



# National Travel Attitudes Study: 2019 Wave 1

## About this release

This is a companion product of the National Travel Survey (NTS). Whilst the NTS provides a wealth of information on the travel patterns and behaviour of individuals, the National Travel Attitudes Study (NTAS) provides information on public attitudes to travel and transport.

The NTAS covers responses from individuals aged over 16 in England, drawn from people who have previously responded to the NTS.

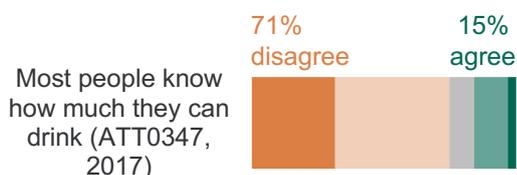
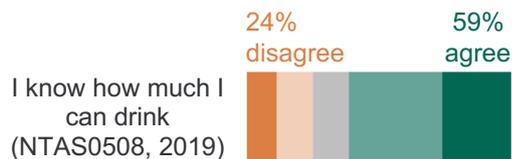
Where available, data from British Social Attitudes (BSA) Survey is provided to allow the NTAS data to continue the time series.

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## People are more confident about their own drink driving limits, than about others

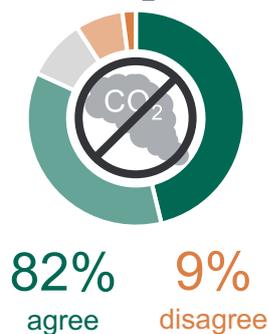
59% of people think they know their drinking limit, but only 15% think that other people know the same. 81% of people however think that someone shouldn't drive if they have drunk *any* alcohol.



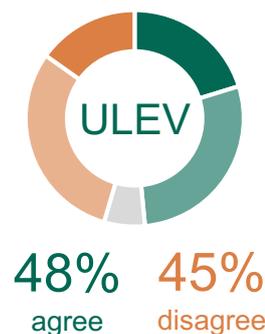
## Different attitudes towards low CO2 vehicles, and ultra-low emission vehicles

When asked about the next planned vehicle purchase, 82% of people responded that they would be likely to consider a vehicle with lower CO2 emissions, and 48% would be likely to consider an ultra-low emission vehicle.

Low CO<sub>2</sub> vehicle



Ultra low emission vehicle



## Support for people with disabilities

93%

agree that special provisions should be available on public transport for people with disabilities.

97%

agree that they would give space on public transport to a person with a disability.

## About the National Travel Attitudes Study (NTAS)

### What is the NTAS?

The National Travel Attitudes Study (NTAS) is a survey of public attitudes about travel and transport. It is asked of people who have previously responded to the [National Travel Survey \(NTS\)](#) and who have consented to being contacted for further studies. This has the advantage of allowing a comparison between attitudes to travel and actual travel behaviour.

Because of the short length of the NTAS we can perform multiple surveys per year, allowing us to ask many different questions on different topics throughout the year.

In the first wave we are using the NTAS to ask questions previously asked on the British Social Attitudes (BSA) survey. As the NTAS is a "successor" to BSA, asking the same questions for this first wave gives a way of measuring the effect of changing the mode on the responses to they survey, as well as providing data to users who relied upon BSA data for their work.

### Why is it different to BSA?

BSA is run by NatCen and surveys a random selection of the public on attitudes across a wide variety of topics. Between 2002 and 2018 the Department for Transport asked questions on travel and transport on this survey, but in 2019 decided to commission their own survey on this topic. This was largely to allow us to compare travel attitudes to actual travel behaviour, but was also to take advantage of the more flexible panel survey format.

BSA asks questions of individuals in England, Scotland or Wales, aged 18 and over. The NTAS sample is based upon respondents to the NTS, and as such relates to individuals in England only, aged 16 and over.

### How comparable are the NTAS and BSA?

Generally speaking, the NTAS and BSA are comparable, and in this statistical release we have shown the time series for both products. For a majority of questions the 2019 NTAS figure matches the trend that was followed by BSA responses, both in terms of the general sentiment but also at an individual question level, however users should exercise caution when comparing 2019 NTAS data with BSA data from previous years. With more years of data in the future we can be more sure that NTAS data continues trends (or not), and that 2019 data is not merely a result of changing the way in which we deliver this survey.

In addition, it have been observed that in general respondents to the NTAS have been responding more positively towards preserving the environment and reducing the impact of transport on climate change where the question relates to this.

All charts and figures in this publication comparing BSA and NTAS, or discussing data between 2005 and 2018, relate to people aged 18+ in England. Where we have used NTAS data only, it relates to people aged 16+ in England. The scope of the data are noted on the charts.

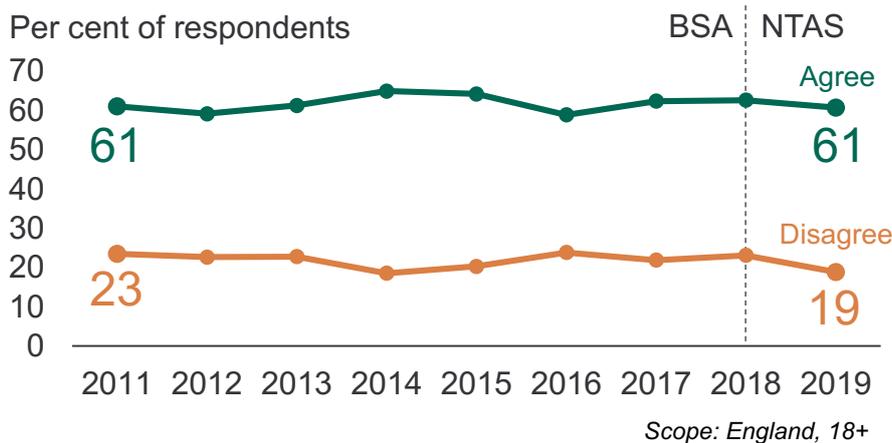


## Cycling

Two questions on attitudes towards cycling were included in wave 1 of the 2019 NTAS, however other questions in the survey are related to cycling, such as the data in table NTAS0207 - the willingness of people to switch from car to bicycle for journeys of under two miles.

### Perception of cycling being too dangerous (NTAS0101)

The proportion of people who believe that cycling on the roads is too dangerous has remained steady at 61%. In the same time period, the number of people who disagree has fallen to 19%.



### Cycling and Walking Strategy

The government's ambition is to make cycling and walking a natural choice for shorter journeys, or part of longer journeys, by 2040.

[See here](#) for more information on cycling policy, infrastructure, funding, and standards.



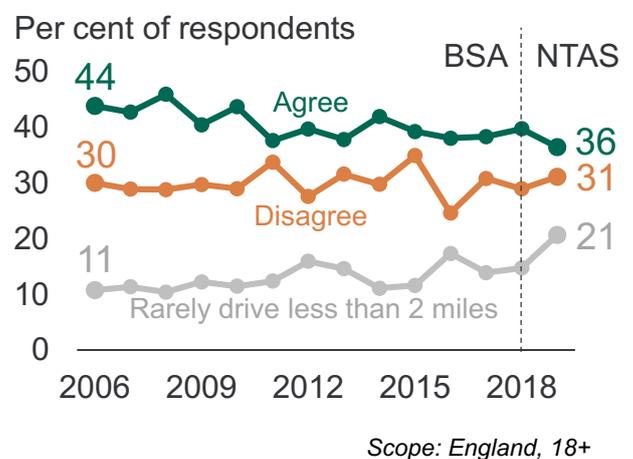
### Drivers should leave enough space for cyclists (NTAS0102)

In 2019, 2% of respondents disagreed with the statement "Drivers should leave enough space for cyclists on the roads", compared with 95% of people who agreed.

### Willingness to switch from car to bicycle for journeys under two miles (NTAS0207)

The proportion of respondents who agreed that they were willing to switch to cycling from using the car for journeys of under two miles has been decreasing from 44% in 2006 to 36% in 2019, however the proportion who disagree has been broadly flat at about 31%.

Over the same period there has been an increase in the number of people who report that they never or rarely use a car for journeys under two miles, from 11% in 2006 to 21% in 2019.





## Climate Change

Questions in this category relate to perceptions of climate change and transport, including low-emission and zero-emission vehicles and, willingness to change travel behaviour to reduce the impact on the climate.

### Willingness to make the next car purchase a low CO<sub>2</sub> vehicle (NTAS0201)

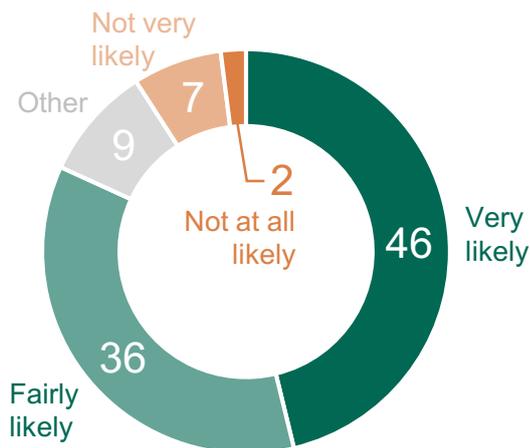
in 2019, 82% of respondents said that when they next buy a car, they would be likely to purchase a vehicle with low CO<sub>2</sub> emissions.

Some 9% were not likely to purchase a low CO<sub>2</sub> vehicle, and a further 9% said they had no plans to purchase a car in the near future.

### Willingness to make the next car purchase an ultra-low emission vehicle (NTAS0410)

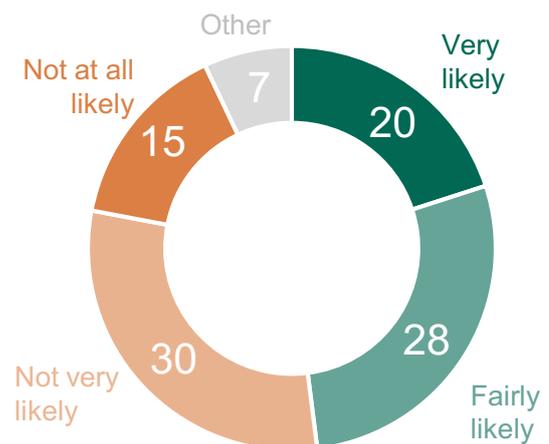
Despite 82% being willing to purchase a low CO<sub>2</sub> vehicle, in 2019 willingness to purchase an ultra-low emission vehicle (ULEV) is more evenly split. 48% of respondents to the NTAS say they would consider purchasing an ultra-low emission vehicle for their next car purchase, compared to 45% who would not.

### Willingness to make the next car purchase a low CO<sub>2</sub> vehicle in 2019 (NTAS0201)



Scope: England, 16+

### Willingness to make the next car purchase an ultra-low emission vehicle in 2019 (NTAS0410)



Scope: England, 16+

### Climate change and energy

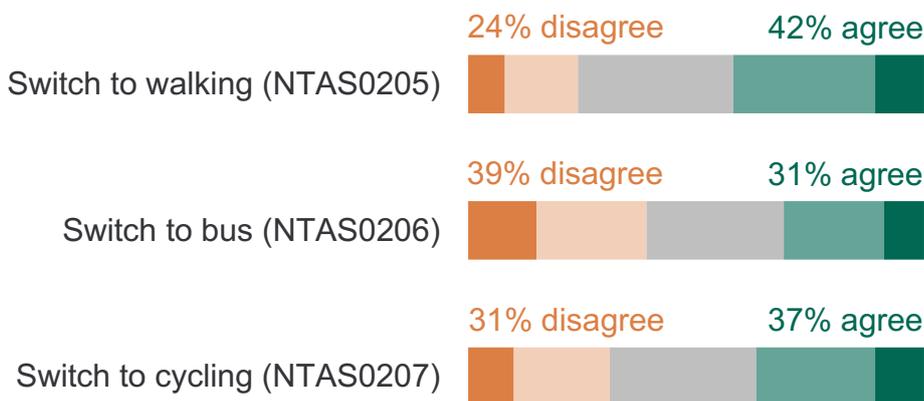
[See here](#) for more information on the Department for Transport's approach to climate change, including information on schemes such as:

- Workplace Charging Scheme;
- Electric Vehicle Home-charge Scheme;
- Clean Growth Fund.

More information on the proportion of people who drive can be found in NTAS0401, as well as in the National Travel Survey (for example, [NTS0103](#), [NTS0308](#), and [NTS0105](#)).

## Willingness to switch to other travel modes, to reduce the amount of car journeys of under two miles (NTAS0205 to NTAS0207)

When asked about the potential of taking other travel modes instead of travelling by car for journeys of less than two miles, a higher proportion of people were willing to walk or cycle to make this journey. When buses are considered however, 39% would not switch to the bus for these journeys.



Scope: England, 16+

### Other surveys

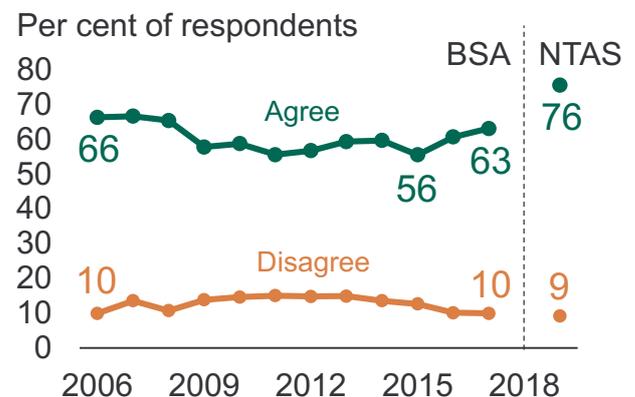
The Department for Transport also surveys [public attitudes towards transport technology](#), which includes attitudes towards electric vehicles and other new technologies. Other DfT social research is [publicly available on their website](#).

The Department for Business, Energy and Industrial Strategy (BEIS) also [survey members of the public](#), including questions on clean growth, smart meters, as well as energy sources, supply, and security.

## Reduction of car use for the sake of the environment (NTAS0406)

BSA time series for this question (ATT0332) shows that the number of respondents who disagree has remained broadly steady at around 10% since 2006, however over the previous decade fewer people agreed until 2015, after which sentiment increased. In 2019, 76% of respondents on the NTAS agree that people should reduce car use for the sake of the environment.

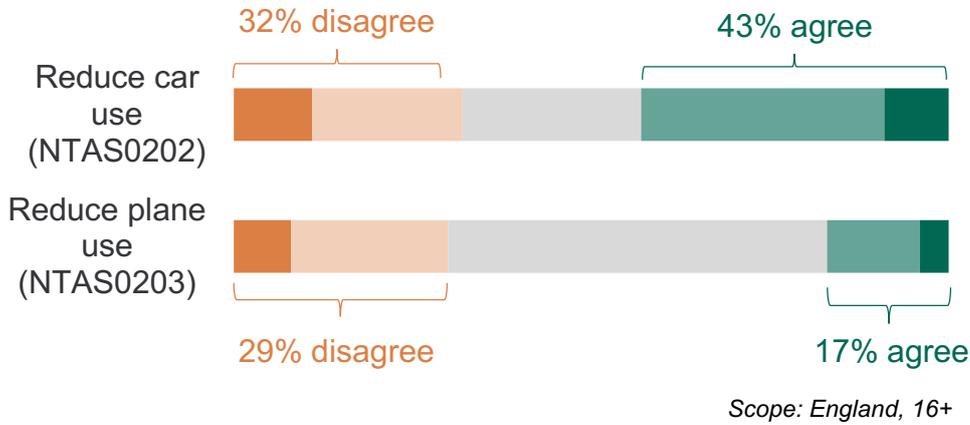
The figure for the 2019 NTAS was 12 percentage points higher than the 2017 BSA figure, however this is part of an overall trend in increasingly positive sentiment towards environmental issues, as well as a decrease in the number of people who answer "don't know" or "neither" on the NTAS, compared to BSA. Therefore we cannot be sure that these NTAS figures truly continue the trend of BSA, however data in future years will make this apparent.



Scope: England, 18+

## Willingness to reduce car and plane use to reduce climate change (NTAS0202 and NTAS0203)

In 2019, more respondents felt willing to reduce the amount they use a car in order to reduce the impact of climate change, than those who were willing to reduce plane usage. 23% of respondents however say that they never fly.

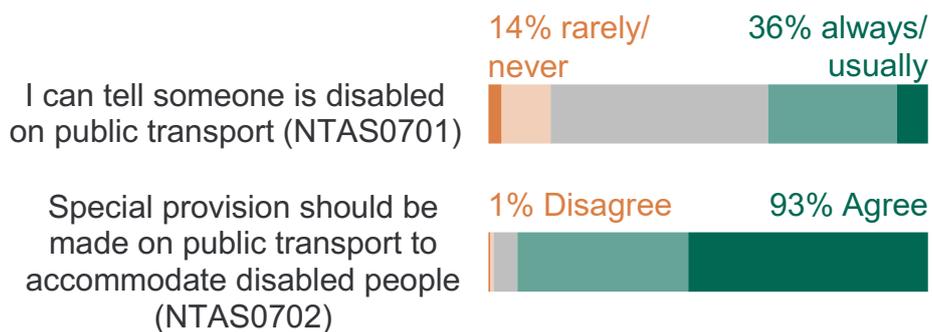


### Disability and Transport

Questions in this category relate to attitudes around disabled access to transport, and behaviour towards people with disabilities.

In 2019 97% of people report that they would make room on public transport for people with disabilities, and 93% believe that there should be special accommodation made on public transport for people with disabilities.

In 2019, 36% of people believe they would be able to identify a person with a disability on public transport.



### Disabilities and transport

Information on transport accessibility and mobility can be found on the [Department for Transport website](#).

Opinions related to disabilities can also be found in the [ONS Opinions Survey](#). Information on policy issues and national strategy with regards to disabilities can be found at the website for the [Office of Disability Issues](#), part of the Department for Work and Pensions.

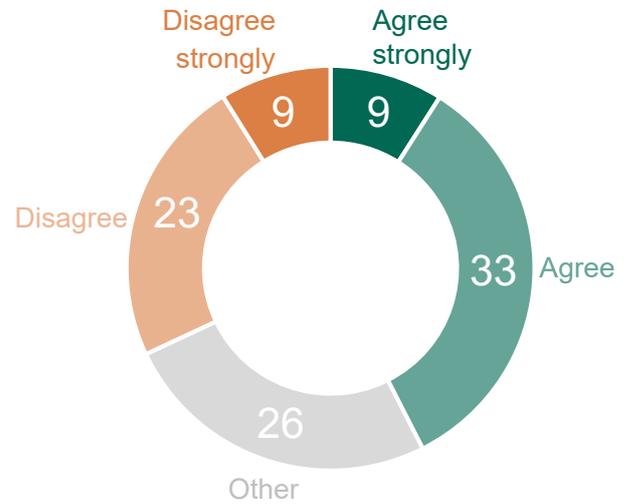


## Aviation

Questions in this category relate to attitudes around aviation usage and the impact of aviation on the environment and communities.

### The price of a plane ticket should reflect the environmental impact (NTAS0304)

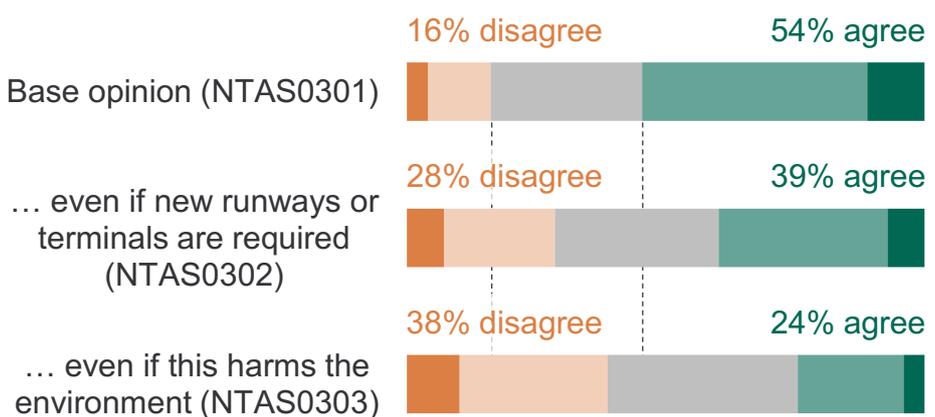
In 2019, 42% of people surveyed agreed that the price of a plane ticket should reflect the impact of aviation on the environment, compared to 32% who disagree.



Scope: England, 16+

### People should be able to travel by plane as much as they like (NTAS0301, -0302 and -0304)

In 2019 a total of 54% of respondents agree that people should be able to travel by plane as much as they like, compared to 16% who disagree, however opinion shifts when presented with a trade off. In general, respondents were less likely to agree if new runways or terminals were required, compared to the potential damage of to the environment.



Scope: England, 16+

#### Aviation links

Further statistics on the experience of aviation passengers is available on the [government website](#).

Information on the impact of aviation on the environment including noise, including carbon abatement strategy and air quality, [can be found here](#).



## Road congestion and the environment

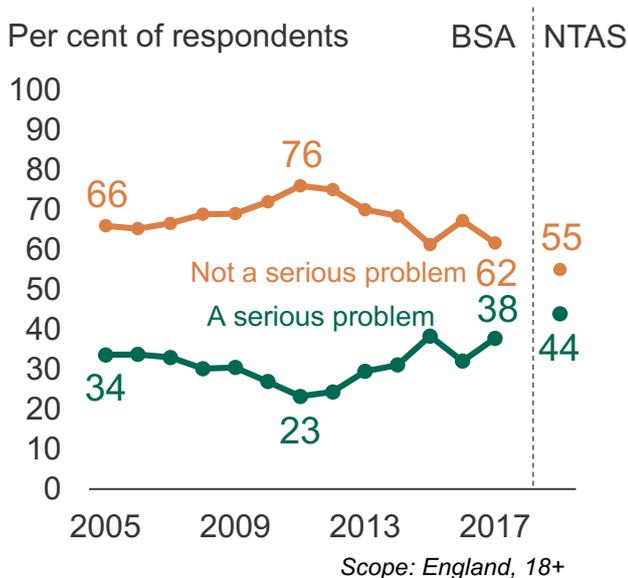
Questions in this category relate to attitudes around road usage, congestion, the effect of road use on the environment, and ultra-low emission vehicles (ULEV).

### Perceiving congestion as a serious problem (NTAS0402 and NTAS0403)

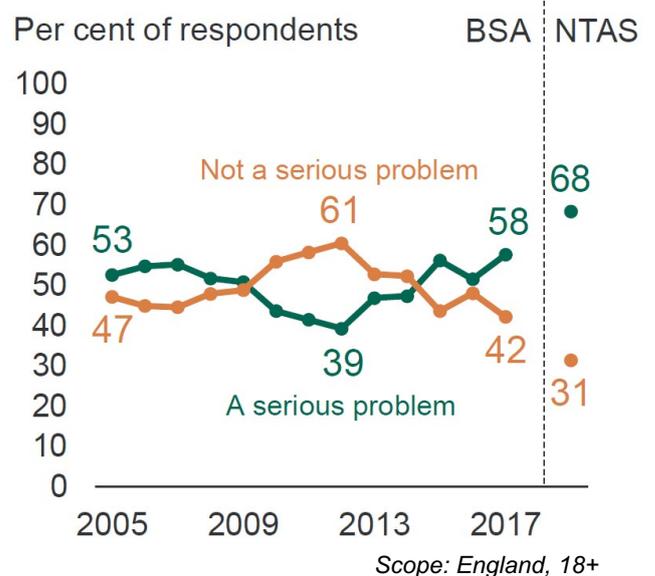
Across people aged 18+ surveyed on the NTAS in 2019, the majority perceived congestion in towns and cities to be more of a serious problem than on motorways: 44% believe that congestion on motorways is a serious problem, compared to 68% who believe that congestion in towns and cities is a serious problem.

Both of these two questions show a similar trend: before 2012, the proportion of people who agreed that congestion was a serious problem was falling, and from 2012 this has been increasing to the 2019 figures. The opposite trend is spotted for those who disagree. Other statistics from the Department for Transport (table [CGN0201b](#)) show that for England between 2011/2012 and 2013/14 the average journey time during the weekday morning peak on locally managed 'A' road increased 2% each year, from 2.37 minutes per mile, to 2.47 minutes per mile.

#### Congestion on motorways is a serious problem (NTAS0402)



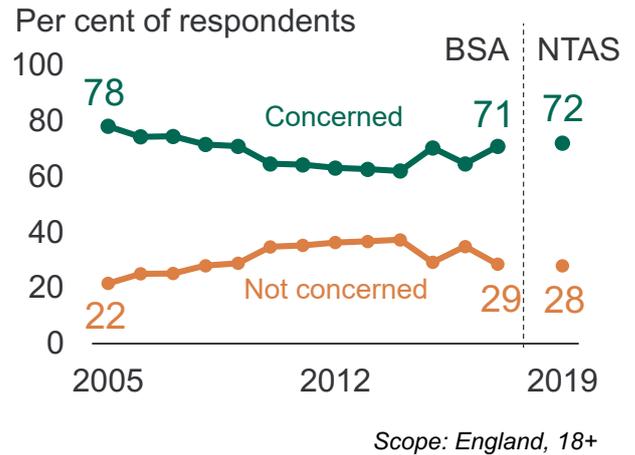
#### Congestion in towns and cities is a serious problem (NTAS0403)



## Concern about damage to the countryside from road building (NTAS0405)

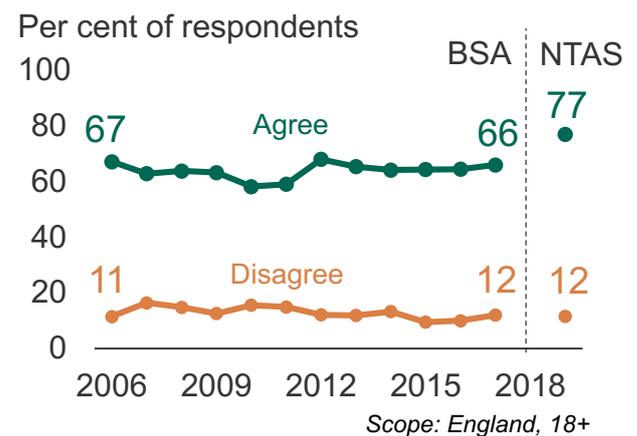
In 2019, 72% of respondents expressed concern about damage to the countryside as a result of road building. This is down from 78% in 2005, but concern has been increasing since the recent low of 62% in 2014.

The 2019 NTAS figure is very close to the 2017 BSA figure for this question. Responses to the NTAS generally show an increased positive sentiment towards the environment compared to BSA, however this is not present in this question. It does however follow the other general trend: fewer people respond "neither agree nor disagree" or "don't know".



## Less polluting vehicles should pay less tax (NTAS0409)

There is general support for the notion that people who drive vehicles that are better for the environment should pay less tax than those who drive more polluting vehicles. Similarly to the comment in NTAS0405 above, NTAS respondents are generally more supportive of measures involving the environment than in the previous BSA.



## Driving and road transport links

Statistics on road traffic, traffic flow and distribution, and road traffic forecasts, can be found in the [TRA data set](#).

Statistics on the numbers of licenced and registered motor vehicles can be found in the [VEH data set](#).

Information is also available on [road infrastructure](#), [congestion and travel times](#), and [average speed, delay and reliability of travel times](#).



## Local transport

Questions in this category relate to attitudes around transport in local residential areas.

### Local road conditions (NTAS0604)

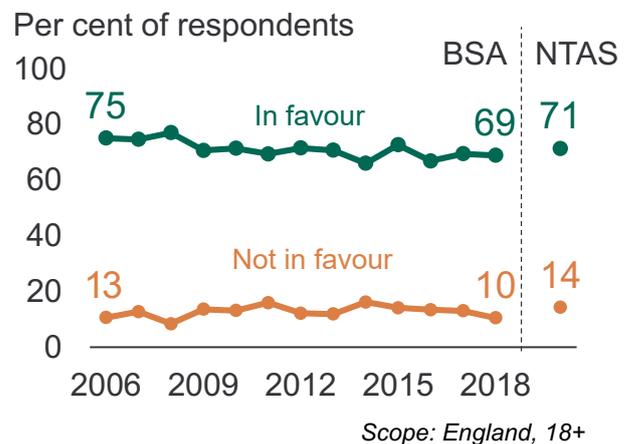
Of those surveyed in 2019, 11% feel that road conditions have improved within the last 5 years, with 68% thinking that roads have deteriorated in this time frame, with 21% feeling there has been neither deterioration nor improvement.

### Attitudes towards residential traffic controls (NTAS0601, -0602, -0603)

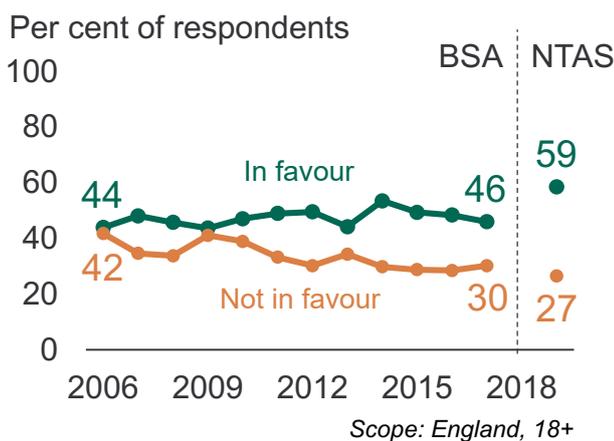
Since 2006, respondents to both BSA and NTAS were in favour of 20 mph speed limits in residential areas. Respondents are less in favour of speed bumps to control speed in residential areas (59% in favour), but overall these are still seen as positive measures.

Sentiment is more equally split however when asked about closing residential roads to through-traffic. Both those in favour and not-in favour saw an increase when asked on the NTAS compared to the 2017 BSA, but there is only a difference of 8 percentage points between the two opinions.

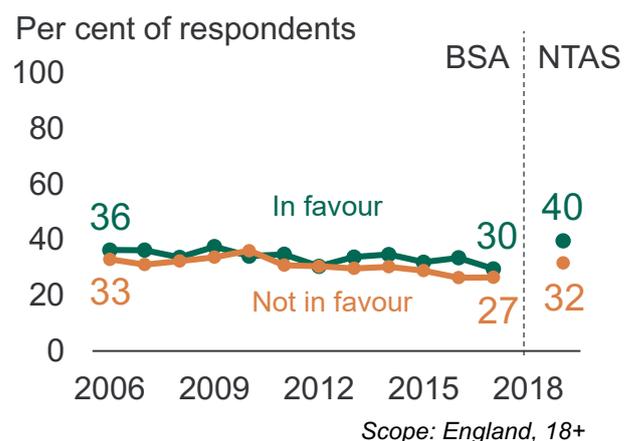
### Speed limits of 20mph in residential streets



### Speed bumps in residential streets



### Closing residential streets to through traffic



## Local transport

Information is available on the Department for Transport website on [local transport](#) issues, including local transport funding, concessionary travel, buses, taxis, private hire vehicles, and trams.

Statistics on road network conditions can be found in the [RDC data series](#).



## Road safety

Questions in this category relate to attitudes around safety on the road, including drink driving, speeding, seat belt use and the use of a mobile phone by drivers.

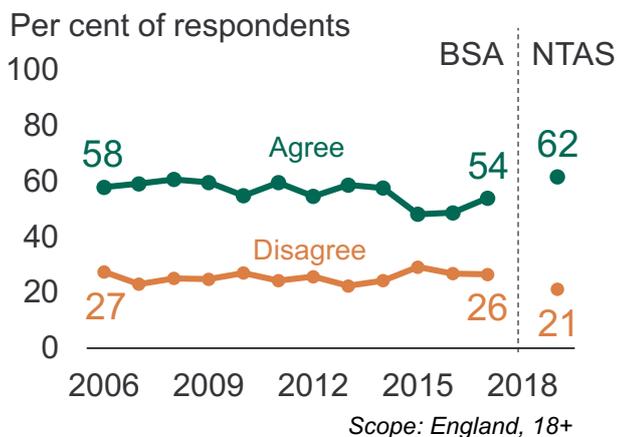
### Using mobile phones as a driver (NTAS0505, -0507, -0514, -0515, -0516)

Overall there is consensus across respondents that it is not safe to use a mobile phone with your hands, whilst driving.

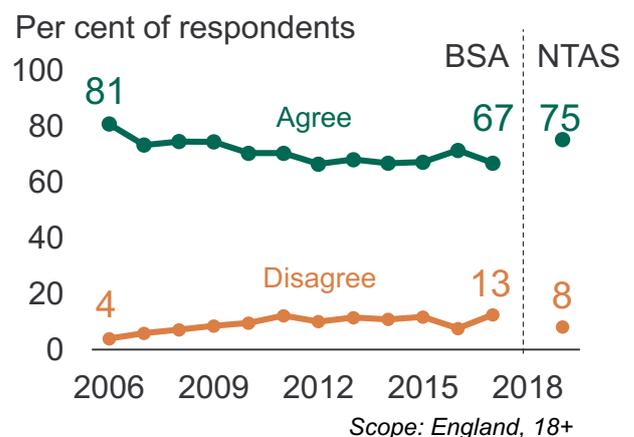
- 4% feel it is safe to use an application on a mobile whilst driving;
- 6% feel it is safe to talk on a hand-held mobile phone whilst driving;
- Less than 0.5% feel it is safe to send a text message whilst driving.

62% of people surveyed feel that the use of mobile phones whilst driving, even using hands-free kits, is dangerous. However, a quarter of all people surveyed feel that it is safe to use a mobile phone whilst stationary in traffic. 75% of people feel that the law on mobile phone use whilst driving is not being properly enforced, however this is down from 81% in 2006.

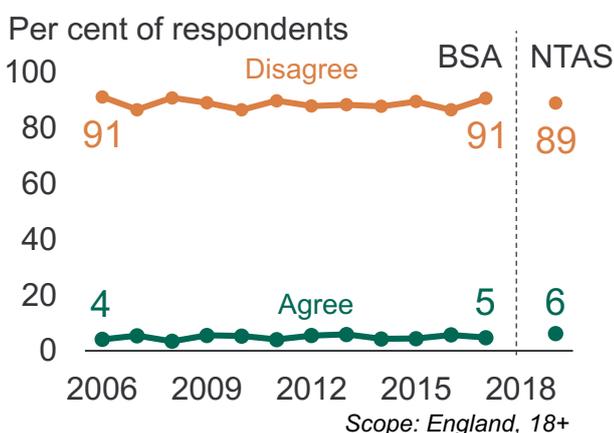
### All use of mobile phones whilst driving, including hands-free kits, is dangerous (NTAS0506)



### The law on the use of mobile phones whilst driving is not being properly enforced (NTAS0507)



### It is perfectly safe to talk on a hand-held mobile phone whilst driving (NTAS0505)



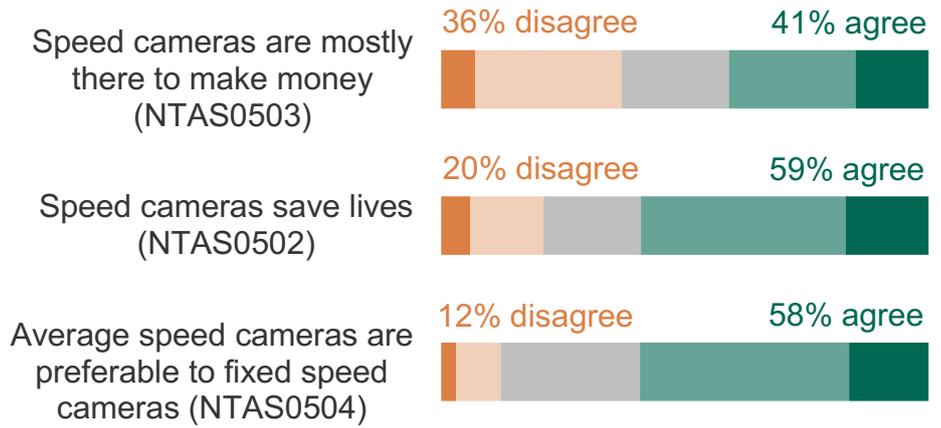
### Road safety links

Statistics on personal injury road accidents is available on [data.gov.uk](https://data.gov.uk).

Other links to topics involving road safety, including roadworthiness checks, commercial fleet compliance checks, vehicle enforcement and fitness to drive, can be found on the [Department for Transport website](https://www.gov.uk/government/organisations/department-for-transport).

## Attitudes towards speed cameras (NTAS0502, -0503, -0504)

Public sentiments towards speed cameras are mixed. 41% of people agree that speed cameras are there to make money, compared to 36% who disagree. However, 59% of people agree that speed cameras help to save lives.

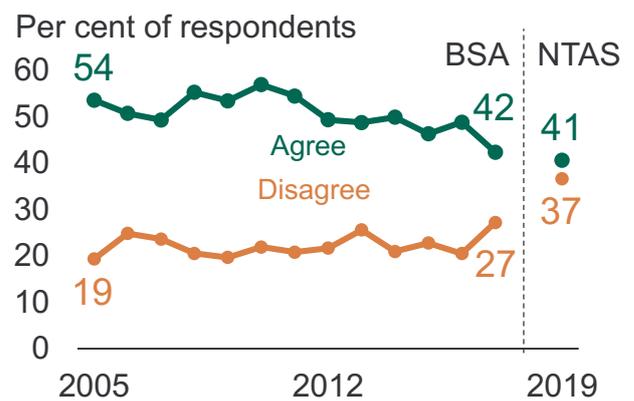


Scope: England, 16+

When considering the different types of speed cameras, 58% of respondents prefer average-speed cameras to fixed-speed cameras.

Comparing how people respond to the question "Speed cameras are mostly used to make money" over time, an increasing amount of people disagree. There was a 10 percentage point increase in the numbers who disagree between the 2017 BSA response and the 2019 NTAS result, which may have been uplifted by a decrease in the number of people who responded "Neither agree nor disagree" or "don't know/refused". As of 2019, the proportion of people who agreed and disagreed were similar.

### Speed cameras are mostly there to make money (NTAS0503)



Scope: England, 18+

## Speeding (NTAS0509, -0510, -0511)

Public sentiments towards speeding on motorways is split. 40% think it is safe to exceed the speed limit slightly, compared to 39% who feel it is unsafe.

This pattern is not repeated when the question is asked of residential streets: 82% of people think it is not safe to speed even slightly in residential streets, with 8% of people thinking this is safe.

A slightly different question was asked of single-carriage A-roads: "On single carriageway A-roads it would be unsafe to drive at the maximum speed (i.e. 60 mph)". 40% of people disagreed it was unsafe, compared to 32% who agreed.

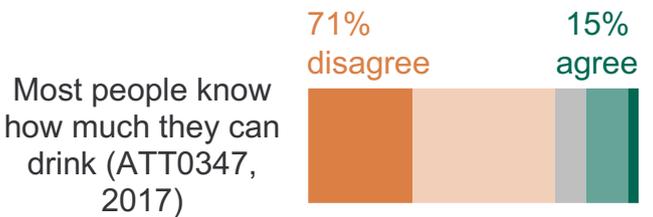
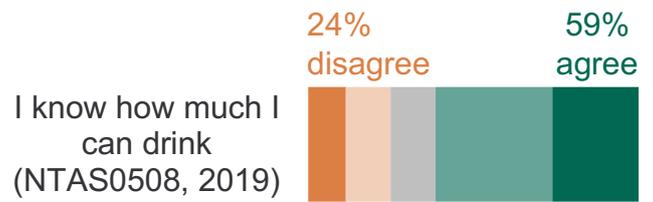
## Drink driving (NTAS0501, -0508)

BSA question ATT0347 asks "Most people don't know how much alcohol they can drink before being over the legal drink-drive limit", whereas NTAS0508 asks if the respondent knows how much they can personally drink.

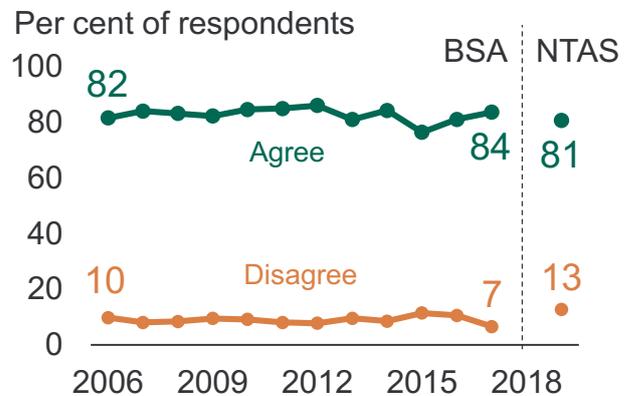
Comparing them on an equal basis, 59% of people think they know their drinking limit, but 15% think that other people know the same. 81% of people however think that someone shouldn't drive if they have drunk *any* alcohol.

### If someone has drunk any alcohol they should not drive (NTAS0501)

Despite people stating that they know how much they can drink before being over the drink-drive limit, respondents to both BSA and the NTAS agree that if someone has drunk any alcohol then they should not drive.



Scope: England, 18+



Scope: England, 18+

## Methodology

The National Travel Attitudes Study (NTAS) collects data on the attitudes of individuals aged 16 and over across England. These surveys are designed as small snapshots, and as such there is the possibility of multiple "waves" throughout a year. This report relates to the very first wave of this survey.

Individuals who have completed the National Travel Survey (NTS) and have consented to taking part in the NTAS panel, are contacted with an offer of completing the wave of NTAS questions. The NTAS is a random probability sample with respondents drawn from the NTS, and responses are weighted to take account of the mode of delivery, and to reflect the population.

Initial contact is via letter and email, and by SMS text message (where the information is available). If no response is received within two weeks, this is pursued via a telephone call.

In the first wave, which is the subject of this release, only NTS respondents from January to June 2018 who consented to further contact were approached to complete the NTAS. All individuals have the chance at this point to change their mind about being on the list for future surveys, but anyone who chooses to respond to the NTAS survey receives a voucher on completion as an incentive. Question responses are collected via an online form.

## Parent surveys

The National Travel Attitudes Study (NTAS) arose as a product of the National Travel Survey (NTS), and we are using it to ask the transport questions previously on the British Social Attitudes (BSA) Survey.

## National Travel Survey

National Travel Survey (NTS) is a household survey designed to monitor long-term trends in personal travel and to inform the development of policy. It is the primary source of data on personal travel patterns by residents of England within Great Britain. It began in 1965 as the first national travel survey in the world, and has been running continuously since 1988.

The survey collects information on how, why, when and where people travel as well as factors affecting travel (e.g. car availability and driving licence holding). Respondents are drawn by a probability sample based on post codes across England.

The NTAS uses NTS respondents who have consented to completing further surveys. As a result we can expect the sample size to increase as future years of the NTS provide new members to the NTAS cohort. In addition, this allows a link to be drawn between a respondent's travel behaviour and their travel attitudes, as long as the sample size is sufficient for the comparison to be drawn.

## Users

Users of the data include central government, the devolved administrations and local government, transport consultants and academics, and international organisations.

More information on the NTS can be found on the [statistical series release page](#).

## British Social Attitudes Survey

British Social Attitudes (BSA) Survey is conducted by National Centre for Social Research (NatCen), and has been running since 1983. Questions are asked of a probability sample based upon postcode across England, Scotland and Wales.

Between 2002 and 2018 questions on transport were procured by the Department for Transport (DfT). Between 2002 and 2017 all BSAs were conducted in a face-to-face interview, including the use of computer-assisted personal interviewing (CAPI). For the final year of DfT transport questions being included on BSA, some questions were asked instead via self-completion. All individual responses are weighted to allow inferences about the general public.

For the 2018 BSA (which is currently unpublished),

- DfT questions were on Version A, C and D of BSA
- Total achieved BSA sample size for the versions the DfT questions were on is 2,873
- Fieldwork was carried out between July and November 2018.

For the first wave of the National Travel Attitude Study (NTAS), the majority of BSA transport questions were included to allow a comparison, and in an attempt to maintain BSA time series.

More information on BSA can be found on [NatCen's BSA homepage](#).

## Transport and Transport Technology: Public Attitudes Tracker

The Department for Transport also runs another survey: the Transport and Transport Technology: Public Attitudes Tracker.

This survey aims to research public awareness of and attitudes to current, emerging and future transport technologies, including:

- car ownership and connectivity
- electric vehicles
- automated vehicles
- drones

Just as in the NTAS, this survey is conducted in waves.

More information can be found on the [DfT webpage for the tracker survey](#).

## Strengths and Weaknesses of the Data

- The respondents to the National Travel Attitude Study (NTAS) are drawn from those who completed the National Travel Survey (NTS). This allows us to directly compare attitudes towards travel and transport revealed by the NTAS, to the travel behaviour identified during the NTS. This also reduced the number of demographic questions that need to be asked, resulting

in a shorter survey than if it were asked of a random selection of the public.

- The sample size in this first wave of the NTAS is only based upon NTS respondents between January 2018 and June 2018. As such this first wave has approximately half the sample we expect in future years, and as the years progress we expect the survey size to continue to grow. Consequently for this first wave, the NTAS sample size is lower than BSA sample size, apart from a selected module of questions (for example, NTAS0301/ATT0324)
- The NTAS data relates only to respondents aged 16 and over in England. The predecessor questions asked in BSA applied to respondents aged 18 and over in England, Scotland or Wales. To aid comparison, a subset of NTAS data and BSA data is taken (where appropriate) for respondents aged 18 and over in England only, and this table is also published in the statistical tables.

## Comparison between BSA and NTAS

### Sample size

Wave 1 of the 2019 NTAS survey was offered to individuals who had completed the NTS between January 2018 and June 2018, and as such is considered half of what can be achieved in a full year. This amounted to 1,384 respondents.

By comparison, individuals are chosen for the BSA using the Postcode Address File (PAF) which is limited to those living in private households. The sampling method uses a multi-stage design with three separate stages selecting postcode sectors, addresses and individuals.

In the original BSA, not every question was asked of every person surveyed. An example includes questions on aviation such as ATT0324, which had a sample size in 2017 of 740 individuals.

### Method of delivery

Individuals that choose to partake in BSA are visited by an interviewer, and the survey is conducted via Computer-Assisted Personal Interviewing (CAPI). More details about this method can be found on the [NatGen website for BSA](#). In 2018 only 8 questions were asked (compared to 47 in 2017), and four of these questions were instead delivered via self-completion. These particular questions were weighted differently to reflect the change in delivery method.

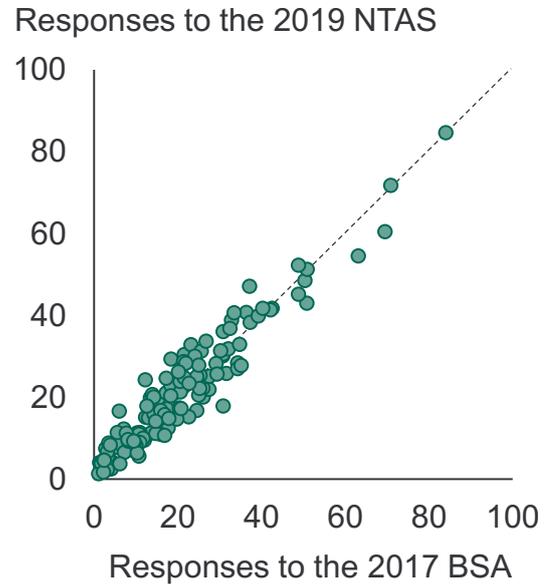
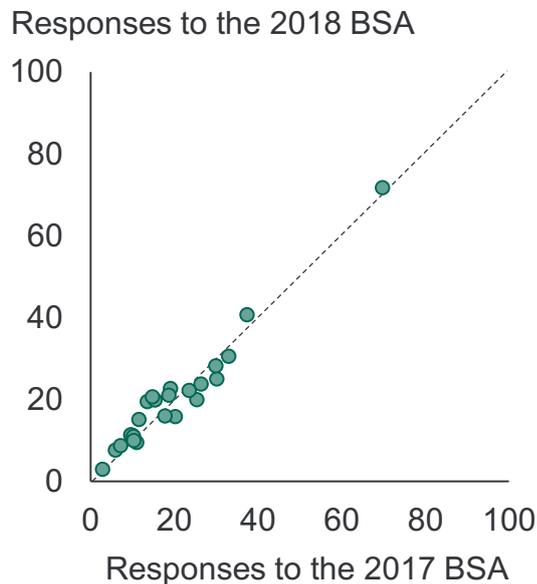
Individuals who choose to partake in the NTAS survey are directed to an online form.

Both BSA and NTAS offer incentives. The NTAS offer vouchers for individuals who complete the respective surveys, BSA sends an unconditional incentive to all households who are sampled for the study.

### Comparison of NTAS values to BSA forecasts

As this first wave featured many questions that were previously asked on BSA, we can make direct comparisons between them, although they were answered by different respondents in different years.

We can compare the reduced set of questions in the 2018 BSA with responses given to the same questions in 2017. Considering there is a certain level of natural variation year-on-year, and the responses are from a completely different group of respondents, there is good agreement between them. The proportion of people who gave each response to the questions in 2017 is compared directly with the proportion of (different) groups of people who gave the same response in 2018 and 2019.



On the charts, the proportion of people who gave each response to the questions in 2017 is plotted on the x-axis, and the proportion of people who gave the same response in 2018 and 2019 is plotted on the y-axis.

Broadly speaking, questions involving an environmental aspect saw a general shift towards a pro-environmental or anti-climate change response when comparing the 2019 NTAS result, to BSA trend from 2002 to 2018. We observe that BSA had more individuals responding to questions with "don't know", "neither agree nor disagree" (or equivalent) as well as refusing to answer the question. As respondents to the NTAS have already consented to being contacted for further studies, this may have affected the likelihood of a respondent selecting these responses.

Further study is required to determine the extent to which these differences can be attributed to the mode of survey delivery.

## Users and Uses of the Data

These statistics are collected to provide information on trends and patterns in public attitudes towards travel and transport. Users of the data include central government, the devolved administrations and local government, the various transport delivery industries, transport consultants and academics, and international organisations.

These statistics are used both inside and outside government to aid decision making, including:

- To provide general background to sector trends, and to inform the development and evaluation of policy, and to inform decision making.

- In the development or testing of transport and environmental models and forecasts.
- In market analysis by transport consultants and businesses.
- To respond to requests for information from Parliament, members of the public and international organisations.

We welcome any feedback on these statistics by email to [national.travelstats@dft.gov.uk](mailto:national.travelstats@dft.gov.uk).

## Background Notes

- The web tables and charts give further detail of the key results presented in this statistical release. They are available here: [Statistics on public attitudes towards transport](#).
- National Statistics are produced to high professional standards set out in the Code of Practice for Statistics. They undergo regular quality assurance reviews to ensure they meet customer needs: [Code of Practice](#)
- Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: [pre-release access list](#).