dependency. Overall, car ownership levels were relatively high, with just 9.2% (n=121) of surveyed households in the Borders and 10% (n=155) in Midlothian not having access to a car or van. These figures are slightly higher than those recorded in the 2011 Census (20% and 25% respectively) and likely reflect the fact rail users (and therefore by extension those most interested in the survey) are usually drawn from higher income groups.

4.16 The results also show a high level of car dependency amongst surveyed households i.e. approximately 48% (n=2,846) of respondents indicated a car is essential for their household's everyday needs and 25% of respondents indicated 2 or more cars are essential for their household's everyday needs. The levels of car dependency broken down by local authority are presented in the figure below.

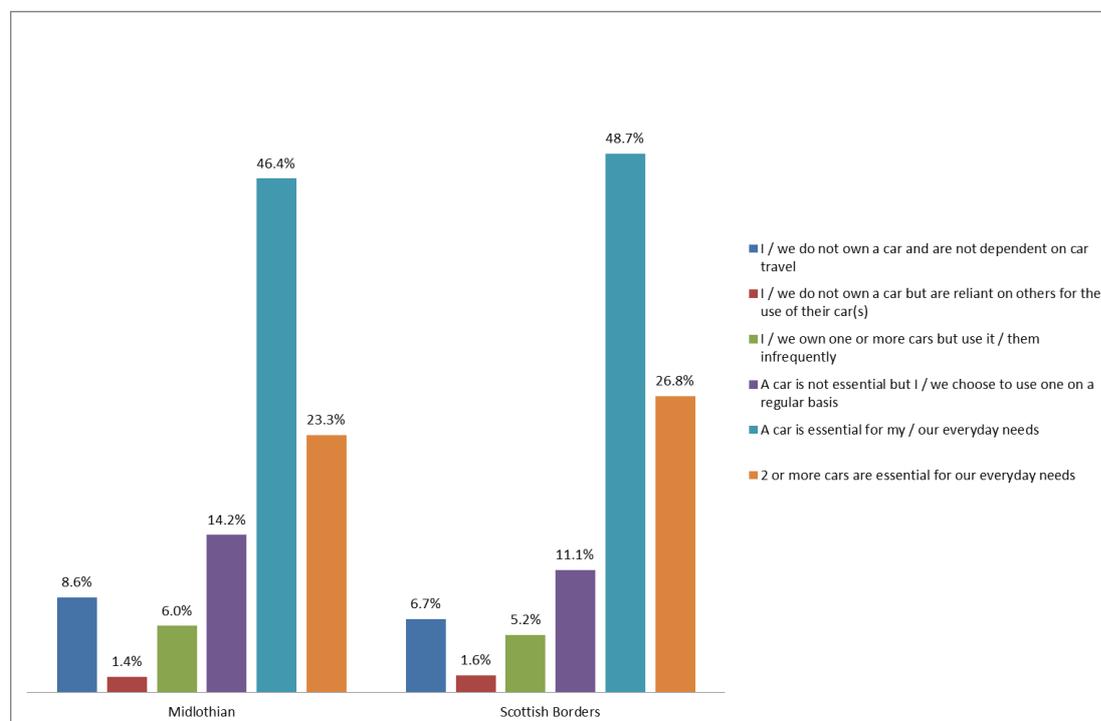


Figure 4.7: Car dependency by local authority (Household survey)

4.17 The survey asked respondents if they hold a National Entitlement Card which provides them with free bus travel. Across the two local authorities, 64.9% (n=1,525) of respondents from Midlothian and 61.6% (n=1,321) of respondents from Scottish Borders said they do not own a National Entitlement Card.

Key Point: Close to 90% of the members of surveyed households are either in employment (full time or part time) or retired. The levels of car ownership and car dependency are considerably high across both Midlothian and Scottish Borders.

About Your Neighbourhood

4.18 A significantly high proportion of respondents from both Midlothian and the Scottish Borders rated their neighbourhood (defined as the street they live in and the streets nearby (urban) or the local area (rural)) as very good or fairly good as shown in the figure below.

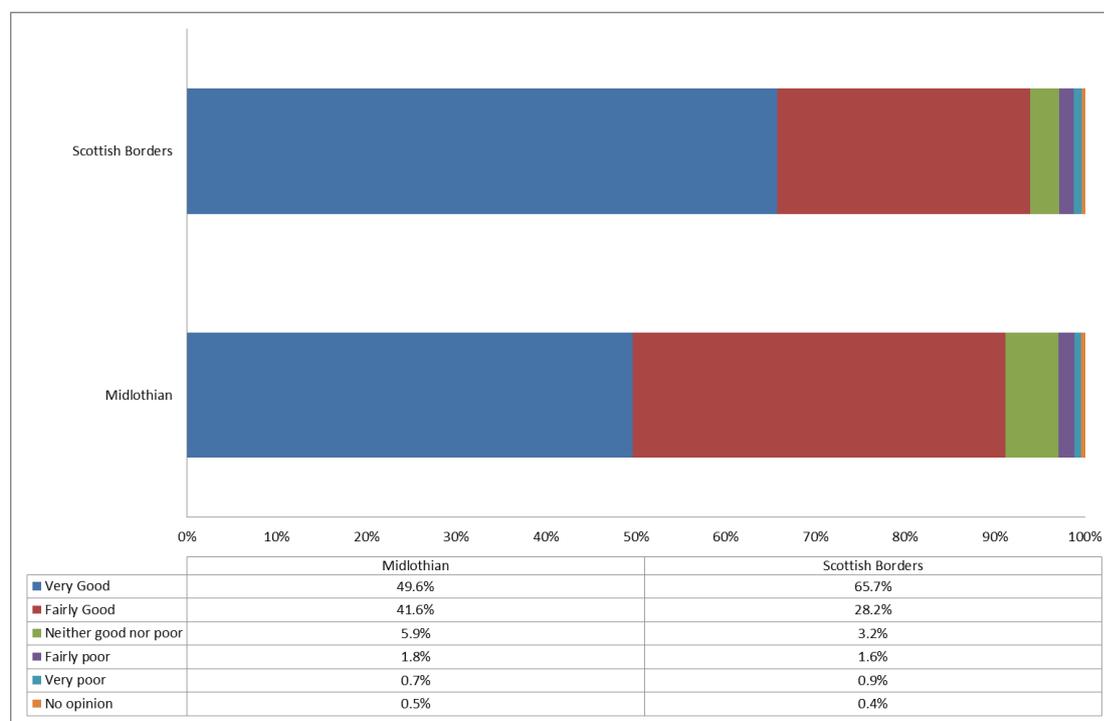


Figure 4.8: Quality of neighbourhood as a place to live by local authority (Household survey)

4.19 The feeling of belonging to the neighbourhood was also found to be fairly strong amongst respondents as 30.3% felt 'very strongly' about it and 45.5% felt 'fairly strongly' (n=2,829). When comparing the two local authorities, there are a higher proportion of respondents from the Scottish Borders that felt 'very strongly' that they belong to their neighbourhood.

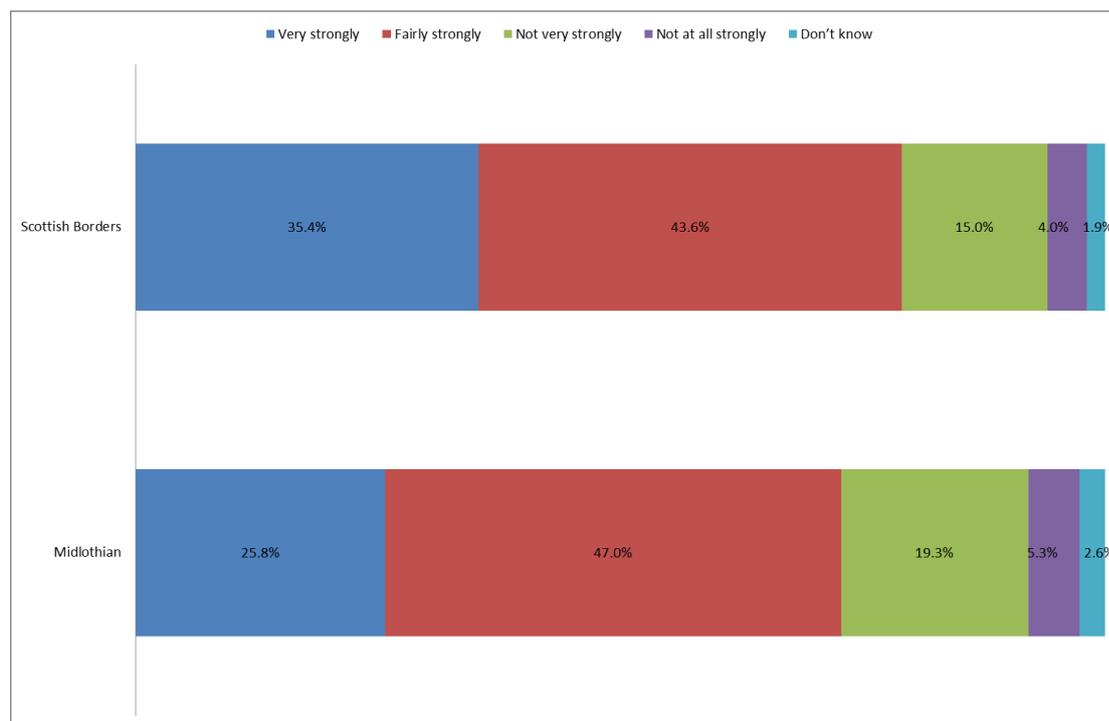


Figure 4.9: Neighbourhood Inclusion by Local Authority (Household survey)

Key Point: *The majority of respondents from both Midlothian and the Scottish Borders think their neighbourhood is a good place to live in and feel strongly about belonging to it.*

Awareness of the New Line

4.20 Respondents to the survey were asked if they were aware of the scheduled opening of the rail line prior to receiving the survey. The majority of respondents who answered this question (95.5% of 2,876) were aware. A slightly higher level of awareness was experienced in the Scottish Borders where 98.1% (n=1,335) of respondents knew about the planned opening of the railway compared to 93.3% (n=1,541) in Midlothian.

Intention to use the Railway

4.21 When asked about their intention to use the Borders Railway in the first 12 months of operation, around 84% (n=2,826) of respondents anticipated they will use it. This percentage was very much the same for respondents across the two local authorities.

4.22 The Figure below shows the modes of transport that respondents expect to use to travel to the station. Overall, car driver (53.7% of 2,353 respondents) and walking (52.3% of 2,353 respondents) are likely to be the most popular. These percentages vary considerably across the two local authorities as shown in Figure 4.10 below and can be mostly explained by the differences in proximity of respondents in each region to the Borders Railway stations.

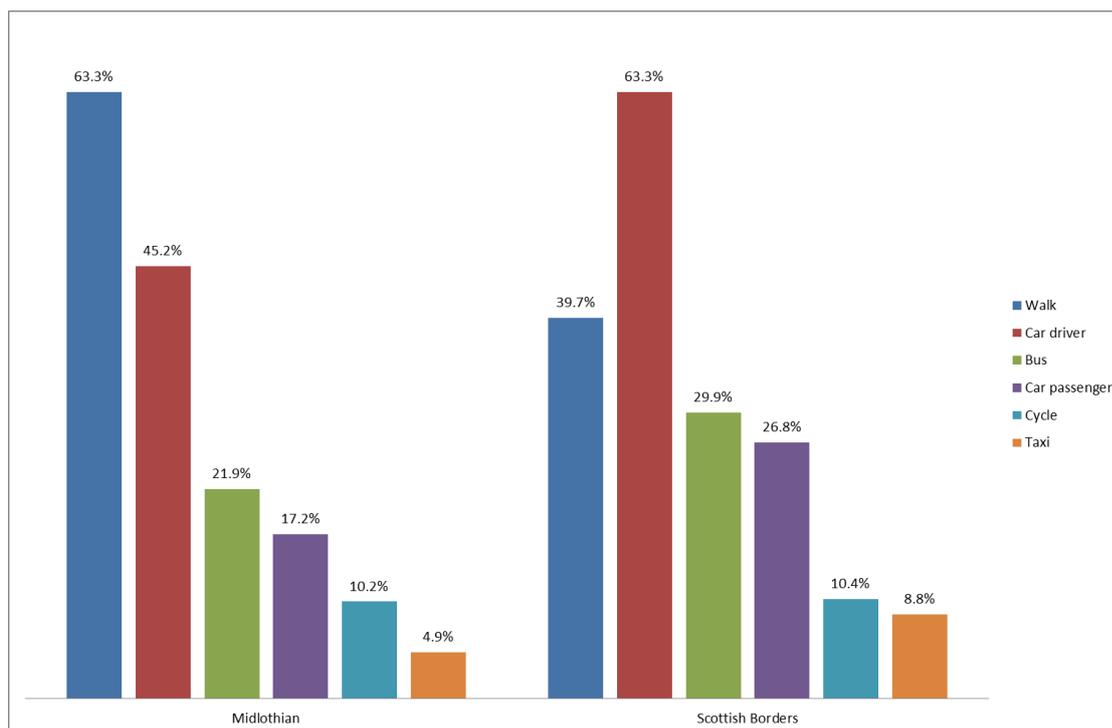


Figure 4.10: Modes of transport to the station by local authority (Household survey)

Key Point: Over 80% of those surveyed intend to use the new service in the first 12 months. The closer to the station the more likely people are to walk, with those more further away likely to drive.

Borders Railway and your life Choices

- 4.23 26.4% of 1,305 respondents from Scottish Borders and 29.4% of 1,509 respondents from Midlothian have changed their address in the past five years. The planned opening of the Borders Railway has had a relatively significant impact on their decision to move as shown in Figure 4.11 below i.e. of those who have moved, around 15% from both local authorities have considered it a main factor or one of a number of important factors.
- 4.24 Moreover, 7% of the respondents who have lived at their current address for under 5 years (n=789) indicated they would not have moved to their current address had the Borders Railway not been planned. This percentage is 7.6 for respondents from Scottish Borders and 6.5 for respondents from Midlothian.

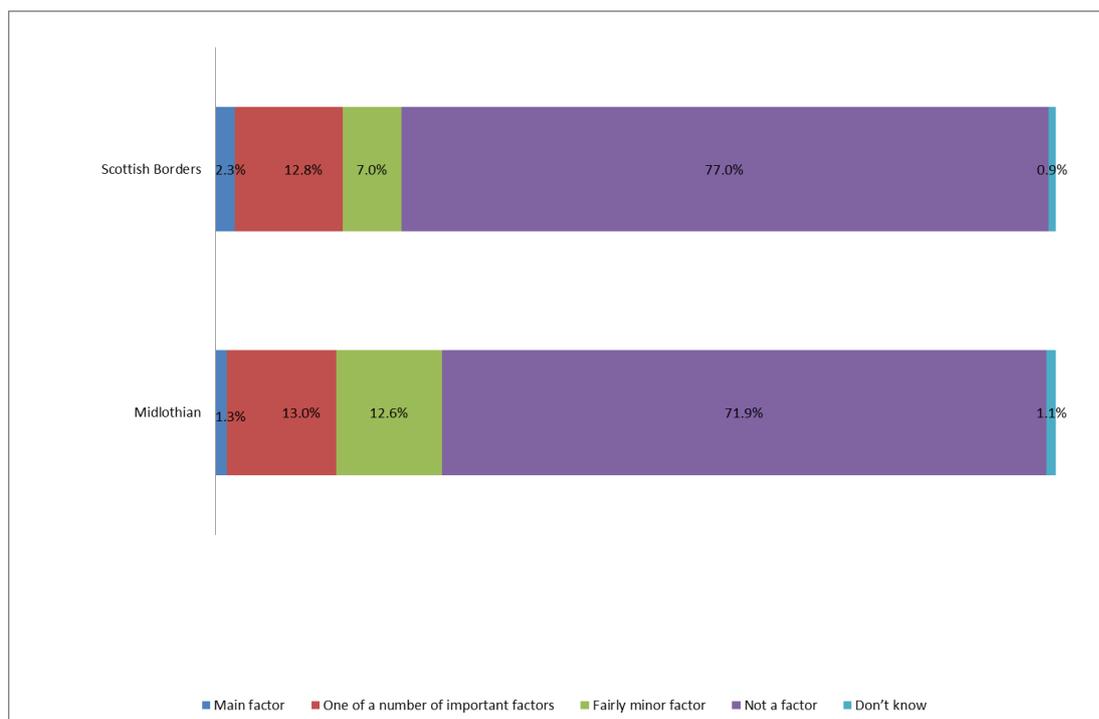


Figure 4.11: Influence of Borders Railway on decision to change residence by local authority (Household Survey)

4.25 The survey found a much lower impact on changes in workplace or education location. Only 1% (n=2,802) and 0.5% (n=2,793) of adult members of surveyed households indicated they changed their workplace or place of higher or further education as a result of the planned opening of the Borders Railway. Most of them now work or study in Edinburgh City Centre, Edinburgh West and Galashiels.

4.26 Participants in the survey were also asked about their plans to change their residence in the next year. A total of 2,782 respondents answered this question and approximately 8% indicated either their whole household or only some members of their household are planning to move. This percentage is higher for respondents from Scottish Borders i.e. 9% compared to 6.5% for respondents from Midlothian.

4.27 The opening of the Borders Railway has influenced this decision to a certain extent, around 7% of those intending to change their residence (n=222) will move closer to a station while 4.5% will move further away from the line.

Key Point: *Of those who moved house recently, the reopening of the Borders rail line played an important part in a number of people's decision to locate to Midlothian and the Scottish Borders.*

Your Household and Current Public Transport

4.28 The figure below shows the respondents' level of satisfaction with current public transport services with respect to their household's travel needs. Overall, just over half of the respondents (n=2,767) are either very satisfied or

satisfied with how the current public transport services meet their household's travel needs. The level of satisfaction is significantly higher in Midlothian where 64.6% of respondents are very satisfied or satisfied as opposed to only 35.2% in Scottish Borders.

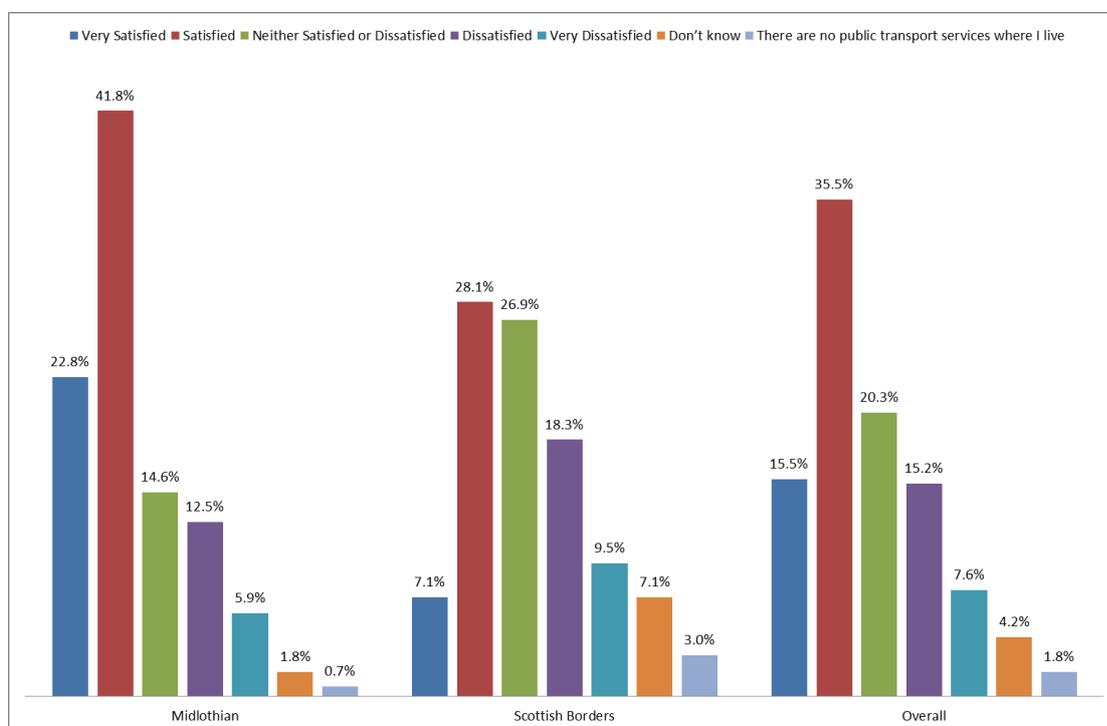


Figure 4.12: Satisfaction with current public transport services (Household survey)

4.29 The prevalent factors which influence the level of satisfaction are 'availability of public transport services' and 'frequency' (based on responses from 2,011 respondents). These appear to be the main reasons for both satisfaction and dissatisfaction amongst respondents as outlined in Table 4.6. For example, 83% of respondents that stated they were very satisfied with public services in their area mentioned availability of PT services as a factor that has an impact on their level of satisfaction.

Table 4.6: Factors which influence the level of satisfaction (Household survey)

Improvement	Very Satisfied	Satisfied	Dissatisfied	Very Dissatisfied
Availability of PT services	83%	73%	58%	74%
Frequency	80%	70%	58%	68%
Fares	42%	35%	26%	33%
Length of operating day	32%	24%	29%	38%
Overall journey time	29%	25%	58%	54%
Reliability	58%	40%	17%	26%

Percentages and totals are based on respondents (n=2,003)

- 4.30 The survey also found that improvements in public transport mainly related to frequency, overall journey time and availability could encourage a significant proportion of surveyed households (72.6% of 2,759) to use the services provided in their area. The proportion is higher for Midlothian (76% of 1,477 respondents) than for Scottish Borders (69% of 1,282 respondents).
- 4.31 Table 4.7 includes the proportion of respondents from each local authority which mentioned that a selected improvement would make them use public transport more. For example, 26.7% of respondents from Midlothian said they would use public transport more if reliability was better, as opposed to 30.7% of respondents from Scottish Borders.

Table 4.7: Selected Improvements in Public Transport (Household Survey

Improvement	Midlothian	Scottish Borders	Total
Frequency	485	440	925
	45.8%	52.2%	49%
Overall journey time	533	491	1024
	50.3%	58.2%	54%
Availability of PT services	325	370	695
	30.7%	43.9%	37%
Fares	288	298	586
	27.2%	35.3%	31%
Length of operating day	596	380	976
	56.2%	45.1%	51%
Reliability	283	259	542
	26.7%	30.7%	28%
Other	485	440	925
	45.8%	52.2%	49%

Percentages and totals are based on respondents (n=1,903)

Key Point: *Significantly more residents in the Midlothian local authority are satisfied with public transport services than residents in Scottish Borders. Of potential improvements in services, frequency, journey times and availability were cited as the key areas for improvement.*

Your Personal Travel

Commuting to Work or Education

- 4.32 This section of the questionnaire was concerned with the personal journeys participants make commuting to and from work or education. From a total of 2,736 respondents, 54.5% regularly commute to work. Nearly 59% of these are Midlothian residents and the rest are Scottish Borders residents. The main destinations for work for respondents commuting from Midlothian are Edinburgh City Centre (33.2%), Edinburgh West (12.9%) and Edinburgh South (11.5%). The main work destinations for respondents commuting from Scottish Borders are Galashiels (18.8%), Melrose (12.8%) and Newtown St Boswells (10.7%). Overall, 69.9% of respondents from Midlothian and 21.7% from the Scottish Borders stated that they commuted to Edinburgh.

- 4.33 The percentage of respondents (n=2,706) that regularly commute to further / higher education is 3% and just over 58% of these are Midlothian residents. The main destinations for education for respondents commuting from Midlothian are Edinburgh City Centre (33.3%), Edinburgh East (13.7%) and Edinburgh South and West (each with 9.8%). The main education destinations for respondents commuting from Scottish Borders are Edinburgh City Centre (23.1%), Galashiels (15.4%) and Edinburgh East (12.8%).
- 4.34 The figure below shows the mode share for respondents commuting to work overall and broken down by local authority. The majority use the car to get to work either as a driver or a passenger. 21.5% of respondents from Midlothian travel to work by bus as opposed to only 6.5% of respondents from Scottish Borders. Active travel is more popular amongst Scottish Borders respondents - 6.4% walk or cycle to work.
- 4.35 The percentage of those using the car to commute to further / higher education (as a driver or passenger) is smaller at 50% overall while the percentage that use the bus is noticeably higher at 35.6%.

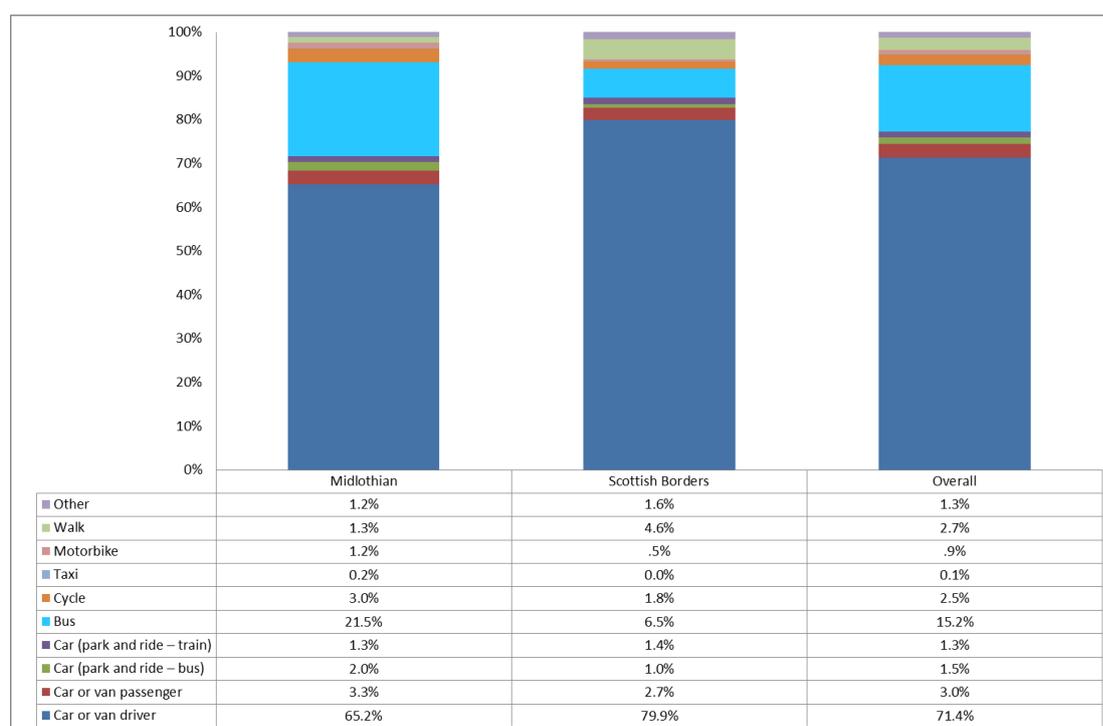


Figure 4.13: Mode Share for Travel to Work (Household Survey)

- 4.36 Most of the people commuting to work and education (87.3% of 1,105 respondents and 73.9% of 46 respondents respectively) are able to park for free at their workplace or place of education.
- 4.37 The figure below shows the number of return trips from home to work or education per typical working week broken down by local authority. Not surprisingly, most people travelling to work make 5 return trips in a typical working week while people travelling to education make less trips in a typical week i.e. 12% of respondents from Midlothian and 26% of respondents from

Scottish Borders make only 1 trip and 35% and 24% respectively make between 2 and 4 trips.

4.38 These return journeys typically involve walking or cycling for more than 30 minutes for 10% of people commuting to work (n=1,479) and approximately 17% of people travelling to education (n=89).

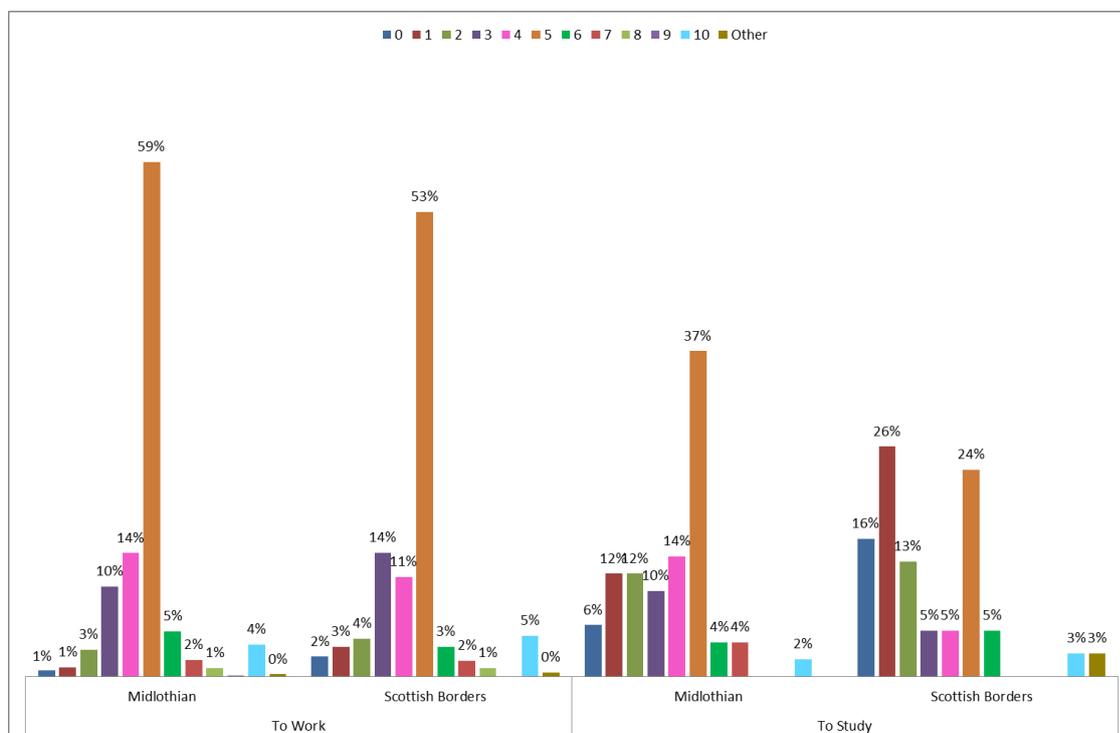


Figure 4.14: Percentage of Return Trips to Work or Education in a Typical Working Week (Household Survey)

For all other purposes

4.39 The figure below shows the number of return trips made for all other purposes to Edinburgh and other areas served by the Borders Railway in a typical month:

- 52% of respondents (n=1376) make between 2 and 3 return trips per month for shopping purposes;
- 51% of respondents make between 2 and 3 return trips per month for leisure purposes (cinema/theatre/eating out/nights out) or sport (participation and spectating);
- 78% of respondents make no return trips per month for business purposes; and
- 37% of respondents make between 2 and 3 return trips per month visiting friends and family.

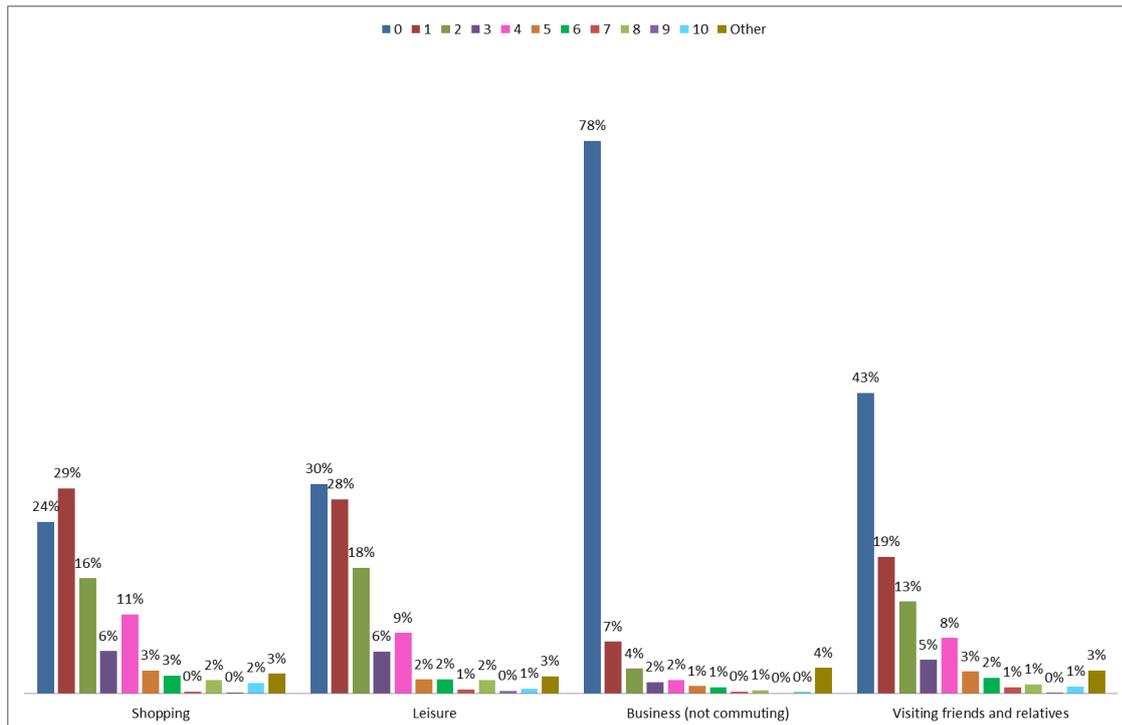


Figure 4.15: Percentage of Return Journeys by Travel Purpose in a Typical Month (Household Survey)

4.40 It can be easily observed from the figure below that the car is the dominant mode of travel for other purposes as well across both Midlothian and Scottish Borders. A considerably high percentage of people are using the bus across all travel purposes.

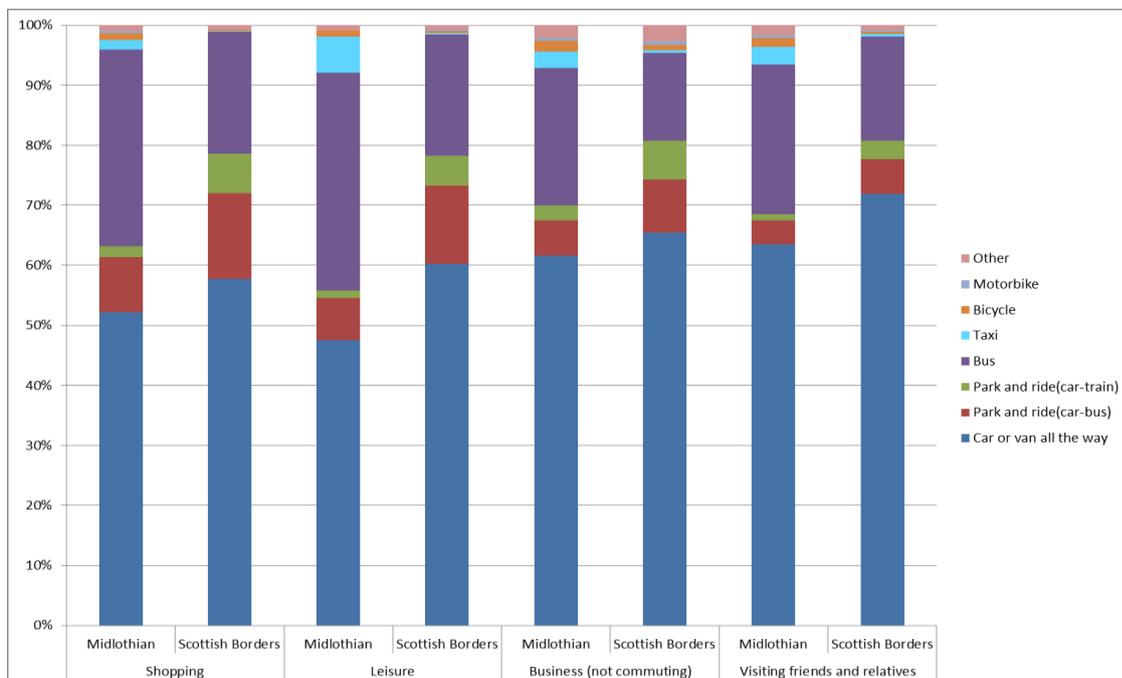


Figure 4.16: Mode Share for all Other Purposes (Household survey)

Key Point: Many people in Midlothian and the Scottish Borders travel to Edinburgh for Work and non-work purposes on a regular basis. The main mode used for these journeys is the car.

Travel Diary

Gender and age of respondents

4.41 62% of respondents from Midlothian and Scottish Borders (n=2,877) reported that they had travelled the previous day. Around 56% of these were from Midlothian and the rest from Scottish Borders. There was a higher percentage of male respondents from Midlothian travelling than from Scottish Borders.

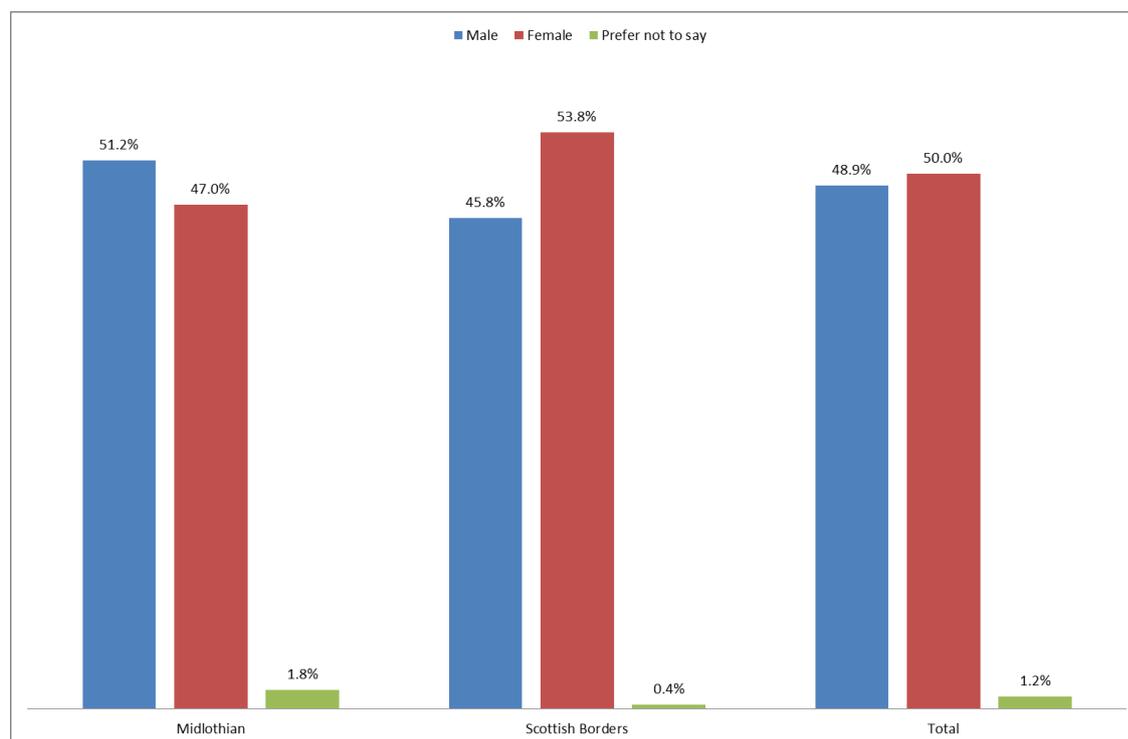


Figure 4.17: Gender of respondents reporting travel (Travel Diary)

4.42 The figure below shows the breakdown by age and local authority of respondents that filled in the travel diary. Overall, respondents aged 75 and over and 16 to 24 were less likely than other age groups to have travelled the previous day whilst the respondents aged between 45 and 54 were the most likely to have travelled.

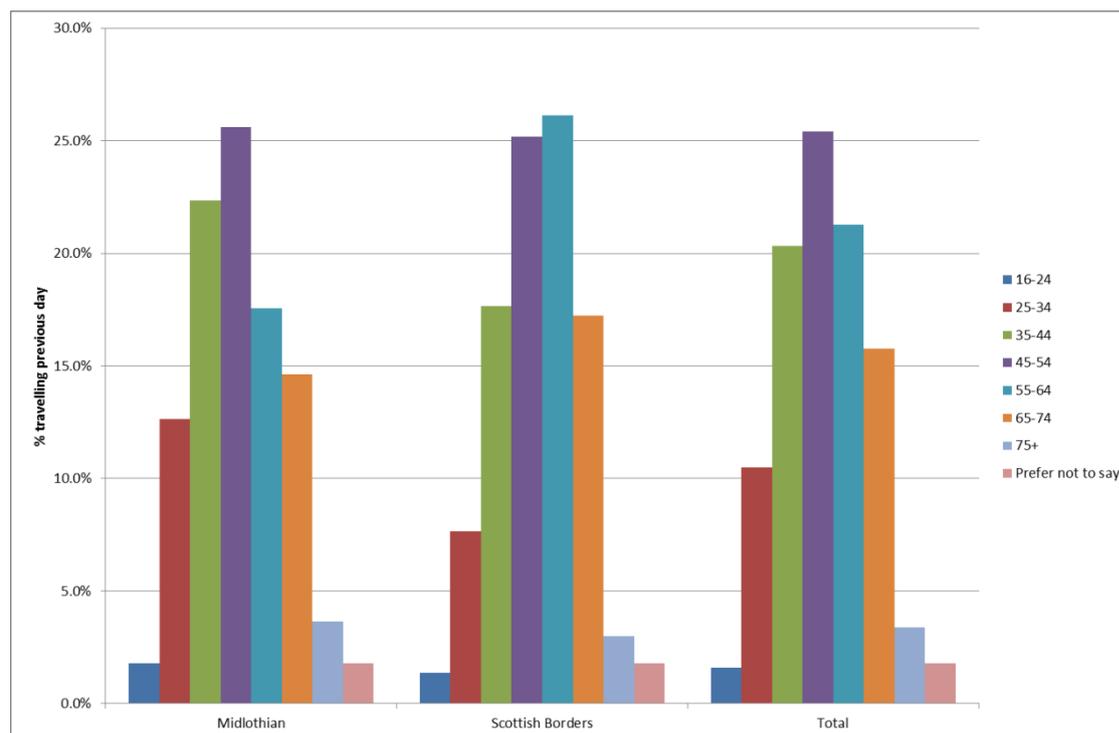


Figure 4.18: Age bands of respondents reporting travel (Travel Diary)

Total number of single journeys recorded

4.43 The total number of single journeys reported was 3,793, of which 59% were undertaken by respondents from Midlothian. The most popular travel origins and destination for respondents from Midlothian were Dalkeith, Bonnyrigg, Edinburgh City Centre and Gorebridge whilst for respondents from Borders the most popular origins and destinations were Galashiels, Melrose and Selkirk.

How are people travelling?

4.44 78% of all journeys (n=3,793) were by car, either as a passenger or as a driver and 17% were by public transport and active travel, which includes walking, cycling and public transport. The breakdown by local authorities shows that a lower percentage of journeys from Midlothian were by car (74% as opposed to 86% in Scottish Borders) and a significantly higher percentage was by bus (17% as opposed to 7% in Scottish Borders).

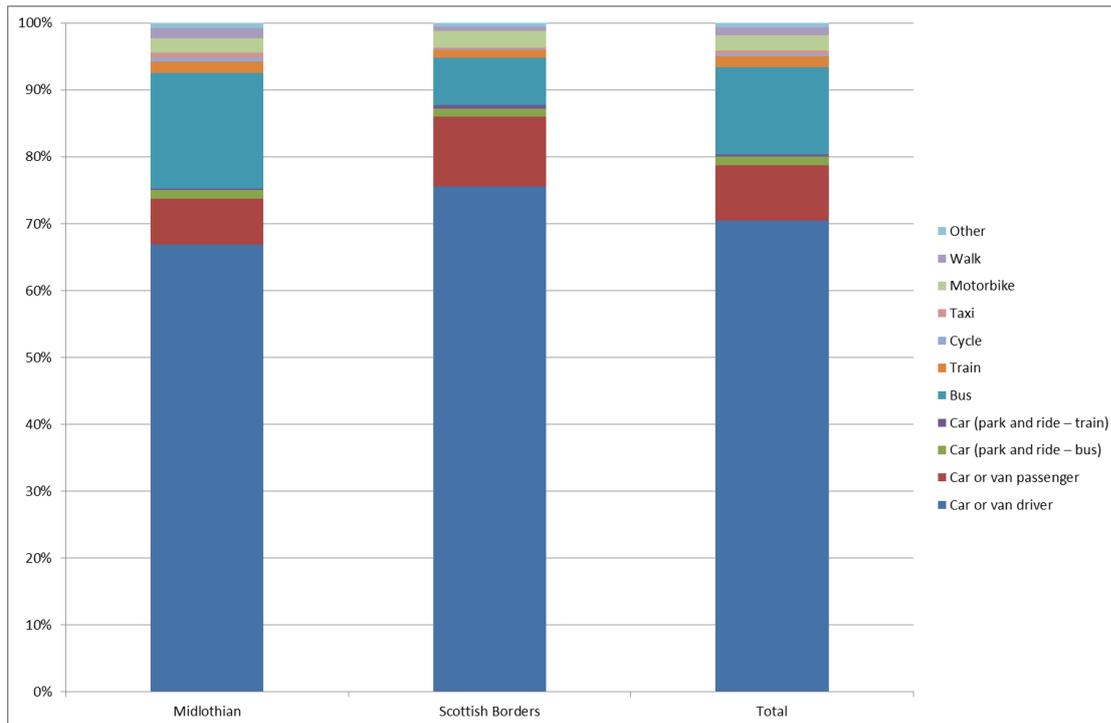


Figure 4.19: Mode of journey (Travel Diary)

Why are people travelling?

4.45 Almost a quarter of all journeys (n=2,818) were for commuting purposes; 17% were for shopping and 16% were for returning home. There were no significant differences between the two local authorities in terms of the reasons for travel as can be observed from the figure below.

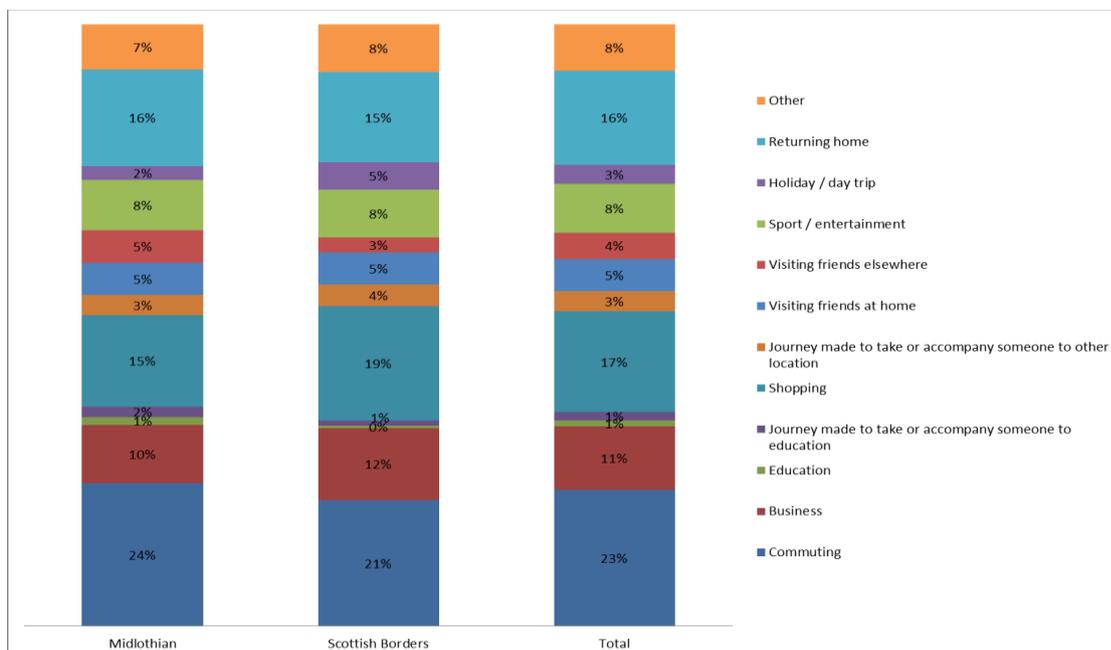


Figure 4.20: Reasons for travel (Travel Diary)

When are people travelling?

Day of the week

4.46 The majority of journeys were made in the first three working days while Saturdays and Sundays account for the lowest proportion of all journeys made. The highest percentage of journeys was made on Wednesday in Midlothian and on Tuesday in Scottish Borders.

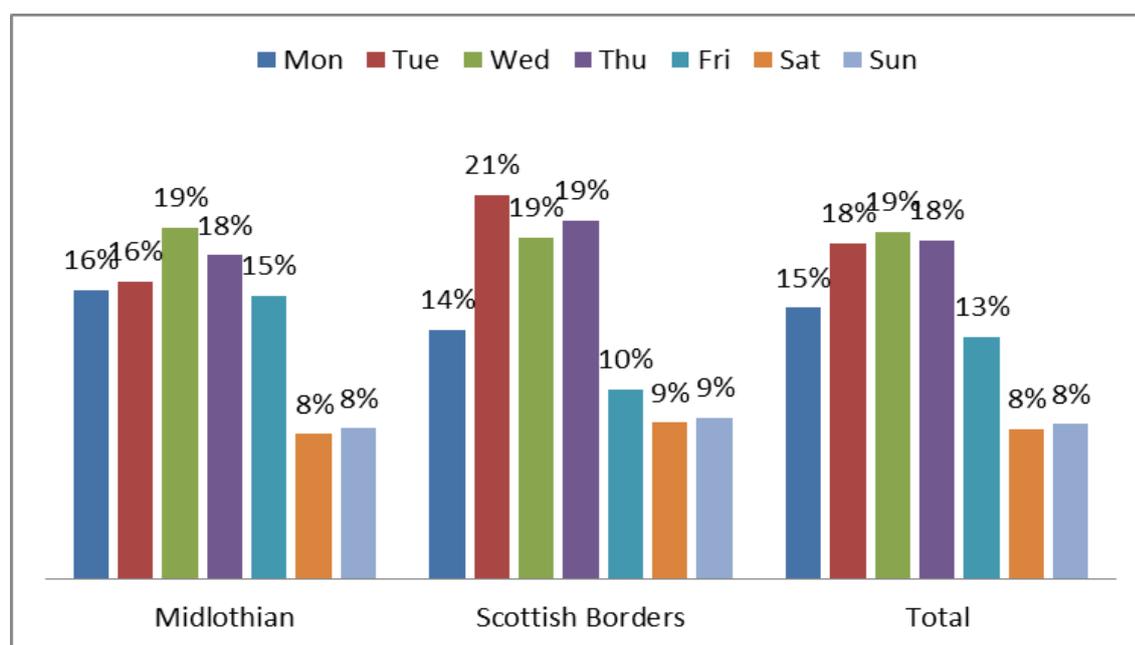


Figure 4.21: Journeys by day of travel (Travel Diary)

Duration of travel

4.47 Approximately 80% of the journeys made are under one hour while 8% are over three hours as shown in the table below.

Table 4.8: Journey duration (Travel Diary)

Duration Band	Number of journeys	% of Total journeys
Less than 5 minutes	48	1%
5 to 10 minutes	632	17%
11 to 20 minutes	882	23%
21 to 30 minutes	686	18%
31 to 60 minutes	847	22%
61 to 120 minutes	361	10%
121 to 179 minutes	45	1%
180 minutes and over	292	8%
Total	3793	100%

5 Control Area Surveys

Introduction

5.1 As discussed in Chapter 2, a control area provides the means to determine whether changes which occur in the study area are a consequence of the intervention or a result of wider impacts. For this study, two control areas were selected: Dumfries & Galloway and East Lothian. Like the household survey, it is anticipated that the control area surveys will be repeated in the later evaluation, allowing the impact of the railway to be isolated and accurately assessed. Ahead of this, the following chapter provides a summary of the responses received from the control area surveys.

Response Rate

5.2 The table below provides a breakdown of responses to the control group surveys by local authority. As shown a larger number of responses were received from Dumfries & Galloway compared to East Lothian. The distribution of responses by local authority is also mapped below.

Table 5.1: Breakdown of control survey responses by local authority

Area	Number of Responses	Percentage of Responses
Dumfries & Galloway	323	68.4%
East Lothian	149	31.6%
TOTAL	472	100%

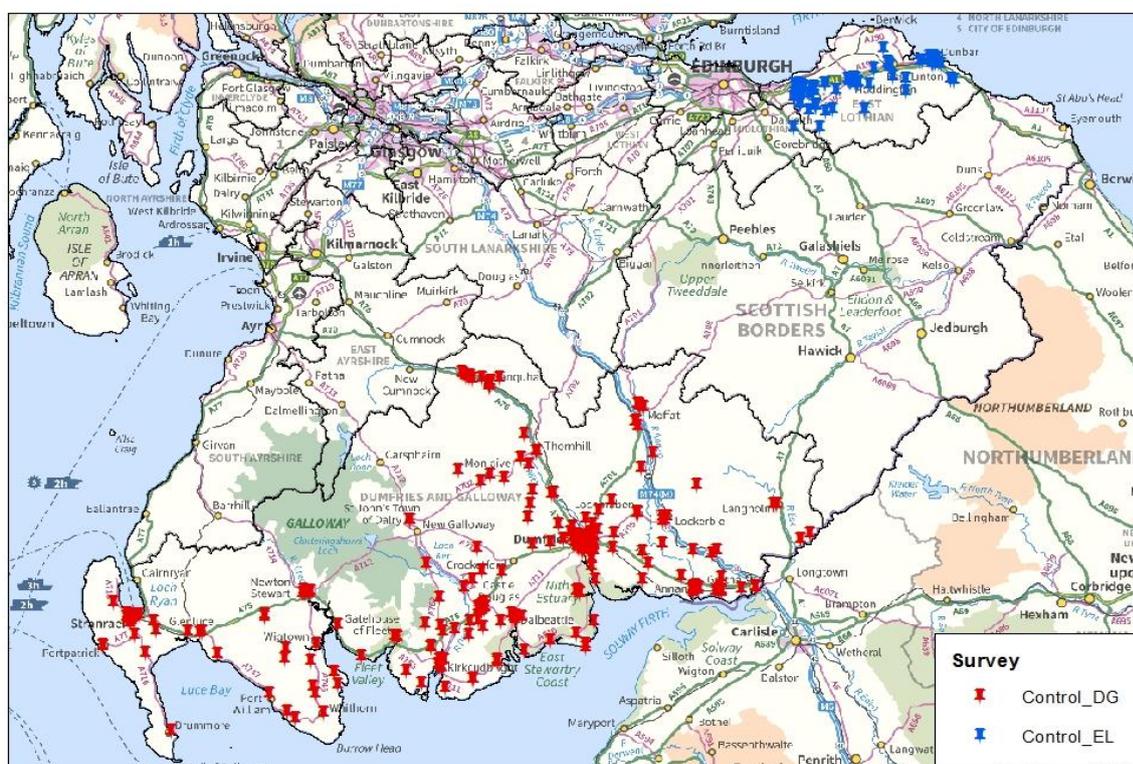


Figure 5.1: Geographical Distribution of Survey Responses

Respondent Characteristics

5.3 The following is key background information for respondents to the control survey in Dumfries & Galloway:

- 58% of respondents (n=275) are female and around 68% are over 55 years of age;
- Approximately 40% of respondents (n=275) own the place they live in and 25% pay rent;
- Around 47% of respondents (n=138) are retired; and
- The majority of respondents either don't know or preferred not to disclose their income.

5.4 The following is key background information for respondents to the control survey in East Lothian:

- 63% of respondents (n=181) are female and around 66% are over 55 years of age;
- Approximately 47% of respondents (n=178) own the place they live in and 30% pay rent; and
- Around 52% of respondents (n=117) are retired;

The majority of respondents either don't know or preferred not to disclose their income.

Dumfries & Galloway Control Survey Results

Household Composition

Household Members

5.5 In total, the 323 households surveyed in Dumfries & Galloway included 685 permanent members, 565 adults (16 or over) and 120 children / young people (<16).

5.6 The average household surveyed contained 2.1 members i.e. 1.7 adults (16 or over) and 0.4 children / young people (<16). The most common household types were the 'two adults' households with no children (42%) and the single person living alone households (33%).

Household Employment

5.7 The table below shows the composition of surveyed households in terms of their employment status or in other words the mean percentage of household members with a certain employment status by household size. For example, on average, a 'three adult' household has 48.3% of its members or 1.4

members in full time employment and a 'two adults' household has 50.8% of its members or 1 member retired.

Table 5.2: Mean percentage of household members with a certain employment status by household size (n=180) (Control Survey Dumfries & Galloway)

Household size (no of adults)	Full time employment	Part time employment	Full or part time further education	Full or part time higher education	Permanently sick or disabled	Not in employment/looking after home or family	Unemployed	Retired	Other
1	20.2%	0.9%	0.0%	0.0%	1.8%	0.0%	2.8%	73.4%	0.9%
2	35.9%	5.4%	0.6%	0.6%	0.8%	2.0%	3.4%	50.8%	0.6%
3	48.3%	11.7%	1.7%	1.7%	5.0%	1.7%	6.7%	23.3%	0.0%
4	45.0%	5.0%	5.0%	20.0%	0.0%	10.0%	10.0%	5.0%	0.0%
5	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Car Ownership and Dependency

- 5.8 The household survey also collected information on car ownership and car dependency. It found that the average number of cars per household was 1.2 and approximately 23% (n=323) of surveyed households did not have access to a car or van while almost 8% owned or had more than two cars available.
- 5.9 Furthermore, there was a high level of car dependency amongst surveyed households, with approximately 47% (n=323) of respondents indicating a car is essential for their everyday needs and 16% of respondents indicating that 2 or more cars are essential for their everyday needs.

About Your Neighbourhood

- 5.10 A significantly high proportion of respondents (n=322) rated their neighbourhood (defined as the street they live in and the streets nearby (urban) or the local area (rural)) as very good or fairly good as shown in the figure below.
- 5.11 The feeling of belonging to the neighbourhood was also found to be fairly strong amongst respondents, with 45.7% stating they felt 'very strongly' that they belonged to their neighbourhood and 28.6% felt 'fairly strongly'.

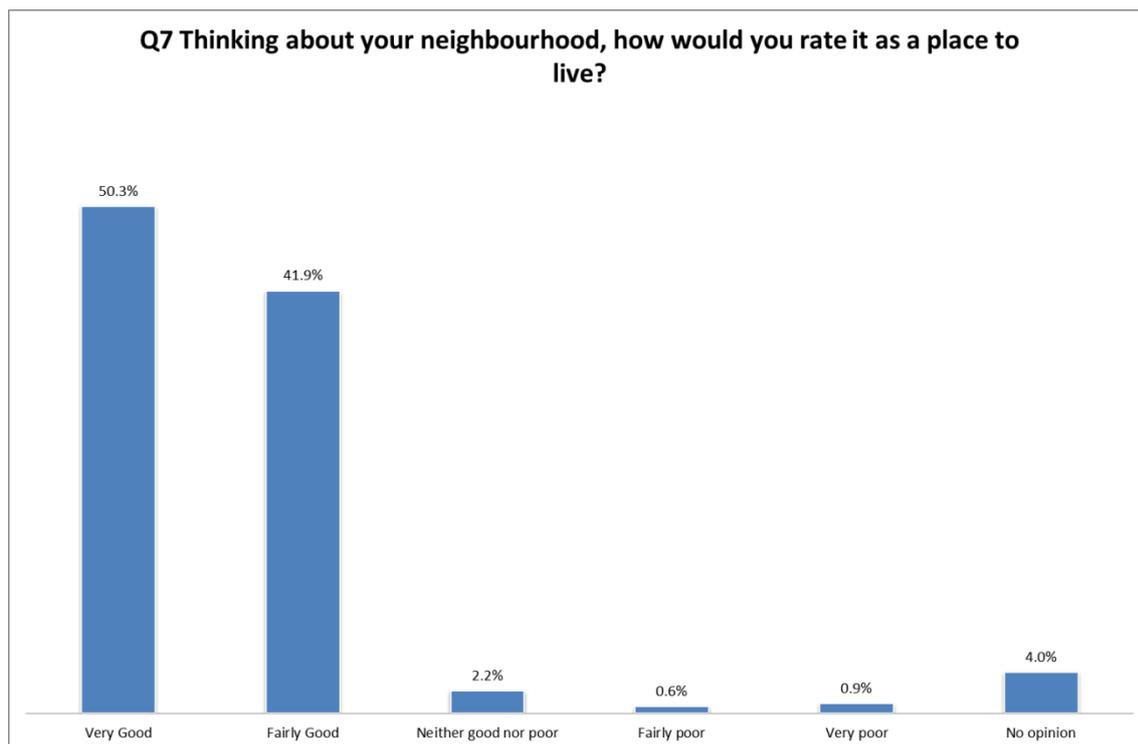


Figure 5.2: Quality of Neighbourhood as a Place to Live (Control Survey Dumfries & Galloway)

Your Household and Current Public Transport

5.12 The figure below shows the respondents' level of satisfaction with the current public transport services in their area with respect to their household's travel needs. Approximately 46% of respondents (n=320) were either very satisfied or satisfied while 17.8% were dissatisfied or very dissatisfied. Overall, the top three factors which influence the level of satisfaction were 'frequency' (69% of respondents), 'availability of public transport services' (66%) and 'reliability' (38%), based on responses from 197 respondents. When differentiating between the satisfied and dissatisfied groups of respondents, these factors appear to be the three most important for both groups.

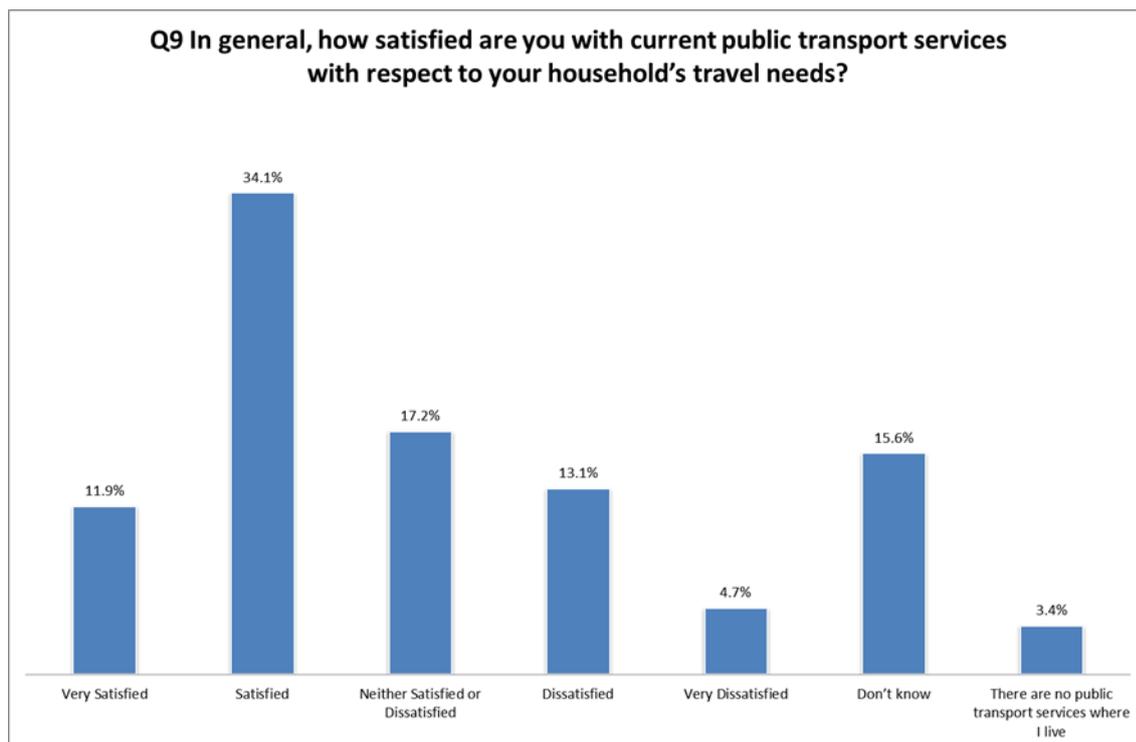


Figure 5.3: Satisfaction with Current Public Transport Services (Control Survey Dumfries & Galloway)

5.13 The survey also found that approximately 46% of surveyed households (n=318) would be more likely to use public transport in their area if the services improved. The main improvements that would make them use public transport more were mainly related to overall journey time and frequency. For this question, a number of respondents selected the 'Other' option with the recurrent themes being bus timetables, access for disabled people, quality of buses and bus stations and integration of public transport.

Table 5.3: Improvements to Public Transport that would Encourage More Use (Control Survey Dumfries & Galloway)

Improvement	Responses	% (of responses)	% (of respondents)
Overall journey time	79	25.2%	55.6%
Frequency	77	24.6%	54.2%
Other	53	16.9%	37.3%
Reliability	36	11.5%	25.4%
Fares	29	9.3%	20.4%
Length of operating day	21	6.7%	14.8%
Availability of PT services	18	5.8%	12.7%

Your Personal Travel

Commuting to Work or Education

5.14 This section of the questionnaire was concerned with the personal journeys participants make commuting to and from work or education. From a total of 318 respondents, 18.9% regularly commute to work, mainly to Dumfries

(49.2%) and Castle Douglas (11.9%). The percentage of respondents (n=318) that regularly commute to further / higher education is 1.9 and the most common destination for education is Dumfries (33.3%).

5.15 The figure below shows the mode share for respondents commuting to work. As shown the majority rely on the car to get to work either as a driver (83.3%) or a passenger (1.7%); 5.1% travel to work by bus and 3.4% use active travel modes such as walking and cycling. The percentage of those relying on the car to commute to further / higher education is smaller at 33.3% while the percentage that use the bus is considerably higher at 16.7%.

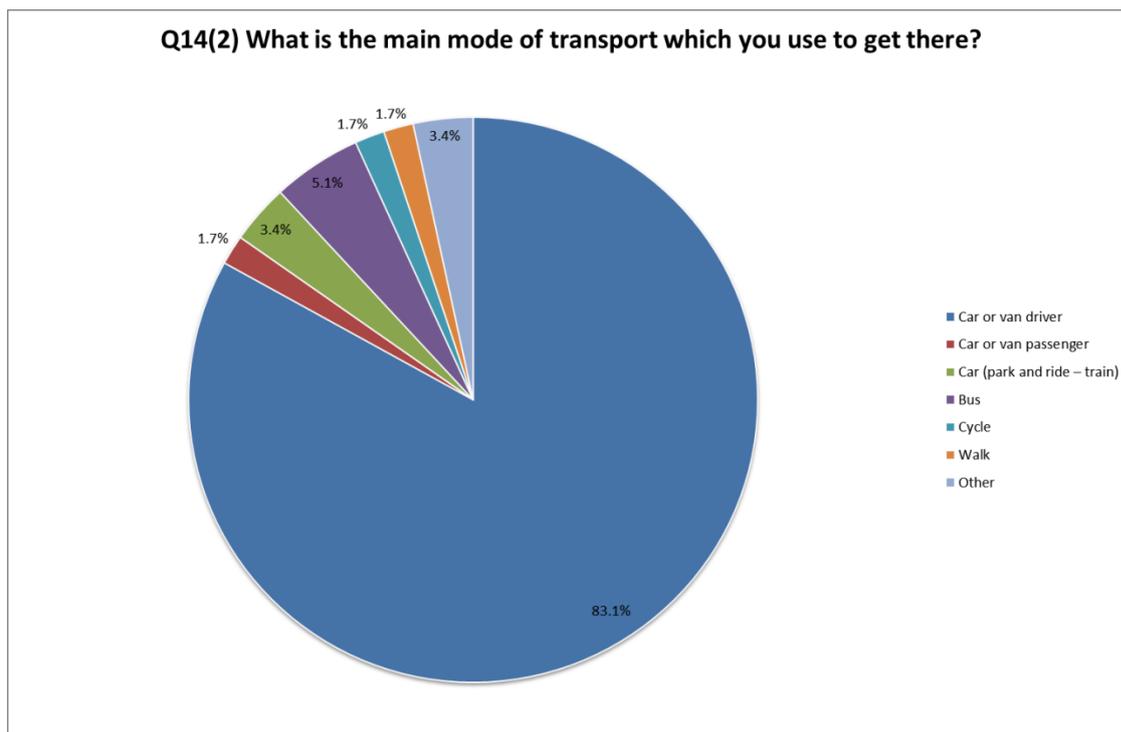


Figure 5.4: Mode share for travel to work (Control survey Dumfries & Galloway)

5.16 The figure below shows the number of return trips from home to work or education per typical working week. Overall, 69% of people travelling to work and 67% of people travelling to school or university made between 4 and 5 return trips in a typical working week. On average, respondents commuting to work made 4.3 return trips and respondents commuting to education made 3.5 return trips in a typical working week.

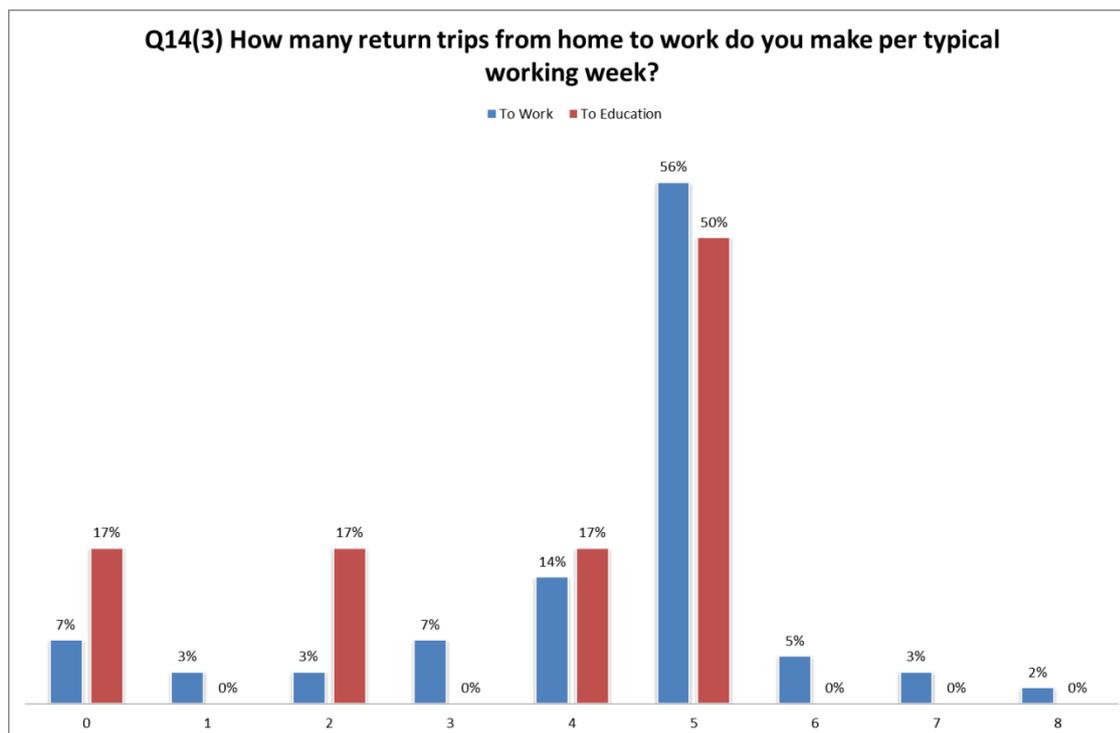


Figure 5.5: Percentage of Return Trips to Work or Education in a Typical Working Week (Control survey Dumfries & Galloway)

Other Purpose Travel

5.17 The figure below shows the number of return trips made for all other purposes to Dumfries, Stranraer and Glasgow in a typical month:

- 66% of respondents (n=317) make between 0 and 4 return trips per month for shopping purposes;
- 67% of respondents make between 0 and 2 return trips per month for leisure purposes (cinema/theatre/eating out/nights out) or sport (participation and spectating);
- 85% of respondents make less than 1 return trip per month for business purposes; and
- 62% of respondents make 1 or less than 1 trip per month for visiting friends and family.

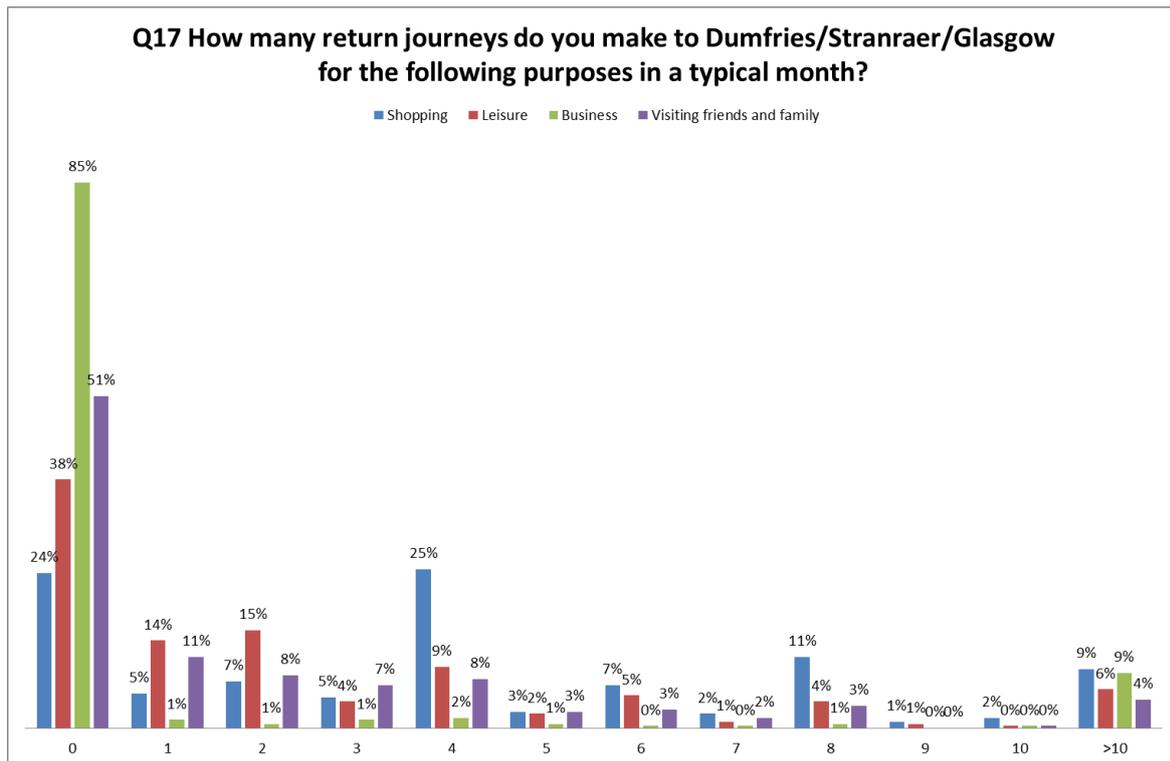


Figure 5.6: Percentage of Return Journeys by Travel Purpose in a Typical Month (Control survey Dumfries & Galloway)

5.18 It is easily observable from the figure below that the car is the dominant mode of travel for other purposes as well, in particular for business travel. The share of people using the bus is about the same for all purposes except business travel for which the percentage is more than two times lower. Unsurprisingly, the highest percentage of people cycling is for leisure and sport purposes.

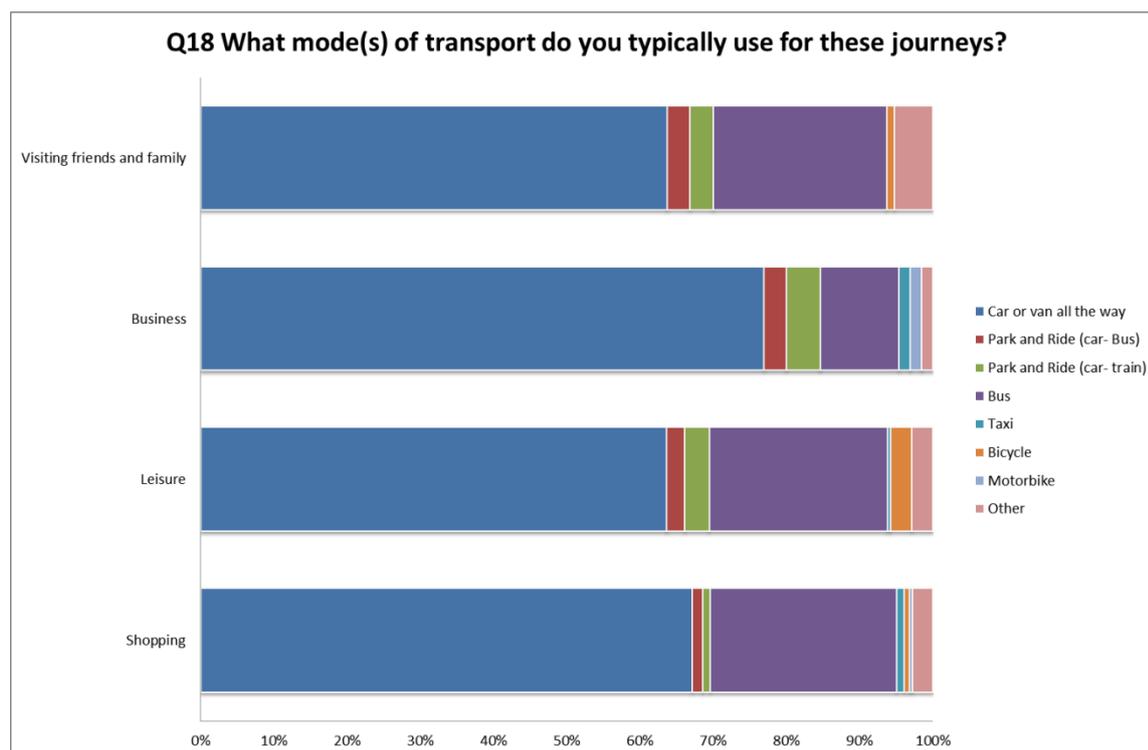


Figure 5.7: Mode share for all other purposes (Control survey Dumfries & Galloway)

East Lothian Control Survey Results

Household Composition

Household Members

5.19 There were 149 responses from East Lothian for the control survey, covering 327 household members in total, 277 adults (16 or over) and 50 children / young people (<16). The average size of surveyed households is 2.2 members i.e. 1.9 adults and 0.3 children / young people. The most common household types were the 'two adults' households with no children (42%) and the single person living alone households (30%).

Household Employment

5.20 The survey collected information about the employment status of all members of surveyed households. Of the total 277 adults that are members of the households surveyed, 46% are in employment (full time and part time), 46% are retired and the rest are either in education or unemployed.

5.21 The table below shows the composition of surveyed households in terms of their employment status or in other words the mean percentage of household members with a certain employment status by household size. For example, on average, a 'three adult' household has 50% of its members or 1.5 members in full time employment and a 'two adults' household has 46% of its members or just about 1 member retired.

Table 5.4: Mean percentage of household members with a certain employment status by household size (n=180) (Control survey East Lothian)

HH size (no of adults)	Full time employment	Part time employment	Full or part time further education	Full or part time higher education	Permanently sick or disabled	Not in employment/looking after home or family	Unemployed	Retired	Other
1	19.1%	6.4%	0.0%	0.0%	0.0%	0.0%	2.1%	72.3%	0.0%
2	38.9%	4.9%	0.6%	0.0%	2.5%	3.7%	1.9%	46.3%	1.2%
3	50.0%	2.8%	0.0%	2.8%	0.0%	2.8%	2.8%	36.1%	2.8%
4	55.0%	15.0%	0.0%	5.0%	0.0%	5.0%	0.0%	20.0%	0.0%

Car Ownership and Dependency

5.22 The household survey also collected information on car ownership and car dependency. It found that approximately 28% (n=149) of surveyed households do not have access to a car or van while approximately 42% own or have one car or van available. 27% own or have two cars available. Furthermore, there is a high level of car dependency amongst surveyed households i.e. approximately 36% (n=149) of respondents indicated a car is essential for their everyday needs and 17% of respondents indicated 2 or more cars are essential for their everyday needs.

About your Neighbourhood

5.23 A considerably high share of respondents (n=149) rated their neighbourhood (defined as the street they live in and the streets nearby (urban) or the local area (rural)) as very good or fairly good as shown in the figure below. The feeling of belonging to the neighbourhood was also found to be fairly strong amongst respondents as 63.8% felt 'very strongly' about it and 16.1% felt 'fairly strongly'.

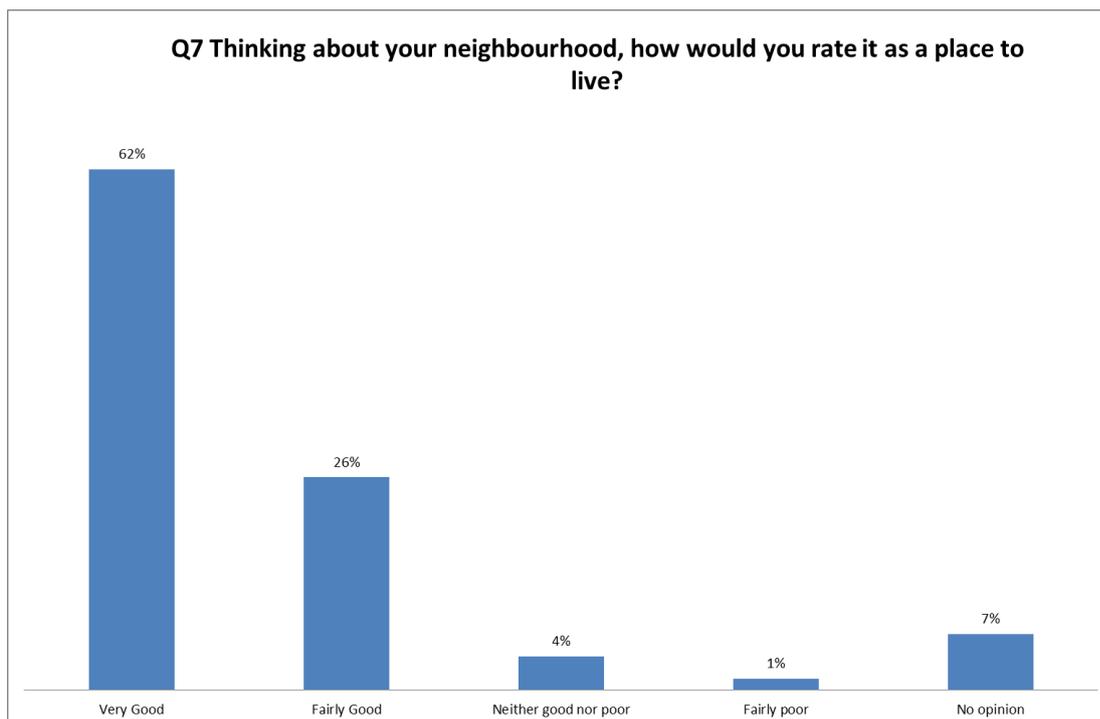


Figure 5.8: Quality of neighbourhood as a place to live (Control survey East Lothian)

Your Household and Current Public Transport

- 5.24 The figure below shows the respondents' level of satisfaction with the current public transport services in their area with respect to their household's travel needs. Approximately 51% of respondents (n=149) are either very satisfied or satisfied while 22% are dissatisfied or very dissatisfied.
- 5.25 Overall, the two most important factors which influence the level of satisfaction are 'frequency' and 'availability of public transport services', as indicated by 78% and 60% respectively of 101 respondents. When differentiating between the satisfied and dissatisfied groups of respondents, these two factors appear to be the most important reasons for both satisfaction and dissatisfaction with public transport services.

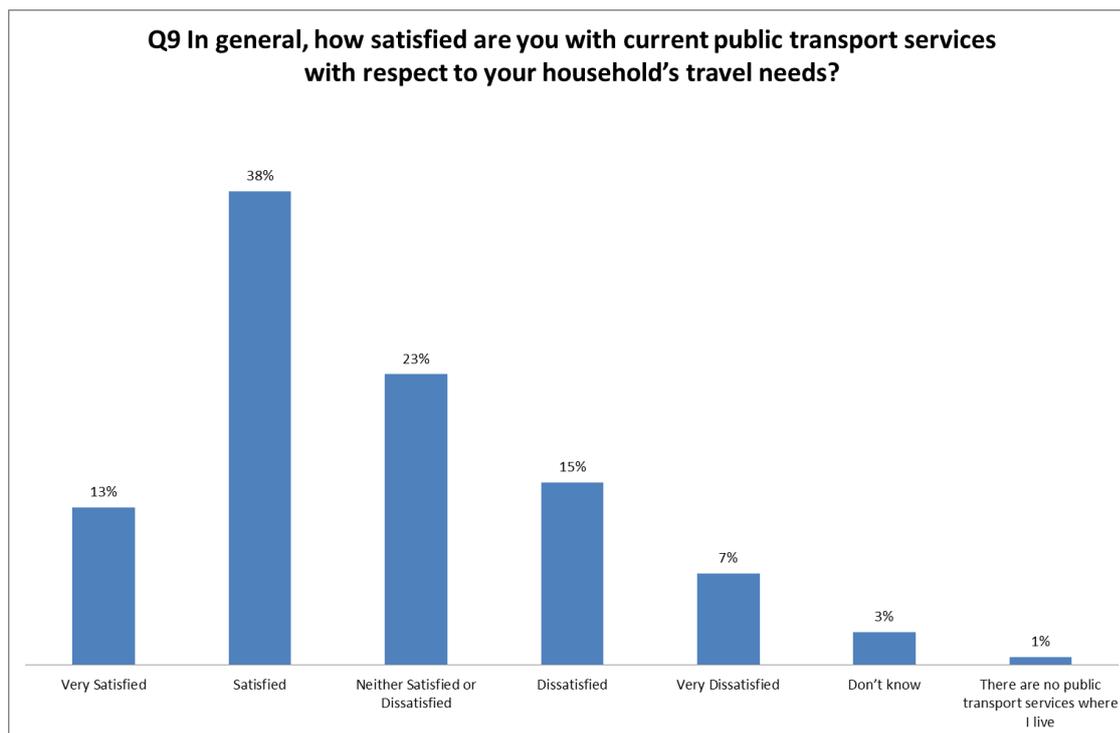


Figure 5.9: Satisfaction with current public transport services (Control survey East Lothian)

5.26 The survey also found that 56% of surveyed households (n=149) would be more likely to use public transport in their area if the services were improved. The main improvements that would make them use it more are mainly related to availability of PT and frequency. For this question, the 'Other' option was chosen by quite a few respondents and the most frequent answers were: no improvements would make me use public transport more (35%), more direct routes and better connectivity to Edinburgh (19%).

Table 5.5: Improvements to public transport that would encourage more use (Control survey East Lothian)

Improvement	Responses	% (of responses)	% (of respondents)
Availability of PT services	34	23%	41%
Frequency	31	21%	38%
Fares	15	10%	18%
Length of operating day	12	8%	15%
Overall journey time	9	6%	11%
Reliability	9	6%	11%
Other	37	25%	45%

Your Personal Travel

Commuting to Work or Education

- 5.27 This section of the questionnaire was concerned with the personal journeys participants make commuting to and from work or education. From a total of 149 respondents, 27% regularly commute to work, mainly to Edinburgh City Centre (52.5%) and Dunbar (12.5%). The share of respondents (n=148) that regularly commute to further / higher education is much smaller at 2% and the most common destination for education is Edinburgh City Centre.
- 5.28 The survey found that on average, respondents commuting to work make approximately 4.4 return trips and for 12.5% of them the return journey typically involves walking or cycling for more than 30 minutes.
- 5.29 The figure below shows the mode share for respondents commuting to work i.e. the majority rely on the car to get to work either as a driver or a passenger and only 5% travel to work by bus. However, the percentage of respondents that use active travel modes for commuting such as walking and cycling is quite high at 13%.

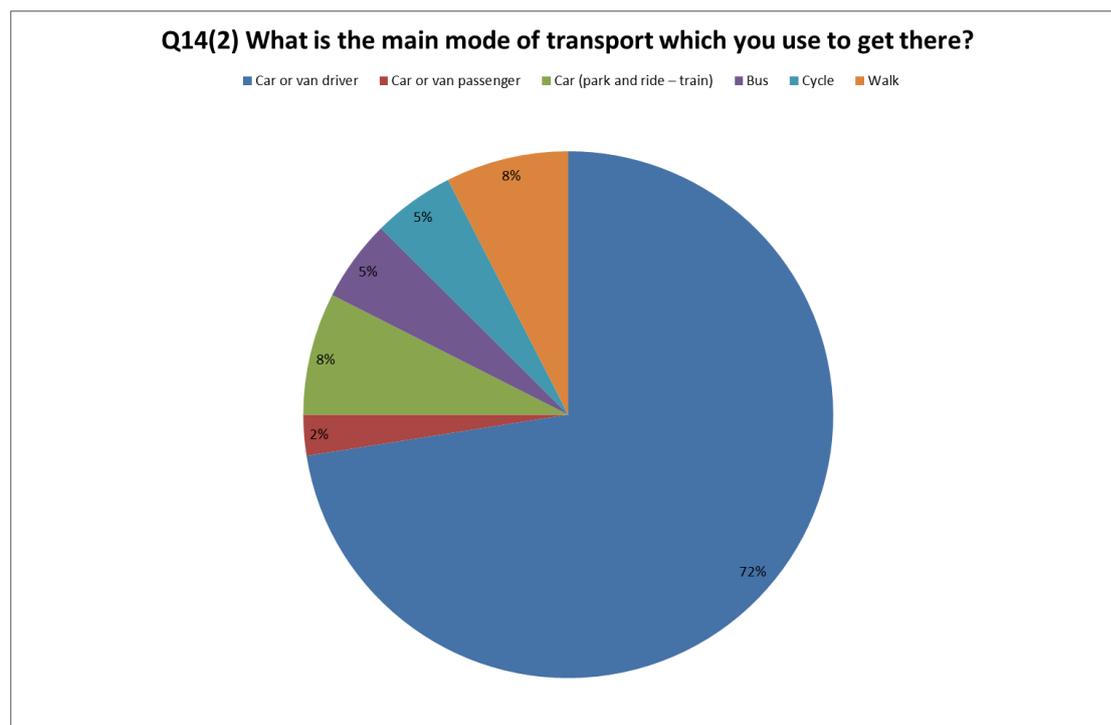


Figure 5.10: Mode share for travel to work (Control survey East Lothian)
For all other purposes

- 5.30 The figure below shows the number of return trips made for all other purposes to Edinburgh in a typical month:
- 23% of respondents (n=147) do not make any shopping trips while 24% make 4 return trips per month for shopping purposes;

- 65% of respondents make between 0 and 2 return trips per month for leisure purposes (cinema/theatre/eating out/nights out) or sport (participation and spectating);
- The majority of respondents do not make any return trips for business purposes;
- 72% of respondents make 3 or less than 3 trips per month for visiting friends and family.

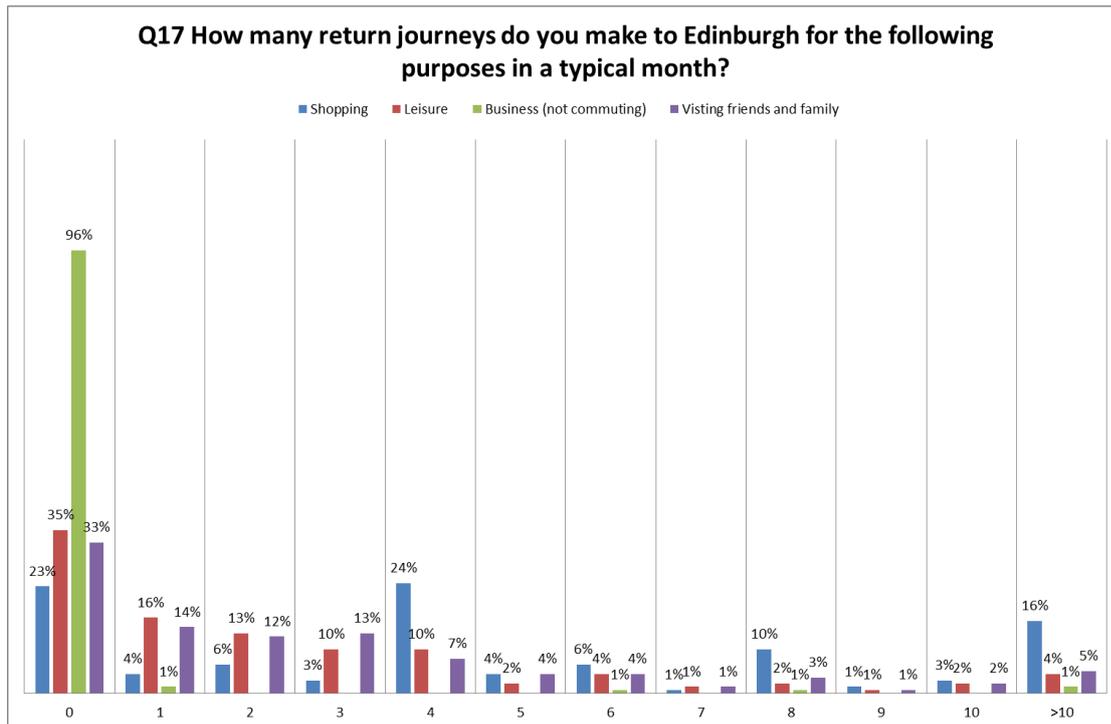


Figure 5.11: Percentage of return journeys by travel purpose in a typical month (Control survey East Lothian)

5.31 As can be easily observed from the figure below, the car is the dominant mode of travel for all other purposes as well. A considerably high percentage of people are using the bus across all travel purposes and less than 1% cycle.

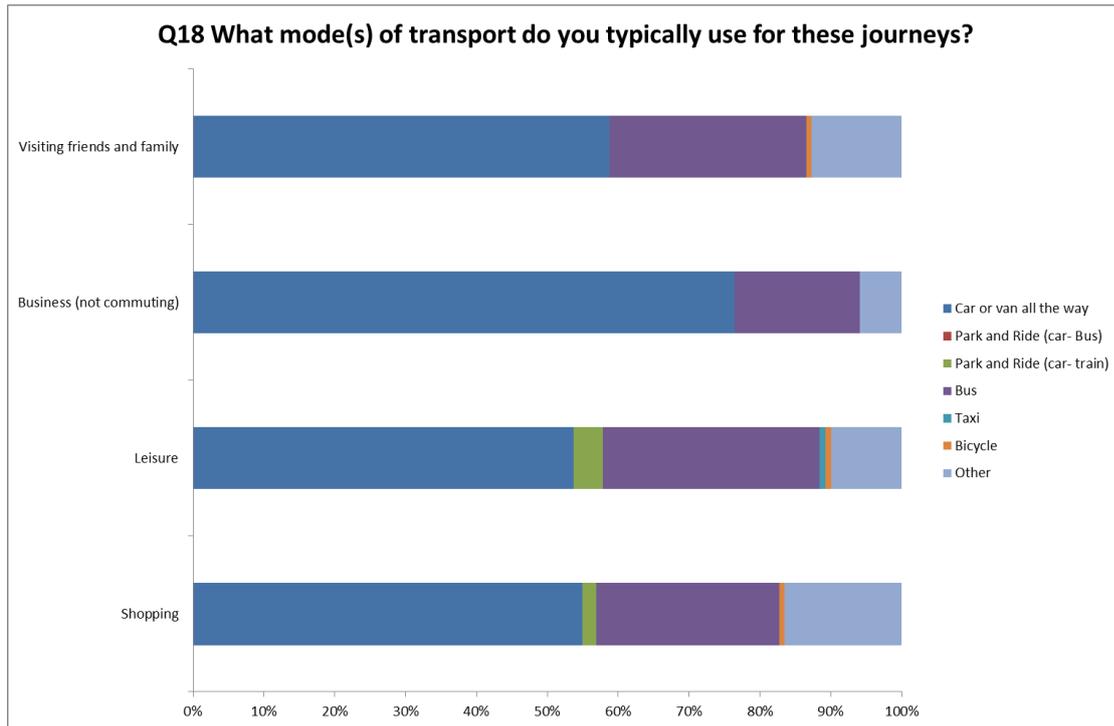


Figure 5.12: Mode share for all other purposes (Control survey East Lothian)

6 Business Survey

Overview

6.1 As discussed in Chapter 3, the business survey collected information on a number of business metrics including turnover, employment and access to markets (e.g. suppliers and customers) and is particularly important for informing the evaluation of the Wider Economic Benefits (WEBs) of the scheme. This chapter provides a summary of the findings from the business survey.

Response Rate

6.2 In total, 100 businesses responded to the survey. Table 6.1 and Figure 6.1 show the breakdown of responses received by location. Of the 100 responses, 3 fell outside of the Scottish Borders and Midlothian local authority areas and have therefore been excluded from the subsequent analysis. It is important to note that not all respondents provided an answer to all survey questions and therefore the sample size varies for each question.

Table 6.1: Business Survey Responses by Location

Location	Responses	Percentage
Scottish Borders	56	56%
Midlothian	41	41%
Other UK	3	3%
	100	100%

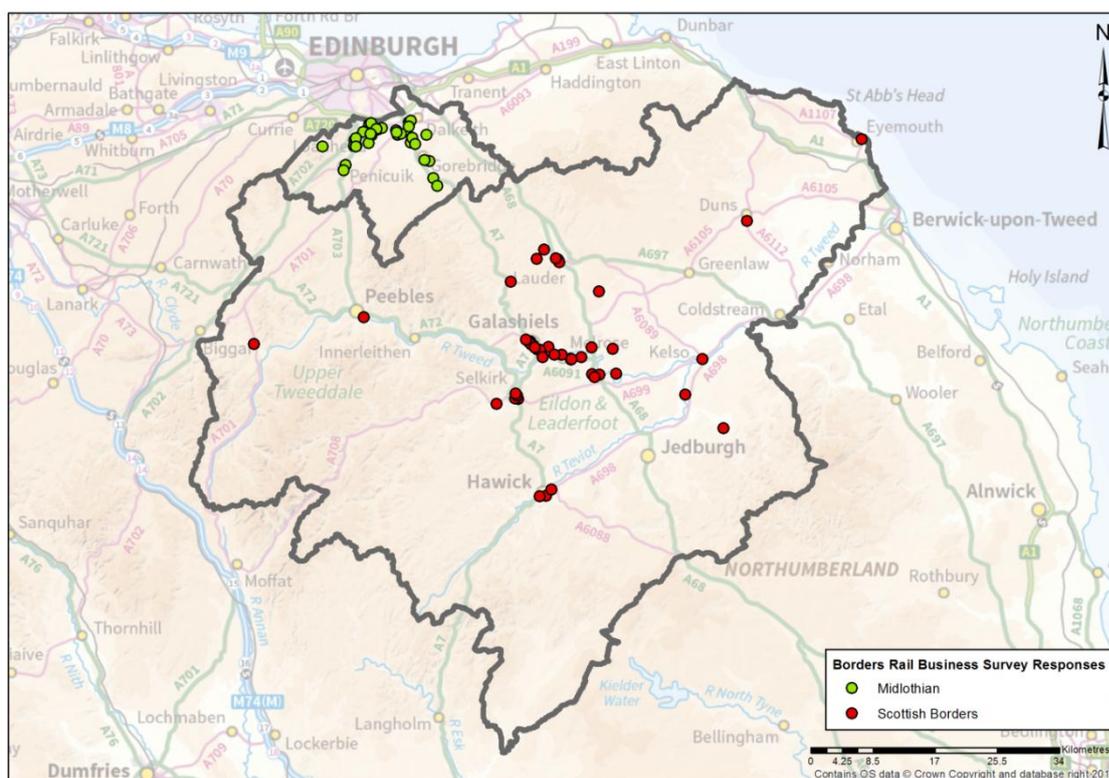


Figure 6.1: Geographical Distribution of Business Survey Responses

About Your Business

Location of Principal and other Offices

- 6.3 The majority (95%, n=92) of the businesses surveyed stated that their principal office was located in the Scottish Borders or Midlothian, with just 2% (n=2) of businesses in Midlothian and 3% (n=3) in the Scottish Borders stating that their principal office was outside these areas. Of these, 2 had their principal office in North Lanarkshire, 1 was based in Edinburgh and 2 stated they did not know.
- 6.4 As shown in Figure below, the majority of businesses in the Scottish Borders (72%, n=43) and Midlothian (79%, n=34) stated that they had no other offices, with 13% (n=8) and 14% (n=6) respectively stating that they had other offices in the UK and 15% (n=9) and 7% (n=3) respectively stating that they had other offices in the Scottish Borders and/or Midlothian specifically.

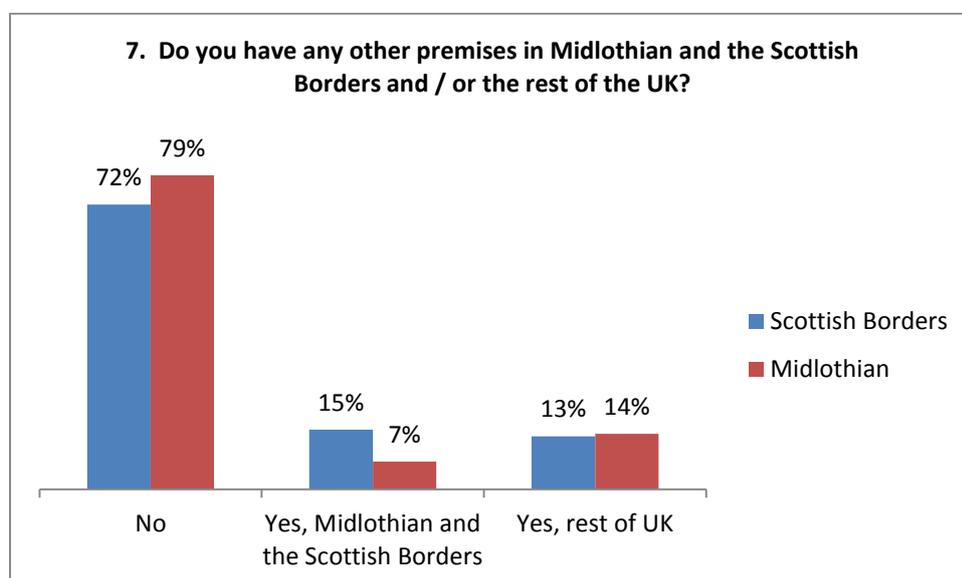


Figure 6.2: Other Premises Outside Study Area

Business Sector

- 6.5 The tables below show the breakdown of the responses by sector and the Gross Value Added (GVA) by sector for each local authority area. As shown the proportion of responses is broadly comparable to the size of the sector in each local authority area. However, it should be noted that there is some over and under representation of certain industry groups. For example, in the Scottish Borders, a large number of responses were received from the Accommodation, Food Services and Recreation sector and the Wholesale and Retail sectors, while a lower proportion of responses was received from the Construction industry and Professional and Other Private Services. Similarly, for Midlothian, the Transport and Storage sector is over-represented and Professional and Other Private Services are under-represented. While it is acknowledged that this could introduce an element of bias into the survey results, it was felt that this was outweighed by the benefits of maximising the number of responses.

Table 6.2: Responses by Sector and GVA by Sector – Scottish Borders Results

Industry Sector	Number of Responses by Sector	Responses by Sector (%)	GVA by Sector 2014 (£mn CVM 2011 prices)	GVA by Sector 2014 (%)
Accommodation, Food Services & Recreation	13	23%	110	6%
Agriculture, Forestry & Fishing	3	5%	93	5%
Construction	1	2%	142	8%
Extraction & Mining	1	2%	1	0%
Finance & Insurance	1	2%	29	2%
Information & communication	2	4%	24	1%
Manufacturing	5	9%	217	12%
Professional & Other Private Services)	8	14%	415	23%
Public Services	3	5%	433	24%
Transport & storage	3	5%	49	3%
Utilities	1	2%	26	1%
Wholesale & Retail	15	27%	265	15%
	56	100%	1803	100%

Table 6.3: Responses by Sector and GVA by Sector – Midlothian Results

Industry Sector	Number of Responses by Sector	Responses by Sector (%)	GVA by Sector 2014 (£mn CVM 2011 prices)	GVA by Sector 2014 (%)
Accommodation, Food Services & Recreation	2	5%	75	5%
Agriculture, Forestry & Fishing	2	5%	14	1%
Construction	4	10%	238	14%
Extraction & Mining	0	0%	3	0%
Finance & Insurance	2	5%	38	2%
Information & communication	0	0%	31	2%
Manufacturing	5	12%	148	9%
Professional & Other Private Services)	5	12%	378	23%
Public Services	4	10%	403	24%
Transport & storage	8	20%	57	3%
Utilities	1	2%	31	2%
Wholesale & Retail	8	20%	259	15%
	41	100%	1676	100%

Awareness of New Line

6.6 As may be expected there was good awareness of the new line amongst the businesses surveyed, with all of those based in the Scottish Borders familiar with the project and just 10% (n=4) of those based in Midlothian stating that they were unaware prior to receiving notification of the survey (see Figure 6.3).

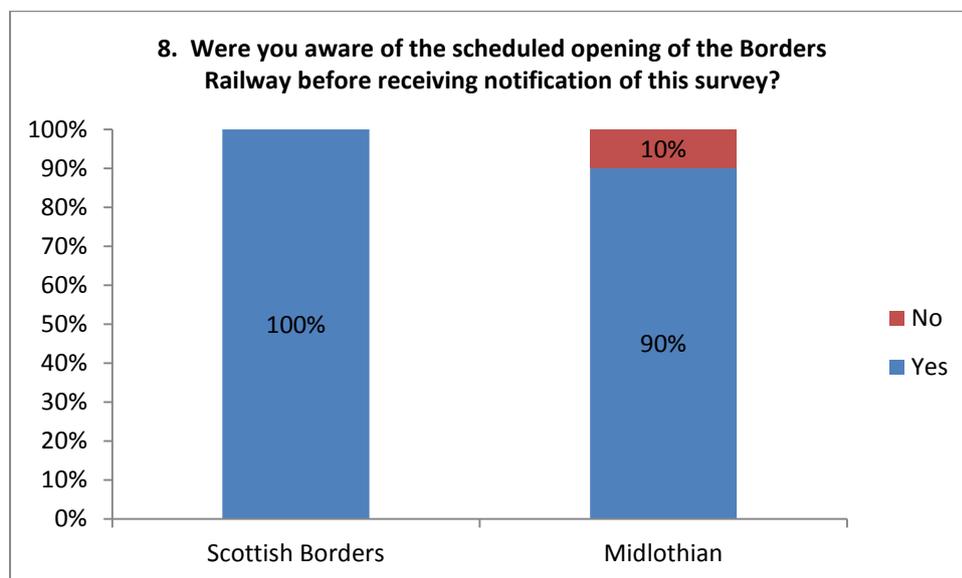


Figure 6.3: Awareness of the Re-opening of the Borders Rail Line

6.7 Knowledge of the closest Rail Station was also high, particularly in the Scottish Borders. In total 86% (n=48) of the businesses based in the Borders and 68% (n=28) of the businesses based in Midlothian stated that they were aware of their closest station, with 4% (n=2) and 17% (n=7) respectively in each area stating that they were unaware (see Figure 6.4).

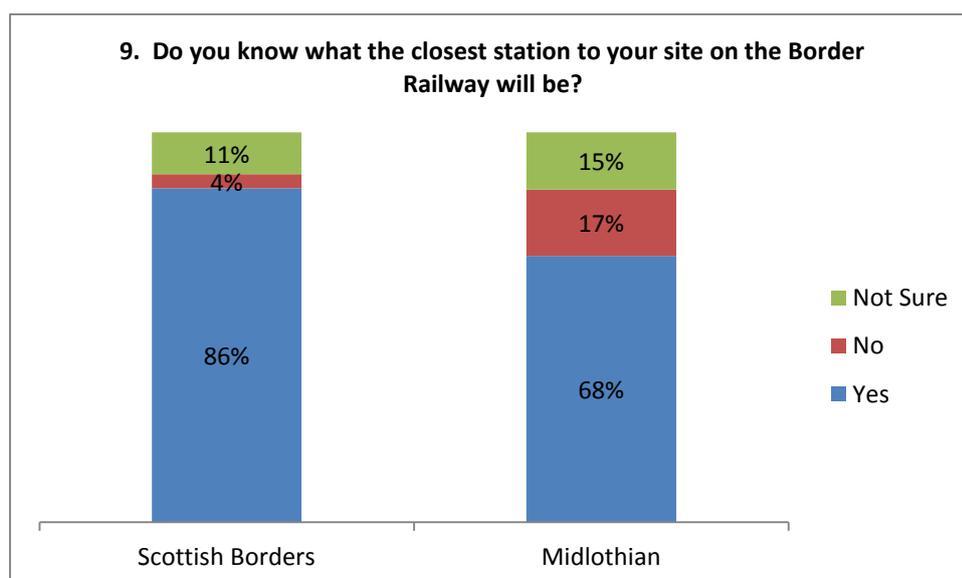


Figure 6.4: Business Awareness of closest Borders Rail Station to their Site

Years of Operation at Current Site

6.8 As shown in Figure 6.5 below, the majority of businesses surveyed in both the Scottish Borders (55%, n=31) and Midlothian (68%, n=28) had been at their current location for more than 10 years, with just 13% (n=7) in the Scottish Borders and 7% (n=3) in Midlothian moving within the last three years.

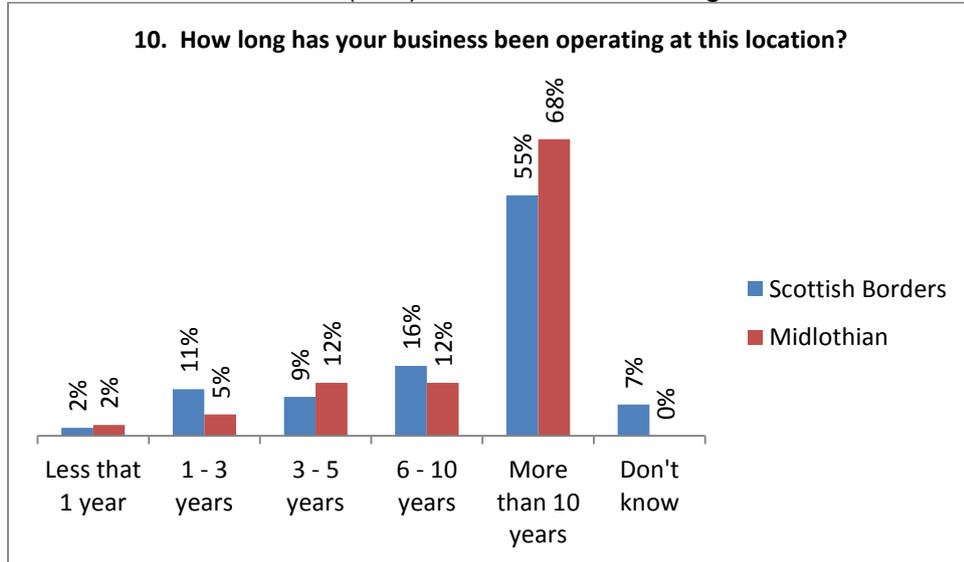


Figure 6.5: Length of time at current site

6.9 As shown in Figure 6.6, the majority of businesses in the Scottish Borders (29%, n=16) and Midlothian (24%, n=10) stated that they had set up a new business at their current location, with 7% respectively relocating from elsewhere and just one business (2%) opening as a result of a business expansion. Of those who relocated from elsewhere, two moved from Edinburgh to Midlothian, two made internal movements within the Scottish Borders, one moved from Portobello to Midlothian, one from Edinburgh to the Scottish Borders, and one from Stirling to the Scottish Borders.

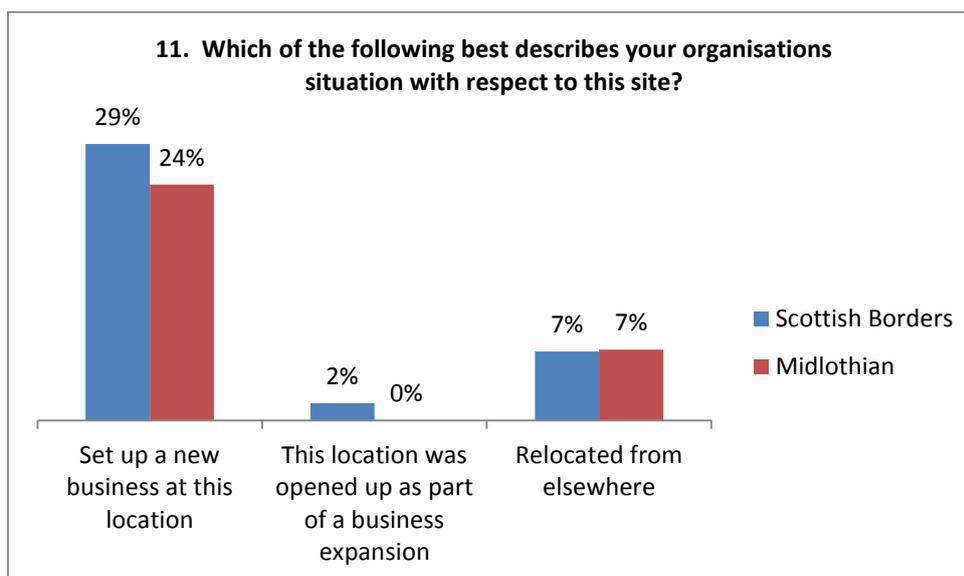


Figure 6.6: Situation with regard to business opening for those operating at current location for less than ten years

- 6.10 Businesses were also asked whether the re-opening of the rail line had been a factor in their decision to begin operating in the area. 95% (n=20) of the businesses in the Scottish Borders and 92% (n=12) in Midlothian said that it had not been a factor in their decision, with the remaining 5% and 8% respectively stating that they did not know. No businesses said it had been a factor in the move.

Key Point: *Of those business that had moved to the Scottish Borders or Midlothian recently, none cited the new rail line as a factor in the decision to locate in the area.*

Advantages/Disadvantages of Operating in the Area

- 6.11 Figure 6.7 and Figure 6.8 below show how businesses from each local authority area rated a number of potential advantages/disadvantages of operating in the area. In general, businesses in Midlothian were more positive about operating in the area than those based in the Scottish Borders.
- 6.12 As shown in Figure 6.7, the biggest advantages in the Scottish Borders were it being a pleasant area to work (83%, n=45); it being easy to park/deliver (67%, n=36); and there being high demand in the local area (57%, n=31), while the biggest disadvantages were public transport links to the site (54%, n=29); there not being a wide labour catchment (43%, n=23) and the lack of a skilled/experienced local labour force (41%, n=22).
- 6.13 In Midlothian the biggest advantages were it being good road links to the site (72%, n=26); easy to park/deliver (69%, n=25); and it being a pleasant area to work (58%, n=21), while the main disadvantages were demand in the local area (31%, n=11); the local area expanding/thriving (31%, n=11) and good public transport links to the site (28%, n=10).

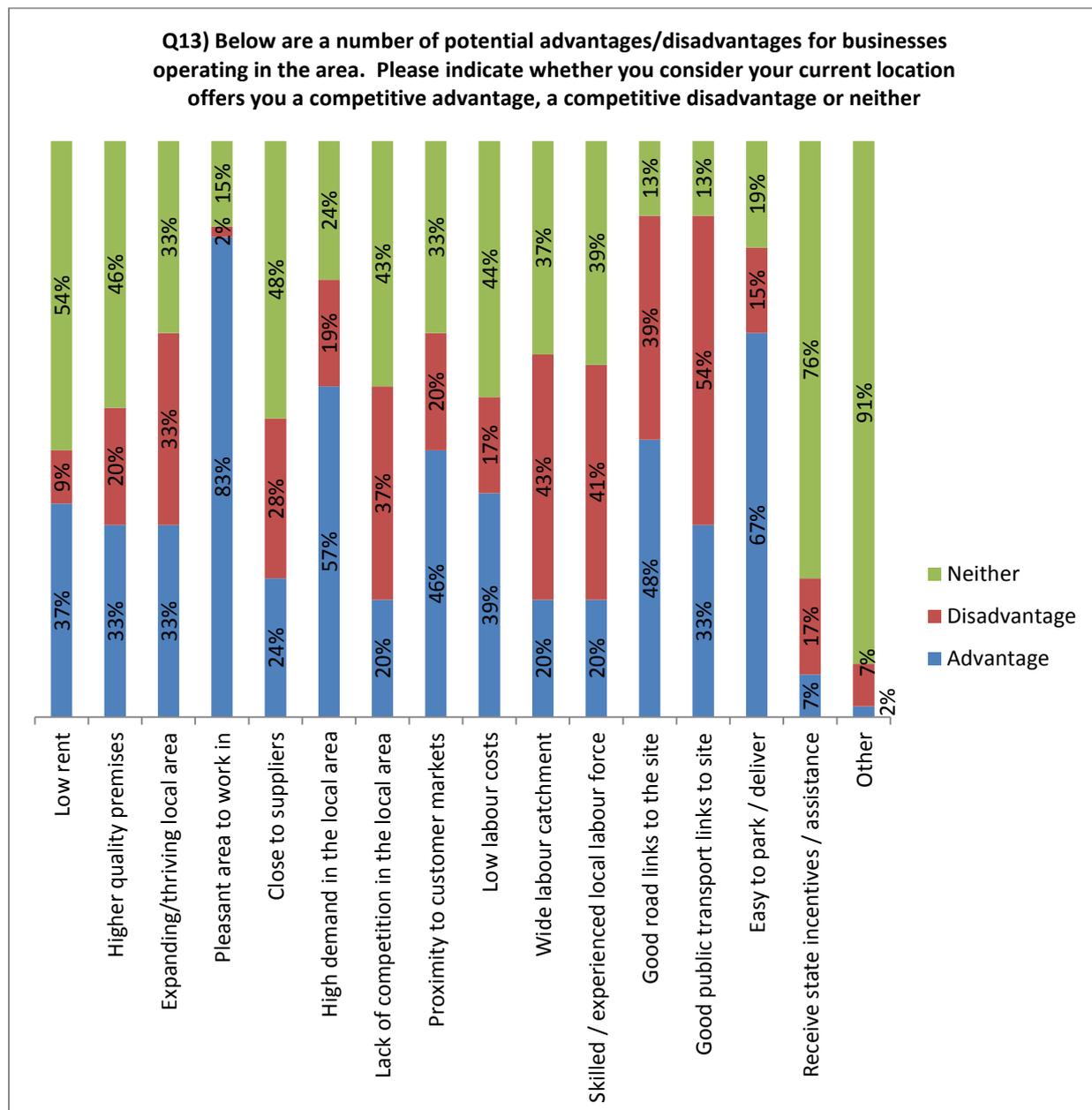


Figure 6.7: Advantages/Disadvantages of operating in the Scottish Borders

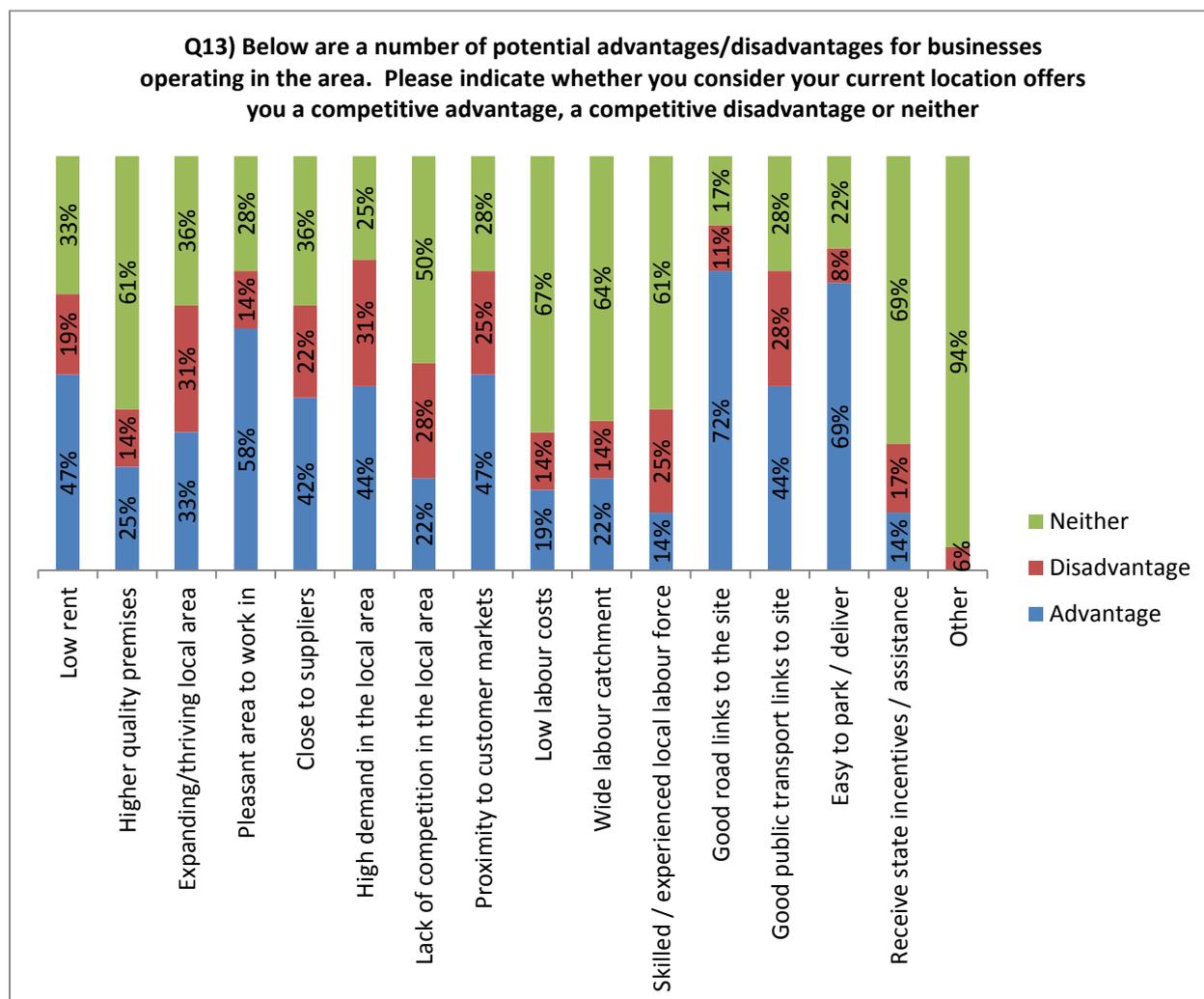


Figure 6.8: Advantages/Disadvantages of operating in Midlothian

6.14 Respondents were also asked what they considered to be the main single advantage and disadvantage of operating in their current location. In the Scottish Borders the most common advantage provided was the pleasant nature of the local area (29%, n=12) whilst the most frequently cited disadvantage was there being poor transport links (27%, n=12). In Midlothian the most common advantage provided was the proximity to Edinburgh (23%, n=7) whilst the most commonly cited disadvantage was high rent (17%, n=5).

Key Point: *The most common disadvantage cited by businesses of being located in the Scottish Borders was poor transport links*

Plans to Relocate

6.15 Figure 6.9 shows a breakdown of the future plans of businesses in Midlothian and the Scottish Borders. The majority of businesses in the Scottish Borders (69%, n=37) and Midlothian (67%, n=24) intend to maintain the businesses in their current form and 9% (n=5) of those in the Scottish Borders and 14% (n=5) in Midlothian intend to expand operations on their current site. None of the businesses in the Scottish Borders stated that they were planning to relocate and only 6% (n=2) in Midlothian plan to relocate to other areas. Of

these, one said they plan to move to south-east England and one said they did not know where they are likely to move.

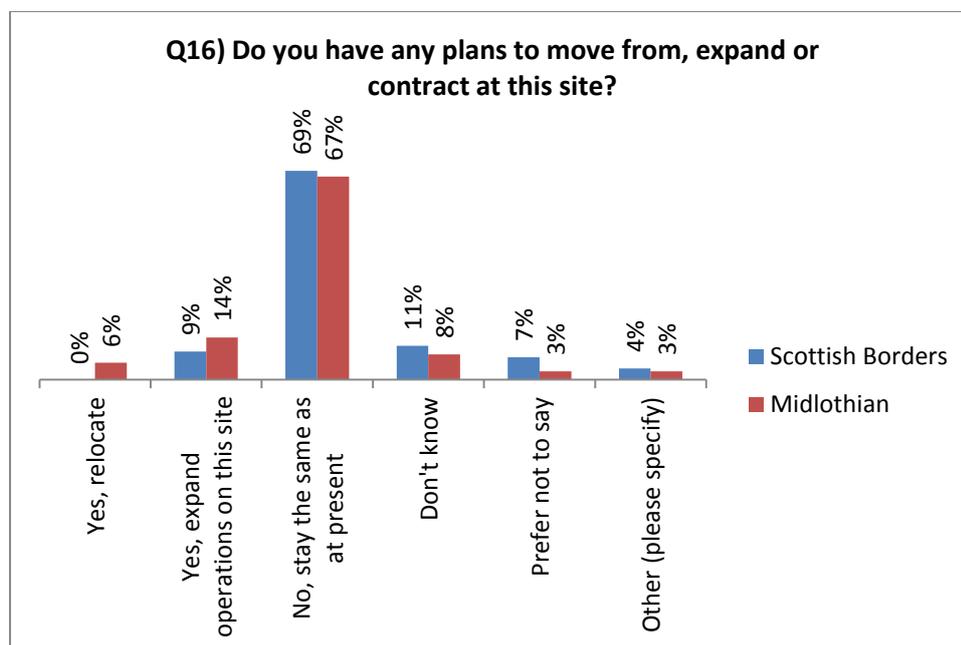


Figure 6.9: Future Intentions regarding Business Location

Number of Employees

6.16 Figure 6.10 and 6.11 show the average number of people employed by respondent businesses at their current location by principal sector for the Scottish Borders and Midlothian respectively. As shown the majority of respondent businesses are small companies with the overall average number of employees in the Scottish Borders and Midlothian businesses being 16 and 22 respectively.

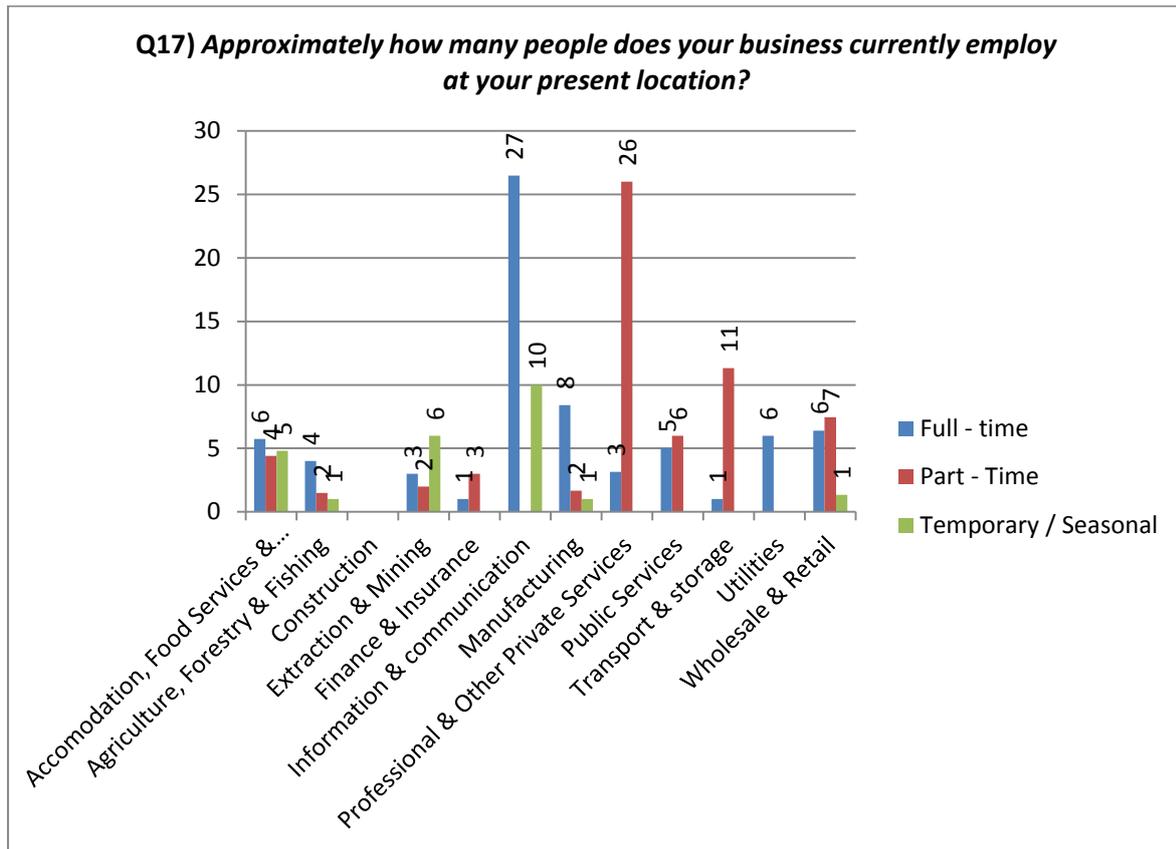


Figure 6.10: Average Number of Employees by Sector for companies based in the Scottish Borders

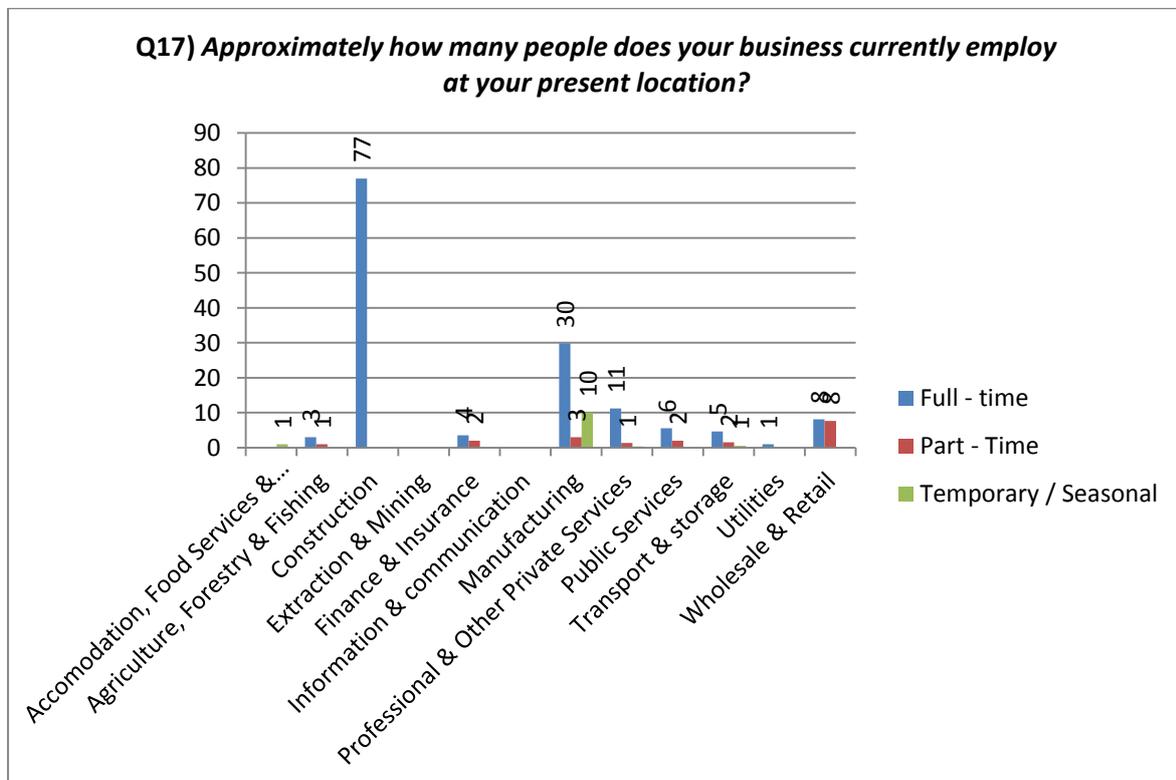


Figure 6.11: Average Number of Employees by Sector for companies based in Midlothian

Employee Travel to Work Mode

6.17 Figure 6.12 displays the main mode of commute for the businesses' employees. Most employees depend on the car to travel to work, with approximately 70% of employees in each business in Midlothian and 67% on average in the Scottish Borders travelling to work by car. However, a significant proportion of employees in each business walk or take the bus to work, with the former more popular in businesses based in the Scottish Borders and the latter more popular in businesses based in Midlothian. In the Scottish Borders a number of businesses selected 'other', with all of these stating that their staff worked from home.

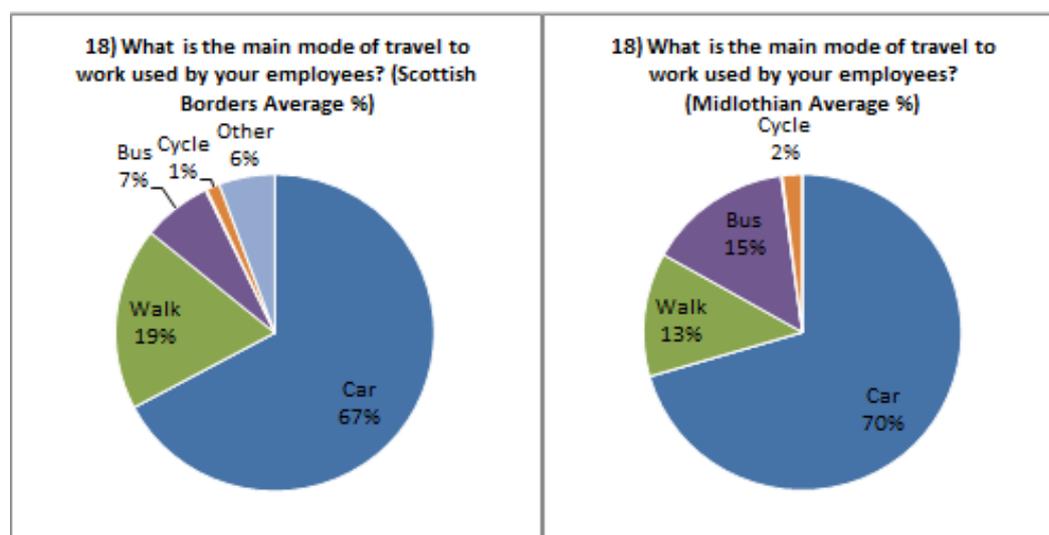


Figure 6.12: Main mode of commute by area (average proportions)

Key Point: *The travel-to-work market in the business survey is dominated by the private car, with the majority of employees in both Midlothian and the Scottish Borders travelling to work by car. Walking, bus travel and to a lesser extent cycling are also used, with working from home also popular within the Scottish Borders.*

Markets Served

6.18 Figure 6.13 shows the geographical markets of businesses within each of the local authority areas. As shown, the Scottish Borders is by far the key market for the Scottish Borders businesses surveyed, accounting for, on average, 62% of the overall market share. In comparison the Edinburgh market and 'other UK' each account for just 10% of total outputs.

6.19 In contrast, the Edinburgh market plays more of a key role for the Midlothian businesses surveyed, accounting for 20% of market share on average compared to 32% for Midlothian itself and 10% for 'other UK'. Interestingly, the overseas market is also more important amongst the Midlothian businesses, accounting for 11% on average, compared to just 2% for the businesses surveyed in the Scottish Borders.

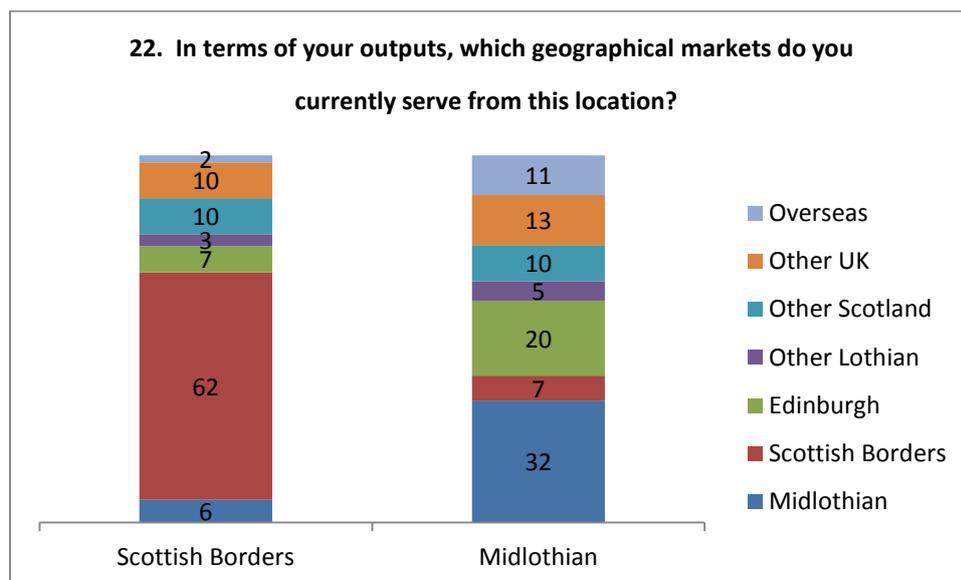


Figure 6.13: Markets Served

6.20 A similar picture is evident when the location of businesses' key competitors is examined. As shown in Figure 6.14, the majority (53%) of competitors of the Scottish Borders businesses surveyed are located within the same local authority, with just 13% on average based in Edinburgh and 12% based in 'other UK' locations. In contrast, just 31% of competitors of the Midlothian businesses surveyed are located in the same local authority, with 24% based in Edinburgh and 15% based elsewhere in Scotland. In addition, the Midlothian businesses surveyed face greater competition from overseas competitors who account for, on average, 8% of competitors compared to just 1% for the Scottish Borders.

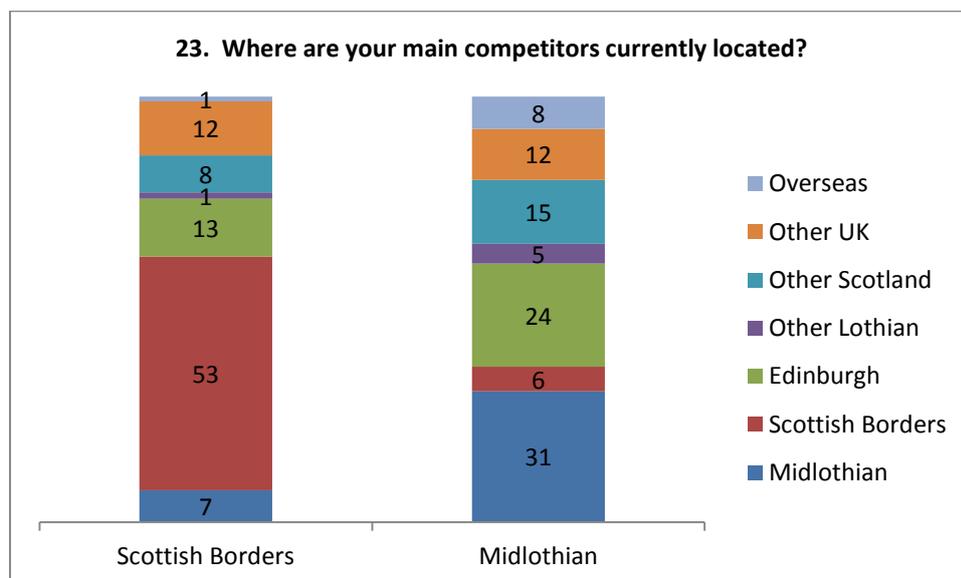


Figure 6.14: Location of Main Competitors

6.21 Figure 6.15 below shows the location of the suppliers of the businesses surveyed. As shown the businesses in both areas draw the majority of their supplies from the local area, as well as other areas of the UK and overseas.

However, while suppliers in both locations come from a broad area, the Edinburgh supplier market is less important to the Scottish Borders businesses surveyed, accounting for just 6% of the supplier market compared to 17% for Midlothian.

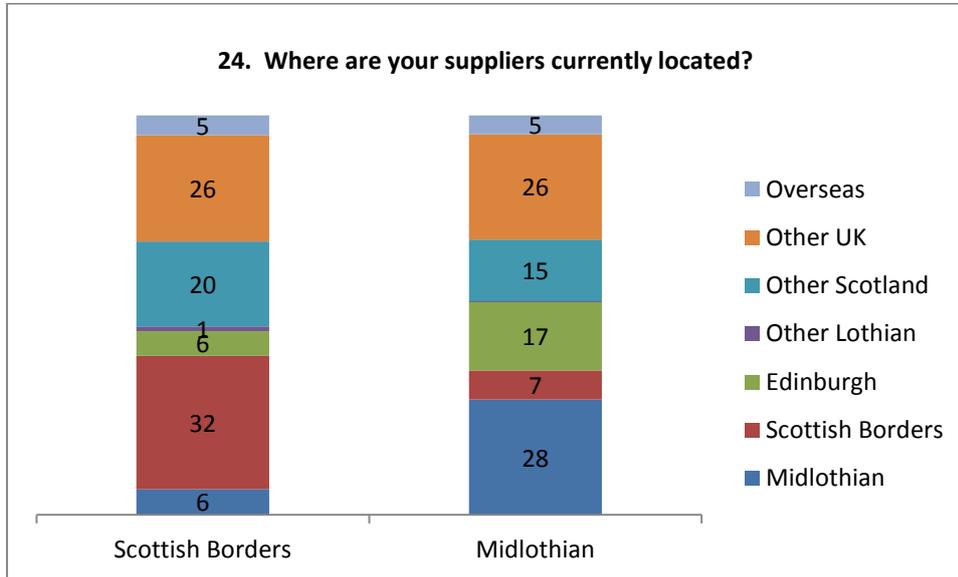


Figure 6.15: Location of Suppliers

Key Point: *The customers and competitors of the Scottish Borders businesses surveyed tend to be more locally based than that of Midlothian. While suppliers come from a broader area, the Edinburgh supplier market amongst the businesses surveyed is less important for the Scottish Borders compared to Midlothian.*

Employee Travel in the course of Work

6.22 Employee travel during the course of work was more common in Midlothian, with 67% (n=24) of the Midlothian businesses who responded to this question stating that their employees travelled during work hours compared to just 47% (n=25) in the Scottish Borders (Figure 6.16).

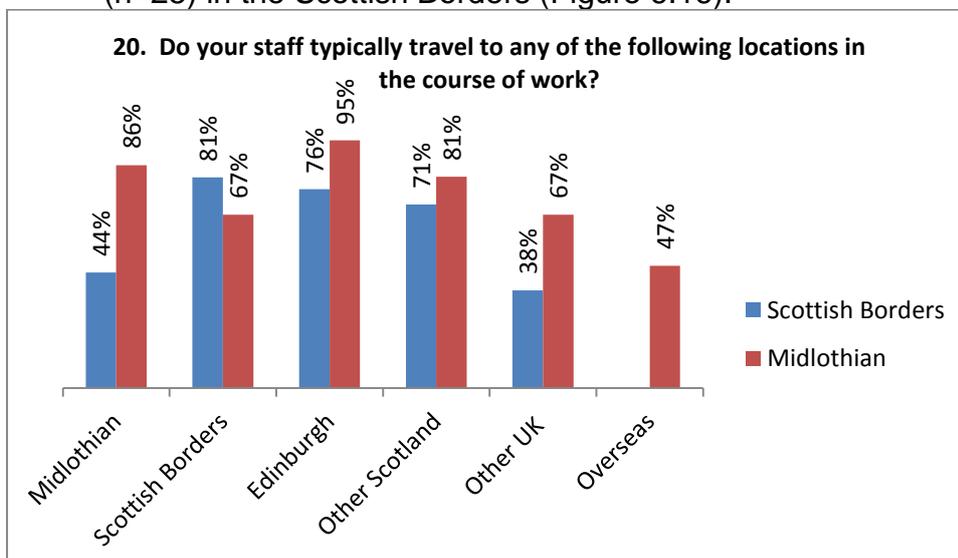


Figure 6.16: Employee Travel in the course of Work

6.23 As shown in Figure 6.17, the businesses in Midlothian indicated that their staff travel to a broader range of destinations than those in the Scottish Borders. While 95% (n=20) of Midlothian businesses responding to this question stated that their employees travel to Edinburgh during the course of their work, just 76% (n=13) of businesses based in the Scottish Borders said this was the case. Similarly, 81% (n=13) of Midlothian businesses responding to this question stated that their staff travel to other locations in Scotland, compared to just 71% (n=12) of businesses in the Scottish Borders.

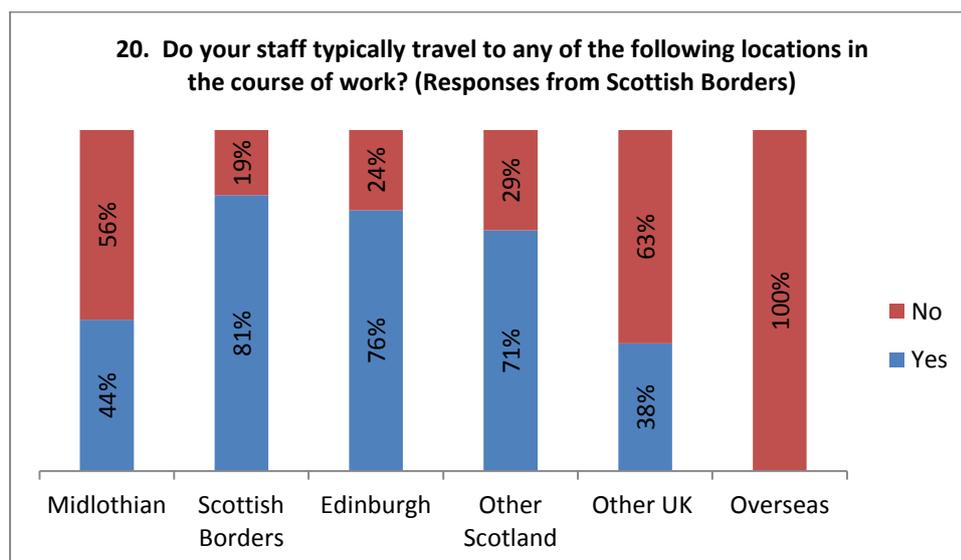


Figure 6.17: Percentage of businesses based in the Scottish Borders who indicated their employees travel to various locations

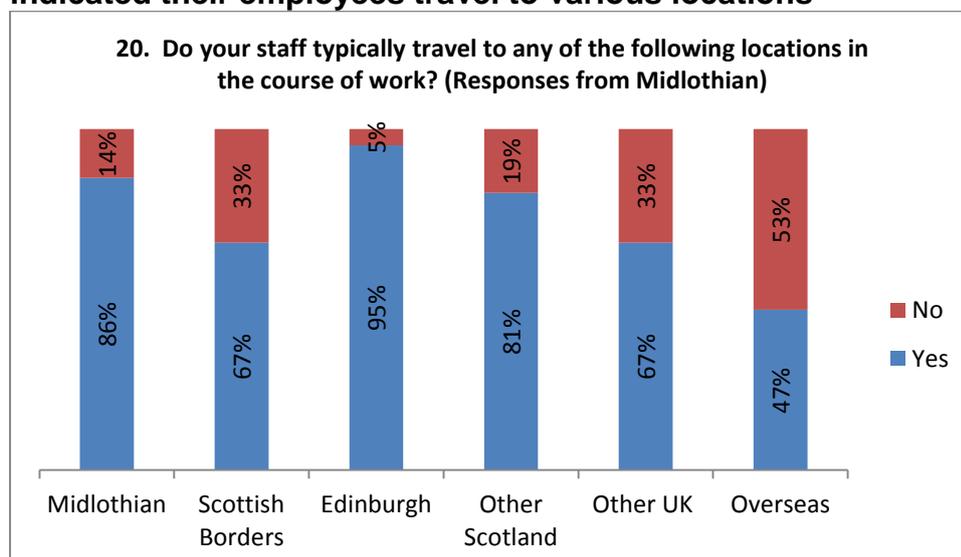


Figure 6.18: Percentage of businesses based in Midlothian who indicated their employees travel to various locations

6.24 Businesses who indicated that their employees travel to the above destinations in the course of work were also asked to provide an approximate frequency of travel, either per week or per month. These figures were used

to estimate an average annual trip rate to each destination for businesses in the Scottish Borders and Midlothian (see Figure 6.19). As shown, on average, businesses in Midlothian make more trips to each of the locations specified.

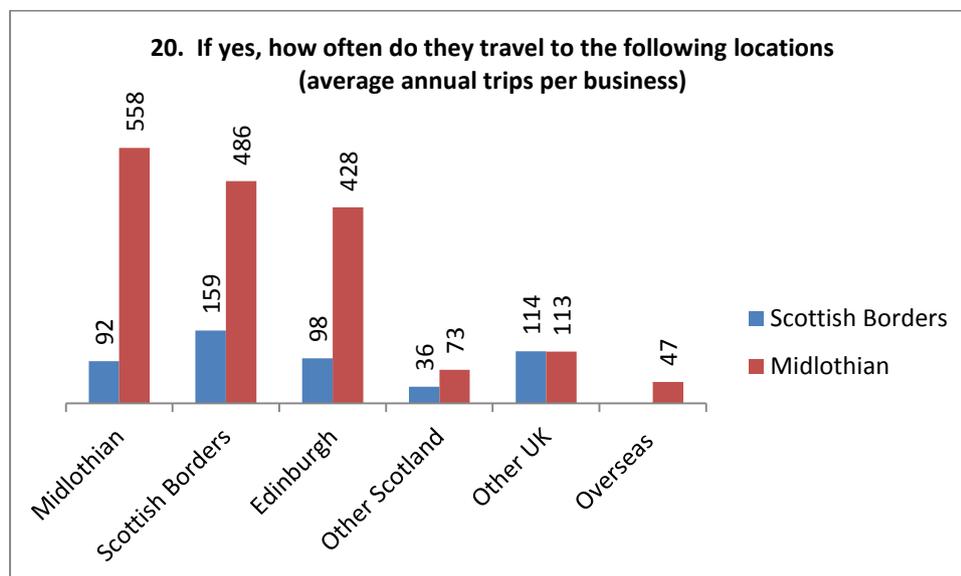


Figure 6.19: Average number of annual trips made during the course of work to various locations

Main Mode used for Business Travel

6.25 Figure 6.20 sets out the main mode used for travel during the course of work. As shown, car travel is again the dominant mode with, on average, approximately 70% of employees in each business in the Scottish Borders and 68% of those in Midlothian using the car for business travel. As would be expected, in contrast to the travel to work mode, rail and air travel feature within the business travel data, with employees likely using these modes for longer distance journeys outside of the immediate local authority area. Van travel was also a popular choice, particularly within Midlothian. This may be a result of the large number of businesses within the transportation and storage sector within the Midlothian sample.

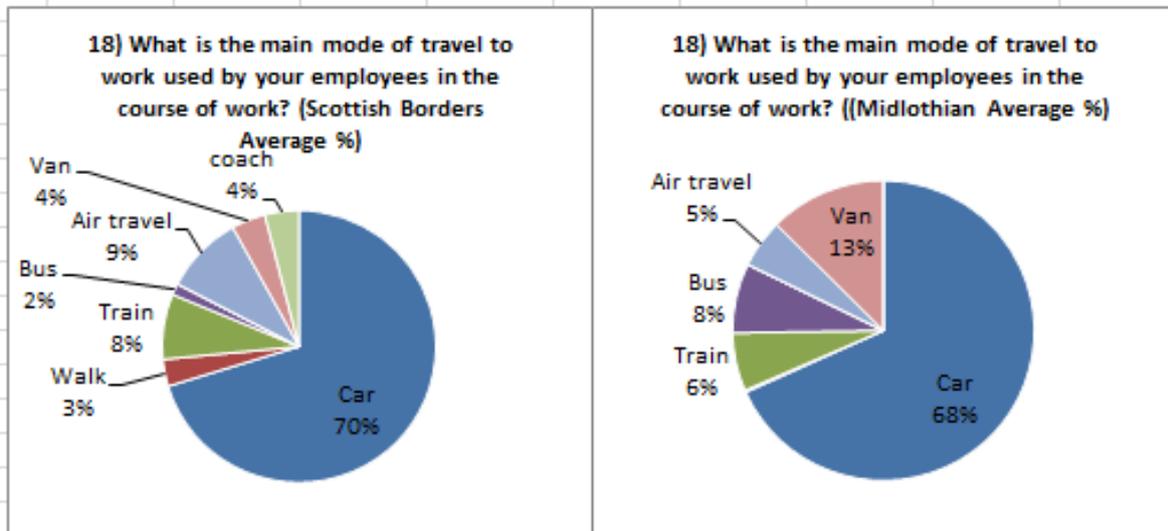


Figure 6.20: Main Mode Used during the course of Work

Key Point: In keeping with the markets served, business travel in Midlothian tends to have a much more widely dispersed destination set than the businesses in the Scottish Borders. The car is again the dominant travel mode accounting for 68% of travel in Midlothian and 70% in the Scottish Borders.

Recent Business Conditions

6.26 Figure 6.21 below shows the level of satisfaction with business trading conditions amongst businesses in each local authority area. As shown, 52% (n=25) of businesses in Midlothian and 48% (n=18) of businesses in the Scottish Borders felt that current trading conditions were either very good or good, with a further 29% (n=10) in Midlothian and 42% (n=22) in the Scottish Borders describing conditions as fair. Overall, just 10% (n=5) of businesses in the Scottish Borders and 20% (n=7) in Midlothian felt business conditions were poor or very poor.

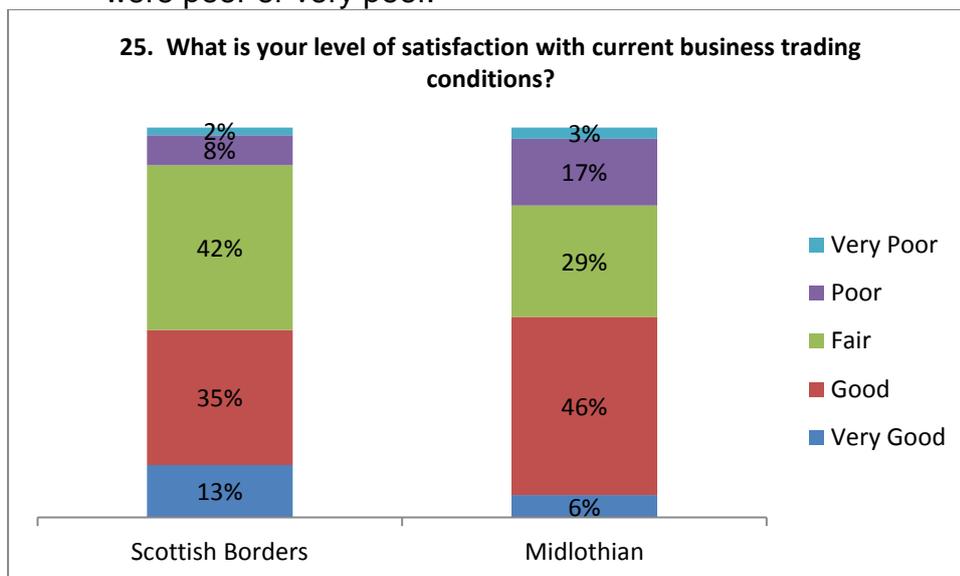


Figure 6.21: Perception of current Business Trading Conditions by Location

6.27 Businesses were also asked which factors had influenced recent business conditions. As shown in the Figure below, the key factor in both areas was current market trends, with 57% (n=20) of respondents in Midlothian and 56% (n=29) of respondents in the Scottish Borders selecting this factor. In Midlothian market competition was also considered a major factor with 57% of businesses selecting this, whilst in the Borders the availability of labour (35%, n=18) and the perception of remoteness (33%, n=17) were more important factors. In total three businesses in the Scottish Borders and two in Midlothian selected 'other', with responses given including the economy, the Scottish Referendum and the weather.

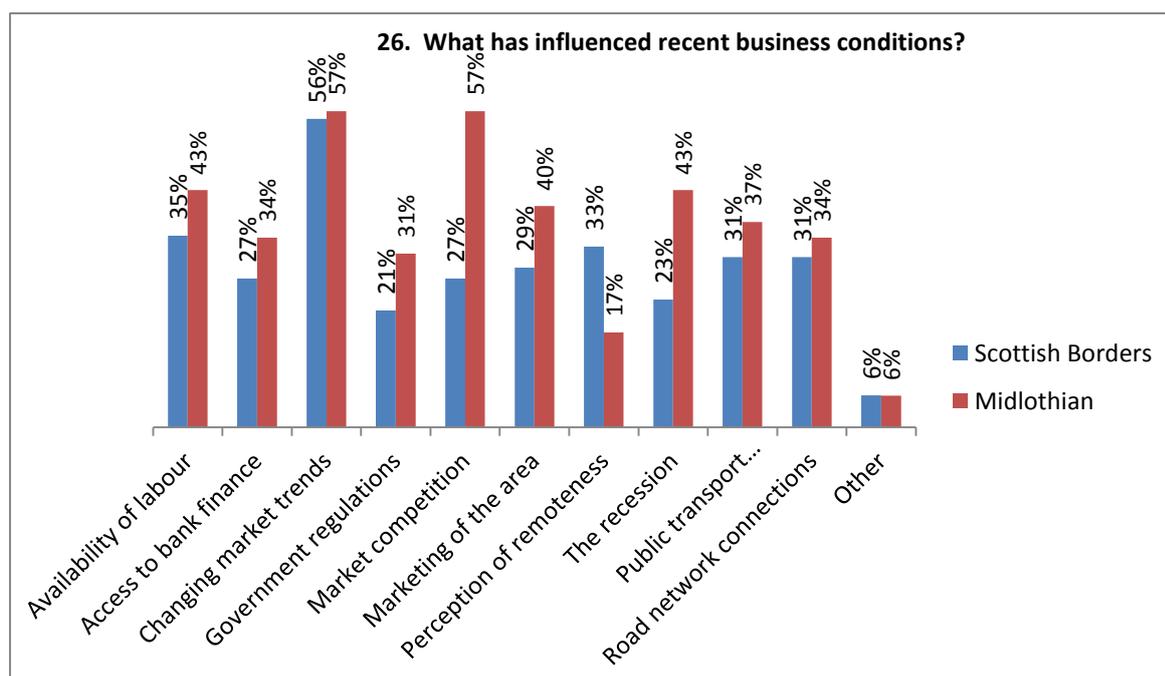


Figure 6.22: Factors which have Influenced recent Business Conditions

Staff Recruitment

6.28 Figure 6.23 below shows how businesses rated the ease with which it is possible to recruit staff across the two local authority areas. Overall, businesses in the Scottish Borders found recruitment more difficult than those in Midlothian, with 46% (n=24) of Scottish Borders respondents rating recruitment as either very difficult or difficult compared to 38% (n=13) in Midlothian.

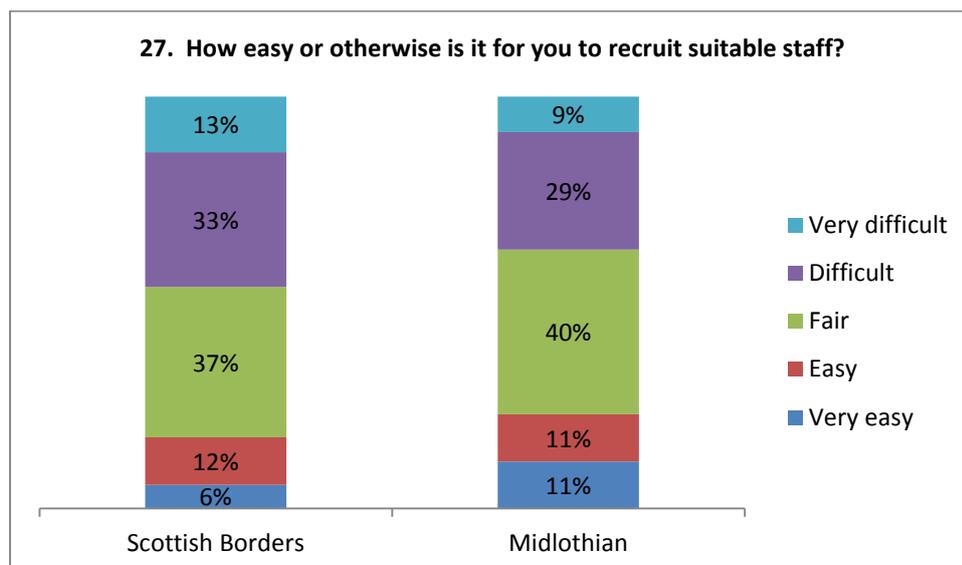


Figure 6.23: Ease of Recruiting Staff

6.29 Businesses were also asked about their business employment levels. As shown below, while the majority of respondents across both areas indicated that their employment levels have remained stable over the last three years, a large proportion of those in the Scottish Borders (29%, n=15) stated that their employment levels had decreased.

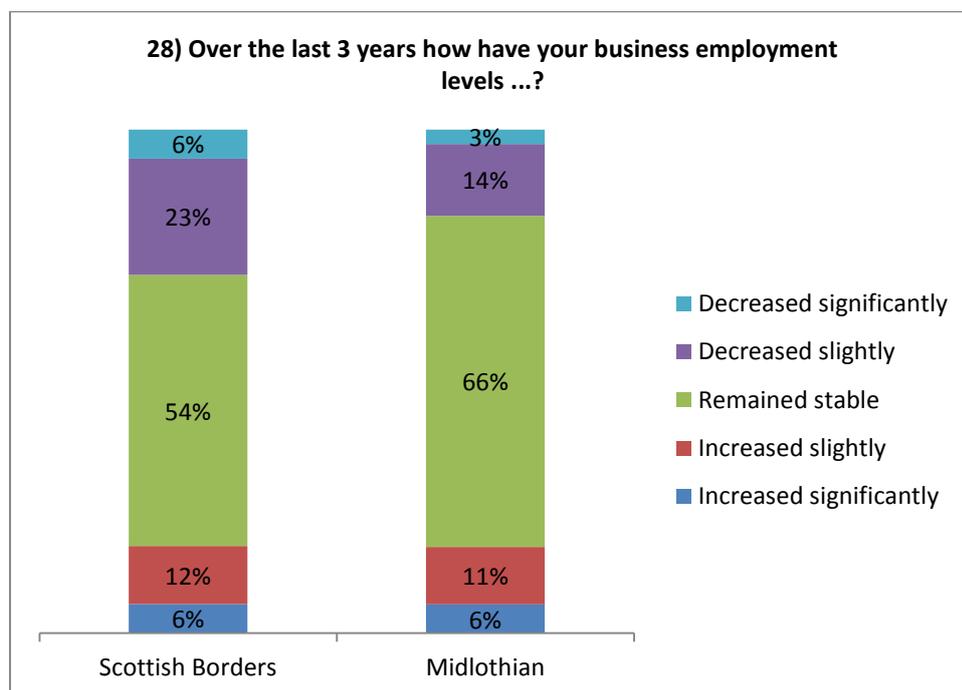


Figure 6.24: Business Employment Levels

Level of Investment

6.30 Figure 6.25 below shows how businesses described the level of investment in their businesses at the current site over the last year. As shown, the majority of businesses in the Scottish Borders (56%, n=29) and Midlothian (63%, n=22) stated that their investment had remained stable.

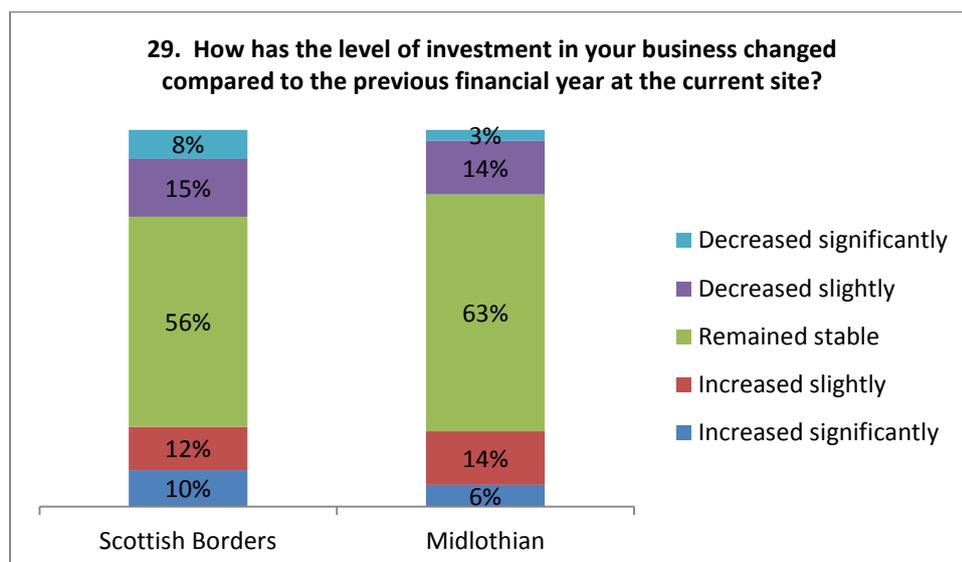


Figure 6.25: Change in Level of Investment at Current Site

6.31 Businesses were also asked whether the opening of the Borders Railway had influenced their level of investment. All of the businesses in Midlothian who responded to this question (100%, n=13) stated that the re-opening of the railway had no influence and just one business in the Scottish Borders (4%, n=1) stated that it had had a slight influence on them increasing their investment.

Turnover

6.32 Figure 6.26 shows the annual turnover for businesses across the two areas. As shown, businesses taking part in the survey had a range of turnovers, with some with less than £50 thousand per year and others producing more than 5 million.

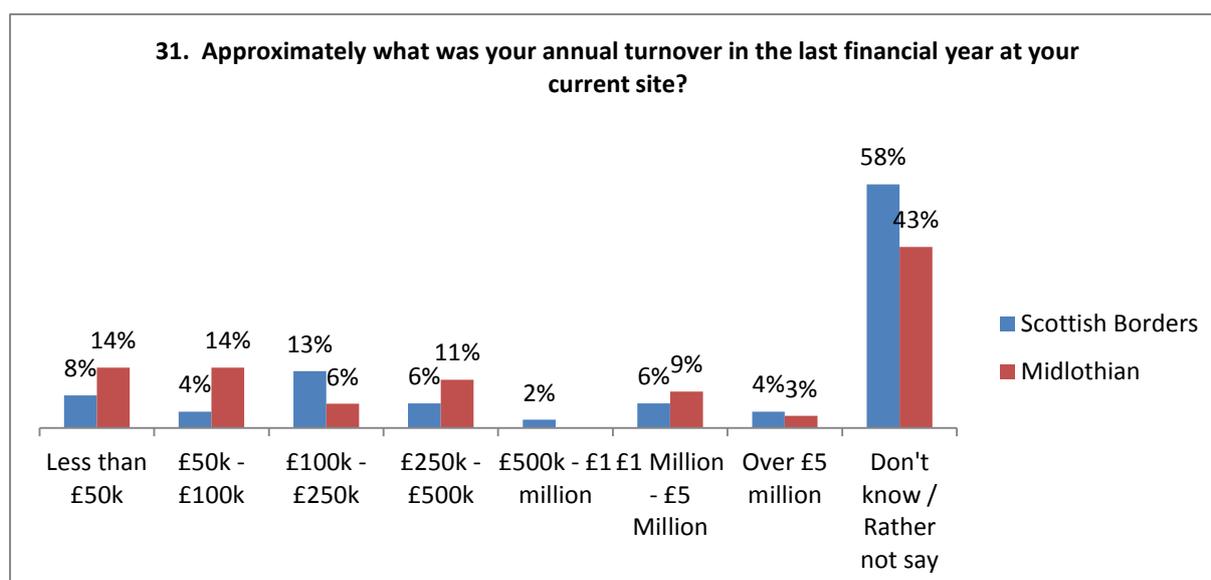


Figure 6.26: Business Turnover

6.33 The Figure below shows the change in annual turnover for businesses across the two locations. Overall, the majority of businesses in the Scottish Borders (57%, n=20) and Midlothian (64%, n=14) have experienced an increase in turnover over this period.

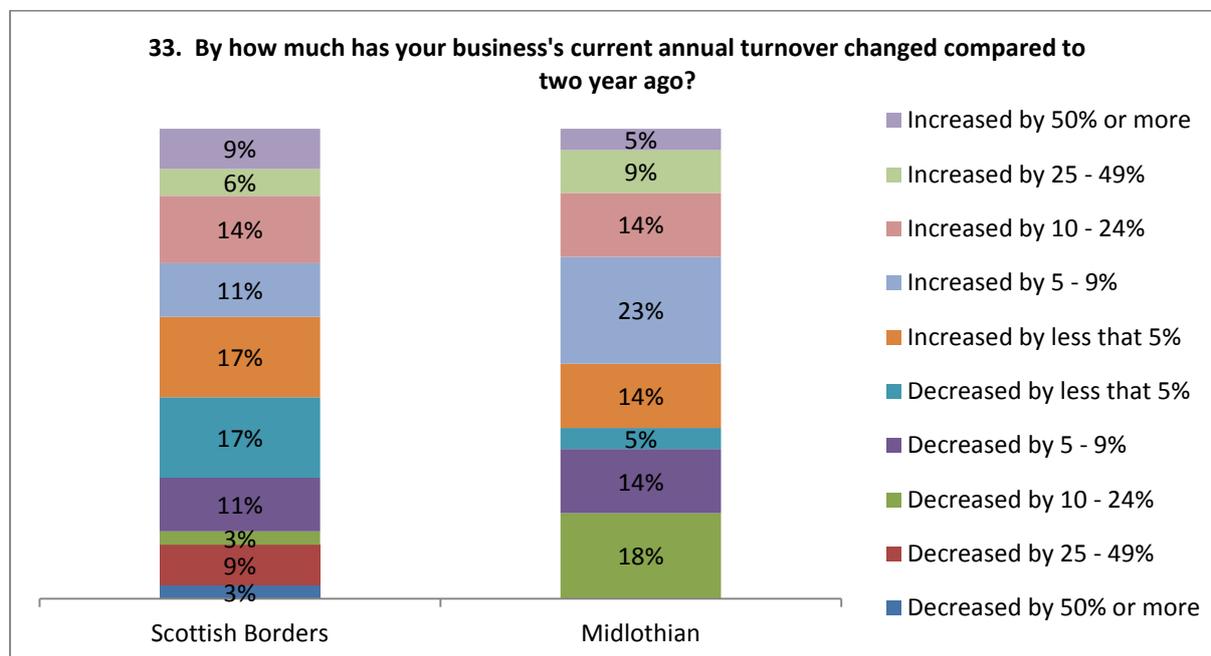


Figure 6.27: Change in Turnover

Key Point: *The business survey suggests relatively stable / slightly growing market conditions in the Scottish Borders and Midlothian local authority areas. In addition to current market trends, the main issues affecting business performance identified in the survey include competition in Midlothian market and the availability of labour and the perception of remoteness in the Scottish Borders. Almost all businesses interviewed in the Scottish Borders and Midlothian explained that the reopening of the rail line had no impact on their level of investment*

Impact of the Borders Railway

6.34 Businesses taking part in the survey were also asked to consider the potential impact of the Borders Railway on their business. As shown in Figure 6.28 and Figure 6.29 below, businesses based within the Scottish Borders were generally more positive about the impact of the railway than those in Midlothian. However, while generally more positive, businesses based in the Scottish Borders did not feel that the railway would result in universal benefits. For example, while the majority (53%, n=27) felt that the re-opening of the line would make it easier for them to recruit staff, a large proportion (37%, n=19) felt that it would also make it more difficult to retain staff. Similarly, the majority (50%, n=26) of respondents did not feel that the re-opening of the line would enable them to expand their customer base and 72% (n=37) felt that it would not lead to an increase in the use of suppliers from other areas.

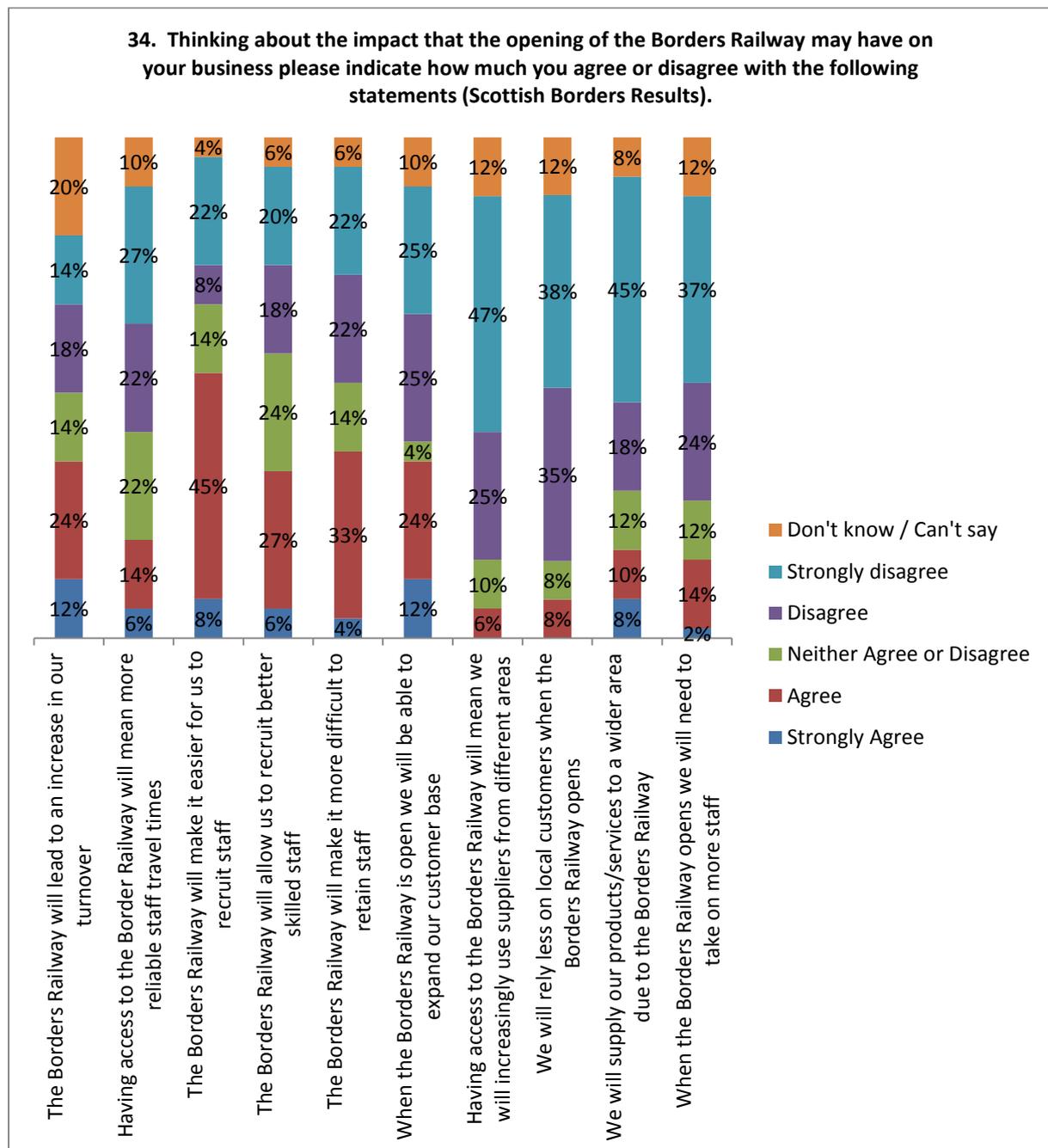


Figure 6.28: Potential Impact of the Borders Railway – Businesses based in the Scottish Borders

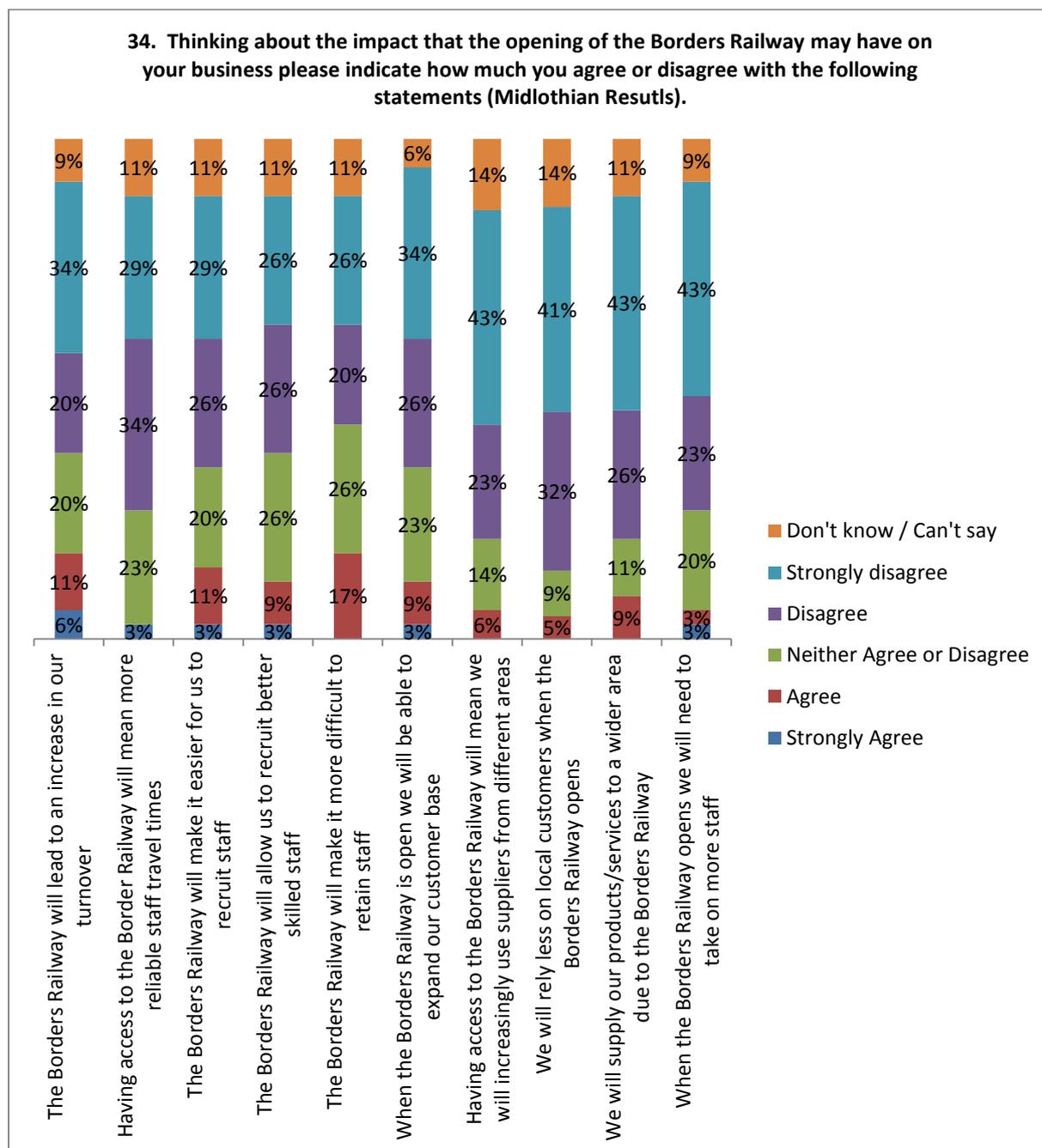


Figure 6.29: Potential Impact of the Borders Railway – Businesses based in Midlothian

6.35 Figure 6.30 and Figure 6.31 below show businesses perception of the impact of the re-opening of the rail line on turnover/customer base and employment levels. As shown, 63% of businesses in the Scottish Borders felt that the re-opening of the line would have a positive impact on turnover/customer base compared to 23% in Midlothian. Similarly, 45% of businesses in the Scottish Borders felt that the railway would have a positive impact on employment levels compared to 15% in Midlothian.

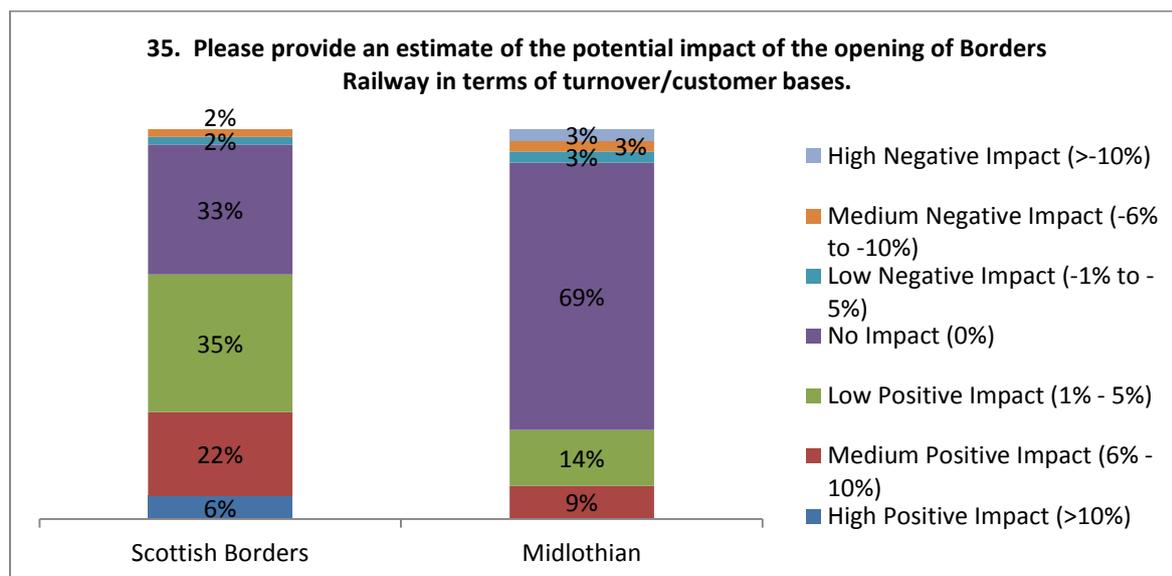


Figure 6.30: Potential Impact of the Borders Railway on Turnover/Customer Base – Scottish Borders Businesses

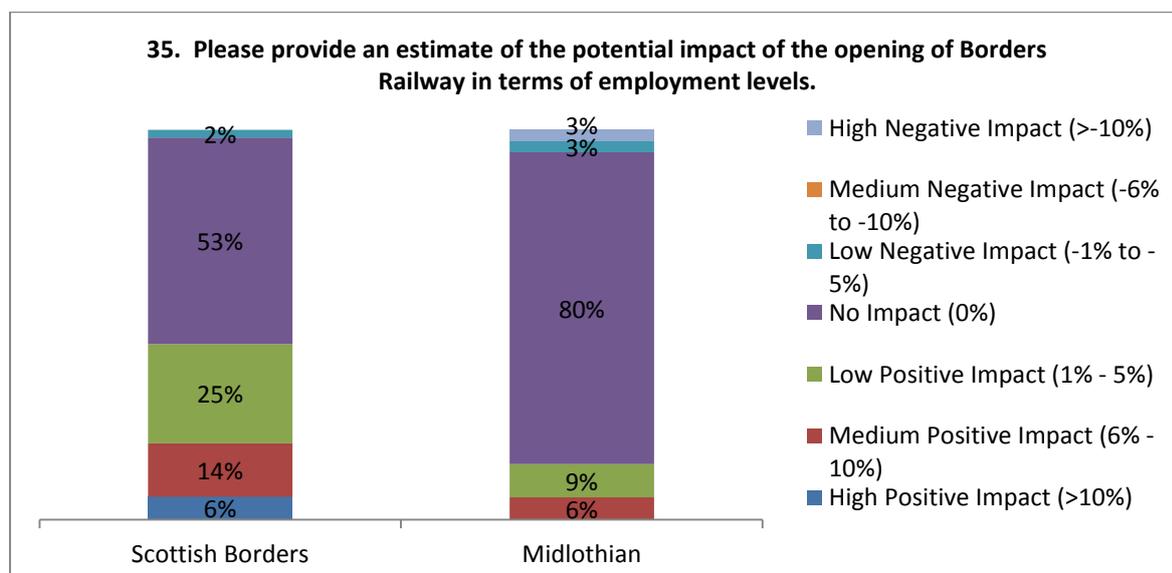


Figure 6.31: Potential Impact of the Borders Railway on Turnover/Customer Base – Midlothian Businesses

Key Point: *Businesses in the Scottish Borders were more likely to believe that the re-opening of the railway would have a positive impact on turnover/customer base and employment levels compared to businesses in Midlothian.*

7 Panel Survey

Overview

- 7.1 The Household and Business Surveys are largely focussed on the perspective of Midlothian and Scottish Borders residents and businesses, i.e. those that live and or work in the area. However, the new rail line will also open up access to Midlothian and the Scottish Borders for those who do not live or work there.
- 7.2 In order to gauge the potential inbound effects from easier access by rail, a panel survey of residents in Edinburgh, East Lothian and West Lothian was undertaken. This ran between 18th and 25th August 2015 and aimed to explore the perceptions of both the Borders and Midlothian as business and/or leisure destinations and the propensity to visit each location.
- 7.3 As with the Household and Business Surveys, it is intended that the Panel Survey be repeated as part of the evaluation in order to determine if attitudes or behaviours have changed as a result of the opening of the Borders Railway.
- 7.4 The following section provides an overall summary of the Panel Survey results.

Response Rate

- 7.5 In total 212 individuals from across Edinburgh, East Lothian and West Lothian completed the survey. Table 7.1 below provides a breakdown of the responses by area.

Table 7.1: Breakdown of Responses by Area

Location	Responses	Percentage
Edinburgh	146	69 %
East Lothian	33	16 %
West Lothian	33	16 %
	212	100%

Demographics

- 7.6 The majority of those responding (59%, n=125) were male compared to 41% (n=87) female. Most (29%, n=62) were aged between 55 and 64, with a further 25% (n=54) over the age of 65 (see Figure 7.1).
- 7.7 Figure 7.2 shows the employment status of those responding to the survey. As shown the majority (44%, n=94) work full time, with 33% (n=69) retired and 16% (n=33) working part time. 81% (n=171) stated that they had a driving license, 33% (n=69) held a National Entitlement Card and 3% (n=7) were Blue Badge holders.

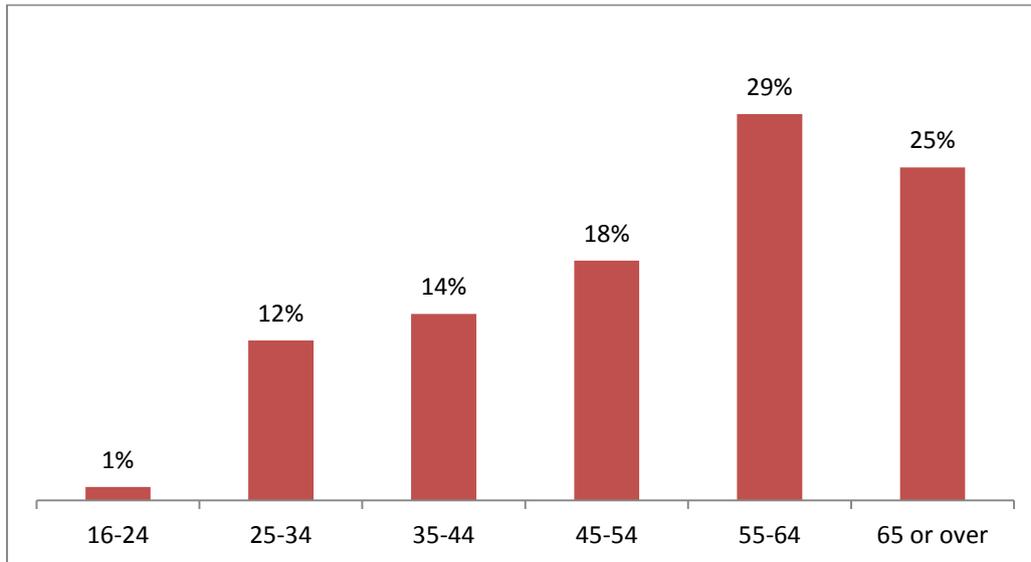


Figure 7.1: Age Category of Respondents

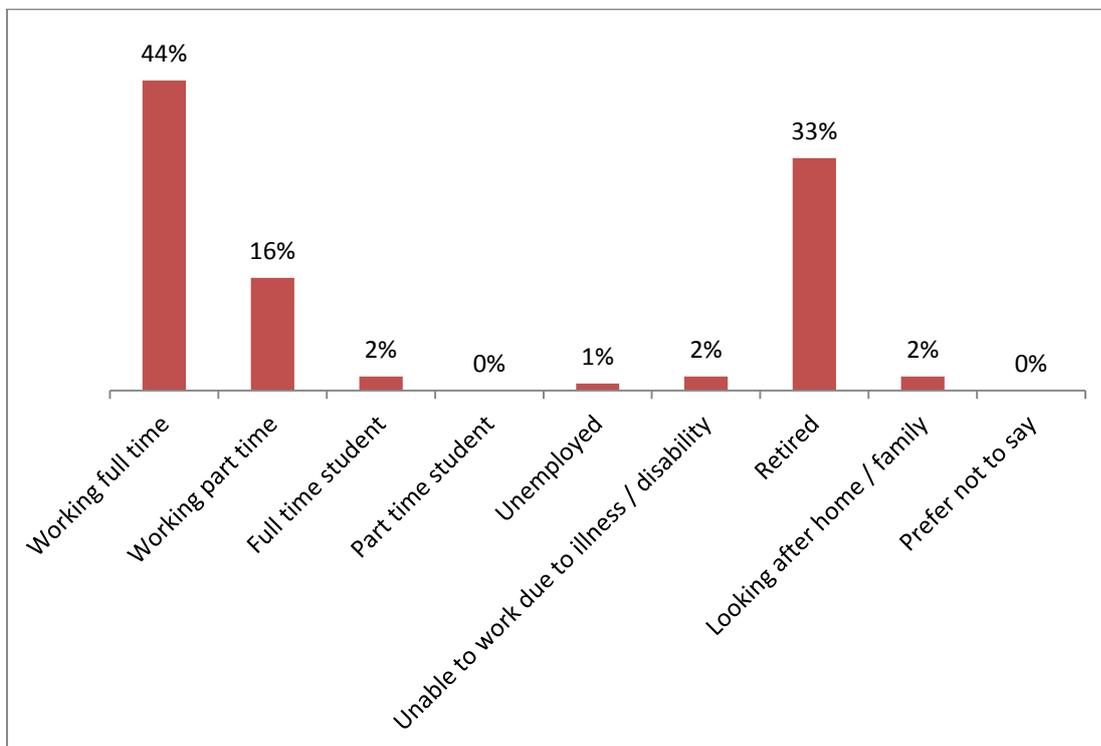


Figure 7.2: Employment Status of Respondents

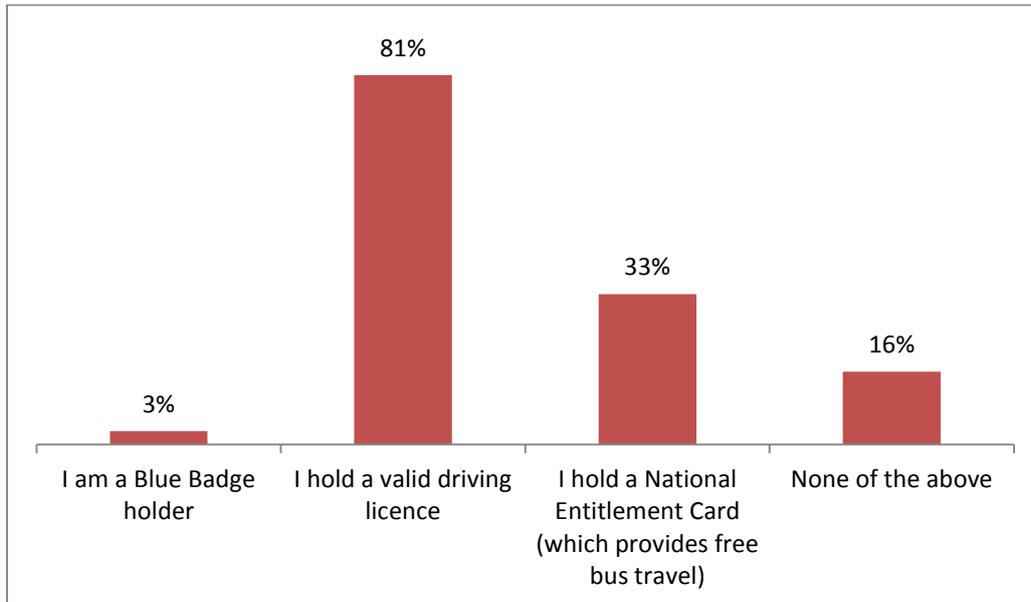


Figure 7.3: Ownership of Blue Badge/Driving Licence and National Entitlement Cards amongst Respondents

Current Travel Behaviour

Commuting

7.8 The majority of respondents (77%, n=163) indicated that they never commute to the Scottish Borders, with 17% (n=35) stating they commute on a monthly basis and 6% (n=12) on a weekly basis. As may be expected, more people indicated that they commute to Midlothian than to the Scottish Borders, with 14% (n=21) of those from Edinburgh and 3% (n=1) from East Lothian and West Lothian respectively indicating that they do this on a daily basis.

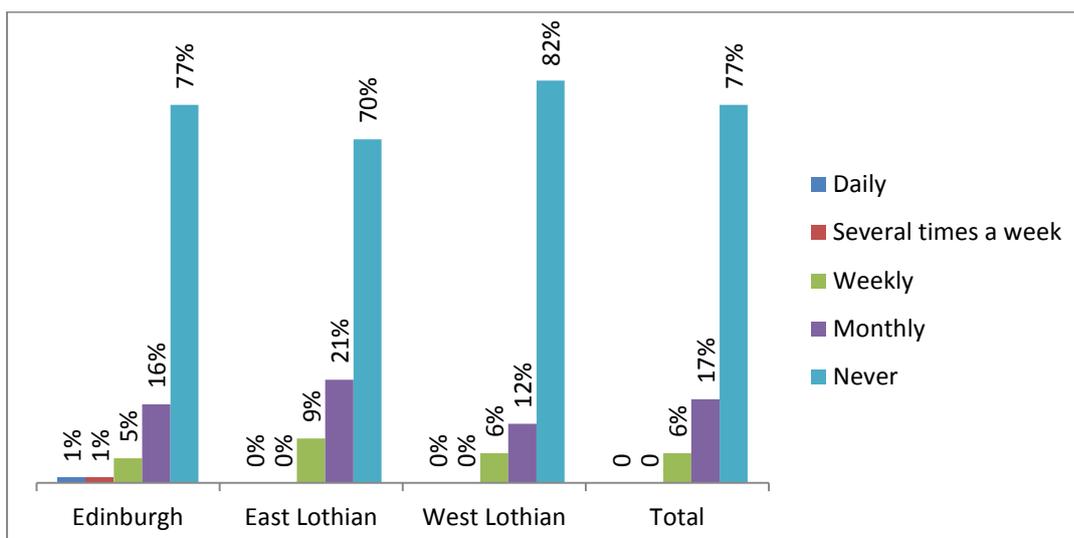


Figure 7.4: Frequency of travel to the Scottish Borders for Commuting Purposes by Location of Respondent

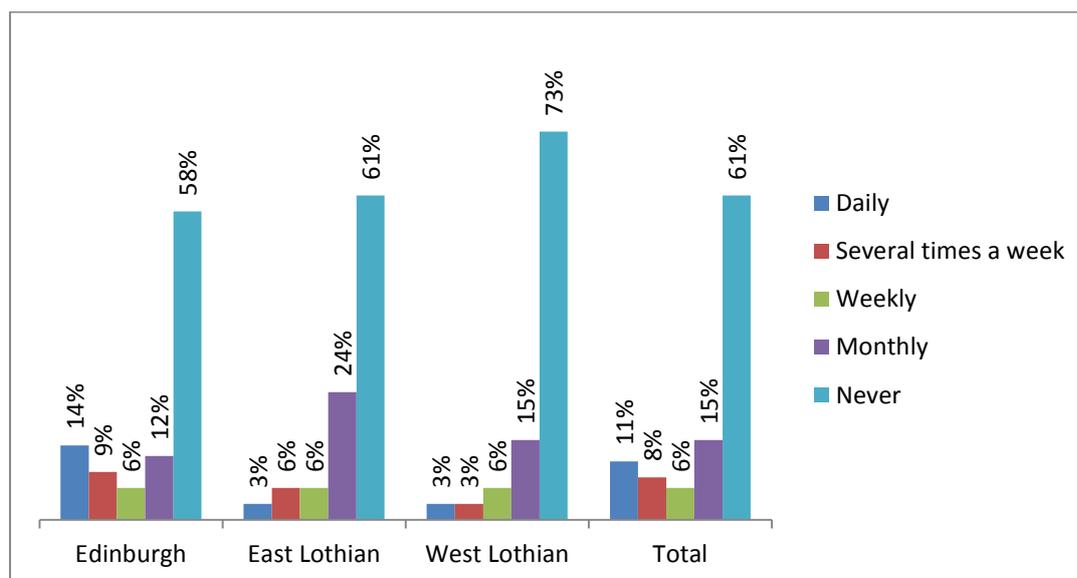


Figure 7.5: Frequency of travel to Midlothian for Commuting Purposes by Location of Respondent

Leisure Travel

7.9 The majority (34%, n=73) of respondents indicated that they travelled to the Scottish Borders between 1-5 times per year for Leisure purposes, with a further 29% (n=61) traveling to the area less than once a year (see Figure 7.6). Travel to Midlothian for leisure purposes was more frequent from all locations, with 12% of overall respondents travelling to Midlothian several times a week and a further 16% travelling on a weekly basis (see Figure 7.6).

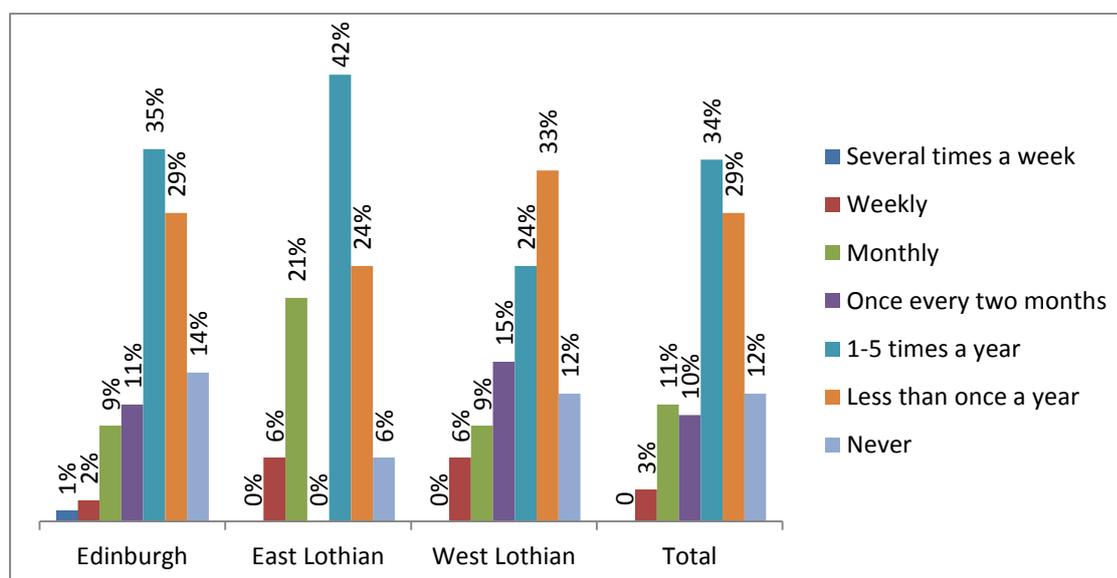


Figure 7.6: Frequency of travel to the Scottish Borders for Leisure Purposes by Location of Respondent

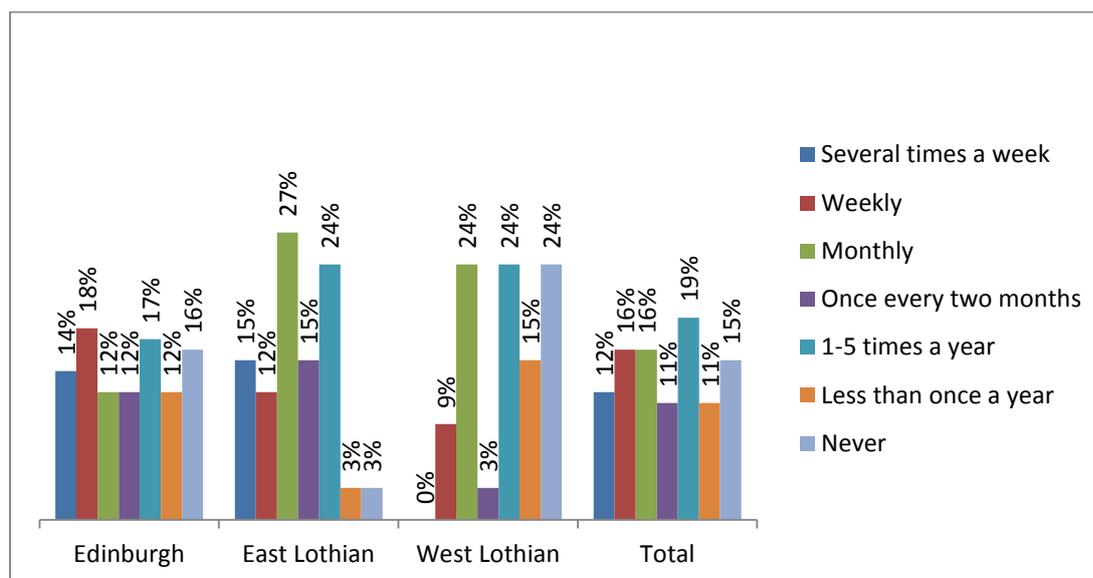


Figure 7.7: Frequency of travel to Midlothian for Leisure Purposes by Location of Respondent

Business Travel

7.10 Figure 7.8 and Figure 7.9 show the frequency of business travel to the Scottish Borders and Midlothian respectively. As shown, the majority of respondents from each location never travel to either local authority area for business purposes, with business travel to Midlothian slightly more frequent than that to the Scottish Borders.

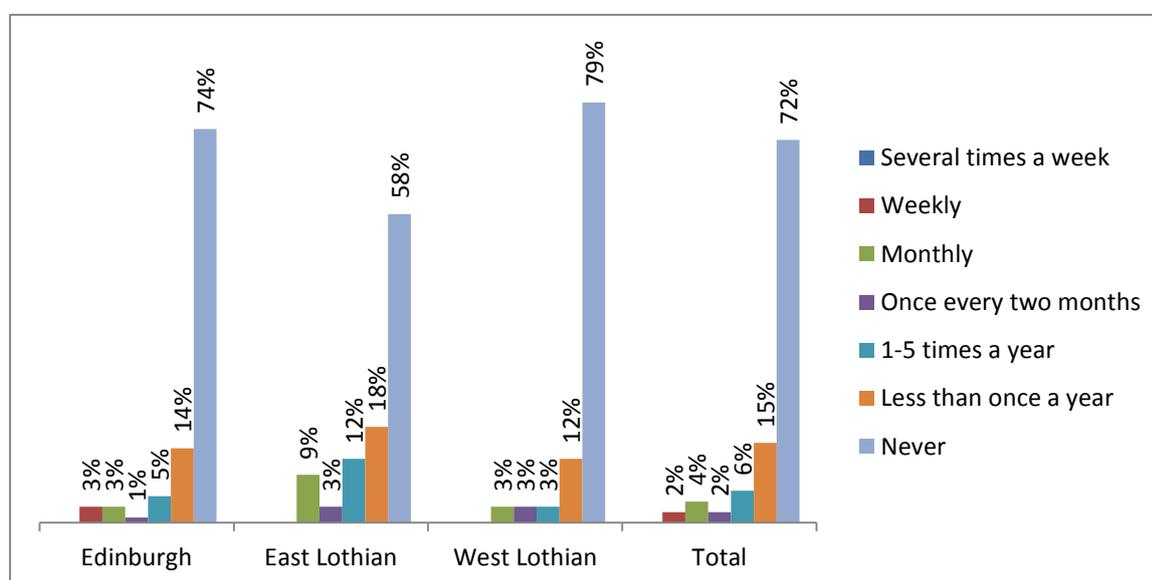


Figure 7.8: Frequency of travel to the Scottish Borders for Business Purposes by Location of Respondent

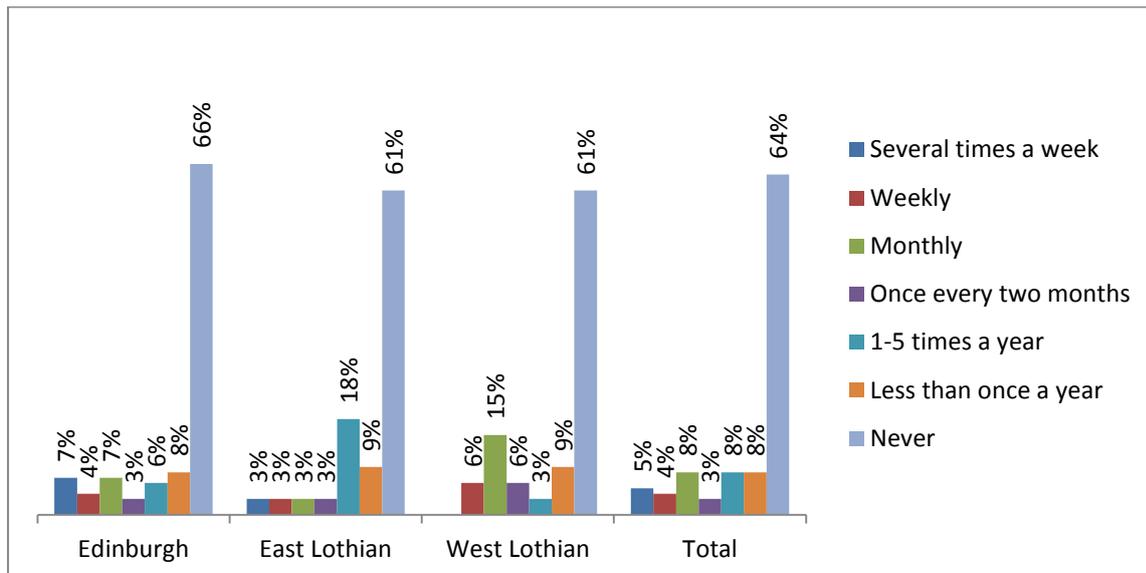


Figure 7.9: Frequency of travel to Midlothian for Business Purposes by Location of Respondent

Perceptions of the Borders and Midlothian

7.11 Respondents to the survey were also asked about their perception of the Scottish Borders and Midlothian. As shown in Figure 7.10 below, respondents generally agreed there were lots of things to do in both local authority areas and that both, particularly the Scottish Borders were attractive places to visit. In general, respondents disagreed that the areas were too far away for a day trip. However, there was more agreement that transport connections were a limiting factor.

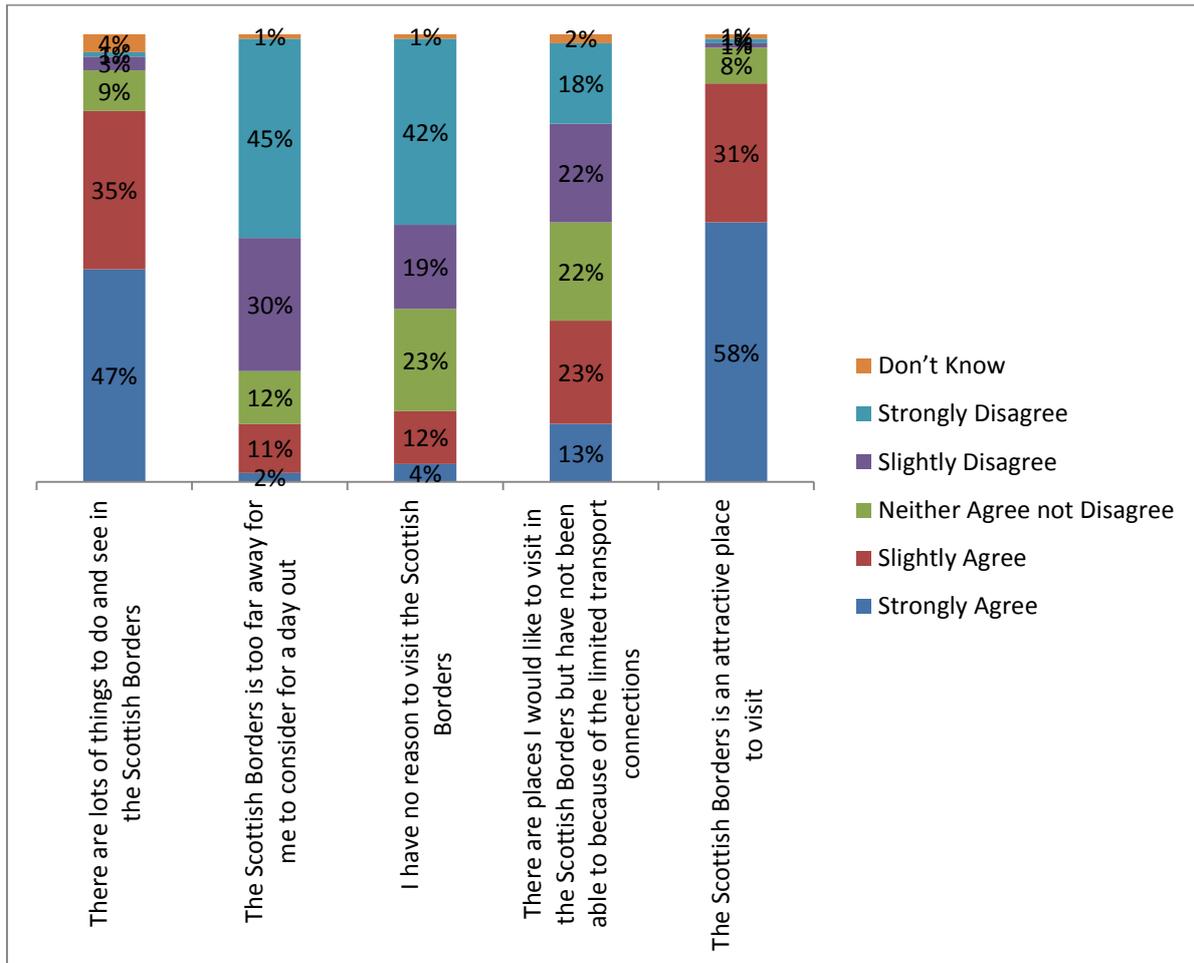


Figure 7.10: Views of the Scottish Borders

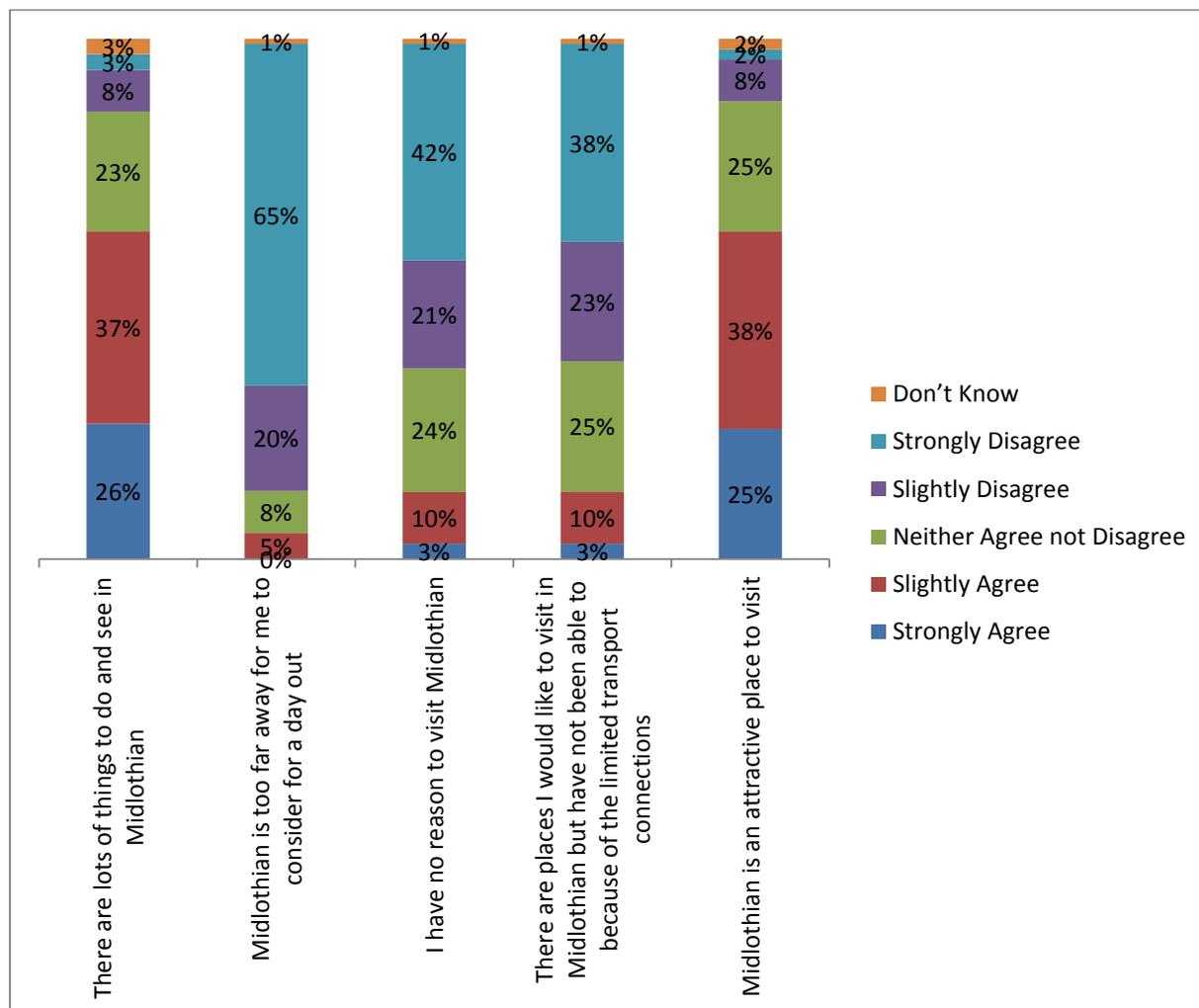


Figure 7.11: Views of Midlothian

Anticipated Use of the Borders Rail Line

Commuting Purposes

7.12 Figure 7.12 shows respondents anticipated use of the Borders Railway for commuting purposes. As shown, while the majority of respondents from each location anticipate that they will not use the rail service for commuting, between 12 and 13% across the three areas state that they do anticipate using the service for this purpose.

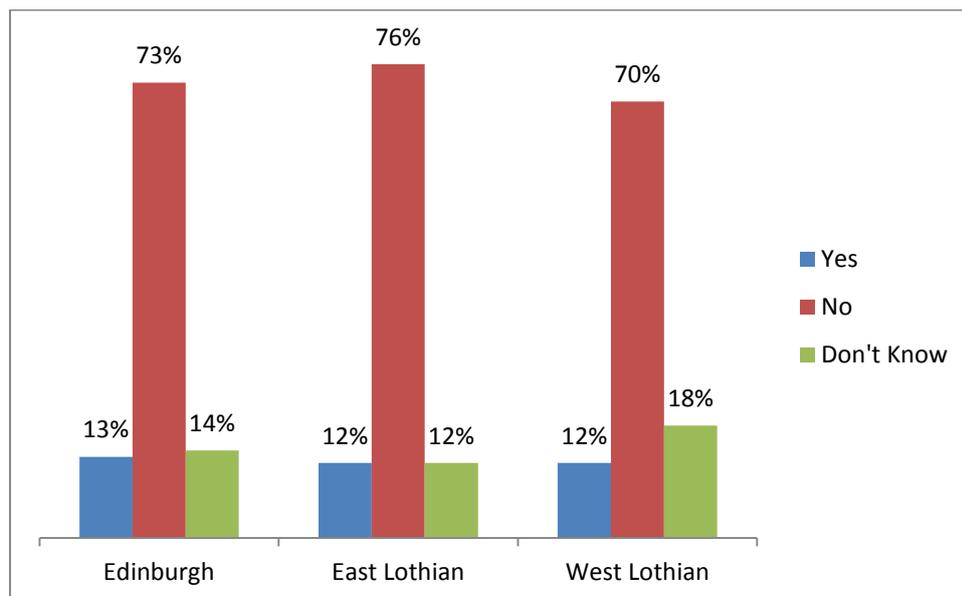


Figure 7.12: Anticipated use of the Borders Railway for Commuting Purposes by Location of Respondent

Leisure Purposes

7.13 As shown in Figure 7.13 below anticipated use of the railway for leisure purposes is far higher, with 53% of respondents in Edinburgh, 48 in East Lothian and 42% in West Lothian stating that they do anticipate using the service for leisure trips.

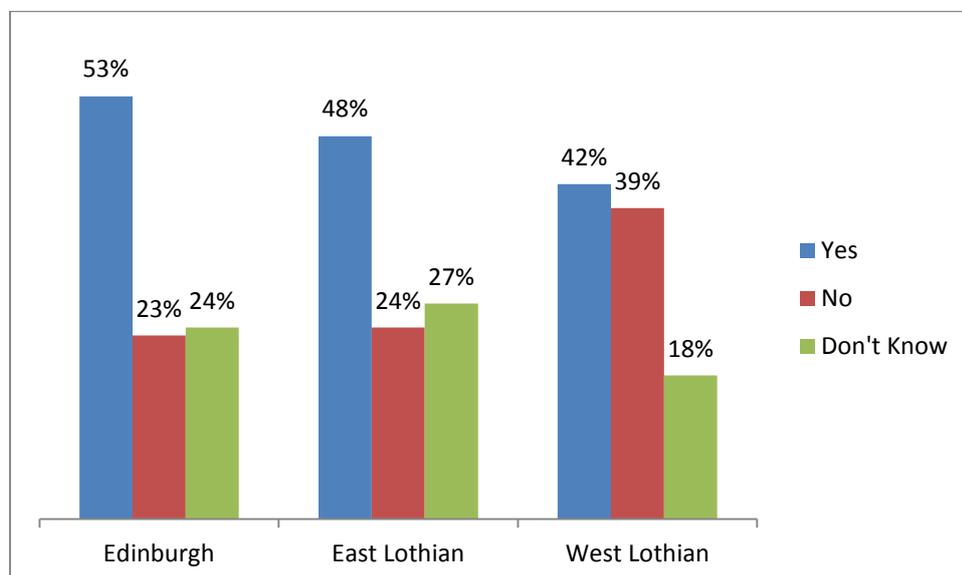


Figure 7.13: Anticipated use of the Borders Railway for Leisure Purposes by Location of Respondent

Business Purposes

7.14 Figure 7.14 details respondents anticipated use of the railway for business purposes. As with commuting trips, the majority of respondents in each location do not anticipate using the service for business travel, with just 9% in

Edinburgh and East Lothian and 3% in West Lothian stating that they anticipate using the service for this purpose.

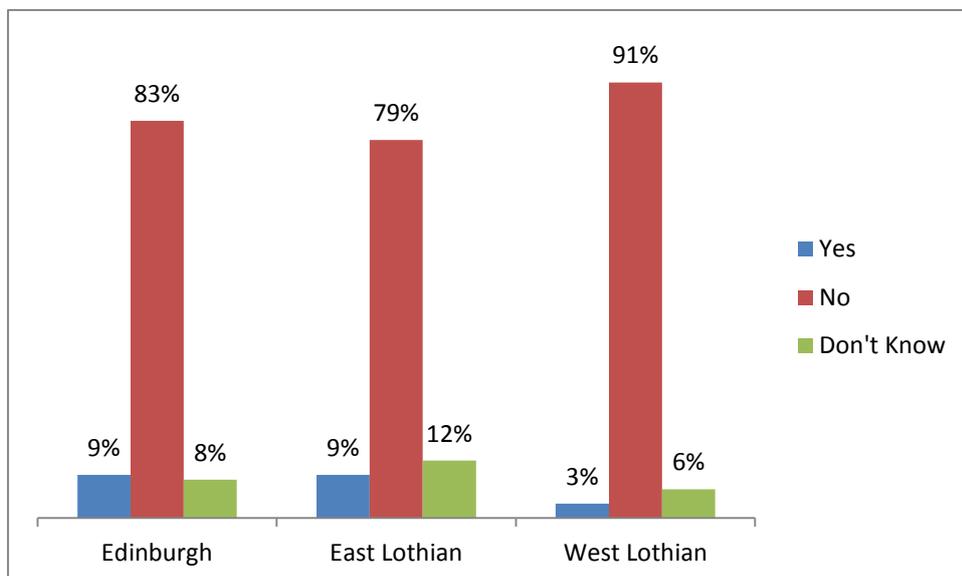


Figure 7.14: Anticipated use of the Borders Railway for Business Purposes by Location of Respondent

Key Point: From those surveyed in Edinburgh, West Lothian and East Lothian, a large share intends to use the Borders Rail line to visit the area. This is very much likely to be for leisure purposes as opposed to commuting or business.

The Borders Railway will begin operation on the 6th September 2015. Transport Scotland – along with Peter Brett Associates and Streetwise Services – is undertaking research to investigate the impacts of the Borders Railway on the communities in Midlothian and the Scottish Borders served by these new services. As part of this, it is important that a picture is built up of life in these communities today, before services commence on the new line.

This survey will ask you questions on your household and your current travel patterns. It should take around 20 minutes to complete.

As a thank you for taking part in this survey, if you wish, your details will be entered into a prize draw for one of five £50 shopping vouchers of your choice.

If you have any queries regarding the survey please contact:
brsurvey@peterbrett.com



Please note, only one survey should be completed per household. The survey can be completed by anyone aged 16 years or over in the household.

When completing the survey it is not possible to return to a previous question using the browser 'back' button. The survey can be saved midway through. When this option is selected you will be asked to provide your email address and a link to your current page in the survey will then be sent via email, allowing you to complete the survey at a later date.

PageBreak

Awareness of New Line

Q1 Were you aware of the scheduled opening of the Borders Railway before receiving notification of this survey?
[tick one]

- Yes
- No

PageBreak

About your Household

Q2 Please supply your postcode
[CODED IN SQUARES]

Q3 How many adults and children are permanent residents in this household?

- Adults (16 or over) or [DROP DOWN: numbers – defaulting to 0]
- Children / Young People (<16) [DROP DOWN: numbers – defaulting to 0]

Q4 Please enter the main Employment Status of you and any other adult members of your household? Where an answer is not applicable please select N/A

	Full time employment	Part time employment	Full or part time further education	Full or part time higher education	Permanently sick or disabled	Not in employment/looking after home or family	Unemployed	Retired	Other	NA
You										
Adult 1										
Adult 2										
Adult 3										
Adult 4										
Adult 5										

PageBreak

About your Household

Q5 How many cars or vans are owned or available to this household?

- [DROP DOWN: numbers – defaulting to 0]

Q6 How dependent would you say your household is on the use of a car?
[tick one]

- I / we do not own a car and are not dependent on car travel
- I / we do not own a car but are reliant on others for the use of their car(s)
- I / we own one or more cars but use it / them infrequently
- A car is not essential but I / we choose to use one on a regular basis
- A car is essential for my / our everyday needs

- 2 or more cars are essential for our everyday needs

Q7 Do you hold a National Entitlement Card (which provides you with free bus travel)?

[TICK ONE]

- No
- Yes

PageBreak

About your Neighbourhood

Q8 Thinking about your neighbourhood, how would you rate it as a place to live? By neighbourhood we mean the street you live in and the streets nearby (urban) or the local area (rural).

[TICK ONE]

- Very good
- Fairly good
- Neither good nor poor
- Fairly poor
- Very poor
- No opinion

Q9 How strongly do you feel you belong to your neighbourhood?

[TICK ONE]

- Very strongly
- Fairly strongly
- Not very strongly
- Not at all strongly
- Don't know

Intention to use the Railway

Q10 Do you anticipate that you will use the Borders Railway in the first 12 months of operation?
[tick one]

- No [go to Q12]
- Yes [go to Q11]

Intention to use the Railway

Q11 What mode(s) of transport do you anticipate using to travel to the station? (Tick all that apply)
[tick all that apply]

- Walk
- Cycle
- Car driver
- Car passenger
- Bus
- Taxi
- Other

Borders Railway and your Life Choices

Q12 How long have you lived at this address (years)?

- [DROP DOWN: numbers]

If >5 years [go to Q16]
if 5 years or less [go to Q13]

Borders Railway and your Life Choices

Q13 Where did you live previously?
[enter postcode in squares] / or town [text entry]

Q14 How important was the opening of the Borders Railway in your decision to move to your current address?
[tick one]

- Main factor
- One of a number of important factors
- Fairly minor factor
- Not a factor
- Don't know

Q15 Would you have moved to this property had the Borders Railway not been planned?
[tick one]

- Yes
- No
- Don't know

Q16 Have any adult members of your household changed their workplace as a result of the planned opening of the Borders Railway?
[tick all that apply]

- No
- Yes 1 adult has
- Yes 2 adults have
- Yes 3 adults have

PageBreak

Borders Railway and your Life Choices

• For the adult who has changed the location of their workplace as a result of the planned opening of the Borders Railway, please provide:

○ If 'Yes 1 adult has':

Location of new workplace [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous workplace [see DROPDOWN: Edinburgh Areas/ Borders and

Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

PageBreak

Borders Railway and your Life Choices

- For the two adults who has changed the location of their workplace as a result of the planned opening of the Borders Railway, please provide:

- Location of new workplace for Adult 1 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous workplace for Adult 1 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

- Location of new workplace for Adult 2 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous workplace for Adult 2 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

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Borders Railway and your Life Choices

- For the three adults who has changed the location of their workplace as a result of the planned opening of the Borders Railway, please provide:

- Location of new workplace for Adult 1 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous workplace for Adult 1 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

- Location of new workplace for Adult 2 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous workplace for Adult 2 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

- Location of new workplace for Adult 3 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous workplace for Adult 3 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

PageBreak

Borders Railway and your Life Choices

Q17 Have any adult members of your household changed their place of higher or further education as result of the planned opening of the Borders Railway?
[tick all that apply]

- No
- Yes 1 adult has
- Yes 2 adults have
- Yes 3 adults have

PageBreak

Borders Railway and your Life Choices

• For the adult who has changed the location of their higher or further education as a result of the planned opening of the Borders Railway, please provide:

○ Location of new place of higher / further education [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous place of higher / further education [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

PageBreak

Borders Railway and your Life Choices

• For the two adults who has changed the location of their higher or further education as a result of the planned opening of the Borders Railway, please provide:

○ Location of new place of higher / further education for Adult 1 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

Location of previous place of higher / further education for Adult 1 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

○ Location of new place of higher / further education for Adult 2 [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities

(excluding Midlothian and Borders)/Wider Area]

Location of previous place of higher / further education for Adult 2[see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

PageBreak

Borders Railway and your Life Choices

- For the three adults who has changed the location of their higher or further education as a result of the planned opening of the Borders Railway, please provide:

- Location of new place of higher / further education for Adult 1 [see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

Location of previous place of higher / further education for Adult 1 [see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

- Location of new place of higher / further education for Adult 2 [see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

Location of previous place of higher / further education for Adult 2[see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

- Location of new place of higher / further education for Adult 3 [see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

Location of previous place of higher / further education for Adult 3[see DROPDOWN:
Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities
(excluding Midlothian and Borders)/Wider Area]

PageBreak

Borders Railway and your Life Choices

Q18 Are you or your household planning to move in the next year?
[tick one]

- No – [go to Q20]

- Yes, the whole household is – [go to Q19]

- Yes, one or more members of the household, but not the whole household – [go to Q19]

PageBreak

Borders Railway and your Life Choices

Q19 Has the opening of the Borders Railway had any bearing on this decision?
[tick one]

- No
- Yes, I / We plan to move closer to a station
- Yes, I / We plan to move further away from the line

PageBreak

Your Household and Current Public Transport

Q20 In general, how satisfied are you with current public transport services with respect to your household's travel needs?
[tick one]

- Very Satisfied – [go to Q21]
- Satisfied– [go to Q21]
- Neither Satisfied or Dissatisfied– [go to Q23]
- Dissatisfied– [go to Q21]
- Very Dissatisfied– [go to Q21]
- Don't know– [go to Q23]
- There are no public transport services where I live– [go to Q23]

PageBreak

Your Household and Current Public Transport

Q21 What are the main factors which influence this?
[tick all that apply]

- Availability of public transport services
- Frequency
- Fares
- Length of operating day
- Overall journey time
- Reliability
- Other (specify)

Your Household and Current Public Transport

Q23 If public transport services in your area improved, would your household be more likely to use it?
[tick one]

- Yes - [go to Q24]
- No – [go to Q25]

Your Household and Current Public Transport

Q24 Which improvements would make you use it more?
[tick all that apply]

- Availability of public transport services
- Frequency
- Fares
- Length of operating day
- Overall journey time
- Reliability
- Other (specify)

This section of the questionnaire is concerned with Your Personal Travel (ie the person filling in the questionnaire, and not members of the household)

Part 1a: Commuting to Work

We are interested in personal journeys you make commuting to and from work. Please do not record trips made in the course of work to meetings etc or where it is your job to make deliveries or where you drive a bus, taxi or other vehicle.

Q25 Do you regularly commute to work?

Yes [go to Q26]

no [go to Q27]

PageBreak

Part 1a: Commuting to Work

Q26

(1) Where is your place of work? [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

(2) What is the main mode of transport which you use to get there? [DROP DOWN: Car or van driver, car or van passenger, car (park and ride – bus), car (park and ride – train, bus, cycle, taxi, motorbike, walk, other (specify))]

PageBreak

Part 1a: Commuting to Work

if 'car' Are you able to park for free at your workplace? [DROP DOWN: yes / no]

PageBreak

Part 1a: Commuting to Work

if 'no' Do you regularly pay for parking at your workplace? [DROP DOWN: yes / no]

PageBreak

Part 1a: Commuting to Work

(3) How many return trips from home to work do you make per typical working week? "i.e. a typical 5 day week would be 5 return trips" [DROP DOWN: numbers, defaulting to 0]

(4) Does this return journey typically involve walking or cycling for more than 30 minutes? [DROP DOWN: yes / no]

PageBreak

Part 1b: Commuting to Education

Q27 Do you regularly commute to further / higher education?

Yes [go to Q28]

No [go to Q29]

PageBreak

Part 1b: Commuting to Education

Q28

(1) Where is your place of education? [see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]

(2) What is the main mode of transport which you use to get there? [DROP DOWN: Car or van driver, car or van passenger, car (park and ride – bus), car (park and ride – train, bus, train, cycle, taxi, motorbike, walk, other (specify))]

PageBreak

Part 1b: Commuting to Education

if 'car' Are you able to park for free at your place of education? [DROP DOWN: yes / no]

PageBreak

Part 1b: Commuting to Education

if 'no' Do you regularly pay for parking at your place of education? [DROP DOWN: yes / no]

PageBreak

(3) How many return trips from home to education do you make per typical working week? "i.e. a typical 5 day week would be 5 return trips" [DROP DOWN: numbers, defaulting to 0]

(4) Does this return journey typically involve walking or cycling for more than 30 minutes? [DROP DOWN: yes / no]

PageBreak

Part 2: Travel for all other purposes (excluding for work / education) to Edinburgh and other areas along the Borders Railway

Q29 How many return journeys do you make to Edinburgh and other areas served by the Borders Railway for the following purposes in a typical month? Where you do not make any trips for the purpose described please select '0'

0 1 2 4 5 6 7 8 9 10 >10

Shopping

Leisure
(cinema/theatre/eating
out/nights out) or
sport (participation
and spectating)
Business (not
commuting)
Visiting friends and
relatives

Q30) What mode of transport do you typically use for these journeys (please tick all that apply) Where you do not make any trips for the purpose described please select n/a

Car	Par	Park	Bu	Tax	Bicycl	Motorbik	Othe	N
or	k	and	s	i	e	e	r	A
va	and	Ride						
n	Rid	(car-						
all	e	train						
the	(car)						
wa	-							
y	Bus							
)							

Shopping

Leisure
(cinema/theatre/eati

ng out/nights out) or
sport (participation
and spectating)
Business (not
commuting)
Visiting friends and
relatives

PageBreak

Part 3: Your One-Day Travel Diary

In this final part of the questionnaire, we are interested in all the journeys made by you which started yesterday (00:00 to 23:59), ie the day before the day on which you are completing this survey.

We are interested in all personal and business journeys you make, including commuting to work and/or education. However, please do not record trips where it is your job to make deliveries or where you drive a bus, taxi or other vehicle

Q33 Did you make any journeys yesterday which started between 00:00 to 23:59?

- Yes [go to Q34]
- No [exclude – go to page ‘Thank you for completing..’]

PageBreak

Part 3: Your One-Day Travel Diary

Q34

Please record the details of each journey using the simple prompts which follow, starting with the first journey which you started after 00:00 and recording chronologically. The details of up to 10 single journeys can be entered.

A journey is defined as a one-way course of travel having a single main purpose. Each individual journey should be recorded separately. For example,

- a trip from home to the shops and back would be two journeys.
- a day where you travelled from home to work, then from work to shopping, then from shopping to home would count as three journeys.

Journey 1:

- From [dropdown: using type ahead functionality] [HOME + see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]
- To [dropdown: using type ahead functionality] [HOME + see DROPDOWN: Edinburgh Areas/ Borders and Midlothian Towns/ Other Scottish Local Authorities (excluding Midlothian and Borders)/Wider Area]
- Journey Purpose [drop down, use STS definitions]
 - Commuting
 - Business
 - Education
 - Journey made to take or accompany someone to education
 - Shopping
 - Journey made to take or accompany someone to other location
 - Visiting friends at home
 - Visiting friends elsewhere
 - Sport / entertainment
 - Holiday / day trip
 - Returning home
 - Other
- What time did you leave?
- What time did you arrive?
- Main Mode of Travel [drop down: Car or van driver, car or van passenger, car (park and ride – bus), car (park and ride – train), bus, train, cycle, taxi, motorbike, walk, other (specify)]

PageBreak

Part 3: Your One-Day Travel Diary

If bus:

What was the ticket type used? [drop down: single / return / LRT Ridacard / FirstBus Season / Entitlement Card]

PageBreak

Part 3: Your One-Day Travel Diary

If single/return How much was the fare? [enter value: £0.00]

PageBreak

Part 3: Your One-Day Travel Diary

If P&R:

Where did you park? [drop down of P&R options – Sheriffhall P&R / Straiton P&R /Newcraighall P&R /park on street/ other]

PageBreak

Part 3: Your One-Day Travel Diary

If Car:

Did you have to pay for parking at your destination? [yes/no]

PageBreak

Part 3: Your One-Day Travel Diary

If Yes, How much did you pay for parking?

PageBreak

Part 3: Your One-Day Travel Diary

Q35 After Journey 1 did you make any further journeys?

- Yes [go to Q36]
- No [exclude – go to page ‘Thank you for completing..’]

PageBreak

Part 3: Your One-Day Travel Diary

Q36 Journey 2 etc

Repeat – until ‘no more journeys’ or max of 10

PageBreak

Background Information

To end the survey we would like to ask some questions about you. These will be used to understand the characteristics of people completing the survey. Please choose ‘Rather not say’ or leave your response blank if you don’t want to answer any of the questions.

BI Q1) Gender: Male / Female / Prefer not to say

BI Q2) What was your age last birthday?: 16-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+. Prefer not to say

BI Q3) In which of these ways do you occupy your accommodation?

- Buying with mortgage/loan
- Own it outright
- Part rent/part mortgage
- Rents (including rents paid by housing benefit)
- Living here rent free

- N/A

BI Q4) If you are Employed or Self Employed, in what sector are you employed for your main occupation? If you are uncertain which category to choose, please select ‘other’ and state your occupation.

- Agriculture
- Fishing
- Manufacturing
- Construction
- Wholesale & Retail
- Transportation and Storage
- Tourism, Accommodation and Food Service Activities
- Information and Communication
- Financial and Insurance Activities
- Property
- Professional, Scientific and Technical Activities

- Business Administrative and Support Service Activities
- Public Administration
- Education
- Health
- Other (please specify)

BI Q5) Do you have a physical or mental health condition or illness lasting or expected to last 12 months or more?

- Yes [Go to B1 Q6]
- No [Go to B1 Q7]
- Don't know [Go to B1 Q7]
- Rather not say [Go to B1 Q7]

PageBreak

Background Information

B1 Q6) Does your condition or illness reduce your ability to carry-out day-to-day activities?

- Yes, a lot
- Yes, a little
- Not at all

B1 Q7) Do any of the following Statements apply to you? (please tick all that apply)

- I am a Blue Badge holder
- I hold a valid driving licence
- None of the above

BI Q8) Which of the following best describes the annual income of your household (before tax)?

- | | |
|-------------------|-------------------|
| Less than £10,000 | £40,001 - £50,000 |
| £10,001 - £20,000 | £50,001 - £60,000 |
| £20,001 - £30,000 | Over £60,000 |
| £30,001 - £40,000 | Don't know |
| | Prefer not to say |

BI Q9) How would you describe your cultural or ethnic background?

WHITE	Scottish English Welsh, Northern Irish or British Irish Other European Any other white background
MIXED	Any mixed background
ASIAN, ASIAN SCOTTISH OR ASIAN BRITISH	Indian Pakistani Bangladeshi Chinese Any other Asian background
BLACK, BLACK SCOTTISH OR BLACK BRITISH	Caribbean African Any other Black background
OTHER ETHNIC BACKGROUND	Any other background Don't know
Prefer not to say	

PageBreak

Thank you for completing this survey.

If you wish to be entered into the Prize Draw for one of five £50 shopping vouchers of your choice, please enter your name and contact details below.

Peter Brett Associates will randomly select and notify the winners after 6 September 2015, no cash alternative will be offered. These details will remain confidential and will not be linked to your survey response.

First Name:

Last Name:

Email:

Telephone number:

Please tick if you would be willing to take part in either of the following

	Yes	no
A follow up survey in a few years following the opening of the Borders Railway		
Further research with respect to the opening of the Borders Railway on behalf of Transport Scotland		

PageBreak

If yes please provide contact details if not already provided above

First Name:

Last Name:

Email:

Telephone number:

Appendix B Borders Railway Evaluation Letter to Households



Dear Householder

Borders Railway

Passenger trains will begin operation on the Borders Railway on the 6th September 2015. There will be regular train services between Tweedbank and Edinburgh calling at new stations at Galashiels, Stow, Gorebridge, Newtongrange, Eskbank and Shawfair.

You are receiving this letter as your household is within the catchment of one of the new Borders Railway stations. Transport Scotland, the Scottish Government's agency for transport, is undertaking research to analyse the impacts of the Borders Railway on the communities in Midlothian and the Scottish Borders.

Peter Brett Associates LLP is undertaking this research on behalf of Transport Scotland, the Scottish Government's transport agency.

We are running an online survey aimed at all households in the area – regardless of whether you plan to use the new train services or not.

This survey will cover:

- some basic details about your household;
- whether your household has made any changes in anticipation of the line opening;
- your household's view of current public transport in your area;
- current travel by your household – commuting to work and education;
- current travel by your household – other travel to Edinburgh only; and
- a personal travel diary of the journeys you undertook yesterday.

Your responses will help to understand how new rail infrastructure can affect travel behaviour and therefore influence future policy and infrastructure investment decisions.

Only one survey response should be returned per household.

We would be delighted if you could take a few minutes to complete the survey, which can be found at:

www.streetwiseservices.com/bordersrail.html

All completed survey responses will be entered into a prize draw for one of five £50 shopping vouchers of your choice.

If you do not have home access to the internet, the survey can be completed via public access computers available in all public libraries or call 01236 722 200 with your details and we will call you back to complete the survey over the phone.

Thank you for your cooperation.

Appendix C Borders Railway Evaluation Leaflet



Borders Railway Public Survey



The Borders Railway will begin operating on the 6th September 2015. There will be regular train services between Tweedbank and Edinburgh calling at new stations at Galashiels, Stow, Gorebridge, Newtongrange, Eskbank and Shawfair.

Transport Scotland, the Scottish Government's agency for transport, is undertaking research to analyse the impacts of the Railway on the communities in Midlothian and the Scottish Borders. An online survey is now running aimed at all households in the area – regardless of whether you plan to use the new train services or not.

We would be delighted if you could take a few minutes to complete the survey which can be found at:

www.streetwiseservices.com/bordersrail.html

If you do not have home access to the internet, the survey can be completed via public access computers available in all public libraries.

Alternatively, please call 01236 722 200 with your details and we will call you back and go through the survey over the phone.

All completed survey responses will be entered into a prize draw for one of five £50 shopping vouchers of your choice.

Appendix D List of Public Buildings

FLYER DROP OFF

Galashiels/Tweedbank

Galashiels & Selkirk Council Buildings, Paton Street, Galashiels, TD1 3AS Tel: 0189 662 2708
Galashiels Library, Lawyers Brae, Galashiels, TD1 3JQ Tel: 0189 666 4170
Martindale Library, Heriot-Watt Uni, Borders Campus, Netherdale, Galashiels, TD1 3HF Tel: 0189 689 2185
Galashiels Health Centre, Currie Road, Galashiels, TD1 2UA Tel: 0189 666 1360
Roxburgh Street Surgery, 10 Roxburgh Street, Galashiels, TD1 1PF Tel: 0189 675 8597
Mascall & Coyle (Dentist), 19 Bank Street, Galashiels, TD1 1EN Tel: 0189 675 2752
Sloan, Thom & Munro Dental Surgery, 23 Albert Place, Galashiles, TD1 3DL Tel: 0189 675 2679
The Focus Community Centre, Livingstone Place, Galashiels, TD1 1DQ Tel: 0189 675 2636
Langlee Community Centre, Marigold Drive, Galashiels, TD1 2LP Tel: 0189 675 3873
Tweedbank Community Centre, Essenside Drive Tweedbank TD1 3RT Tel: 0189 675 6167
Galashiels Bus Station Stirling Street, Galashiels TD1 1BY Tel: This is perhaps closed now.
Queens Leisure Ctr, 1 Melrose Road, Galashiels, TD1 2AD Tel: 01896 752 233
Borders Sports & Leisure Trust, Melrose Road, Galashiels TD1 2DU Tel: 0189 666 1166
Tweedbank Outdoor Sports Complex, Tweedbank Ind Est, Galashiels, TD1 3RS Tel: 0189 675 0456
Galashiels Police Station, 3-4 Bridge Street, Galashiels, TD1 1SP Tel: 0178 628 9070

Lauder

Stow and Lauder Health, 1 Factors Park, Lauder, TD2 6QW Tel: 0157 871 8670
Lauder Public Hall, The Avenue, Lauder, TD2 6TD Tel: 0157 872 2621
Leader Leisure Centre Old Causeway, East High Street Lauder, Berwickshire TD1 5SX Tel: 0157 872 2833
Lauder Police Station, Wyndhead, Lauder, TD2 6QQ Tel: 0157 872 2222

Melrose

Melrose & Lauder Council Buildings, Market Square, Melrose, TD6 9PG Tel: 0189 682 3114
Eildon Medical Practice, St Dunstan's Park, Melrose, TD6 9RX
Melrose Library, 18 Market Square, TD6 9PN Tel: 0189 666 4171
Melrose Police Station, High Street, Melrose, TD6 9RY Tel: 0189 682 2602

Gorebridge

Newbyres Medical Group, 15 Hunterfield Road, Gorebridge, EH23 4TP Tel: 0187 582 0405
North Middleton Village Hall, 54 Borthwick Castle, Gorebridge, EH23 4QU Tel: 01875 821515
Gorebridge Leisure Ctr, Hunterfield Road, Gorebridge, EH23 4TX Tel: 01875 821739
Gorebridge Police Station, 35 Hunterfield Road, Gorebridge, EH23 4TP Tel: 0187 582 0374

Dalkeith

Newbattle Medical Practice, Blackcot, Mayfird, Dalkeith, EH22 4AA Tel: 0131 663 1051
Dalkeith Medical Practice, 24-26 St Andrew Street, Dalkeith, EH22 1AP Tel: 0131 561 5500
Midlothian Council Offices, 6-8 Buccleuch Street, Dalkeith, EH22 1HA Tel: 0131 270 7500

Mayfield Leisure Centre, 10 Mayfield Place, Dalkeith, EH22 5JG Tel: 0131 663 2219
Dalkeith Library, 2 White Hart Street, Dalkeith EH22 1AE Tel: 0131 663 2083
Dalkeith Community Sports Ctr, Dalkeith EH22 2PS Tel: 0131 663 4863
Dalkeith Police Station, Div. HQ, Newbattle Road, Dalkeith, EH22 3AX

Loanhead

Loanhead Medical Practice Sutherland House, 209 Mayburn Avenue, Loanhead, EH20 6ER
Tel: 0131 440 0149

Selkirk

Selkirk Medical Practice, Viewfield Lane, Selkirk, TD7 6LJ Tel: 0175 021 674
Selkirk Dental Practice, 25 West Port, Selkirk, TD7 4DG Tel: 0175 021 793
Philiphaugh Community Centre, Lingle Road, Selkirk TD7 5LT Tel: 0175 020 684
Selkirk Library, Ettrick Terrace, Selkirk, TD7 4LE Tel: 0175 072 6410

Newtongrange

Newtongrange Leisure Centre, 15 Main Street, Newtongrange, EH22 4PG Tel: 0131 561 5325
Newtongrange Library, St Davids Newtongrange Dalkeith EH22 4LG Tel: 0131 663 1816
Newtongrange Police Station, 17 Morris Road, Newtongrange, Dalkeith, EH22 4ST Tel: 0131 311 3131

Stow

Stow & Lauder Health, Station Road, Hawick, TD9 9DT
Stow Town Hall, Earlston Road, Stow TD1 2QS Tel: 0157 873 0736

Kelso

Kelso Medical Group Practice, The Health Centre, Inch Road, Kelso, TD5 7LF Tel: 0157 322 4424
The Gentle Touch (Dentist), The Corn Exchange, 31 Woodmarket, Kelso, TD5 7AT Tel: 0157 322 4802
Kelso Town Hall, The Town House, The Square, Kelso, TD5 7HF Tel: 0157 322 5659
Kelso Library, Bowmont Street, Kelso, TD5 7JH Tel: 0157 322 3171
Kelso Police Station, Coal Market, Kelso, TD5 7AH Tel: 0157 322 3434
Kelso Swimming Pool, Inch Road, Kelso, TD5 7JP Tel: 01573 224944

Jedburgh

Jedburgh Health Centre, Queen Street, Jedburgh, TD8 6EN Tel: 0183 586 3361
Jedburgh & Hawick Council Offices, High Street, Hawick, TD9 9EF Tel: 0145 036 4710
Jedburgh Library, Castlegate, Jedburgh, TD8 6AS Tel: 0300 100 1800
Jedburgh Community Centre, St Johns Old School, Friars, Jedburgh, TD8 6BP Tel: 0183 586 9551
Jedburgh Town Hall, Abbey Place, Jedburgh, TD8 6BE Tel: 0183 586 2261
Jedburgh Police Station, Castlegate, Jedburgh, TD8 6AR Tel: 0183 586 2264

Laidlaw Memorial Pool & Fitness Centre, Oxnam Road, Jedburgh, TD8 6QH Tel: 0183 586 3430

Hawick

O'Connell Street Medical Centre, O'Connell Street, Hawick, TD9 9HU Tel: 0145 037 2276

Hawick Library, North Bridge Street, Hawick, TD9 9QT Tel: 0145 036 4640

Teviot Dental Practice, 20 Bridge Street, Hawick, TD9 9QW Tel: 0145 037 2476

Hawick Town Hall, 44 High Street, Hawick, TD9 9EF Tel: 0300 100 1800

Burnfoot Community Centre, Kenilworth Avenue, Hawick, TD9 8EQ Tel: 0145 037 5147

Hawick Police Station, Wilton Hill, Hawick, TD9 7JU Tel: 0145 037 5051

Teviotdale Leisure Centre, Mansfield Road, Hawick, TD9 8AG Tel: 0145 037 4440

Appendix E Newspaper Advert

Borders Railway

Public Survey



PBA, on behalf of Transport Scotland, is undertaking research to analyse the impacts of the Railway on the communities in Midlothian and the Scottish Borders.

Households living in the EH16, EH18, EH19, EH20, EH22, EH23, EH24, EH37, EH38, EH43, TD1, TD2, TD4, TD6 and TD7 postcode areas can until, the end of August, **complete the survey online at:**

www.streetwiseservices.com/bordersrail.html

Your responses will help to understand how rail infrastructure can affect travel behaviour and therefore influence future policy and infrastructure investment decisions. All completed responses will be entered into a prize draw to win **one of five £50 shopping vouchers.**

If you do not have access to the internet but would like to complete the survey please phone **01236 722 200** to arrange a suitable appointment to go through the survey over the phone.

Any queries about the survey can be emailed to

brsurvey@peterbrett.com

Appendix F Control Area Survey

Transport Scotland – along with Peter Brett Associates and Streetwise Services – is undertaking research to investigate how people travel in Dumfries / East Lothian. The information collected will be used to inform future transport investment decisions.

This survey will ask you questions on your household and your current travel patterns. It should take around 10 minutes to complete.

As a thank you for taking part in this survey, if you wish, your details will be entered into a prize draw for one of five £50 shopping vouchers of your choice.

PageBreak

About your Household

Q1 What is your Postcode
[CODED IN SQUARES]

Q2 How many adults and children are permanent residents in your household?

- Adults (16 or over) or [DROP DOWN: numbers – defaulting to 0]
- Children / Young People (<16) [DROP DOWN: numbers – defaulting to 0]

Q3 What is the main Employment Status of you and any other adult members of your household? Where an answer is not applicable please state N/A

	Full time employment	Part time employment	Full or part time further education	Full or part time higher education	Permanently sick or disabled	Not in employment/looking after home or family	Unemployed	Retired	Other	NA
You										
Adult 1										
Adult 2										
Adult 3										
Adult 4										
Adult 5										

PageBreak

About your Household

Q4 How many cars or vans are owned or available to your household?

- [DROP DOWN: numbers – defaulting to 0]

Q5 How dependent would you say your household is on the use of a car?
[Select one]

- I / we do not own a car and are not dependent on car travel
- I / we do not own a car but are reliant on others for the use of their car(s)
- I / we own one or more cars but use it / them infrequently
- A car is not essential but I / we choose to use one on a regular basis
- A car is essential for my / our everyday needs
- 2 or more cars are essential for our everyday needs

Q6 Do you hold a National Entitlement Card (which provides you with free bus travel)? [Select one]

- No
- Yes

PageBreak

About your Neighbourhood

Q7 Thinking about your neighbourhood, how would you rate it as a place to live? By neighbourhood we mean the street you live in and the streets nearby (urban) or the local area (rural).
[Select one]

- Very good
- Fairly good
- Neither good nor poor
- Fairly poor
- Very poor
- No opinion

Q8 How strongly do you feel you belong to your neighbourhood?
[Select one]

- Very strongly
- Fairly strongly
- Not very strongly
- Not at all strongly
- Don't know

PageBreak

Your Household and Current Public Transport

Q9 In general, how satisfied are you with current public transport services with respect to your household's travel needs?

[Select one]

- Very Satisfied – [go to Q10]
- Satisfied– [go to Q10]
- Neither Satisfied or Dissatisfied– [go to Q11]
- Dissatisfied– [go to Q10]
- Very Dissatisfied– [go to Q10]
- Don't know– [go to Q11]
- There are no public transport services where I live– [go to Q11]

PageBreak

Your Household and Current Public Transport

Q10 What are the main factors which influence this?

[Select all that apply]

- Availability of public transport services
- Frequency
- Fares
- Length of operating day
- Overall journey time
- Reliability
- Other (specify)

PageBreak

Your Household and Current Public Transport

Q11 If public transport services in your area improved, would your household be more likely to use it?

[Select one]

- Yes - [go to Q12]
- No – [go to Q13]

PageBreak

Your Household and Current Public Transport

Q12 Which improvements would make you use it more?

[Select all that apply]

- Availability of public transport services
- Frequency
- Fares
- Length of operating day
- Overall journey time
- Reliability
- Other (specify)

PageBreak

Part 1a: Commuting to Work

We are interested in personal journeys **you** make commuting to and from work. Please do not record trips made in the course of work to meetings etc or where it is your job to make deliveries or where you drive a bus, taxi or other vehicle.

Q13 Do you regularly commute to work?

Yes [go to Q14]

no [go to Q15]

PageBreak

Part 1a: Commuting to Work

Q14

(5) Where is your place of work? [see DROPDOWN: Edinburgh Areas/ Control Area Towns/ Other Scottish Local Authorities (excluding Control Area)/Wider Area]

(6) What is the main mode of transport which you use to get there? [DROP DOWN: Car or van driver, car or van passenger, car (park and ride – bus), car (park and ride – train), bus, train, cycle, taxi, motorbike, walk, other (specify)]

PageBreak

Part 1a: Commuting to Work

if 'car' are you able to park for free at your workplace? [DROP DOWN: yes / no]

PageBreak

Part 1a: Commuting to Work

if 'no' Do you regularly pay for parking at your workplace? [DROP DOWN: yes / no]

PageBreak

Part 1a: Commuting to Work

(7) How many return trips from home to work do you make per typical working week? "i.e. a typical 5 day week would be 5 return trips" [DROP DOWN: numbers, defaulting to 0]

(8) Does this return journey typically involve walking or cycling for more than 30 minutes? [DROP DOWN: yes / no]

PageBreak

Part 1b: Commuting to Education

Q15 Do you regularly commute to further / higher education?

Yes [go to Q16]

No [go to Q17]

PageBreak

Part 1b: Commuting to Education

Q16

(5) Where is your place of education? [see DROPDOWN: Edinburgh Areas/ Control Area Towns/ Other Scottish Local Authorities (excluding Control Area)/Wider Area]

(6) What is the main mode of transport which you use to get there? [DROP DOWN: Car or van driver, car or van passenger, car (park and ride – bus), car (park and ride – train), train, bus, cycle, taxi, motorbike, walk, other (specify)]

PageBreak

Part 1b: Commuting to Education

if 'car' Are you able to park for free at your place of education? [DROP DOWN: yes / no]

PageBreak

Part 1b: Commuting to Education

if 'no' Do you regularly pay for parking at your place of education? [DROP DOWN: yes / no]

(7) How many return trips from home to education do you make per typical working week?
“i.e. a typical 5 day week would be 5 return trips” [DROP DOWN: numbers, defaulting to 0]

(8) Does this return journey typically involve walking or cycling for more than 30 minutes?
[DROP DOWN: yes / no]

Part 2: Travel for all other purposes (excluding for work / education) to [Edinburgh for East Lothian] / [Dumfries, Stranrear, Glasgow for D&G]

Q17 How many return journeys do you make to [Edinburgh for East Lothian] / [Dumfries, Stranrear, Glasgow for D&G] in a typical month? Where you do not make any trips for the purpose described please select '0'

	0	1	2	4	5	6	7	8	9	10	>10
Shopping											
Leisure (cinema/theatre/eating out/nights out) or sport (participation and spectating)											
Business (not commuting)											
Visiting friends and relatives											

Q18) What mode of transport do you typically use for these journeys (please tick all that apply)
Where you do not make any trips for the purpose described please select n/a

	Car or van all the way	Park and Ride (car-Bus)	Park and Ride (car-train)	Bus	Taxi	Train	Bicycle	Motorbike	Other	NA
Shopping										
Leisure (cinema/theatre/eating out/nights out) or sport (participation										

and spectating)										
Business (not commuting)										
Visiting friends and relatives										

PageBreak

Background Information

To end the survey we would like to ask some questions about you. These will be used to understand the characteristics of people completing the survey. Please choose 'Rather not say' or leave your response blank if you don't want to answer any of the questions.

BI Q1) Gender: Male / Female / Prefer not to say

BI Q2) What was your age last birthday?: 16-24, 25-34, 35-44, 45-54, 55-64, 65-74, 75+. Prefer not to say

BI Q3) In which of these ways do you occupy your accommodation?

- Buying with mortgage/loan
- Own it outright
- Part rent/part mortgage
- Rents (including rents paid by housing benefit)
- Living here rent free
- N/A

BI Q4) If you are Employed or Self Employed, in what sector are you employed for you main occupation? If respondent is uncertain which category to choose, please select 'other' and state occupation.

- Agriculture
- Fishing
- Manufacturing
- Construction
- Wholesale & Retail
- Transportation and Storage
- Tourism, Accommodation and Food Service Activities
- Information and Communication
- Financial and Insurance Activities

- Property
- Professional, Scientific and Technical Activities
- Business Administrative and Support Service Activities
- Public Administration
- Education
- Health
- Other (please specify)

BI Q5) Do you have a physical or mental health condition or illness lasting or expected to last 12 months or more?

- Yes [Go to B1 Q6]
- No [Go to B1 Q7]
- Don't know [Go to B1 Q7]
- Rather not say [Go to B1 Q7]

PageBreak

Background Information

B1 Q6) Does your condition or illness reduce your ability to carry-out day-to-day activities?

- Yes, a lot
- Yes, a little
- Not at all

B1 Q7) Do any of the following Statements apply to you? (please tick all that apply)

- I am a Blue Badge holder
- I hold a valid driving licence
- None of the above

BI Q8) Which of the following best describes the annual income of your household (before tax)?

Less than £10,000	£40,001 - £50,000
£10,001 - £20,000	£50,001 - £60,000
£20,001 - £30,000	Over £60,000
£30,001 - £40,000	Don't know
	Prefer not to say

BI Q9) How would you describe your cultural or ethnic background?

WHITE	Scottish English Welsh, Northern Irish or British Irish Other European Any other white background
MIXED	Any mixed background
ASIAN, ASIAN SCOTTISH OR ASIAN BRITISH	Indian Pakistani Bangladeshi Chinese Any other Asian background
BLACK, BLACK SCOTTISH OR BLACK BRITISH	Caribbean African Any other Black background
OTHER ETHNIC BACKGROUND	Any other background Don't know
Prefer not to say	

PageBreak

Thank you for completing this survey.

If you wish to be entered into the Prize Draw for one of five £50 shopping vouchers of your choice, please provide your name and contact details. Peter Brett Associates will randomly select and notify the winners after 6 September 2015, no cash alternative will be offered. These details will remain confidential and will not be linked to your survey response.

First Name:

Last Name:

Email:

Telephone number:

Please tick if you would be willing to take part in either of the following

	Yes	no
A follow up survey in a few years		
Further research on behalf of Transport Scotland		

PageBreak

If yes please provide contact details if not already provided above

First Name:

Last Name:

Email:

Telephone number:

Appendix G Business Survey



Borders Rail Baseline Study Business Survey

Introduction

The Borders Railway will begin operation on the 6th September 2015. There will be regular train services between Tweedbank and Edinburgh, calling at new stations at Galashiels, Stow, Gorebridge, Newtongrange, Eskbank and Shawfair.

The Scottish Government is undertaking research to investigate the impacts of the Borders Railway on the communities in Midlothian and the Scottish Borders served by these new services. As part of this, it is important that a picture is built up of business conditions in these areas, before services commence.

This survey is aimed at businesses across the potential catchment area of the new line and aims to establish:

- background information about your business and its recent performance;
- awareness of the new rail line;
- whether the new line is expected to impact on future business performance;
- whether the line will impact on employment decisions;
- your employees' current commuting and business travel patterns; and
- your business's current access to suppliers and customers.



This survey should take no longer than 15 minutes to complete.

This exercise may be repeated in a number of years and compared with the results from the present day, allowing the impacts of the new line on business performance to be determined.

If you have any queries regarding the survey please contact:
bordersrailwaysurvey@peterbrett.com

Background information

Q1 *What is the name of your business?* _____

Q2 *What is your role in the organisation?* _____

Q3 *What is the primary activity of your business?*

[Tick one]

- Agriculture, Forestry and Fishing
- Mining and quarrying
- Manufacturing
- Electricity, Gas, Steam and air conditioning
- Water supply, sewerage, waste management and remediation activities
- Construction
- Wholesale and retail trade; repair of motor vehicles and motorcycles
- Transport and storage
- Accommodation and food service activities
- Information and communication
- Financial and insurance activities
- Real estate activities
- Professional, scientific and technical activities
- Administrative and support service activities
- Public administration and defence; compulsory social security
- Education
- Human health and social work activities
- Arts, entertainment and recreation
- Tourism
- Other (please specify) _____

Q4 *Please provide the postcode for the current location of your business*

Q5 *Is this your principal office?*

[Tick one]

- Yes [go to Q7]
- No [go to Q6]

Q6 *Please provide the postcode of your principal office* _____

Q7 *Do you have any other premises in Midlothian and the Scottish Borders and / or the rest of the UK?*

[Tick all that apply]

<ul style="list-style-type: none">• Yes, Midlothian and the Scottish Borders - please specify where	
<ul style="list-style-type: none">• Yes, rest of UK - please specify where, if a nationwide business	

then insert 'nationwide'	
<ul style="list-style-type: none">• No	

Awareness of New Line

Q8 *Were you aware of the scheduled opening of the Borders Railway before receiving notification of this survey?*

[Tick one]

- Yes
- No

Q9 *Do you know what the closest station to your site on the Borders Railway will be?*

- Yes Insert name of station _____
- No
- Not sure

Business Location

Thinking about the current site of your business:

Q10 *How long has your business been operating at this location?*

[Tick one]

- Less than 1 year (Go to Q11)
- 1 -3 years (Go to Q11)
- 3 – 5 years (Go to Q11)
- 6 – 10 years (Go to Q11)
- More than 10 years (Go to Q13)
- Don't know (Go to Q13)

Q11 *Which of the following best describes your organisation's situation with respect to this site?:[Tick one]*

- Relocated from elsewhere – please specify where and when _____
- This location was opened up as part of a business expansion
- Set up a new business at this location

Q12 *Was the announcement regarding the opening of the Borders Railway a factor in your decision to begin operating in this area?*

[Tick one]

- Yes, this was the main factor in locating the business here
- Yes, this was one of a number of important factors in locating the business here
- Yes, this was a fairly minor factor in locating the business here
- No, this was not a factor in locating the business here
- Don't know

Q13 *I am going to read out a number of potential advantages/disadvantages for businesses operating in the area. Please indicate whether you consider your current location offers you a competitive advantage, a competitive disadvantage or neither, relative to your competition.*

	Advantage	Disadvantage	Neither
Low rent			
Higher quality premises			
Expanding / thriving local area			
Pleasant area to work in			
Close to suppliers			
High demand in the local area			
Lack of competition in local area			
Proximity to customer markets			
Low labour costs			
Wide labour catchment			
Skilled / experienced local labour			
Good road links to the site			
Good public transport links to the site			
Easy to park / deliver			
Receive state incentives / assistance			
Other (please			

Q14 *What would you say is the main advantage of operating in the area?*

Q15 *What would you say is the main disadvantage of operating in the area?*

Q16 *Do you have any plans to move from, expand or contract at this site?*
[Tick one]

- No, stay the same as at present
- Yes, expand operations on this site
- Yes, contract operations on this site
- Yes, relocate – please specify where _____
- Prefer not to say
- Don't know

Your employees

Q17 *Approximately how many people does your business currently employ at your present location?*

Full-time
Part-time
Temporary / Seasonal

Q18 *What is the main mode of travel to work used by your employees? Please provide an approximate percentage by mode with answers summing to 100%.*

Car
Rail
Walk
Other (please specify) _____

Bus
Motorbike
Cycle

Q19 Do your staff typically travel in the course of work (e.g. to meetings or to make deliveries)?

- Yes (go to Q20)
- No (go to Q22)

Q20 Do your staff typically travel to any of the following locations in the course of work? If yes, please indicate frequency of travel either per week or per month (whichever you prefer)

	Yes/no	Per Week	Per Month
Midlothian			
Scottish Borders			
Edinburgh			
Other Scotland			
Other UK			
Overseas			

Q21 What is the main mode of travel used by your employees in the course of work (business travel)? Please provide an approximate percentage by mode with answers summing to 100%.

Car
Walk
Train
Other (please specify) _____

Bus
Motorbike
Cycle

Markets Served and Suppliers

Q22 In terms of your outputs, which geographical markets do you currently serve from this location? Please provide an approximate percentage by area with answers summing to 100%.

Midlothian
Scottish Borders
Edinburgh
Other Lothian

Other Scotland
Other UK
Overseas, please specify

Q23 Where are your main competitors currently located? Please provide an approximate percentage by area with answers summing to 100%.

Midlothian
Scottish Borders
Edinburgh
Other Lothian

Other Scotland
Other UK
Overseas, please specify

Q24 *Where are your suppliers currently located? Please provide an approximate percentage by area with answers summing to 100%.*

Midlothian		Other Scotland	
Scottish Borders		Other UK	
Edinburgh		Overseas, please specify	
Other Lothian			

Recent Business Conditions

Q25 *What is your level of satisfaction with current business trading conditions?*
[Circle one]

Very Good	Good	Fair	Poor	Very Poor
1	2	3	4	5

Q26 *What has influenced recent business conditions? Please indicate yes/no*

Availability of labour	
Access to bank finance	
Changing market trends	
Government regulations	
Market competition	
Marketing of the area	
Perception of Remoteness	
The recession	
Public Transport Connections	
Road network connections	
Other (please specify)_____	

What would you say is the main factor which has influenced recent business conditions? _____

Q27 *How easy or otherwise is it for you to recruit suitable staff?*
[Circle one]

Very Easy	Easy	Fair	difficult	Very difficult
1	2	3	4	5

Q28 *Over the last three years, have your business employment levels*
[Circle one]

Increased significantly	Increased Slightly	Remained Stable	Decreased Slightly	Decreased Significantly
1	2	3	4	5

Q29 *How has the level of investment in your business changed compared to the previous financial year at your current site?*
[Circle one]

Increased significantly(go	Increased Slightly (go to	Remained Stable (go to	Decreased Slightly (go to	Decreased Significantly
----------------------------	---------------------------	------------------------	---------------------------	-------------------------

to Q30)	Q30)	Q31)	Q30)	(go to Q30)
1	2	3	4	5

Q30 *Was this change influenced in any way by the forthcoming opening of the Borders Railway?*

[Tick one]

- Influenced Significantly
- Influenced slightly
- No influence

Q31 *Approximately what was your annual turnover in the last financial year at your current site?*

[Tick one]

- Less than £50k
- £50k - £100k
- £100k - £250k
- £250k - £500k
- £500k - £1 million
- £1 million - £5 million
- Over £5 million
- Don't know / rather not say

Q32 *Has your business's current annual turnover changed compared to two years ago?*

- Yes (Go to Q33)
- No (Go to Q34)

Q33 *By how much has your business's current annual turnover changed compared to two years ago?*

	by less than 5 per cent	by 5-9 per cent	by 10-24 per cent	by 25-49 per cent	by 50 per cent or more
It has increased					
It has decreased					

Anticipated Impact of Borders Railway

Q34 *Thinking about the impact that the opening of the Borders Railway may have on your business, please indicate how much you agree or disagree with the following statements.*

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Do n't know / Ca n't say
The Borders Railway will lead to an increase in our turnover						
Having access to Borders Railway will mean more reliable staff travel times						
The Borders Railway will make it easier for us to recruit staff						
The Borders Railway will allow us to recruit better skilled staff						
The Borders Railway will make it more difficult to retain staff						
When the Borders Railway is open we will be able to expand our customer base						
Having						

access to the Borders Railway will mean we will increasingly use suppliers from different areas						
We will rely less on local customers when the Borders Railway opens						
We will supply our products/services to a wider area due to the Borders Railway						
When the Borders Railway opens we will need to take on more staff						

Q35 *Please provide an estimate of the potential impact of the opening of Borders Railway in terms of turnover / customer base and / or employment levels at your current site.*

	High Positive Impact (>10%)	Medium Positive Impact (6%-10%)	Low Positive Impact (1%-5%)	No Impact 0%	Low Negative Impact (-1% to -5%)	Medium Negative Impact (-6% to -10%)	High Negative Impact (>-10%)
Turnover / Customer Base							
Employment							

Appendix H Panel Survey

Demographic Screener

S1) Please tell us which region you live in:

- Edinburgh
- East Lothian
- West Lothian

S2) What is your gender?

- Male
- Female

S3) What is your age?

- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or over

S4) Which of the following best describes your employment status?

- Working full time
- Working part time
- Full time student
- Part time student
- Unemployed
- Unable to work due to illness / disability
- Retired
- Looking after home / family
- Prefer not to say

S5) Do any of the following Statements apply to you? (please tick all that apply)

- I am a Blue Badge holder
- I hold a valid driving licence
- I hold a National Entitlement Card (which provides free bus travel)
- None of the above

S6) Which of the following best describes the annual income of your household (before tax)?

- | | |
|-------------------|-------------------|
| Less than £10,000 | £40,001 - £50,000 |
| £10,001 - £20,000 | £50,001 - £60,000 |
| £20,001 - £30,000 | Over £60,000 |
| £30,001 - £40,000 | Don't know |
| | Prefer not to say |

Borders Railway: Edinburgh Panel Survey

Transport Scotland is undertaking research to investigate people's perception of the Scottish Borders and Midlothian and their frequency of travel to these locations ahead of the opening of the Borders Railway on the 6th September 2015. The new line will operate between Tweedbank and Edinburgh with four new stations in Midlothian and three in the Scottish Borders. The information collected in this survey will be used to inform future transport investment decisions. This survey should take around 5 minutes to complete.

Q1) Approximately how often do you currently travel to the **Scottish Borders** for commuting purposes? (Please tick one)

- Daily
- Several times a week
- Weekly
- Monthly
- Never

Q2) Approximately how often do you currently travel to the **Scottish Borders** for leisure purposes (i.e. visiting family/friends, shopping, sports, short breaks, holidays and other leisure activities)? (Please tick one)

- Several times a week
- Weekly
- Monthly
- Once every two months
- 1-5 times a year
- Less than once a year
- Never

Q3) Approximately how often do you currently travel to the **Scottish Borders** for business purposes (i.e. non commuting)? (Please tick one)

- Several times a week
- Weekly
- Monthly
- Once every two months

- 1-5 times a year
- Less than once a year
- Never

Q4) To what extent would you agree or disagree with the following statements? (Please tick)

	Strongly Agree	Slightly Agree	Neither Agree not Disagree	Slightly Disagree	Strongly Disagree	Don't Know
There are lots of things to do and see in the Scottish Borders						
The Scottish Borders is too far away for me to consider for a day out						
I have no reason to visit the Scottish Borders						
There are places I would like to visit in the Scottish Borders but have not been able to because of the limited transport connections						
The Scottish Borders is an attractive place to visit						

Q5) Approximately how often do you currently travel to **Midlothian** for commuting purposes? (Please tick one)

- Daily
- Several times a week
- Weekly
- Monthly
- Never

Q6) Approximately how often do you currently travel to **Midlothian** for leisure purposes (i.e. visiting family/friends, shopping, sports, short breaks, holidays and other leisure activities)? (Please tick one)

- Several times a week
- Weekly
- Monthly
- Once every two months
- 1-5 times a year
- Less than once a year
- Never

Q7) Approximately how often do you currently travel to **Midlothian** for business purposes (i.e. non commuting)? (Please tick one)

- Several times a week
- Weekly
- Monthly
- Once every two months
- 1-5 times a year
- Less than once a year
- Never

Q8) To what extent would you agree or disagree with the following statements? (Please tick)

	Strongly Agree	Slightly Agree	Neither Agree not Disagree	Slightly Disagree	Strongly Disagree	Don't Know
There are lots of things to do and see in Midlothian						
Midlothian is too far away for me to consider for a day out						
I have no reason to visit Midlothian						
There are places I would like to visit in Midlothian but have not been able to because of the limited transport connections						
Midlothian is an attractive place to visit						

Q9) Do you anticipate using the Borders Railway for commuting purposes? (Please tick one)

- Yes
- No
- Don't Know

Q10) Do you anticipate using the Borders Railway for leisure purposes? (i.e. visiting family/friends, shopping, sports, short breaks, holidays and other leisure activities)? (Please tick one)

- Yes
- No
- Don't Know

Q11) Do you anticipate using the Borders Railway for business purposes (i.e. non commuting)? (Please tick one)

- Yes
- No
- Don't Know

Appendix I Households Survey Results by Tier

Crosstabs

Q1 Were you aware of the scheduled opening of the Borders Railway before receiving notification of this survey? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q1 Were you aware of the scheduled opening of the Borders Railway before receiving notification of this survey?	Yes	Count	384	599	410	44	164	440	506	200	90	43	2880
		% within Sector2	96.2%	91.7%	93.4%	88.0%	98.8%	98.9%	97.1%	98.5%	89.1%	91.5%	95.2%
	No	Count	15	54	29	6	2	5	15	3	11	4	144
		% within Sector2	3.8%	8.3%	6.6%	12.0%	1.2%	1.1%	2.9%	1.5%	10.9%	8.5%	4.8%
Total	Count	399	653	439	50	166	445	521	203	101	47	3024	
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q3a How many adults aged 16 or over are permanent residents in this household * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q3a How many adults aged 16 or over are permanent residents in this household	0	Count	1	7	5	0	3	4	3	3	2	2	30
		% within Sector2	0.3%	1.1%	1.1%	0.0%	1.8%	0.9%	0.6%	1.5%	2.0%	4.3%	1.0%
	1	Count	79	145	87	10	50	87	141	36	38	9	682
		% within Sector2	19.8%	22.2%	19.8%	20.0%	30.1%	19.6%	27.1%	17.7%	37.6%	19.1%	22.5%
	2	Count	238	387	258	32	93	264	315	128	44	33	1792
		% within Sector2	59.6%	59.3%	58.6%	64.0%	56.0%	59.3%	60.5%	63.1%	43.6%	70.2%	59.2%
	3	Count	46	79	61	7	15	65	44	23	11	2	353

Borders Railway Baseline Study
Transport Scotland

	% within Sector2	11.5%	12.1%	13.9%	14.0%	9.0%	14.6%	8.4%	11.3%	10.9%	4.3%	11.7%
4	Count	27	29	26	1	3	24	16	10	6	0	142
	% within Sector2	6.8%	4.4%	5.9%	2.0%	1.8%	5.4%	3.1%	4.9%	5.9%	0.0%	4.7%
5	Count	4	5	3	0	2	1	2	2	0	0	19
	% within Sector2	1.0%	0.8%	0.7%	0.0%	1.2%	0.2%	0.4%	1.0%	0.0%	0.0%	0.6%
OTHER	Count	4	1	0	0	0	0	0	1	0	1	7
	% within Sector2	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	2.1%	0.2%
Total	Count	399	653	440	50	166	445	521	203	101	47	3025
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q3b How many children, under the age of 16 are permanent residents in this household? * Sector2 Crosstabulation

			Sector2									Total	
							Scottish Borders	Scottish Borders	Scottish Borders	Other Scottish			
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Tier 1	Tier 2	Tier 3	Borders	Edinburgh City		Other UK
Q3b How many children, under the age of 16 are permanent residents in this household?	0	Count	295	487	313	37	130	337	411	132	87	33	2262
		% within Sector2	73.9%	74.6%	71.1%	74.0%	78.3%	75.7%	78.9%	65.0%	86.1%	70.2%	74.8%
	1	Count	44	84	71	3	17	51	45	30	4	5	354
		% within Sector2	11.0%	12.9%	16.1%	6.0%	10.2%	11.5%	8.6%	14.8%	4.0%	10.6%	11.7%
	2	Count	47	66	50	8	13	45	53	30	7	8	327
		% within Sector2	11.8%	10.1%	11.4%	16.0%	7.8%	10.1%	10.2%	14.8%	6.9%	17.0%	10.8%
	3	Count	11	12	5	2	5	10	10	11	3	0	69
		% within Sector2	2.8%	1.8%	1.1%	4.0%	3.0%	2.2%	1.9%	5.4%	3.0%	0.0%	2.3%
	4	Count	0	2	1	0	0	2	1	0	0	1	7

Borders Railway Baseline Study
Transport Scotland

	% within Sector2	0.0%	0.3%	0.2%	0.0%	0.0%	0.4%	0.2%	0.0%	0.0%	2.1%	0.2%
5	Count	1	1	0	0	1	0	0	0	0	0	3
	% within Sector2	0.3%	0.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
OTHER	Count	1	1	0	0	0	0	1	0	0	0	3
	% within Sector2	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%
Total	Count	399	653	440	50	166	445	521	203	101	47	3025
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q5 How many cars or vans are owned or available to this household? * Sector2 Crosstabulation

			Sector2										
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK	Total
Q5 How many cars or vans are owned or available to this household?	0	Count	32	66	49	8	23	43	42	13	38	4	318
		% within Sector2	8.1%	10.2%	11.3%	16.0%	14.0%	9.7%	8.2%	6.5%	39.2%	8.5%	10.6%
	1	Count	162	310	197	18	82	196	232	79	47	26	1349
		% within Sector2	41.1%	48.0%	45.3%	36.0%	50.0%	44.2%	45.0%	39.7%	48.5%	55.3%	45.1%
	2	Count	158	231	152	21	47	170	199	88	12	16	1094
		% within Sector2	40.1%	35.8%	34.9%	42.0%	28.7%	38.4%	38.6%	44.2%	12.4%	34.0%	36.6%
	3	Count	32	32	29	1	7	28	34	15	0	0	178
		% within Sector2	8.1%	5.0%	6.7%	2.0%	4.3%	6.3%	6.6%	7.5%	0.0%	0.0%	6.0%
	4	Count	8	5	6	1	2	4	7	2	0	1	36
		% within Sector2	2.0%	0.8%	1.4%	2.0%	1.2%	0.9%	1.4%	1.0%	0.0%	2.1%	1.2%
	5	Count	2	1	1	0	1	2	1	2	0	0	10

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Transport Scotland

	% within Sector2	0.5%	0.2%	0.2%	0.0%	0.6%	0.5%	0.2%	1.0%	0.0%	0.0%	0.3%
OTHER	Count	0	1	1	1	2	0	0	0	0	0	5
	% within Sector2	0.0%	0.2%	0.2%	2.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Total	Count	394	646	435	50	164	443	515	199	97	47	2990
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q6 How dependent would you say your household is on the use of a car? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City		Other UK
Q6 How dependent would you say your household is on the use of a car?	I / we do not own a car and are not dependent on car travel	Count	27	58	38	8	18	34	27	9	32	5	256
	% within Sector2		6.9%	9.0%	8.7%	16.0%	11.0%	7.7%	5.2%	4.5%	33.0%	10.6%	8.6%
	I / we do not own a car but are reliant on others for the use of their car(s)	Count	5	8	9	0	3	7	9	2	8	0	51
	% within Sector2		1.3%	1.2%	2.1%	0.0%	1.8%	1.6%	1.7%	1.0%	8.2%	0.0%	1.7%
	I / we own one or more cars but use it / them infrequently	Count	19	47	21	5	18	15	29	7	7	6	174
	% within Sector2		4.8%	7.3%	4.8%	10.0%	11.0%	3.4%	5.6%	3.5%	7.2%	12.8%	5.8%
	A car is not essential but I / we choose to use one on a regular basis	Count	58	108	46	5	22	54	62	8	15	4	382
	% within Sector2		14.7%	16.7%	10.6%	10.0%	13.4%	12.2%	12.0%	4.0%	15.5%	8.5%	12.8%
	A car is essential for my / our everyday needs	Count	184	288	212	24	72	211	250	110	32	25	1408
	% within Sector2		46.7%	44.6%	48.7%	48.0%	43.9%	47.6%	48.5%	55.3%	33.0%	53.2%	47.1%

Borders Railway Baseline Study
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2 or more cars are essential for our everyday needs	Count	101	137	109	8	31	122	138	63	3	7	719
	% within Sector2	25.6%	21.2%	25.1%	16.0%	18.9%	27.5%	26.8%	31.7%	3.1%	14.9%	24.0%
Total	Count	394	646	435	50	164	443	515	199	97	47	2990
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q7 Do you hold a National Entitlement Card (which provides you with free bus travel)? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q7 Do you hold a National Entitlement Card (which provides you with free bus travel)?	Yes	Count	114	274	134	14	67	163	230	47	53	15	1111
		% within Sector2	28.9%	42.4%	30.8%	28.0%	40.9%	36.8%	44.7%	23.6%	54.6%	31.9%	37.2%
	No	Count	280	372	301	36	97	280	285	152	44	32	1879
		% within Sector2	71.1%	57.6%	69.2%	72.0%	59.1%	63.2%	55.3%	76.4%	45.4%	68.1%	62.8%
Total	Count	394	646	435	50	164	443	515	199	97	47	2990	
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Q8 Thinking about your neighbourhood, how would you rate it as a place to live? By neighbourhood we mean the street you live in and the streets nearby (urban) or the local area (rural). * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q8 Thinking about your neighbourhood, how would you rate it as a place to live?	Very Good	Count	203	334	192	23	92	307	332	132	39	23	1677
		% within Sector2	51.9%	52.2%	44.0%	46.9%	56.4%	69.8%	64.7%	67.0%	40.2%	48.9%	56.4%

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How do you rate it as a place to live? By neighbourhood we mean the street you live in and the streets nearby (urban) or the local area (rural).	Fairly Good	Count	156	251	203	20	56	110	154	50	45	19	1064
		% within Sector2	39.9%	39.2%	46.6%	40.8%	34.4%	25.0%	30.0%	25.4%	46.4%	40.4%	35.8%
	Neither good nor poor	Count	24	35	27	3	8	13	9	12	9	3	143
		% within Sector2	6.1%	5.5%	6.2%	6.1%	4.9%	3.0%	1.8%	6.1%	9.3%	6.4%	4.8%
	Fairly poor	Count	5	14	8	0	5	5	8	3	2	1	51
		% within Sector2	1.3%	2.2%	1.8%	0.0%	3.1%	1.1%	1.6%	1.5%	2.1%	2.1%	1.7%
	Very poor	Count	3	3	2	3	1	4	7	0	0	0	23
		% within Sector2	0.8%	0.5%	0.5%	6.1%	0.6%	0.9%	1.4%	0.0%	0.0%	0.0%	0.8%
	No opinion	Count	0	3	4	0	1	1	3	0	2	1	15
		% within Sector2	0.0%	0.5%	0.9%	0.0%	0.6%	0.2%	0.6%	0.0%	2.1%	2.1%	0.5%
Total		Count	391	640	436	49	163	440	513	197	97	47	2973
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q9 How strongly do you feel you belong to your neighbourhood? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q9 How strongly do you feel you belong to your neighbourhood?	Very strongly	Count	94	177	104	16	49	146	196	74	30	12	898
		% within Sector2	24.0%	27.7%	23.9%	32.7%	30.1%	33.2%	38.2%	37.6%	30.9%	25.5%	30.2%
	Fairly strongly	Count	173	305	212	23	67	208	218	80	36	26	1348
		% within Sector2	44.2%	47.7%	48.6%	46.9%	41.1%	47.3%	42.5%	40.6%	37.1%	55.3%	45.3%
	Not very strongly	Count	100	114	74	4	32	69	66	30	15	3	507
		% within Sector2	25.6%	17.8%	17.0%	8.2%	19.6%	15.7%	12.9%	15.2%	15.5%	6.4%	17.1%

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Not at all strongly	Count	19	28	30	3	8	12	23	10	3	3	139
	% within Sector2	4.9%	4.4%	6.9%	6.1%	4.9%	2.7%	4.5%	5.1%	3.1%	6.4%	4.7%
Don't know	Count	5	16	16	3	7	5	10	3	13	3	81
	% within Sector2	1.3%	2.5%	3.7%	6.1%	4.3%	1.1%	1.9%	1.5%	13.4%	6.4%	2.7%
Total	Count	391	640	436	49	163	440	513	197	97	47	2973
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q10 Do you anticipate that you will use the Borders Railway in the first 12 months of operation? * Sector2 Crosstabulation

		Sector2										Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK		
Q10 Do you anticipate that you will use the Borders Railway in the first 12 months of operation?	Yes	Count	340	530	355	34	154	405	420	126	68	42	2474
		% within Sector2	87.2%	82.8%	81.4%	69.4%	95.1%	91.8%	82.4%	63.6%	70.1%	89.4%	83.3%
	No	Count	50	110	81	15	8	36	90	72	29	5	496
		% within Sector2	12.8%	17.2%	18.6%	30.6%	4.9%	8.2%	17.6%	36.4%	29.9%	10.6%	16.7%
Total		Count	390	640	436	49	162	441	510	198	97	47	2970
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q12 How long have you lived at this address (years)? * Sector2 Crosstabulation

		Sector2										Total
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK	

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Q12 How long have you lived at this address (years)?	Under 5 years	Count	112	160	163	9	45	128	119	52	20	15	823
		% within Sector2	28.9%	25.1%	37.5%	18.4%	27.6%	29.1%	23.6%	26.3%	20.8%	31.9%	27.8%
	Over 5 years	Count	276	477	272	40	118	312	385	146	76	32	2134
		% within Sector2	71.1%	74.9%	62.5%	81.6%	72.4%	70.9%	76.4%	73.7%	79.2%	68.1%	72.2%
Total		Count	388	637	435	49	163	440	504	198	96	47	2957
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q14 How important was the opening of the Borders Railway in your decision to move to your current address? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q14 How important was the opening of the Borders Railway in your decision to move to your current address?	Main factor	Count	3	2	1	0	3	4	0	1	2	1	17
		% within Sector2	2.7%	1.3%	0.6%	0.0%	6.7%	3.1%	0.0%	1.9%	10.5%	6.7%	2.1%
One of a number of important factors	Count	32	16	10	0	5	23	13	3	0	0	0	102
	% within Sector2	28.6%	10.1%	6.1%	0.0%	11.1%	18.0%	10.9%	5.8%	0.0%	0.0%	0.0%	12.4%
Fairly minor factor	Count	24	15	17	0	2	13	8	1	0	2	2	82
	% within Sector2	21.4%	9.4%	10.4%	0.0%	4.4%	10.2%	6.7%	1.9%	0.0%	13.3%	10.0%	10.0%
Not a factor	Count	51	123	135	11	34	87	97	47	17	12	12	614
	% within Sector2	45.5%	77.4%	82.8%	100.0%	75.6%	68.0%	81.5%	90.4%	89.5%	80.0%	80.0%	74.6%
Don't know	Count	2	3	0	0	1	1	1	0	0	0	0	8
	% within Sector2	1.8%	1.9%	0.0%	0.0%	2.2%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	1.0%
Total		Count	112	159	163	11	45	128	119	52	19	15	823
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q15 Would you have moved to this property had the Borders Railway not been planned? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q15 Would you have moved to this property had the Borders Railway not been planned?	Yes	Count	84	139	140	10	33	103	102	47	15	12	685
		% within Sector2	75.0%	87.4%	85.9%	90.9%	73.3%	80.5%	85.7%	90.4%	78.9%	80.0%	83.2%
	No	Count	13	3	12	1	4	12	6	4	3	1	59
		% within Sector2	11.6%	1.9%	7.4%	9.1%	8.9%	9.4%	5.0%	7.7%	15.8%	6.7%	7.2%
	Don't know	Count	15	17	11	0	8	13	11	1	1	2	79
		% within Sector2	13.4%	10.7%	6.7%	0.0%	17.8%	10.2%	9.2%	1.9%	5.3%	13.3%	9.6%
Total	Count	112	159	163	11	45	128	119	52	19	15	823	
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Q16 Have any adult members of your household changed their workplace as a result of the planned opening of the Borders Railway? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q16 Have any adult members of your household changed their workplace as a result of the planned	No	Count	383	634	432	48	158	430	496	197	94	45	2917
		% within Sector2	99.0%	100.0%	99.5%	98.0%	97.5%	98.2%	99.2%	99.5%	100.0%	95.7%	99.1%
Yes 1 adult has	Count	Count	3	0	2	0	4	7	4	1	0	2	23
		% within Sector2	0.8%	0.0%	0.5%	0.0%	2.5%	1.6%	0.8%	0.5%	0.0%	4.3%	0.8%

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Opening of the Borders Railway?	Yes 2 adults have	Count	1	0	0	0	0	1	0	0	0	0	2
		% within Sector2	0.3%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%
	Yes 3 adults have	Count	0	0	0	1	0	0	0	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total		Count	387	634	434	49	162	438	500	198	94	47	2943
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Location of new workplace for Adult 1 * Sector2 Crosstabulation

			Sector2						Total	
			Midlothian Tier 1	Midlothian Tier 3	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders		Other UK
Location of new workplace for Adult 1	Edinburgh City Centre	Count	1	2	2	3	1	1	0	10
		% within Sector2	50.0%	100.0%	50.0%	33.3%	16.7%	100.0%	0.0%	38.5%
	Edinburgh North	Count	0	0	0	0	1	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	3.8%
	Edinburgh West	Count	1	0	0	2	0	0	0	3
		% within Sector2	50.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	11.5%
	Galashiels	Count	0	0	1	1	2	0	0	4
		% within Sector2	0.0%	0.0%	25.0%	11.1%	33.3%	0.0%	0.0%	15.4%
	Melrose	Count	0	0	0	2	0	0	0	2
		% within Sector2	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	7.7%
	Selkirk	Count	0	0	0	1	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	3.8%

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St Boswells	Count	0	0	0	0	1	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	3.8%
Stow	Count	0	0	0	0	0	0	1	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	3.8%
Glasgow City	Count	0	0	1	0	1	0	1	3
	% within Sector2	0.0%	0.0%	25.0%	0.0%	16.7%	0.0%	50.0%	11.5%
Total	Count	2	2	4	9	6	1	2	26
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Location of previous workplace for Adult 1 * Sector2 Crosstabulation

			Sector2						Total	
			Midlothian Tier 1	Midlothian Tier 3	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders		Other UK
Location of previous workplace for Adult 1	Edinburgh City Centre	Count	0	0	0	1	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	3.8%
	Edinburgh North	Count	1	0	0	0	0	0	0	1
		% within Sector2	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%
	Edinburgh South	Count	0	1	0	0	0	0	0	1
		% within Sector2	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%
	Edinburgh East	Count	0	0	0	0	1	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	3.8%
	Edinburgh West	Count	0	0	0	1	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	3.8%

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Bonnyrigg	Count	0	1	0	0	0	0	0	1
	% within Sector2	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%
Galashiels	Count	0	0	2	4	3	0	0	9
	% within Sector2	0.0%	0.0%	50.0%	44.4%	50.0%	0.0%	0.0%	34.6%
Hawick	Count	0	0	0	0	0	1	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	3.8%
Mayfield	Count	0	0	0	1	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	3.8%
Newtown St Boswells	Count	0	0	0	0	1	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	3.8%
Peebles	Count	1	0	0	0	0	0	1	2
	% within Sector2	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	7.7%
Selkirk	Count	0	0	0	0	1	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	3.8%
East Lothian	Count	0	0	0	0	0	0	1	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	3.8%
South Lanarkshire	Count	0	0	1	0	0	0	0	1
	% within Sector2	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	3.8%
Stirling	Count	0	0	1	0	0	0	0	1
	% within Sector2	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	3.8%
England/Wales/Northern Ireland	Count	0	0	0	2	0	0	0	2
	% within Sector2	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	7.7%
Total	Count	2	2	4	9	6	1	2	26
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Location of new workplace for Adult 2 * Sector2 Crosstabulation

			Sector2		Total
			Midlothian Tier 1	Scottish Borders Tier 2	
Location of new workplace for Adult 2	Edinburgh City Centre	Count	1	0	1
		% within Sector2	100.0%	0.0%	50.0%
	Galashiels	Count	0	1	1
		% within Sector2	0.0%	100.0%	50.0%
Total	Count	1	1	2	
	% within Sector2	100.0%	100.0%	100.0%	

Location of previous workplace for Adult 2 * Sector2 Crosstabulation

			Sector2		Total
			Midlothian Tier 1	Scottish Borders Tier 2	
Location of previous workplace for Adult 2	Edinburgh South	Count	1	0	1
		% within Sector2	100.0%	0.0%	50.0%
	Outside of UK	Count	0	1	1
		% within Sector2	0.0%	100.0%	50.0%
Total	Count	1	1	2	
	% within Sector2	100.0%	100.0%	100.0%	

Location of new workplace for Adult 3 * Sector2 Crosstabulation

			Sector2		Total
			Midlothian Tier 1	Scottish Borders Tier 2	
Location of new workplace for Adult 3	Edinburgh City Centre	Count	1	0	1
		% within Sector2	100.0%	0.0%	50.0%
	Galashiels	Count	0	1	1
		% within Sector2	0.0%	100.0%	50.0%
Total	Count	1	1	2	
	% within Sector2	100.0%	100.0%	100.0%	

Location of previous workplace for Adult 3 * Sector2 Crosstabulation

			Sector2		Total
			Midlothian Tier 1	Scottish Borders Tier 2	
Location of previous workplace for Adult 3	Edinburgh City Centre	Count	1	0	1
		% within Sector2	100.0%	0.0%	50.0%
	Outside of UK	Count	0	1	1
		% within Sector2	0.0%	100.0%	50.0%
Total	Count	1	1	2	
	% within Sector2	100.0%	100.0%	100.0%	

Q17 Have any adult members of your household changed their place of higher or further education as result of the planned opening of the Borders Railway? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q17 Have any adult members of your household changed their place of higher or further education as result of the planned opening of the Borders Railway?	No	Count	382	628	429	48	160	437	501	194	93	46	2918
		% within Sector2	99.2%	99.8%	99.3%	100.0%	98.8%	99.5%	99.8%	99.0%	100.0%	100.0%	99.5%
	Yes 1 adult has	Count	3	1	2	0	2	2	1	2	0	0	13
		% within Sector2	0.8%	0.2%	0.5%	0.0%	1.2%	0.5%	0.2%	1.0%	0.0%	0.0%	0.4%
	Yes 2 adults have	Count	0	0	1	0	0	0	0	0	0	0	1
		% within Sector2	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total		Count	385	629	432	48	162	439	502	196	93	46	2932
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Location of new place of higher/further education for Adult 1 * Sector2 Crosstabulation

			Sector2							Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders		Edinburgh City
Location of new place of higher/further education for Adult 1	Edinburgh City Centre	Count	0	1	1	1	0	1	0	1	5
		% within Sector2	0.0%	100.0%	33.3%	50.0%	0.0%	100.0%	0.0%	100.0%	38.5%
	Edinburgh North	Count	0	0	1	0	0	0	0	0	1
		% within Sector2	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%

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Edinburgh East	Count	0	0	0	0	1	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	7.7%
Edinburgh West	Count	0	0	0	0	0	0	1	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	7.7%
Dalkeith	Count	0	0	1	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%
Galashiels	Count	1	0	0	0	0	0	0	0	1
	% within Sector2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%
St Boswells	Count	0	0	0	1	0	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	7.7%
Glasgow City	Count	0	0	0	0	0	0	1	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	7.7%
Stirling	Count	0	0	0	0	1	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	7.7%
Total	Count	1	1	3	2	2	1	2	1	13
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Location of previous of higher/further education for Adult 1 * Sector2 Crosstabulation

		Sector2								Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		
Location of previous of higher/further education for	Edinburgh City Centre	Count	0	0	0	0	0	0	0	1	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	7.7%

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Adult 1	Edinburgh East	Count	1	0	0	0	1	0	0	0	2
		% within Sector2	100.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%
	Edinburgh West	Count	0	0	1	0	0	0	0	0	1
		% within Sector2	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Bonnyrigg	Count	0	1	1	0	0	0	0	0	2
		% within Sector2	0.0%	100.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Dalkeith	Count	0	0	1	0	0	0	0	0	1
		% within Sector2	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Kelso	Count	0	0	0	0	0	0	2	0	2
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
	St Boswells	Count	0	0	0	1	0	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Dundee City	Count	0	0	0	0	0	1	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
	East Lothian	Count	0	0	0	0	1	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%
	Outside of UK	Count	0	0	0	1	0	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total		Count	1	1	3	2	2	1	2	1	13
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q18 Are you or your household planning to move in the next year? * Sector2 Crosstabulation

	Sector2	Total
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			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City	Other UK	
Q18 Are you or your household planning to move in the next year?	No	Count	359	590	402	42	132	408	459	177	84	41	2694
		% within Sector2	93.2%	94.2%	93.3%	87.5%	81.5%	93.8%	92.0%	90.3%	90.3%	89.1%	92.2%
	Yes, the whole household is	Count	18	29	22	6	24	16	33	16	7	4	175
		% within Sector2	4.7%	4.6%	5.1%	12.5%	14.8%	3.7%	6.6%	8.2%	7.5%	8.7%	6.0%
	Yes, one or more members of the household, but not the whole household	Count	8	7	7	0	6	11	7	3	2	1	52
		% within Sector2	2.1%	1.1%	1.6%	0.0%	3.7%	2.5%	1.4%	1.5%	2.2%	2.2%	1.8%
Total	Count		385	626	431	48	162	435	499	196	93	46	2921
	% within Sector2		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q19 Has the opening of the Borders Railway had any bearing on this decision? * Sector2 Crosstabulation

			Sector2										
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City	Other UK	
Q19 Has the opening of the Borders Railway had any bearing on this decision?	No	Count	22	36	28	6	25	25	36	18	8	2	206
		% within Sector2	84.6%	92.3%	93.3%	100.0%	83.3%	83.3%	85.7%	94.7%	80.0%	40.0%	86.9%
	Yes, I / We plan to move closer to a station	Count	2	3	2	0	0	3	5	1	2	3	21
		% within Sector2	7.7%	7.7%	6.7%	0.0%	0.0%	10.0%	11.9%	5.3%	20.0%	60.0%	8.9%
	Yes, I / We plan to move further away from the line	Count	2	0	0	0	5	2	1	0	0	0	10
		% within Sector2	7.7%	0.0%	0.0%	0.0%	16.7%	6.7%	2.4%	0.0%	0.0%	0.0%	4.2%
Total	Count		26	39	30	6	30	30	42	19	10	5	237
	% within Sector2		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q20 In general, how satisfied are you with current public transport services with respect to your household's travel needs? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q20 In general, how satisfied are you with current public transport services with respect to your household's travel needs?	Very Satisfied	Count	81	177	69	11	13	34	40	4	27	5	461
		% within Sector2	21.1%	28.4%	16.0%	23.4%	8.2%	7.8%	8.1%	2.1%	29.0%	11.1%	15.9%
	Satisfied	Count	157	279	168	16	53	122	159	27	41	15	1037
		% within Sector2	41.0%	44.7%	39.1%	34.0%	33.3%	28.0%	32.1%	13.9%	44.1%	33.3%	35.7%
	Neither Satisfied or Dissatisfied	Count	71	75	64	6	46	136	120	43	4	8	573
		% within Sector2	18.5%	12.0%	14.9%	12.8%	28.9%	31.3%	24.2%	22.2%	4.3%	17.8%	19.7%
	Dissatisfied	Count	53	59	65	8	30	71	85	49	7	11	438
		% within Sector2	13.8%	9.5%	15.1%	17.0%	18.9%	16.3%	17.2%	25.3%	7.5%	24.4%	15.1%
	Very Dissatisfied	Count	14	26	45	3	8	31	44	39	3	3	216
		% within Sector2	3.7%	4.2%	10.5%	6.4%	5.0%	7.1%	8.9%	20.1%	3.2%	6.7%	7.4%
	Don't know	Count	7	7	9	3	9	38	32	12	11	3	131
		% within Sector2	1.8%	1.1%	2.1%	6.4%	5.7%	8.7%	6.5%	6.2%	11.8%	6.7%	4.5%
	There are no public transport services where I live	Count	0	1	10	0	0	3	15	20	0	0	49
		% within Sector2	0.0%	0.2%	2.3%	0.0%	0.0%	0.7%	3.0%	10.3%	0.0%	0.0%	1.7%
Total		Count	383	624	430	47	159	435	495	194	93	45	2905
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q23 If public transport services in your area improved, would your household be more likely to use it? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q23 If public transport services in your area improved, would your household be more likely to use it?	Yes	Count	292	475	330	26	111	283	339	148	48	38	2090
		% within Sector2	76.8%	76.2%	77.1%	56.5%	70.7%	64.9%	68.3%	76.7%	52.2%	84.4%	72.2%
	No	Count	88	148	98	20	46	153	157	45	44	7	806
		% within Sector2	23.2%	23.8%	22.9%	43.5%	29.3%	35.1%	31.7%	23.3%	47.8%	15.6%	27.8%
Total		Count	380	623	428	46	157	436	496	193	92	45	2896
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q25 Do you regularly commute to work? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q25 Do you regularly commute to work?	Yes	Count	250	324	267	23	79	213	231	103	31	24	1545
		% within Sector2	66.0%	52.4%	62.8%	50.0%	50.6%	49.4%	47.2%	53.6%	33.7%	53.3%	53.8%
	No	Count	129	294	158	23	77	218	258	89	61	21	1328
		% within Sector2	34.0%	47.6%	37.2%	50.0%	49.4%	50.6%	52.8%	46.4%	66.3%	46.7%	46.2%
Total		Count	379	618	425	46	156	431	489	192	92	45	2873
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q26(1) Where is your place of work? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City		Other UK
Q26(1) Where is your place of work?	Edinburgh City Centre	Count	86	97	95	8	9	14	28	10	16	5	368
		% within Sector2	34.4%	30.0%	36.0%	33.3%	11.3%	6.6%	12.1%	9.6%	48.5%	20.8%	23.8%
	Edinburgh North	Count	17	19	13	1	1	11	5	2	4	1	74
		% within Sector2	6.8%	5.9%	4.9%	4.2%	1.3%	5.2%	2.2%	1.9%	12.1%	4.2%	4.8%
	Edinburgh South	Count	26	43	26	4	3	7	12	0	2	0	123
		% within Sector2	10.4%	13.3%	9.8%	16.7%	3.8%	3.3%	5.2%	0.0%	6.1%	0.0%	8.0%
	Edinburgh East	Count	14	21	20	1	4	2	5	2	2	0	71
		% within Sector2	5.6%	6.5%	7.6%	4.2%	5.0%	0.9%	2.2%	1.9%	6.1%	0.0%	4.6%
	Edinburgh West	Count	36	46	28	1	1	8	10	2	4	0	136
		% within Sector2	14.4%	14.2%	10.6%	4.2%	1.3%	3.8%	4.3%	1.9%	12.1%	0.0%	8.8%
	Ayton	Count	0	1	0	0	0	0	0	0	0	0	1
		% within Sector2	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Bilston	Count	0	2	2	0	0	0	0	0	0	0	4
		% within Sector2	0.0%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
	Bonnyrigg	Count	7	14	9	0	0	0	1	1	1	0	33
		% within Sector2	2.8%	4.3%	3.4%	0.0%	0.0%	0.0%	0.4%	1.0%	3.0%	0.0%	2.1%
	Chimside	Count	0	0	0	0	0	0	0	2	0	0	2
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.1%
	Coldingham	Count	0	0	0	0	0	0	0	1	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.1%

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Coldstream	Count	0	0	3	0	0	1	0	0	0	0	4
	% within Sector2	0.0%	0.0%	1.1%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.3%
Dalkeith	Count	17	19	17	3	2	1	4	2	2	2	69
	% within Sector2	6.8%	5.9%	6.4%	12.5%	2.5%	0.5%	1.7%	1.9%	6.1%	8.3%	4.5%
Danderhall	Count	1	2	4	0	0	1	0	0	0	1	9
	% within Sector2	0.4%	0.6%	1.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	4.2%	0.6%
Denholm	Count	0	0	0	0	0	0	0	2	0	0	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.1%
Duns	Count	0	0	0	0	0	1	1	5	0	1	8
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%	4.8%	0.0%	4.2%	0.5%
Earlston	Count	1	0	0	0	0	5	4	0	0	0	10
	% within Sector2	0.4%	0.0%	0.0%	0.0%	0.0%	2.4%	1.7%	0.0%	0.0%	0.0%	0.6%
Eyemouth	Count	0	0	0	0	0	10	0	1	0	0	11
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%	1.0%	0.0%	0.0%	0.7%
Galashiels	Count	2	2	6	0	16	53	40	9	1	2	131
	% within Sector2	0.8%	0.6%	2.3%	0.0%	20.0%	25.1%	17.2%	8.7%	3.0%	8.3%	8.5%
Gorebridge	Count	4	7	2	0	1	0	2	0	0	0	16
	% within Sector2	1.6%	2.2%	0.8%	0.0%	1.3%	0.0%	0.9%	0.0%	0.0%	0.0%	1.0%
Greenlaw	Count	1	0	1	0	0	2	0	0	0	0	4
	% within Sector2	0.4%	0.0%	0.4%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.3%
Hawick	Count	0	0	0	0	2	5	7	15	0	0	29
	% within Sector2	0.0%	0.0%	0.0%	0.0%	2.5%	2.4%	3.0%	14.4%	0.0%	0.0%	1.9%
Innerleithen	Count	0	0	0	0	0	0	2	1	0	1	4
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.0%	0.0%	4.2%	0.3%

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Jedburgh	Count	0	0	0	0	0	1	5	7	0	0	13
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	2.2%	6.7%	0.0%	0.0%	0.8%
Kelso	Count	0	0	0	0	3	2	4	7	0	0	16
	% within Sector2	0.0%	0.0%	0.0%	0.0%	3.8%	0.9%	1.7%	6.7%	0.0%	0.0%	1.0%
Lauder	Count	0	0	2	0	0	0	1	0	0	0	3
	% within Sector2	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.2%
Loanhead	Count	2	9	8	2	1	1	0	0	0	1	24
	% within Sector2	0.8%	2.8%	3.0%	8.3%	1.3%	0.5%	0.0%	0.0%	0.0%	4.2%	1.6%
Maxwellheugh	Count	0	0	1	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Mayfield	Count	3	3	1	0	1	1	1	0	0	0	10
	% within Sector2	1.2%	0.9%	0.4%	0.0%	1.3%	0.5%	0.4%	0.0%	0.0%	0.0%	0.6%
Melrose	Count	1	0	1	0	14	34	29	3	0	0	82
	% within Sector2	0.4%	0.0%	0.4%	0.0%	17.5%	16.1%	12.5%	2.9%	0.0%	0.0%	5.3%
Newtown St Boswells	Count	0	0	2	0	7	20	24	16	1	2	72
	% within Sector2	0.0%	0.0%	0.8%	0.0%	8.8%	9.5%	10.3%	15.4%	3.0%	8.3%	4.7%
Pathhead	Count	1	0	0	0	0	0	1	0	0	0	2
	% within Sector2	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.1%
Peebles	Count	0	1	1	0	2	4	6	6	0	1	21
	% within Sector2	0.0%	0.3%	0.4%	0.0%	2.5%	1.9%	2.6%	5.8%	0.0%	4.2%	1.4%
Penicuik	Count	3	3	3	0	0	3	0	0	0	0	12
	% within Sector2	1.2%	0.9%	1.1%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.8%
Rosewell	Count	1	0	1	1	0	2	0	0	0	0	5
	% within Sector2	0.4%	0.0%	0.4%	4.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.3%

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Roslin	Count	2	2	0	0	0	0	0	0	0	0	4
	% within Sector2	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Selkirk	Count	1	0	0	0	5	10	21	6	0	0	43
	% within Sector2	0.4%	0.0%	0.0%	0.0%	6.3%	4.7%	9.1%	5.8%	0.0%	0.0%	2.8%
St Boswells	Count	0	0	0	0	0	1	3	1	0	0	5
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	1.3%	1.0%	0.0%	0.0%	0.3%
Stow	Count	0	0	0	0	1	1	0	0	0	0	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	1.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%
Tweedbank	Count	0	0	0	0	3	5	7	0	0	0	15
	% within Sector2	0.0%	0.0%	0.0%	0.0%	3.8%	2.4%	3.0%	0.0%	0.0%	0.0%	1.0%
Aberdeen City	Count	0	0	0	0	0	0	0	0	0	1	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.1%
Aberdeenshire	Count	0	0	0	0	1	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Dundee City	Count	1	0	0	0	0	0	0	0	0	1	2
	% within Sector2	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.1%
East Dunbartonshire	Count	0	1	0	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
East Lothian	Count	9	5	6	0	0	0	3	0	0	1	24
	% within Sector2	3.6%	1.5%	2.3%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	4.2%	1.6%
East Renfrewshire	Count	0	1	0	0	0	1	0	0	0	0	2
	% within Sector2	0.0%	0.3%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%
Falkirk	Count	0	4	0	0	0	0	0	0	0	0	4
	% within Sector2	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%

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Fife	Count	2	6	1	0	0	0	0	0	0	0	9
	% within Sector2	0.8%	1.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%
Glasgow City	Count	3	6	2	0	1	1	0	0	0	1	14
	% within Sector2	1.2%	1.9%	0.8%	0.0%	1.3%	0.5%	0.0%	0.0%	0.0%	4.2%	0.9%
Highland	Count	0	0	0	0	0	0	0	1	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.1%
North Lanarkshire	Count	0	1	1	0	0	0	0	0	0	0	2
	% within Sector2	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Perth & Kinross	Count	0	1	0	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
South Lanarkshire	Count	0	0	0	0	0	1	0	0	0	1	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	4.2%	0.1%
Stirling	Count	1	1	1	0	1	1	1	0	0	0	6
	% within Sector2	0.4%	0.3%	0.4%	0.0%	1.3%	0.5%	0.4%	0.0%	0.0%	0.0%	0.4%
West Dunbartonshire	Count	1	0	0	0	0	0	0	0	0	0	1
	% within Sector2	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
West Lothian	Count	5	5	4	2	0	0	1	0	0	0	17
	% within Sector2	2.0%	1.5%	1.5%	8.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.1%
England/Wales/Northern Ireland	Count	2	1	3	1	1	1	3	2	0	1	15
	% within Sector2	0.8%	0.3%	1.1%	4.2%	1.3%	0.5%	1.3%	1.9%	0.0%	4.2%	1.0%
Outside of UK	Count	0	0	0	0	0	0	1	0	0	1	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	4.2%	0.1%
Total	Count	250	323	264	24	80	211	232	104	33	24	1545
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q26(2) What is the main mode of transport which you use to get there? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q26(2) What is the main mode of transport which you use to get there?	Car or van driver	Count	159	216	171	15	60	157	196	88	10	16	1088
		% within Sector2	63.6%	66.9%	64.8%	62.5%	75.0%	74.4%	84.5%	84.6%	30.3%	66.7%	70.4%
	Car or van passenger	Count	6	7	14	1	1	10	4	2	0	0	45
		% within Sector2	2.4%	2.2%	5.3%	4.2%	1.3%	4.7%	1.7%	1.9%	0.0%	0.0%	2.9%
	Car (park and ride – bus)	Count	4	6	7	0	1	1	4	0	1	0	24
		% within Sector2	1.6%	1.9%	2.7%	0.0%	1.3%	0.5%	1.7%	0.0%	3.0%	0.0%	1.6%
	Car (park and ride – train)	Count	5	3	3	0	1	4	3	1	0	0	20
		% within Sector2	2.0%	0.9%	1.1%	0.0%	1.3%	1.9%	1.3%	1.0%	0.0%	0.0%	1.3%
	Bus	Count	58	66	55	6	8	15	13	5	17	4	247
		% within Sector2	23.2%	20.4%	20.8%	25.0%	10.0%	7.1%	5.6%	4.8%	51.5%	16.7%	16.0%
	Cycle	Count	11	10	5	0	1	8	1	1	3	0	40
		% within Sector2	4.4%	3.1%	1.9%	0.0%	1.3%	3.8%	0.4%	1.0%	9.1%	0.0%	2.6%
	Taxi	Count	0	1	1	0	0	0	0	0	0	0	2
		% within Sector2	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Motorbike	Count	2	4	3	1	1	1	1	0	1	1	15
		% within Sector2	0.8%	1.2%	1.1%	4.2%	1.3%	0.5%	0.4%	0.0%	3.0%	4.2%	1.0%
	Walk	Count	3	7	1	0	5	11	6	7	1	0	41
		% within Sector2	1.2%	2.2%	0.4%	0.0%	6.3%	5.2%	2.6%	6.7%	3.0%	0.0%	2.7%

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Other	Count	2	3	4	1	2	4	4	0	0	3	23
	% within Sector2	0.8%	0.9%	1.5%	4.2%	2.5%	1.9%	1.7%	0.0%	0.0%	12.5%	1.5%
Total	Count	250	323	264	24	80	211	232	104	33	24	1545
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q26(2A) Are you able to park for free at your workplace? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q26(2A) Are you able to park for free at your workplace?	Yes	Count	139	187	152	12	58	154	180	83	8	16	989
		% within Sector2	85.3%	84.2%	82.2%	75.0%	95.1%	91.7%	90.0%	92.2%	80.0%	100.0%	87.4%
	No	Count	24	35	33	4	3	14	20	7	2	0	142
		% within Sector2	14.7%	15.8%	17.8%	25.0%	4.9%	8.3%	10.0%	7.8%	20.0%	0.0%	12.6%
Total		Count	163	222	185	16	61	168	200	90	10	16	1131
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q26(2B) Do you regularly pay for parking at your workplace? * Sector2 Crosstabulation

			Sector2							Total		
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3		Other Scottish Borders	Edinburgh City
Q26(2B) Do you regularly pay for parking at your	Yes	Count	15	28	20	3	1	8	14	3	2	94
		% within Sector2	62.5%	75.7%	62.5%	75.0%	33.3%	57.1%	70.0%	42.9%	100.0%	65.7%

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workplace?	No	Count	9	9	12	1	2	6	6	4	0	49
		% within Sector2	37.5%	24.3%	37.5%	25.0%	66.7%	42.9%	30.0%	57.1%	0.0%	34.3%
Total		Count	24	37	32	4	3	14	20	7	2	143
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q26(3) How many return trips from home to work do you make per typical working week? i.e. a typical 5 day week would be 5 return trips * Sector2 Crosstabulation

		Sector2										Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK		
Q26(3) How many return trips from home to work do you make per typical working week? i.e. a typical 5 day week would be 5 return trips	1.0	Count	1	2	2	1	2	4	7	1	1	1	22
		% within Sector2	0.4%	0.6%	0.8%	4.2%	2.5%	1.9%	3.1%	1.0%	3.1%	4.2%	1.4%
	2.0	Count	2	3	3	1	3	8	6	4	0	1	31
		% within Sector2	0.8%	0.9%	1.1%	4.2%	3.8%	3.8%	2.6%	3.9%	0.0%	4.2%	2.0%
	3.0	Count	7	11	7	1	4	5	13	5	0	1	54
		% within Sector2	2.8%	3.4%	2.7%	4.2%	5.0%	2.4%	5.7%	4.9%	0.0%	4.2%	3.5%
	4.0	Count	27	30	29	2	14	30	27	17	4	0	180
		% within Sector2	10.9%	9.3%	11.0%	8.3%	17.5%	14.2%	11.8%	16.7%	12.5%	0.0%	11.7%
	5.0	Count	31	51	38	1	7	27	27	10	4	3	199
		% within Sector2	12.6%	15.8%	14.4%	4.2%	8.8%	12.8%	11.8%	9.8%	12.5%	12.5%	13.0%
	6.0	Count	152	183	156	14	45	107	126	53	21	13	870
		% within Sector2	61.5%	56.8%	59.1%	58.3%	56.3%	50.7%	55.0%	52.0%	65.6%	54.2%	56.7%
	7.0	Count	8	21	13	2	3	6	9	3	1	4	70
		% within Sector2	3.2%	6.5%	4.9%	8.3%	3.8%	2.8%	3.9%	2.9%	3.1%	16.7%	4.6%

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8.0	Count	3	8	5	0	0	5	5	1	0	1	28
	% within Sector2	1.2%	2.5%	1.9%	0.0%	0.0%	2.4%	2.2%	1.0%	0.0%	4.2%	1.8%
9.0	Count	1	4	3	0	0	3	1	2	0	0	14
	% within Sector2	0.4%	1.2%	1.1%	0.0%	0.0%	1.4%	0.4%	2.0%	0.0%	0.0%	0.9%
10.0	Count	1	0	0	0	0	0	0	0	0	0	1
	% within Sector2	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
11.0	Count	13	9	7	2	2	15	6	6	1	0	61
	% within Sector2	5.3%	2.8%	2.7%	8.3%	2.5%	7.1%	2.6%	5.9%	3.1%	0.0%	4.0%
12.0	Count	1	0	1	0	0	1	2	0	0	0	5
	% within Sector2	0.4%	0.0%	0.4%	0.0%	0.0%	0.5%	0.9%	0.0%	0.0%	0.0%	0.3%
Total	Count	247	322	264	24	80	211	229	102	32	24	1535
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q26(4) Does this return journey typically involve walking or cycling for more than 30 minutes? * Sector2 Crosstabulation

		Sector2										Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK		
Q26(4) Does this return journey typically involve walking or cycling for more than 30 minutes?	Yes	Count	26	33	37	1	5	24	15	4	8	1	154
		% within Sector2	10.5%	10.2%	14.0%	4.2%	6.3%	11.4%	6.6%	3.9%	25.0%	4.2%	10.0%
	No	Count	221	289	227	23	75	187	214	98	24	23	1381
		% within Sector2	89.5%	89.8%	86.0%	95.8%	93.8%	88.6%	93.4%	96.1%	75.0%	95.8%	90.0%
Total		Count	247	322	264	24	80	211	229	102	32	24	1535
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q27 Do you regularly commute to further / higher education? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q27 Do you regularly commute to further / higher education?	Yes	Count	12	18	16	2	4	14	14	2	2	1	85
		% within Sector2	3.2%	2.9%	3.8%	4.3%	2.6%	3.3%	2.9%	1.1%	2.2%	2.2%	3.0%
	No	Count	362	594	404	44	151	412	470	187	89	44	2757
		% within Sector2	96.8%	97.1%	96.2%	95.7%	97.4%	96.7%	97.1%	98.9%	97.8%	97.8%	97.0%
Total	Count	374	612	420	46	155	426	484	189	91	45	2842	
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Q28(1) Where is your place of education? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q28(1) Where is your place of education?	Edinburgh City Centre	Count	3	7	7	0	0	5	4	0	1	0	27
		% within Sector2	21.4%	36.8%	43.8%	0.0%	0.0%	31.3%	26.7%	0.0%	50.0%	0.0%	29.0%
	Edinburgh North	Count	1	0	1	1	0	0	0	0	0	0	3
		% within Sector2	7.1%	0.0%	6.3%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%
	Edinburgh South	Count	1	3	1	0	0	2	1	0	0	0	8
		% within Sector2	7.1%	15.8%	6.3%	0.0%	0.0%	12.5%	6.7%	0.0%	0.0%	0.0%	8.6%

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Edinburgh East	Count	3	3	1	0	2	1	2	0	1	0	13
	% within Sector2	21.4%	15.8%	6.3%	0.0%	50.0%	6.3%	13.3%	0.0%	50.0%	0.0%	14.0%
Edinburgh West	Count	3	1	1	0	0	2	1	0	0	0	8
	% within Sector2	21.4%	5.3%	6.3%	0.0%	0.0%	12.5%	6.7%	0.0%	0.0%	0.0%	8.6%
Bonnyrigg	Count	1	1	1	0	0	0	0	0	0	0	3
	% within Sector2	7.1%	5.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%
Coldstream	Count	0	0	1	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Dalkeith	Count	0	0	1	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Earlston	Count	0	0	0	0	1	0	1	0	0	0	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	6.7%	0.0%	0.0%	0.0%	2.2%
Eyemouth	Count	0	0	0	0	0	2	0	0	0	0	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	2.2%
Galashiels	Count	0	0	0	0	0	2	4	0	0	0	6
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	26.7%	0.0%	0.0%	0.0%	6.5%
Gorebridge	Count	0	0	0	1	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Greenlaw	Count	0	1	0	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Hawick	Count	0	0	0	0	0	0	0	1	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	1.1%
Kelso	Count	0	0	0	0	0	0	0	1	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	1.1%

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Lauder	Count	0	0	1	0	0	0	0	0	0	0	1
	% within Sector2	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Mayfield	Count	1	1	0	0	0	0	0	0	0	0	2
	% within Sector2	7.1%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Melrose	Count	0	0	0	0	0	0	1	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	1.1%
Selkirk	Count	0	0	0	0	1	0	0	0	0	1	2
	% within Sector2	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	100.0%	2.2%
East Lothian	Count	0	1	1	0	0	0	0	0	0	0	2
	% within Sector2	0.0%	5.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
Glasgow City	Count	0	1	0	0	0	0	0	1	0	0	2
	% within Sector2	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	2.2%
South Lanarkshire	Count	0	0	0	0	0	1	0	0	0	0	1
	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	1.1%
England/Wales/Northern	Count	0	0	0	0	0	0	0	1	0	0	1
Ireland	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	1.1%
Outside of UK	Count	1	0	0	0	0	1	1	0	0	0	3
	% within Sector2	7.1%	0.0%	0.0%	0.0%	0.0%	6.3%	6.7%	0.0%	0.0%	0.0%	3.2%
Total	Count	14	19	16	2	4	16	15	4	2	1	93
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q28(2) What is the main mode of transport which you use to get there? * Sector2 Crosstabulation

	Sector2	Total
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			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish				
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City	Other UK		
Q28(2) What is the main mode of transport which you use to get there?	Car or van driver	Count	7	7	6	0	2	9	8	2	0	1	42	
		% within Sector2	50.0%	36.8%	37.5%	0.0%	50.0%	56.3%	53.3%	50.0%	0.0%	100.0%	45.2%	
	Car or van passenger	Count	0	0	0	0	0	2	2	0	0	0	0	4
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	13.3%	0.0%	0.0%	0.0%	0.0%	4.3%
	Car (park and ride – bus)	Count	0	1	1	0	0	0	0	0	0	0	0	2
		% within Sector2	0.0%	5.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
	Car (park and ride – train)	Count	0	1	1	0	0	0	1	0	0	0	0	3
		% within Sector2	0.0%	5.3%	6.3%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	3.2%
	Bus	Count	5	10	7	1	2	3	4	0	2	0	0	34
		% within Sector2	35.7%	52.6%	43.8%	50.0%	50.0%	18.8%	26.7%	0.0%	100.0%	0.0%	0.0%	36.6%
	Cycle	Count	0	0	0	0	0	1	0	0	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
	Walk	Count	1	0	1	1	0	0	0	0	0	0	0	3
		% within Sector2	7.1%	0.0%	6.3%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%
	Other	Count	1	0	0	0	0	1	0	2	0	0	0	4
		% within Sector2	7.1%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	50.0%	0.0%	0.0%	0.0%	4.3%
Total	Count	14	19	16	2	4	16	15	4	2	1	0	93	
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Q28(A) Are you able to park for free at your place of education? * Sector2 Crosstabulation

	Sector2	Total

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			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Other UK	
Q28(A) Are you able to park for free at your place of education?	Yes	Count	7	3	6	0	1	9	7	1	1	35
		% within Sector2	100.0%	42.9%	100.0%	0.0%	50.0%	81.8%	70.0%	50.0%	100.0%	74.5%
	No	Count	0	4	0	1	1	2	3	1	0	12
		% within Sector2	0.0%	57.1%	0.0%	100.0%	50.0%	18.2%	30.0%	50.0%	0.0%	25.5%
Total		Count	7	7	6	1	2	11	10	2	1	47
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q28(2B) Do you regularly pay for parking at your place of education? * Sector2 Crosstabulation

			Sector2					Total	
			Midlothian Tier 2	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3		Other Scottish Borders
Q28(2B) Do you regularly pay for parking at your place of education?	Yes	Count	2	1	0	1	2	1	7
		% within Sector2	50.0%	100.0%	0.0%	50.0%	66.7%	100.0%	58.3%
	No	Count	2	0	1	1	1	0	5
		% within Sector2	50.0%	0.0%	100.0%	50.0%	33.3%	0.0%	41.7%
Total		Count	4	1	1	2	3	1	12
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q28(3) How many return trips from home to education do you make per typical working week? i.e. a typical 5 day week would be 5 return trips * Sector2 Crosstabulation

		Sector2	Total

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			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK	
Q28(3) How many return trips	1.0	Count	1	2	0	0	0	3	1	2	0	0	9
from home to education do		% within Sector2	7.7%	10.5%	0.0%	0.0%	0.0%	18.8%	7.1%	50.0%	0.0%	0.0%	9.8%
you make per typical working	2.0	Count	1	2	2	1	0	3	6	1	0	0	16
week? i.e. a typical 5 day		% within Sector2	7.7%	10.5%	12.5%	33.3%	0.0%	18.8%	42.9%	25.0%	0.0%	0.0%	17.4%
week would be 5 return trips	3.0	Count	1	3	1	1	1	3	1	0	0	0	11
		% within Sector2	7.7%	15.8%	6.3%	33.3%	25.0%	18.8%	7.1%	0.0%	0.0%	0.0%	12.0%
	4.0	Count	3	0	2	0	0	0	2	0	1	0	8
		% within Sector2	23.1%	0.0%	12.5%	0.0%	0.0%	0.0%	14.3%	0.0%	50.0%	0.0%	8.7%
	5.0	Count	2	2	2	1	0	2	0	0	1	0	10
		% within Sector2	15.4%	10.5%	12.5%	33.3%	0.0%	12.5%	0.0%	0.0%	50.0%	0.0%	10.9%
	6.0	Count	4	7	8	0	2	4	3	0	0	1	29
		% within Sector2	30.8%	36.8%	50.0%	0.0%	50.0%	25.0%	21.4%	0.0%	0.0%	100.0%	31.5%
	7.0	Count	0	1	1	0	0	0	1	1	0	0	4
		% within Sector2	0.0%	5.3%	6.3%	0.0%	0.0%	0.0%	7.1%	25.0%	0.0%	0.0%	4.3%
	8.0	Count	1	1	0	0	0	0	0	0	0	0	2
		% within Sector2	7.7%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
	11.0	Count	0	1	0	0	1	0	0	0	0	0	2
		% within Sector2	0.0%	5.3%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%
	12.0	Count	0	0	0	0	0	1	0	0	0	0	1
		% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	1.1%
Total		Count	13	19	16	3	4	16	14	4	2	1	92
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Q28(4) Does this return journey typically involve walking or cycling for more than 30 minutes? * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
Q28(4) Does this return journey typically involve walking or cycling for more than 30 minutes?	Yes	Count	0	2	6	1	1	3	1	1	0	0	15
		% within Sector2	0.0%	10.5%	37.5%	33.3%	25.0%	18.8%	7.1%	25.0%	0.0%	0.0%	16.3%
	No	Count	13	17	10	2	3	13	13	3	2	1	77
		% within Sector2	100.0%	89.5%	62.5%	66.7%	75.0%	81.3%	92.9%	75.0%	100.0%	100.0%	83.7%
Total		Count	13	19	16	3	4	16	14	4	2	1	92
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

B1-Q1 Gender: * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
B1-Q1 Gender: Male		Count	156	265	156	9	57	165	171	68	16	17	1080
		% within Sector2	50.5%	52.0%	47.9%	45.0%	44.5%	49.4%	46.0%	43.6%	84.2%	63.0%	49.1%
Female		Count	144	237	163	11	70	166	196	87	3	9	1086
		% within Sector2	46.6%	46.5%	50.0%	55.0%	54.7%	49.7%	52.7%	55.8%	15.8%	33.3%	49.3%
Prefer not to say		Count	9	8	7	0	1	3	5	1	0	1	35
		% within Sector2	2.9%	1.6%	2.1%	0.0%	0.8%	0.9%	1.3%	0.6%	0.0%	3.7%	1.6%

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Total	Count	309	510	326	20	128	334	372	156	19	27	2201
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

B1-Q2 What was your age on your last birthday?: * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
			1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Tier 1	Tier 2	Tier 3	Borders	Edinburgh City		Other UK
B1-Q2 What was your age on your last birthday?:	16-24	Count	6	9	3	0	3	6	4	3	0	2	36
		% within Sector2	1.9%	1.8%	0.9%	0.0%	2.4%	1.8%	1.1%	1.9%	0.0%	7.4%	1.6%
	25-34	Count	39	54	48	4	14	22	23	14	2	7	227
		% within Sector2	12.7%	10.6%	14.9%	20.0%	11.0%	6.7%	6.2%	9.0%	10.5%	25.9%	10.4%
	35-44	Count	68	87	73	7	21	42	53	38	2	5	396
		% within Sector2	22.1%	17.1%	22.7%	35.0%	16.5%	12.8%	14.3%	24.4%	10.5%	18.5%	18.1%
	45-54	Count	84	113	79	2	25	87	77	37	4	4	512
		% within Sector2	27.3%	22.2%	24.5%	10.0%	19.7%	26.6%	20.8%	23.7%	21.1%	14.8%	23.4%
	55-64	Count	55	106	56	4	32	82	97	38	8	3	481
		% within Sector2	17.9%	20.8%	17.4%	20.0%	25.2%	25.1%	26.1%	24.4%	42.1%	11.1%	22.0%
	65-74	Count	31	112	39	3	24	67	89	22	1	3	391
		% within Sector2	10.1%	22.0%	12.1%	15.0%	18.9%	20.5%	24.0%	14.1%	5.3%	11.1%	17.9%
	75+	Count	14	22	14	0	8	15	22	1	2	2	100
		% within Sector2	4.5%	4.3%	4.3%	0.0%	6.3%	4.6%	5.9%	0.6%	10.5%	7.4%	4.6%
	Prefer not to say	Count	11	6	10	0	0	6	6	3	0	1	43
		% within Sector2	3.6%	1.2%	3.1%	0.0%	0.0%	1.8%	1.6%	1.9%	0.0%	3.7%	2.0%

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Total	Count	308	509	322	20	127	327	371	156	19	27	2186
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

B1-Q3 In which of these ways do you occupy your accommodation? * Sector2 Crosstabulation

		Sector2										Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK		
B1-Q3 In which of these ways do you occupy your accommodation?	Buying with mortgage/loan	Count	161	207	173	11	34	113	133	60	3	13	908
		% within Sector2	52.8%	41.2%	53.6%	57.9%	27.0%	34.5%	36.4%	39.2%	15.8%	48.1%	41.9%
	Own it outright	Count	92	177	82	4	59	147	163	48	11	9	792
		% within Sector2	30.2%	35.2%	25.4%	21.1%	46.8%	44.8%	44.7%	31.4%	57.9%	33.3%	36.5%
	Part rent/part mortgage	Count	4	8	0	0	4	2	1	2	1	0	22
		% within Sector2	1.3%	1.6%	0.0%	0.0%	3.2%	0.6%	0.3%	1.3%	5.3%	0.0%	1.0%
	Rents (including rents paid by housing benefit)	Count	32	89	46	2	24	54	49	37	3	4	340
		% within Sector2	10.5%	17.7%	14.2%	10.5%	19.0%	16.5%	13.4%	24.2%	15.8%	14.8%	15.7%
	Living here rent free	Count	5	9	6	1	3	5	11	1	0	1	42
		% within Sector2	1.6%	1.8%	1.9%	5.3%	2.4%	1.5%	3.0%	0.7%	0.0%	3.7%	1.9%
	Not Applicable	Count	11	13	16	1	2	7	8	5	1	0	64
		% within Sector2	3.6%	2.6%	5.0%	5.3%	1.6%	2.1%	2.2%	3.3%	5.3%	0.0%	3.0%
	Total	Count	305	503	323	19	126	328	365	153	19	27	2168
		% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

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B1-Q4 If you are Employed or Self Employed , in what sector are you employed for you main occupation? If you are uncertain which category to choose, please select 'other' and state your occupation. * Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City		Other UK
B1-Q4 If you are Employed or Self Employed , in what sector are you employed for you main occupation? If you are uncertain which category to choose, please select 'other' and state your occupation.	Agriculture	Count	0	3	1	0	2	1	3	2	0	0	12
		% within Sector2	0.0%	0.8%	0.4%	0.0%	2.2%	0.4%	1.2%	1.7%	0.0%	0.0%	0.7%
	Manufacturing	Count	8	6	7	0	1	5	6	10	0	0	43
		% within Sector2	3.3%	1.6%	2.6%	0.0%	1.1%	2.1%	2.4%	8.3%	0.0%	0.0%	2.6%
	Construction	Count	8	15	12	0	3	7	9	2	0	1	57
		% within Sector2	3.3%	4.0%	4.4%	0.0%	3.3%	2.9%	3.6%	1.7%	0.0%	4.2%	3.5%
	Wholesale & Retail	Count	10	15	9	0	5	14	6	5	0	2	66
		% within Sector2	4.1%	4.0%	3.3%	0.0%	5.5%	5.9%	2.4%	4.1%	0.0%	8.3%	4.0%
	Transportation and Storage	Count	7	13	10	0	1	4	3	4	0	2	44
		% within Sector2	2.9%	3.4%	3.7%	0.0%	1.1%	1.7%	1.2%	3.3%	0.0%	8.3%	2.7%
	Tourism, Accommodation and Food Service Activities	Count	7	14	4	2	1	6	5	4	2	0	45
		% within Sector2	2.9%	3.7%	1.5%	11.1%	1.1%	2.5%	2.0%	3.3%	13.3%	0.0%	2.7%
	Information and Communication	Count	8	9	14	0	4	5	13	8	0	0	61
		% within Sector2	3.3%	2.4%	5.1%	0.0%	4.4%	2.1%	5.2%	6.6%	0.0%	0.0%	3.7%
	Financial and Insurance Activities	Count	31	46	32	3	1	5	10	5	3	1	137
		% within Sector2	12.7%	12.2%	11.7%	16.7%	1.1%	2.1%	4.0%	4.1%	20.0%	4.2%	8.3%
	Property	Count	3	4	4	0	1	2	1	3	0	0	18
		% within Sector2	1.2%	1.1%	1.5%	0.0%	1.1%	0.8%	0.4%	2.5%	0.0%	0.0%	1.1%
	Professional, Scientific and Technical Activities	Count	28	34	23	2	4	11	16	8	1	2	129
		% within Sector2	11.4%	9.0%	8.4%	11.1%	4.4%	4.6%	6.4%	6.6%	6.7%	8.3%	7.8%
	Business Administrative	Count	6	11	8	1	4	10	13	1	1	2	57

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and Support Service	% within Sector2	2.4%	2.9%	2.9%	5.6%	4.4%	4.2%	5.2%	0.8%	6.7%	8.3%	3.5%
Activities												
Public Administration	Count	17	23	18	2	14	37	27	16	4	3	161
	% within Sector2	6.9%	6.1%	6.6%	11.1%	15.4%	15.5%	10.8%	13.2%	26.7%	12.5%	9.7%
Education	Count	26	45	24	2	13	25	35	21	1	1	193
	% within Sector2	10.6%	11.9%	8.8%	11.1%	14.3%	10.5%	14.1%	17.4%	6.7%	4.2%	11.7%
Health	Count	24	40	39	1	17	40	29	12	0	2	204
	% within Sector2	9.8%	10.6%	14.3%	5.6%	18.7%	16.7%	11.6%	9.9%	0.0%	8.3%	12.3%
Other	Count	62	99	68	5	20	67	73	20	3	8	425
	% within Sector2	25.3%	26.3%	24.9%	27.8%	22.0%	28.0%	29.3%	16.5%	20.0%	33.3%	25.7%
Total	Count	245	377	273	18	91	239	249	121	15	24	1652
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

B1-Q5 Do you have a physical or mental health condition or illness lasting or expected to last 12 months or more? * Sector2 Crosstabulation

			Sector2										
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK	Total
B1-Q5 Do you have a physical or mental health condition or illness lasting or expected to last 12 months or more?	Yes	Count	41	72	40	6	25	53	61	19	3	2	322
		% within Sector2	13.4%	14.1%	12.2%	30.0%	19.7%	15.9%	16.5%	12.2%	15.8%	7.4%	14.7%
	No	Count	252	409	264	14	98	258	285	132	15	25	1752
		% within Sector2	82.1%	80.2%	80.7%	70.0%	77.2%	77.5%	77.2%	84.6%	78.9%	92.6%	79.8%
Don't know	Count	1	8	7	0	2	4	3	2	0	0	27	
	% within Sector2	0.3%	1.6%	2.1%	0.0%	1.6%	1.2%	0.8%	1.3%	0.0%	0.0%	1.2%	
Rather not say	Count	13	21	16	0	2	18	20	3	1	0	94	

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	% within Sector2	4.2%	4.1%	4.9%	0.0%	1.6%	5.4%	5.4%	1.9%	5.3%	0.0%	4.3%
Total	Count	307	510	327	20	127	333	369	156	19	27	2195
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

B1-Q6 Does your condition or illness reduce your ability to carry-out day-to-day activities? * Sector2 Crosstabulation

		Sector2										Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK		
B1-Q6 Does your condition or illness reduce your ability to carry-out day-to-day activities?	Yes, a lot	Count	16	20	13	1	8	12	17	4	1	0	92
		% within Sector2	39.0%	26.0%	33.3%	16.7%	32.0%	22.6%	26.6%	20.0%	33.3%	0.0%	27.9%
	Yes, a little	Count	17	28	20	1	9	21	24	9	2	1	132
		% within Sector2	41.5%	36.4%	51.3%	16.7%	36.0%	39.6%	37.5%	45.0%	66.7%	50.0%	40.0%
	Not at all	Count	8	29	6	4	8	20	23	7	0	1	106
		% within Sector2	19.5%	37.7%	15.4%	66.7%	32.0%	37.7%	35.9%	35.0%	0.0%	50.0%	32.1%
Total	Count	41	77	39	6	25	53	64	20	3	2	330	
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

B1-Q8 Which of the following best describes the annual income of your household (before tax)? * Sector2 Crosstabulation

		Sector2										Total	
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City	Other UK		
B1-Q8 Which of the	Less than £10,000	Count	9	18	6	0	12	10	14	6	1	1	77

**Borders Railway Baseline Study
Transport Scotland**

Following best describes the	% within Sector2	3.0%	3.7%	1.9%	0.0%	9.9%	3.2%	4.0%	3.9%	5.9%	3.8%	3.7%
Annual income of your household (before tax)?	£10,001 - £20,000 Count	21	62	37	1	17	44	52	24	3	3	264
	% within Sector2	7.1%	12.7%	11.9%	5.3%	14.0%	14.2%	14.7%	15.7%	17.6%	11.5%	12.6%
	£20,001 - £30,000 Count	33	49	43	3	23	57	50	29	1	3	291
	% within Sector2	11.1%	10.0%	13.8%	15.8%	19.0%	18.4%	14.1%	19.0%	5.9%	11.5%	13.9%
	£30,001 - £40,000 Count	30	69	37	1	17	36	38	20	2	3	253
	% within Sector2	10.1%	14.1%	11.9%	5.3%	14.0%	11.6%	10.7%	13.1%	11.8%	11.5%	12.1%
	£40,001 - £50,000 Count	40	54	38	6	8	37	35	15	5	4	242
	% within Sector2	13.5%	11.0%	12.2%	31.6%	6.6%	11.9%	9.9%	9.8%	29.4%	15.4%	11.5%
	£50,001 - £60,000 Count	28	35	27	0	7	18	24	11	0	2	152
	% within Sector2	9.5%	7.2%	8.7%	0.0%	5.8%	5.8%	6.8%	7.2%	0.0%	7.7%	7.2%
	Over £60,000 Count	64	70	50	3	14	45	55	14	2	5	322
	% within Sector2	21.6%	14.3%	16.0%	15.8%	11.6%	14.5%	15.5%	9.2%	11.8%	19.2%	15.4%
	Don't know Count	3	6	4	0	0	3	9	1	0	0	26
	% within Sector2	1.0%	1.2%	1.3%	0.0%	0.0%	1.0%	2.5%	0.7%	0.0%	0.0%	1.2%
	Prefer not to say Count	68	126	70	5	23	60	77	33	3	5	470
	% within Sector2	23.0%	25.8%	22.4%	26.3%	19.0%	19.4%	21.8%	21.6%	17.6%	19.2%	22.4%
Total	Count	296	489	312	19	121	310	354	153	17	26	2097
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

B1-Q9 How would you describe your cultural or ethnic background? * Sector2 Crosstabulation

	Sector2	Total
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Borders Railway **Baseline Study**
Transport **Scotland**

			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City	Other UK	
B1-Q9 How would you describe your cultural or ethnic background?	(White)Scottish	Count	215	400	256	11	97	225	253	111	12	17	1597
		% within Sector2	71.0%	78.1%	79.0%	55.0%	77.0%	68.8%	68.2%	70.7%	66.7%	63.0%	73.1%
	(White)English	Count	44	41	24	1	14	54	64	24	3	9	278
		% within Sector2	14.5%	8.0%	7.4%	5.0%	11.1%	16.5%	17.3%	15.3%	16.7%	33.3%	12.7%
	(White)Welsh, Northern Irish or British	Count	21	34	21	4	11	30	31	17	2	0	171
		% within Sector2	6.9%	6.6%	6.5%	20.0%	8.7%	9.2%	8.4%	10.8%	11.1%	0.0%	7.8%
	(White)Irish	Count	0	6	0	2	1	2	1	0	0	0	12
		% within Sector2	0.0%	1.2%	0.0%	10.0%	0.8%	0.6%	0.3%	0.0%	0.0%	0.0%	0.5%
	(White)Other European	Count	7	9	3	1	1	3	2	1	1	1	29
		% within Sector2	2.3%	1.8%	0.9%	5.0%	0.8%	0.9%	0.5%	0.6%	5.6%	3.7%	1.3%
	Any other white background	Count	4	1	6	1	0	1	3	2	0	0	18
		% within Sector2	1.3%	0.2%	1.9%	5.0%	0.0%	0.3%	0.8%	1.3%	0.0%	0.0%	0.8%
	Any mixed background	Count	1	0	0	0	1	3	1	0	0	0	6
		% within Sector2	0.3%	0.0%	0.0%	0.0%	0.8%	0.9%	0.3%	0.0%	0.0%	0.0%	0.3%
	(Asian)Indian	Count	0	2	3	0	0	1	0	0	0	0	6
		% within Sector2	0.0%	0.4%	0.9%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%
	(Asian)Pakistani	Count	1	1	1	0	0	0	0	0	0	0	3
		% within Sector2	0.3%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	(Asian)Chinese	Count	0	2	1	0	0	0	0	0	0	0	3
		% within Sector2	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
	Any other Asian background	Count	0	0	1	0	0	0	1	0	0	0	2
		% within Sector2	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.1%
	(Black)Caribbean	Count	0	0	0	0	0	0	0	1	0	0	1

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Transport Scotland

	% within Sector2	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%
Any other background	Count	2	0	0	0	0	0	2	0	0	0	4
	% within Sector2	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.2%
Don't know	Count	0	1	0	0	0	0	2	0	0	0	3
	% within Sector2	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.1%
Prefer not to say	Count	8	15	8	0	1	8	11	1	0	0	52
	% within Sector2	2.6%	2.9%	2.5%	0.0%	0.8%	2.4%	3.0%	0.6%	0.0%	0.0%	2.4%
Total	Count	303	512	324	20	126	327	371	157	18	27	2185
	% within Sector2	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Multiple Response

\$Q4_Empl_Status*Sector2 Crosstabulation

			Sector2										Total
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other Midlothian	Scottish Borders	Scottish Borders	Scottish Borders	Other Scottish	Edinburgh City	Other UK	
			1	2	3		Tier 1	Tier 2	Tier 3	Borders			
\$Q4_Empl_Status ^a	Full time employment	Count	468	607	523	56	131	409	427	211	90	51	2973
		% within Sector2	117.3%	93.0%	118.9%	112.0%	78.9%	91.9%	82.0%	103.9%	89.1%	108.5%	
	Part time employment	Count	107	150	106	9	46	131	110	67	12	7	745
		% within Sector2	26.8%	23.0%	24.1%	18.0%	27.7%	29.4%	21.1%	33.0%	11.9%	14.9%	
	Full or part time further education	Count	29	30	23	3	6	30	24	10	6	6	167
		% within Sector2	7.3%	4.6%	5.2%	6.0%	3.6%	6.7%	4.6%	4.9%	5.9%	12.8%	
	Full or part time higher education	Count	24	38	22	0	12	24	22	8	1	4	155
		% within Sector2	6.0%	5.8%	5.0%	0.0%	7.2%	5.4%	4.2%	3.9%	1.0%	8.5%	
	Permanently sick or disabled	Count	21	30	23	5	7	22	17	9	9	1	144
		% within Sector2	5.3%	4.6%	5.2%	10.0%	4.2%	4.9%	3.3%	4.4%	8.9%	2.1%	

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Not in employment/looking after home or family	Count	32	28	38	6	13	18	34	19	6	2	196
	% within Sector2	8.0%	4.3%	8.6%	12.0%	7.8%	4.0%	6.5%	9.4%	5.9%	4.3%	
Unemployed	Count	15	29	27	3	6	15	13	7	5	1	121
	% within Sector2	3.8%	4.4%	6.1%	6.0%	3.6%	3.4%	2.5%	3.4%	5.0%	2.1%	
Retired	Count	156	373	178	25	94	261	341	73	54	22	1577
	% within Sector2	39.1%	57.1%	40.5%	50.0%	56.6%	58.7%	65.5%	36.0%	53.5%	46.8%	
Other	Count	17	37	12	1	4	37	22	12	6	0	148
	% within Sector2	4.3%	5.7%	2.7%	2.0%	2.4%	8.3%	4.2%	5.9%	5.9%	0.0%	
N/A	Count	1525	2596	1688	192	677	1723	2116	802	417	188	11924
	% within Sector2	382.2%	397.5%	383.6%	384.0%	407.8%	387.2%	406.1%	395.1%	412.9%	400.0%	
Total	Count	399	653	440	50	166	445	521	203	101	47	3025

Percentages and totals are based on respondents.

a. Group

\$Q11_mode_station*Sector2 Crosstabulation

			Sector2								Total		
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders		Edinburgh City	Other UK
\$Q11_mode_station ^a	Q11 What mode(s) of transports do you anticipate using to travel to the station? (Tick all that apply).	Count	319	325	142	6	145	250	36	7	20	17	1267
		% within Sector2	95.2%	61.4%	40.2%	17.6%	94.2%	62.0%	8.6%	5.6%	29.4%	43.6%	
Cycle	Count	21	71	35	0	16	45	50	4	5	3	250	
	% within Sector2	6.3%	13.4%	9.9%	0.0%	10.4%	11.2%	11.9%	3.2%	7.4%	7.7%		

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Car driver	Count	50	282	216	17	22	223	347	106	11	25	1299
	% within Sector2	14.9%	53.3%	61.2%	50.0%	14.3%	55.3%	82.8%	84.1%	16.2%	64.1%	
Car passenger	Count	17	113	79	6	14	110	140	31	7	5	522
	% within Sector2	5.1%	21.4%	22.4%	17.6%	9.1%	27.3%	33.4%	24.6%	10.3%	12.8%	
Bus	Count	5	143	108	18	7	109	171	42	43	7	653
	% within Sector2	1.5%	27.0%	30.6%	52.9%	4.5%	27.0%	40.8%	33.3%	63.2%	17.9%	
Taxi	Count	5	30	24	2	10	45	40	2	4	2	164
	% within Sector2	1.5%	5.7%	6.8%	5.9%	6.5%	11.2%	9.5%	1.6%	5.9%	5.1%	
Total	Count	335	529	353	34	154	403	419	126	68	39	2460

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$Q21_PT_satisfaction*Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City		Other UK
\$Q21_PT_satisfaction ^a	Q21 What are the main factors which influence this?	Count	214	415	245	26	63	171	242	76	56	21	1529
	Availability of PT services	% within Sector2	71.1%	77.3%	72.1%	68.4%	63.0%	67.9%	74.5%	64.4%	74.7%	65.6%	
	Frequency	Count	216	401	232	28	67	157	218	76	49	22	1466
	Fares	% within Sector2	71.8%	74.7%	68.2%	73.7%	67.0%	62.3%	67.1%	64.4%	65.3%	68.8%	
	Fares	Count	119	203	97	15	44	72	102	38	24	10	724
	Length of operating day	% within Sector2	39.5%	37.8%	28.5%	39.5%	44.0%	28.6%	31.4%	32.2%	32.0%	31.3%	
	Length of operating day	Count	87	164	104	10	18	58	89	37	29	11	607

Borders Railway Baseline Study
Transport Scotland

	% within Sector2	28.9%	30.5%	30.6%	26.3%	18.0%	23.0%	27.4%	31.4%	38.7%	34.4%	
Overall journey time	Count	130	168	104	15	34	90	124	46	26	11	748
	% within Sector2	43.2%	31.3%	30.6%	39.5%	34.0%	35.7%	38.2%	39.0%	34.7%	34.4%	
Reliability	Count	120	235	134	15	31	87	113	21	38	8	802
	% within Sector2	39.9%	43.8%	39.4%	39.5%	31.0%	34.5%	34.8%	17.8%	50.7%	25.0%	
Total	Count	301	537	340	38	100	252	325	118	75	32	2118

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$Q24_PT_improvements*Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier	Midlothian Tier	Midlothian Tier	Other	Scottish	Scottish	Scottish	Other Scottish			
			1	2	3	Midlothian	Borders Tier 1	Borders Tier 2	Borders Tier 3	Borders	Edinburgh City		Other UK
\$Q24_PT_improvements ^a	Q24 Which improvements would make you use it more? Availability of PT services	Count	101	203	171	10	52	136	167	85	19	18	962
		% within Sector2	36.7%	45.4%	54.6%	40.0%	49.5%	50.9%	50.9%	59.4%	48.7%	48.6%	
Frequency	Count	136	230	155	12	56	148	202	85	20	24	1068	
		% within Sector2	49.5%	51.5%	49.5%	48.0%	53.3%	55.4%	61.6%	59.4%	51.3%	64.9%	
Fares	Count	90	147	77	11	62	137	114	57	19	15	729	
		% within Sector2	32.7%	32.9%	24.6%	44.0%	59.0%	51.3%	34.8%	39.9%	48.7%	40.5%	
Length of operating day	Count	70	109	105	4	31	86	132	49	16	13	615	
		% within Sector2	25.5%	24.4%	33.5%	16.0%	29.5%	32.2%	40.2%	34.3%	41.0%	35.1%	
Overall journey time	Count	198	233	150	15	56	117	146	61	13	16	1005	

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	% within Sector2	72.0%	52.1%	47.9%	60.0%	53.3%	43.8%	44.5%	42.7%	33.3%	43.2%	
Reliability	Count	73	121	85	4	41	87	94	37	14	13	569
	% within Sector2	26.5%	27.1%	27.2%	16.0%	39.0%	32.6%	28.7%	25.9%	35.9%	35.1%	
Total	Count	275	447	313	25	105	267	328	143	39	37	1979

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$Q29_Return_jrn*Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
\$Q29_Return_jrn ^a	1.0	Count	583	1010	640	77	287	787	914	376	195	86	4955
		% within Sector2	158.4%	167.5%	156.1%	167.4%	185.2%	187.4%	191.2%	201.1%	219.1%	191.1%	
	2.0	Count	252	373	271	25	145	488	474	200	37	37	2302
		% within Sector2	68.5%	61.9%	66.1%	54.3%	93.5%	116.2%	99.2%	107.0%	41.6%	82.2%	
	3.0	Count	206	355	226	11	76	180	208	95	43	23	1423
		% within Sector2	56.0%	58.9%	55.1%	23.9%	49.0%	42.9%	43.5%	50.8%	48.3%	51.1%	
	4.0	Count	87	141	91	7	25	48	70	25	10	4	508
		% within Sector2	23.6%	23.4%	22.2%	15.2%	16.1%	11.4%	14.6%	13.4%	11.2%	8.9%	
	5.0	Count	154	194	159	28	36	88	104	31	26	8	828
		% within Sector2	41.8%	32.2%	38.8%	60.9%	23.2%	21.0%	21.8%	16.6%	29.2%	17.8%	
	6.0	Count	36	73	60	12	13	31	24	6	8	7	270
		% within Sector2	9.8%	12.1%	14.6%	26.1%	8.4%	7.4%	5.0%	3.2%	9.0%	15.6%	
	7.0	Count	41	62	43	3	10	14	30	5	4	5	217

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Transport Scotland

	% within Sector2	11.1%	10.3%	10.5%	6.5%	6.5%	3.3%	6.3%	2.7%	4.5%	11.1%	
8.0	Count	11	12	14	1	4	7	8	1	1	1	60
	% within Sector2	3.0%	2.0%	3.4%	2.2%	2.6%	1.7%	1.7%	0.5%	1.1%	2.2%	
9.0	Count	25	50	33	3	3	12	24	2	4	2	158
	% within Sector2	6.8%	8.3%	8.0%	6.5%	1.9%	2.9%	5.0%	1.1%	4.5%	4.4%	
10.0	Count	4	5	6	0	2	3	4	0	1	0	25
	% within Sector2	1.1%	0.8%	1.5%	0.0%	1.3%	0.7%	0.8%	0.0%	1.1%	0.0%	
11.0	Count	16	28	22	5	3	4	16	1	2	2	99
	% within Sector2	4.3%	4.6%	5.4%	10.9%	1.9%	1.0%	3.3%	0.5%	2.2%	4.4%	
12.0	Count	57	109	75	12	16	18	36	6	25	5	359
	% within Sector2	15.5%	18.1%	18.3%	26.1%	10.3%	4.3%	7.5%	3.2%	28.1%	11.1%	
Total	Count	368	603	410	46	155	420	478	187	89	45	2801

Percentages and totals are based on respondents.

a. Group

\$Q30_Shopping*Sector2 Crosstabulation

			Sector2								Total		
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders		Edinburgh City	Other UK
\$Q30_Shopping ^a	Q30 What mode(s) of transport do you typically use for these journeys Shopping	Count	235	373	248	29	86	241	274	119	24	21	1650
		% within Sector2	63.9%	61.9%	60.5%	63.0%	55.5%	57.4%	57.3%	63.6%	27.0%	46.7%	
	Car or van all the way	Count	39	68	46	3	14	66	63	36	0	0	335
	Park and ride(car-bus)	Count											

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	% within Sector2	10.6%	11.3%	11.2%	6.5%	9.0%	15.7%	13.2%	19.3%	0.0%	0.0%	
Park and ride(car-train)	Count	6	9	16	1	6	26	27	23	1	6	121
	% within Sector2	1.6%	1.5%	3.9%	2.2%	3.9%	6.2%	5.6%	12.3%	1.1%	13.3%	
Bus	Count	133	248	152	23	38	92	104	19	41	10	860
	% within Sector2	36.1%	41.1%	37.1%	50.0%	24.5%	21.9%	21.8%	10.2%	46.1%	22.2%	
Taxi	Count	3	11	13	0	1	0	0	1	3	0	32
	% within Sector2	0.8%	1.8%	3.2%	0.0%	0.6%	0.0%	0.0%	0.5%	3.4%	0.0%	
Bicycle	Count	3	12	4	0	0	0	2	0	0	0	21
	% within Sector2	0.8%	2.0%	1.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	
Motorbike	Count	3	2	1	0	0	0	0	0	0	0	6
	% within Sector2	0.8%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Other	Count	2	12	3	0	0	4	4	2	2	1	30
	% within Sector2	0.5%	2.0%	0.7%	0.0%	0.0%	1.0%	0.8%	1.1%	2.2%	2.2%	
NA	Count	41	65	42	9	30	76	93	36	28	14	434
	% within Sector2	11.1%	10.8%	10.2%	19.6%	19.4%	18.1%	19.5%	19.3%	31.5%	31.1%	
Total	Count	368	603	410	46	155	420	478	187	89	45	2801

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$Q30_leisure*Sector2 Crosstabulation

	Sector2										Total
					Scottish Borders	Scottish Borders	Scottish Borders	Other Scottish			
	Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Tier 1	Tier 2	Tier 3	Borders	Edinburgh City	Other UK	
\$Q30_leisure ^a Q30 What mode(s) of _____ Count	213	322	218	25	84	208	243	106	22	16	1457

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transport do you typically use % within Sector2												
for these journeys (please												
tick all that apply) Where you												
do not make any trips for the												
purpose described please												
select n/a		57.9%	53.4%	53.2%	54.3%	54.2%	49.5%	50.8%	56.7%	24.7%	35.6%	
Leisure												
(cinema/theatre/eating												
out/nights out) or sport												
(participation and spectating)												
Park and ride(car-bus)	Count	24	51	36	4	14	42	64	18	1	1	255
	% within Sector2	6.5%	8.5%	8.8%	8.7%	9.0%	10.0%	13.4%	9.6%	1.1%	2.2%	
Park and ride(car-train)	Count	4	6	10	0	5	14	20	15	0	6	80
	% within Sector2	1.1%	1.0%	2.4%	0.0%	3.2%	3.3%	4.2%	8.0%	0.0%	13.3%	
Bus	Count	163	252	156	24	33	66	96	19	41	9	859
	% within Sector2	44.3%	41.8%	38.0%	52.2%	21.3%	15.7%	20.1%	10.2%	46.1%	20.0%	
Taxi	Count	29	31	36	1	0	1	2	0	3	1	104
	% within Sector2	7.9%	5.1%	8.8%	2.2%	0.0%	0.2%	0.4%	0.0%	3.4%	2.2%	
Bicycle	Count	1	10	5	1	0	1	2	0	0	0	20
	% within Sector2	0.3%	1.7%	1.2%	2.2%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	
Motorbike	Count	1	0	0	0	1	0	1	1	0	0	4
	% within Sector2	0.3%	0.0%	0.0%	0.0%	0.6%	0.0%	0.2%	0.5%	0.0%	0.0%	
Other	Count	1	10	3	0	1	3	2	2	2	1	25
	% within Sector2	0.3%	1.7%	0.7%	0.0%	0.6%	0.7%	0.4%	1.1%	2.2%	2.2%	
NA	Count	47	88	62	7	36	133	130	57	33	15	608

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	% within Sector2	12.8%	14.6%	15.1%	15.2%	23.2%	31.7%	27.2%	30.5%	37.1%	33.3%	
Total	Count	368	603	410	46	155	420	478	187	89	45	2801

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$Q30_business*Sector2 Crosstabulation

			Sector2									Total	
			Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK
			\$Q30_business ^a	Q30 What mode(s) of transport do you typically use for these journeys (please tick all that apply) Where you do not make any trips for the purpose described please select n/a	Count	78	137	113	9	40	97		105
		% within Sector2	21.2%	22.7%	27.6%	19.6%	25.8%	23.1%	22.0%	28.3%	11.2%	24.4%	
	Business (not commuting)												
	Park and ride(car-bus)	Count	7	16	8	1	4	12	16	8	0	0	72
		% within Sector2	1.9%	2.7%	2.0%	2.2%	2.6%	2.9%	3.3%	4.3%	0.0%	0.0%	
	Park and ride(car-train)	Count	2	7	5	0	4	7	8	10	0	3	46
		% within Sector2	0.5%	1.2%	1.2%	0.0%	2.6%	1.7%	1.7%	5.3%	0.0%	6.7%	
	Bus	Count	32	52	34	7	14	20	25	7	15	5	211
		% within Sector2	8.7%	8.6%	8.3%	15.2%	9.0%	4.8%	5.2%	3.7%	16.9%	11.1%	
	Taxi	Count	4	4	6	1	0	0	2	0	0	0	17

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	% within Sector2	1.1%	0.7%	1.5%	2.2%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	
Bicycle	Count	1	7	2	0	0	0	4	0	0	0	14
	% within Sector2	0.3%	1.2%	0.5%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	
Motorbike	Count	0	1	1	0	1	1	1	0	0	0	5
	% within Sector2	0.0%	0.2%	0.2%	0.0%	0.6%	0.2%	0.2%	0.0%	0.0%	0.0%	
Other	Count	1	9	2	0	1	4	4	3	1	1	26
	% within Sector2	0.3%	1.5%	0.5%	0.0%	0.6%	1.0%	0.8%	1.6%	1.1%	2.2%	
NA	Count	261	412	264	32	97	298	342	125	66	29	1926
	% within Sector2	70.9%	68.3%	64.4%	69.6%	62.6%	71.0%	71.5%	66.8%	74.2%	64.4%	
Total	Count	368	603	410	46	155	420	478	187	89	45	2801

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$Q30_visiting_ff*Sector2 Crosstabulation

		Sector2									Total		
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders Tier 1	Scottish Borders Tier 2	Scottish Borders Tier 3	Other Scottish Borders	Edinburgh City		Other UK	
\$Q30_visiting_ff ^a	Q30 What mode(s) of	Count	213	347	237	24	86	209	243	96	22	21	1498

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transport do you typically use % within Sector2												
for these journeys (please												
tick all that apply) Where you												
do not make any trips for the												
purpose described please		57.9%	57.5%	57.8%	52.2%	55.5%	49.8%	50.8%	51.3%	24.7%	46.7%	
select n/a												
Visiting friends and relatives												
Park and ride(car-bus)	Count	9	21	17	4	7	13	23	8	0	0	102
	% within Sector2	2.4%	3.5%	4.1%	8.7%	4.5%	3.1%	4.8%	4.3%	0.0%	0.0%	
Park and ride(car-train)	Count	1	6	7	0	3	8	5	11	0	5	46
	% within Sector2	0.3%	1.0%	1.7%	0.0%	1.9%	1.9%	1.0%	5.9%	0.0%	11.1%	
Bus	Count	75	139	88	20	23	56	64	10	33	9	517
	% within Sector2	20.4%	23.1%	21.5%	43.5%	14.8%	13.3%	13.4%	5.3%	37.1%	20.0%	
Taxi	Count	11	12	14	2	1	1	2	0	0	2	45
	% within Sector2	3.0%	2.0%	3.4%	4.3%	0.6%	0.2%	0.4%	0.0%	0.0%	4.4%	
Bicycle	Count	2	10	5	1	0	0	3	0	0	0	21
	% within Sector2	0.5%	1.7%	1.2%	2.2%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	
Motorbike	Count	3	1	2	0	0	0	1	1	0	0	8
	% within Sector2	0.8%	0.2%	0.5%	0.0%	0.0%	0.0%	0.2%	0.5%	0.0%	0.0%	
Other	Count	3	14	5	0	0	2	4	2	1	1	32
	% within Sector2	0.8%	2.3%	1.2%	0.0%	0.0%	0.5%	0.8%	1.1%	1.1%	2.2%	
NA	Count	104	174	109	13	56	162	183	75	42	15	933
	% within Sector2	28.3%	28.9%	26.6%	28.3%	36.1%	38.6%	38.3%	40.1%	47.2%	33.3%	
Total	Count	368	603	410	46	155	420	478	187	89	45	2801

Borders Railway Baseline Study
Transport Scotland

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.

\$B1_Q7*Sector2 Crosstabulation

		Sector2									Total		
		Midlothian Tier 1	Midlothian Tier 2	Midlothian Tier 3	Other Midlothian	Scottish Borders	Scottish Borders	Scottish Borders	Other Scottish	Edinburgh City		Other UK	
						Tier 1	Tier 2	Tier 3	Borders				
\$B1_Q7 ^a	B1-Q7 Do any of the following Statements apply to you? (please tick all that apply)	Count	10	22	9	0	4	14	17	3	0	1	80
		% within Sector2	3.3%	4.3%	2.8%	0.0%	3.2%	4.3%	4.6%	1.9%	0.0%	3.8%	
	B1Q7_2	Count	230	415	268	15	94	254	302	121	11	16	1726
		% within Sector2	76.2%	81.2%	82.5%	75.0%	75.8%	77.7%	81.4%	77.1%	61.1%	61.5%	
	B1Q7_3	Count	68	89	53	5	28	67	60	35	7	9	421
		% within Sector2	22.5%	17.4%	16.3%	25.0%	22.6%	20.5%	16.2%	22.3%	38.9%	34.6%	
Total	Count		302	511	325	20	124	327	371	157	18	26	2181

Percentages and totals are based on respondents.

a. Dichotomy group tabulated at value 1.



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

0141 272 7100

info@transport.gov.scot

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