Background

• How long workers and job seekers are willing to travel to employment influences the range of job opportunities (e.g. Holzer, 1991).

• Hence, differences in the willingness or ability to travel longer to work, and the accessibility of suitable work opportunities, will influence the employment outcomes between people.
TTW and income

• Leisure is a normal good, i.e. as incomes rise more leisure is demanded, so travel time falls to facilitate this.

• Aronsson and Brännäs (1996) support BUT....

• Izrael and McCarthy (1985) and Brännäs and Laitila (1992) found that travel-to-work time increased with earnings.

• Other factors more important.....

Employability and TTW

• Characteristics of person and type of work being sought (Individual factors – age, literacy, health, skills, confidence)

• Influences on ability to travel (Personal circumstances – caring roles, h/d circumstances (‘chaotic lifestyle’), debt, social capital)

• Attraction of job – pay/conditions/specialty; transport characteristics; & alternatives to work income; knowledge of jobs (External factors – jobs, transport, benefits, services)

• Matching factors – job search

See: McQuaid and Lindsay (2005)
Simple model

- \( \varphi = \varphi(C;L;Z) \) \hspace{1cm} (1)
- Where \( C \) is consumption, \( L \) is leisure and \( Z \) a set of exogenous factors. These functional determinants of utility are themselves determined by

- \( C = c(Y) \) \hspace{1cm} (2)
- \( L_E = T - H_{\text{travel}} - H_{\text{work}} - H_{\text{care}} \) \hspace{1cm} (3)
- \( L_U = T - S_{\text{search}} - H_{\text{care}} \) \hspace{1cm} (4)

Operational model

- \( K = 1 \) willing to travel up to 60 minutes to and from work (30 minutes each way)
- \( K = 2 \) willing to travel over 60 minutes or over to and from work.

\[
T_i = \overline{X}_i + \varepsilon_i
\]
Sample characteristics

- 12,565 disadvantaged parents who participated in WFF
- Across most of Scotland (20 local authorities)
Logistic regression model: transition

- Probability of being willing to travel further (more than 60 minutes both ways) to work is dependent upon a range of independent variables/factors (individual, personal circumstances, external)
- Interactions

Logistic regression model (indiv):
More likely to travel further to work:

- Gender: the probability of women being willing to commute for over 60 minutes was only third of that of men (Exp(B)=0.387) (p=0.000).
- Non-whites (0.757) (p=0.026).
- Those in full-time work were willing to travel the longest, compared to those in part-time work or those who had been out of work up to 6 months or 1-5 years.
Model (personal circumstances):

- Youngest child over 5 years old were slightly (1.113) more likely to travel further (p=0.041)
- Lone parents (0.859) less willing to travel longer than others (p=0.011)
- Users of formal childcare arrangements (0.821) (p=0.017)
- Owner occupation is associated with a lower (0.862) the reverse of the descriptive statistics (p=0.052)

Model (external circumstances):

- Availability of public transport (1.162) more likely to be willing to travel more (p=0.075)
- Cost of public transport was not sig., (but –ve); availability private transport not sig. (+ve)
- Professionals longer than all other occupations
- Perceived discrimination (1.241) (p=0.028)
- Compared to those living in large urban areas, people in other urban areas (0.746), accessible small towns (1.357) and accessible rural areas (1.381), remote rural areas times (2.759). E.g. S. Lanarks 66.7% >60min; N Lanarks 51.9%
Conclusions

• Important are:
  - Mothers and long term unemployed
  - Childcare and age of children important
  - Profession (linked to income)
  - Perceived discrimination and where a person lives are all important
  - But: Age and qualifications not significant

• So individual characteristics, personal circumstances and external factors are all important
References


Thank you for listening

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