

	Page	Table	Title	Base Description	Base
	1	1	Q1. Whether aware of the proposed High Speed Rail scheme	Base: All respondents	2037
	5	2	Q2. How much know about the proposed High Speed Rail scheme	Base: All respondents	2037
	9	3	Q3. Where seen or heard about the proposed High Speed Rail scheme	Base: All respondents	2037
	13	4	Q4. Whether in favour of the proposed High Speed Rail scheme	Base: All respondents	2037
	17	5	Q5. How think would be personally impacted by the proposed High Speed Rail scheme	Base: All respondents	2037
	33	6	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Summary table	Base: All respondents	2037
	34	7	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Levels of employment	Base: All respondents	2037
	39	8	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Journey times	Base: All respondents	2037
	44	9	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Opportunities for business	Base: All respondents	2037
	49	10	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Congestion on roads	Base: All respondents	2037
	54	11	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - The environment	Base: All respondents	2037
	59	12	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Noise levels	Base: All respondents	2037
	64	13	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Cost to the government	Base: All respondents	2037
	69	14	Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Cost of train tickets	Base: All respondents	2037
	74	15	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Summary table	Base: All respondents	2037
	75	16	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Levels of employment	Base: All respondents	2037
	80	17	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Journey times	Base: All respondents	2037

Page	Table	Title	Base Description	Base
85	18	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Opportunities for business	Base: All respondents	2037
90	19	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Congestion on roads	Base: All respondents	2037
95	20	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - The environment	Base: All respondents	2037
100	21	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Noise levels	Base: All respondents	2037
105	22	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Cost to the government	Base: All respondents	2037
110	23	Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Cost of train tickets	Base: All respondents	2037
115	24	Q8. Extent to which agree or disagree with statement - Summary table	Base: All respondents	2037
116	25	Q8. Extent to which agree or disagree with statement - High speed rail would create jobs and growth by bringing Britain closer together	Base: All respondents	2037
120	26	Q8. Extent to which agree or disagree with statement - High speed rail would help boost growth in the Midlands and the North by linking the regions more closely to London	Base: All respondents	2037
124	27	Q8. Extent to which agree or disagree with statement - Our railways are nearly full to bursting now, so we need a new line to connect our major cities together	Base: All respondents	2037
128	28	Q8. Extent to which agree or disagree with statement - High speed rail would be better for the environment as it would mean fewer people fly or use their cars to travel across the UK	Base: All respondents	2037
132	29	Q8. Extent to which agree or disagree with statement - Other countries in America, Europe and Asia are all investing in High Speed Rail, we need to invest to prevent Britain from being left behind	Base: All respondents	2037
136	30	Q8. Extent to which agree or disagree with statement - High speed rail is £30bn we simply can't afford	Base: All respondents	2037
140	31	Q8. Extent to which agree or disagree with statement - There's no business case for high speed rail, it would be a white elephant	Base: All respondents	2037
144	32	Q8. Extent to which agree or disagree with statement - High speed rail would not save any carbon - it is not a green project	Base: All respondents	2037

	Page	Table	Title	Base Description	Base
	148	33	Q8. Extent to which agree or disagree with statement - High speed rail would destroy the countryside	Base: All respondents	2037
	152	34	Q8. Extent to which agree or disagree with statement - High Speed Rail would mean unacceptable levels of noise for the communities directly affected by the line	Base: All respondents	2037

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q1. Whether aware of the proposed High Speed Rail scheme

Base: All respondents

	GENDER		AGE						SOCIAL GRADE							
	Total	Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Yes	1056	591	465	98	127	163	194	213	263	286	320	213	104	134	606	451
	53%	61%	45%	35%	35%	47%	61%	68%	68%	72%	53%	52%	39%	41%	61%	45%
No	939	380	559	183	228	182	124	98	125	111	280	200	159	189	391	548
	47%	39%	54%	65%	64%	53%	39%	32%	32%	28%	47%	48%	60%	58%	39%	55%
Don't Know	5	-	5	-	3	-	-	-	2	-	-	-	2	3	-	5
	*	-	*	-	1%	-	-	-	*	-	-	-	1%	1%	-	*

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q1. Whether aware of the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS				CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Yes	1056	430	116	337	45	129	253	803
	53%	56%	46%	67%	38%	35%	40%	59%
No	939	333	136	163	74	234	372	567
	47%	44%	54%	33%	62%	64%	59%	41%
Don't Know	5	-	1	2	-	2	3	2
	*	-	*	*	-	1%	*	*

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q1. Whether aware of the proposed High Speed Rail scheme

Base: All respondents

	Total	STANDARD REGION													
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Yes	1056 53%	75 43%	64 58%	91 53%	113 51%	119 66%	90 59%	32 48%	46 47%	101 55%	247 63%	79 32%	343 51%	287 58%	426 52%
No	939 47%	99 57%	44 41%	81 47%	110 49%	62 34%	62 41%	35 52%	51 53%	83 45%	145 37%	167 67%	335 49%	210 42%	394 48%
Don't Know	5 *	- -	1 1%	- -	- -	- -	- -	- -	- -	- -	1 *	3 1%	1 *	- -	4 *

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q1. Whether aware of the proposed High Speed Rail scheme

Base: All respondents

	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
	Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Total									
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Yes	1056	1056	-	222	834	567	211	105	174
	53%	100%	-	100%	100%	60%	47%	60%	40%
No	939	-	939	-	-	374	234	68	263
	47%	-	100%	-	-	40%	52%	40%	60%
Don't Know	5	-	5	-	-	2	1	-	2
	*	-	*	-	-	*	*	-	*

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q2. How much know about the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A great deal (100)	25 1%	18 2%	7 1%	1 *	- -	5 2%	3 1%	7 2%	9 2%	8 2%	8 1%	5 1%	1 *	3 1%	16 2%	10 1%
A fair amount (66.67)	197 10%	131 14%	66 6%	20 7%	19 5%	27 8%	39 12%	47 15%	46 12%	62 16%	68 11%	32 8%	17 6%	19 6%	130 13%	68 7%
A little (33)	563 28%	304 31%	259 25%	45 16%	80 22%	92 27%	109 34%	107 34%	131 34%	164 41%	157 26%	114 28%	63 24%	65 20%	321 32%	242 24%
Not very much at all (0)	270 14%	138 14%	133 13%	31 11%	28 8%	39 11%	42 13%	53 17%	77 20%	52 13%	87 15%	62 15%	23 9%	47 14%	139 14%	132 13%
SUMMARY CODES																
A GREAT DEAL/A FAIR AMOUNT	222 11%	149 15%	74 7%	21 8%	19 5%	32 9%	42 13%	53 17%	55 14%	70 18%	75 13%	37 9%	18 7%	23 7%	145 15%	77 8%
A LITTLE/NOT VERY MUCH AT ALL	834 42%	442 46%	392 38%	77 27%	108 30%	130 38%	152 48%	159 51%	208 53%	216 54%	244 41%	176 43%	86 32%	112 34%	460 46%	373 37%
Nothing	939 47%	380 39%	559 54%	183 65%	228 64%	182 53%	124 39%	98 32%	125 32%	111 28%	280 47%	200 48%	159 60%	189 58%	391 39%	548 55%
Don't Know	5 *	- -	5 *	- -	3 1%	- -	- -	- -	2 *	- -	- -	- -	2 1%	3 1%	- -	5 *
Mean score	32.44	34.80	29.43	30.02	30.71	32.92	33.66	34.35	31.42	36.23	32.71	29.96	31.86	28.09	34.37	29.84
Standard deviation	24.45	25.25	23.08	25.02	20.19	24.40	23.30	25.71	25.93	23.69	25.38	24.12	22.04	25.21	24.64	23.98
Standard error	0.74	1.01	1.06	2.59	1.95	2.13	1.71	1.81	1.33	1.41	1.49	1.56	1.99	2.00	1.03	1.05
Error Variance	0.55	1.03	1.12	6.73	3.81	4.54	2.94	3.29	1.77	1.98	2.21	2.42	3.95	4.00	1.06	1.10

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q2. How much know about the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A great deal (100)	25 1%	10 1%	4 1%	9 2%	- -	3 1%	4 1%	21 2%
A fair amount (66.67)	197 10%	89 12%	20 8%	59 12%	11 9%	18 5%	44 7%	153 11%
A little (33)	563 28%	242 32%	64 25%	172 34%	21 17%	65 18%	143 23%	420 31%
Not very much at all (0)	270 14%	90 12%	28 11%	97 19%	13 11%	43 12%	62 10%	208 15%
SUMMARY CODES								
A GREAT DEAL/A FAIR AMOUNT	222 11%	99 13%	24 9%	68 14%	11 9%	21 6%	48 8%	174 13%
A LITTLE/NOT VERY MUCH AT ALL	834 42%	331 43%	92 37%	269 54%	34 29%	108 30%	205 33%	629 46%
Nothing	939 47%	333 44%	136 54%	163 33%	74 62%	234 64%	372 59%	567 41%
Don't Know	5 *	- -	1 *	2 *	- -	2 1%	3 *	2 *
Mean score	32.44	34.62	32.92	31.19	31.49	28.28	31.94	32.59
Standard deviation	24.45	23.71	24.67	25.07	24.67	24.61	23.31	24.81
Standard error	0.74	1.22	2.34	1.20	3.95	2.13	1.55	0.84
Error Variance	0.55	1.50	5.48	1.43	15.61	4.55	2.40	0.71

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q2. How much know about the proposed High Speed Rail scheme

Base: All respondents

		STANDARD REGION														
		Total	Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
A great deal	(100)	25 1%	2 1%	1 1%	1 1%	1 *	7 4%	3 2%	1 1%	2 2%	1 *	6 2%	1 1%	5 1%	12 2%	8 1%
A fair amount	(66.67)	197 10%	12 7%	9 8%	11 6%	17 8%	31 17%	18 12%	1 2%	12 12%	19 10%	54 14%	14 6%	48 7%	62 12%	87 11%
A little	(33)	563 28%	26 15%	41 37%	53 31%	64 28%	64 35%	43 28%	17 25%	23 24%	54 29%	126 32%	54 22%	183 27%	147 29%	233 28%
Not very much at all	(0)	270 14%	34 20%	13 12%	27 16%	32 14%	17 9%	28 18%	13 20%	9 9%	28 15%	61 15%	9 4%	106 16%	67 13%	97 12%
SUMMARY CODES																
A GREAT DEAL/A FAIR AMOUNT		222 11%	14 8%	10 9%	11 7%	18 8%	38 21%	20 13%	2 3%	13 14%	20 11%	60 15%	16 6%	53 8%	74 15%	96 12%
A LITTLE/ NOT VERY MUCH AT ALL		834 42%	61 35%	54 50%	80 46%	95 43%	80 45%	70 46%	30 45%	32 33%	81 44%	187 48%	63 25%	290 43%	213 43%	331 40%
Nothing		939 47%	99 57%	44 41%	81 47%	110 49%	62 34%	62 41%	35 52%	51 53%	83 45%	145 37%	167 67%	335 49%	210 42%	394 48%
Don't Know		5 *	- -	1 1%	- -	- -	- -	- -	- -	- -	- -	1 *	3 1%	1 *	- -	4 *
Mean score		32.44	25.26	31.72	27.75	29.25	41.23	31.41	22.14	37.48	30.91	33.87	36.53	28.44	35.39	33.66
Standard deviation		24.45	27.68	21.26	21.85	22.26	25.77	26.18	22.02	25.68	23.49	25.02	20.10	23.27	26.14	23.84
Standard error		0.74	3.22	2.70	2.32	2.09	2.29	2.63	3.83	3.79	2.21	1.56	2.22	1.27	1.50	1.12
Error Variance		0.55	10.35	7.29	5.36	4.39	5.23	6.92	14.70	14.34	4.88	2.43	4.93	1.60	2.24	1.25

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q2. How much know about the proposed High Speed Rail scheme

Base: All respondents

	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
	Total	Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A great deal (100)	25 1%	25 2%	-	25 11%	-	16 2%	2 *	7 4%	-
A fair amount (66.67)	197 10%	197 19%	-	197 89%	-	112 12%	31 7%	34 20%	21 5%
A little (33)	563 28%	563 53%	-	-	563 68%	307 33%	118 26%	44 26%	94 21%
Not very much at all (0)	270 14%	270 26%	-	-	270 32%	132 14%	60 14%	19 11%	59 14%
SUMMARY CODES									
A GREAT DEAL/A FAIR AMOUNT	222 11%	222 21%	-	222 100%	-	128 14%	33 7%	41 24%	21 5%
A LITTLE/NOT VERY MUCH AT ALL	834 42%	834 79%	-	-	834 100%	439 47%	178 40%	63 37%	153 35%
Nothing	939 47%	-	939 100%	-	-	374 40%	234 52%	68 40%	263 60%
Don't Know	5 *	-	5 *	-	-	2 *	1 *	-	2 *
Mean score	32.44	32.44	-	70.44	22.29	33.90	29.01	42.55	25.76
Standard deviation	24.45	24.45	-	10.58	15.46	24.63	22.34	28.11	21.38
Standard error	0.74	0.74	-	0.69	0.53	1.02	1.52	2.56	1.59
Error Variance	0.55	0.55	-	0.48	0.28	1.05	2.31	6.53	2.52

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q3. Where seen or heard about the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
TV	815 41%	458 47%	357 35%	58 21%	80 22%	123 36%	152 48%	183 59%	219 56%	211 53%	236 39%	175 42%	83 31%	111 34%	446 45%	369 37%
Newspapers	307 15%	180 19%	126 12%	21 7%	26 7%	40 12%	52 16%	63 20%	104 27%	103 26%	99 17%	49 12%	28 11%	27 8%	203 20%	104 10%
Radio	118 6%	70 7%	48 5%	8 3%	14 4%	16 5%	22 7%	29 9%	28 7%	51 13%	35 6%	15 4%	6 2%	10 3%	86 9%	32 3%
Internet	80 4%	57 6%	23 2%	10 4%	22 6%	23 7%	10 3%	13 4%	2 1%	36 9%	27 4%	11 3%	1 1%	5 2%	63 6%	18 2%
Family and friends	74 4%	39 4%	35 3%	15 6%	12 3%	15 4%	10 3%	11 4%	11 3%	17 4%	27 4%	15 4%	6 2%	9 3%	44 4%	30 3%
Magazines	19 1%	12 1%	6 1%	1 1%	1 *	2 1%	4 1%	5 2%	5 1%	4 1%	9 2%	3 1%	1 *	3 1%	13 1%	6 1%
Through work	8 *	4 *	3 *	- -	1 *	4 1%	1 *	1 *	1 *	4 1%	- -	2 *	- -	1 *	4 *	3 *
Special interest group e.g. neighbourhood group, residents association etc.	7 *	4 *	3 *	1 *	1 *	- -	- -	3 1%	2 1%	2 1%	1 *	1 *	2 1%	- -	3 *	3 *
Leaflets	6 *	2 *	4 *	1 *	1 *	- -	1 *	1 *	1 *	2 1%	- -	1 *	1 *	2 1%	2 *	4 *
Word of mouth	2 *	1 *	1 *	- -	- -	- -	- -	- -	2 1%	1 *	1 *	1 *	- -	- -	2 *	1 *
Other	7 *	5 *	2 *	2 1%	- -	3 1%	1 *	1 *	1 *	3 1%	2 *	- -	2 1%	- -	6 1%	2 *
Nothing seen or heard	939 47%	380 39%	559 54%	183 65%	228 64%	182 53%	124 39%	98 32%	125 32%	111 28%	280 47%	200 48%	159 60%	189 58%	391 39%	548 55%
Don't Know/Can't Remember	12 1%	1 *	12 1%	1 *	4 1%	2 1%	- -	- -	4 1%	1 *	5 1%	1 *	2 1%	4 1%	6 1%	6 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q3. Where seen or heard about the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
TV	815 41%	321 42%	91 36%	281 56%	28 23%	94 26%	180 29%	635 46%
Newspapers	307 15%	123 16%	26 10%	122 24%	10 9%	25 7%	65 10%	242 18%
Radio	118 6%	54 7%	11 4%	38 8%	4 3%	11 3%	25 4%	93 7%
Internet	80 4%	44 6%	13 5%	9 2%	5 5%	8 2%	27 4%	53 4%
Family and friends	74 4%	32 4%	10 4%	15 3%	6 5%	12 3%	30 5%	44 3%
Magazines	19 1%	7 1%	3 1%	6 1%	-	2 1%	3 *	16 1%
Through work	8 *	5 1%	-	1 *	-	1 *	1 *	7 *
Special interest group e.g. neighbourhood group, residents association etc.	7 *	2 *	1 *	3 1%	-	1 *	1 *	5 *
Leaflets	6 *	1 *	-	3 1%	1 1%	2 *	1 *	5 *
Word of mouth	2 *	-	-	2 *	-	-	-	2 *
Other	7 *	3 *	2 1%	1 *	2 1%	-	4 1%	4 *
Nothing seen or heard	939 47%	333 44%	136 54%	163 33%	74 62%	234 64%	372 59%	567 41%
Don't Know/Can't Remember	12 1%	2 *	1 *	4 1%	1 1%	3 1%	4 1%	8 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q3. Where seen or heard about the proposed High Speed Rail scheme

Base: All respondents

	Total	STANDARD REGION													
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
TV	815 41%	62 36%	53 49%	72 42%	77 34%	91 51%	74 48%	27 41%	40 41%	83 45%	192 49%	45 18%	264 39%	232 47%	320 39%
Newspapers	307 15%	20 12%	13 12%	21 12%	28 13%	45 25%	11 7%	7 10%	15 16%	28 15%	85 22%	33 13%	82 12%	78 16%	146 18%
Radio	118 6%	5 3%	3 3%	10 6%	8 4%	14 8%	15 10%	4 6%	6 7%	16 9%	35 9%	1 1%	26 4%	39 8%	52 6%
Internet	80 4%	10 6%	3 3%	5 3%	12 5%	10 5%	7 5%	4 6%	- -	4 2%	19 5%	7 3%	30 4%	20 4%	30 4%
Family and friends	74 4%	3 1%	4 4%	7 4%	8 4%	3 2%	8 5%	2 3%	2 2%	4 2%	24 6%	11 4%	21 3%	14 3%	39 5%
Magazines	19 1%	- -	1 1%	2 1%	2 1%	1 1%	1 *	1 1%	2 2%	* *	8 2%	- -	5 1%	5 1%	9 1%
Through work	8 *	1 1%	1 1%	1 1%	2 1%	- -	1 1%	- -	- -	- -	- -	1 *	5 1%	1 *	1 *
Special interest group e.g. neighbourhood group, residents association etc.	7 *	- -	- -	- -	- -	2 1%	1 *	- -	- -	- -	3 1%	1 *	- -	3 1%	4 *
Leaflets	6 *	1 *	1 1%	- -	1 *	- -	1 *	- -	- -	- -	2 1%	1 *	2 *	1 *	3 *
Word of mouth	2 *	- -	- -	- -	- -	- -	- -	- -	- -	2 1%	- -	1 *	- -	- -	2 *
Other	7 *	- -	- -	1 1%	2 1%	- -	- -	- -	2 2%	- -	2 *	1 *	3 *	2 *	2 *
Nothing seen or heard	939 47%	99 57%	44 41%	81 47%	110 49%	62 34%	62 41%	35 52%	51 53%	83 45%	145 37%	167 67%	335 49%	210 42%	394 48%
Don't Know/Can't Remember	12 1%	1 1%	1 1%	- -	2 1%	- -	1 *	- -	- -	1 *	3 1%	3 1%	5 1%	1 *	7 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q3. Where seen or heard about the proposed High Speed Rail scheme

Base: All respondents

	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
	Total	Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
TV	815 41%	815 77%	-	164 74%	651 78%	421 45%	172 39%	85 49%	138 31%
Newspapers	307 15%	307 29%	-	98 44%	208 25%	179 19%	46 10%	40 23%	42 10%
Radio	118 6%	118 11%	-	30 13%	88 11%	74 8%	14 3%	10 6%	20 4%
Internet	80 4%	80 8%	-	26 12%	54 7%	53 6%	10 2%	7 4%	10 2%
Family and friends	74 4%	74 7%	-	28 13%	46 6%	39 4%	15 3%	9 5%	11 2%
Magazines	19 1%	19 2%	-	10 5%	8 1%	12 1%	1 *	3 2%	3 1%
Through work	8 *	8 1%	-	6 3%	1 *	5 1%	1 *	-	1 *
Special interest group e.g. neighbourhood group, residents association etc.	7 *	7 1%	-	5 2%	2 *	3 *	-	3 2%	1 *
Leaflets	6 *	6 1%	-	2 1%	4 *	4 *	1 *	1 *	1 *
Word of mouth	2 *	2 *	-	1 1%	1 *	1 *	1 *	1 *	-
Other	7 *	7 1%	-	4 2%	3 *	5 1%	1 *	1 *	1 *
Nothing seen or heard	939 47%	-	939 100%	-	-	374 40%	234 52%	68 40%	263 60%
Don't Know/Can't Remember	12 1%	7 1%	5 *	1 *	7 1%	8 1%	2 *	-	2 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q4. Whether in favour of the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Strongly in favour (100)	247 12%	146 15%	101 10%	45 16%	46 13%	41 12%	40 13%	40 13%	36 9%	60 15%	90 15%	42 10%	24 9%	30 9%	151 15%	97 10%
In favour (75)	696 35%	352 36%	344 33%	94 34%	121 34%	121 35%	129 41%	110 35%	120 31%	152 38%	212 35%	149 36%	81 31%	102 31%	364 37%	332 33%
Neither in favour nor against it (50)	445 22%	211 22%	235 23%	64 23%	83 23%	95 27%	46 15%	71 23%	86 22%	74 19%	123 21%	105 25%	60 23%	83 26%	197 20%	249 25%
Against it (25)	100 5%	47 5%	53 5%	9 3%	14 4%	11 3%	12 4%	16 5%	38 10%	16 4%	28 5%	20 5%	16 6%	20 6%	44 4%	56 6%
Strongly against it (0)	73 4%	41 4%	32 3%	4 2%	13 4%	7 2%	15 5%	11 3%	23 6%	14 4%	24 4%	13 3%	8 3%	13 4%	38 4%	35 3%
SUMMARY CODES																
IN FAVOUR	943 47%	498 51%	445 43%	140 50%	167 47%	162 47%	169 53%	150 48%	156 40%	213 53%	302 50%	191 46%	105 40%	132 40%	515 52%	428 43%
AGAINST IT	173 9%	88 9%	85 8%	13 5%	27 7%	18 5%	27 9%	27 9%	61 16%	30 8%	51 9%	33 8%	25 9%	33 10%	82 8%	91 9%
Undecided/need to know more/don't know	439 22%	174 18%	265 26%	63 23%	81 23%	70 20%	75 24%	64 20%	86 22%	81 20%	122 20%	84 20%	74 28%	78 24%	203 20%	236 23%
Mean score	65.13	66.21	64.01	69.27	65.65	66.23	67.18	65.38	58.86	68.04	66.65	64.22	62.71	61.58	67.20	62.99
Standard deviation	24.54	25.26	23.74	22.33	24.29	21.82	25.18	24.39	27.14	24.42	25.25	23.29	24.22	24.70	24.92	23.98
Standard error	0.62	0.88	0.85	1.53	1.55	1.43	1.63	1.59	1.32	1.41	1.23	1.24	1.61	1.45	0.93	0.81
Error Variance	0.38	0.78	0.73	2.33	2.42	2.05	2.66	2.52	1.74	1.98	1.52	1.55	2.61	2.09	0.86	0.66

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q4. Whether in favour of the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None	
Unweighted Base	2037	673	243	635	105	381	597	1440	
Weighted Base	2000	764	252	501	118	365	628	1372	
Strongly in favour	(100)	247	115	30	47	21	36	67	181
		12%	15%	12%	9%	18%	10%	11%	13%
In favour	(75)	696	295	74	161	42	123	212	483
		35%	39%	29%	32%	35%	34%	34%	35%
Neither in favour nor against it	(50)	445	159	67	105	30	84	167	279
		22%	21%	27%	21%	25%	23%	27%	20%
Against it	(25)	100	29	14	44	2	12	21	79
		5%	4%	6%	9%	1%	3%	3%	6%
Strongly against it	(0)	73	23	7	28	2	13	14	58
		4%	3%	3%	6%	2%	4%	2%	4%
SUMMARY CODES									
IN FAVOUR	943	410	104	208	63	159	279	664	
	47%	54%	41%	41%	53%	44%	44%	48%	
AGAINST IT	173	52	21	72	3	25	35	138	
	9%	7%	9%	14%	3%	7%	6%	10%	
Undecided/need to know more/don't know	439	143	60	116	22	97	147	292	
	22%	19%	24%	23%	19%	27%	23%	21%	
Mean score	65.13	68.14	63.58	60.04	70.43	64.68	65.40	65.01	
Standard deviation	24.54	23.49	24.14	26.79	21.50	23.60	22.09	25.57	
Standard error	0.62	1.01	1.77	1.21	2.32	1.42	1.04	0.76	
Error Variance	0.38	1.01	3.12	1.46	5.37	2.00	1.08	0.58	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q4. Whether in favour of the proposed High Speed Rail scheme

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Strongly in favour	(100)	247 12%	18 10%	14 13%	27 16%	28 13%	17 9%	18 12%	3 5%	12 13%	22 12%	37 9%	50 20%	88 13%	50 10%	109 13%
In favour	(75)	696 35%	45 26%	41 38%	63 36%	89 40%	55 31%	52 34%	22 32%	38 39%	57 31%	150 38%	85 34%	237 35%	167 34%	291 35%
Neither in favour nor against it	(50)	445 22%	43 24%	26 24%	36 21%	40 18%	51 29%	32 21%	19 28%	12 13%	38 21%	99 25%	49 20%	145 21%	115 23%	186 23%
Against it	(25)	100 5%	5 3%	5 4%	4 3%	11 5%	19 10%	6 4%	4 6%	3 3%	13 7%	17 4%	13 5%	25 4%	32 6%	44 5%
Strongly against it	(0)	73 4%	10 6%	2 2%	5 3%	4 2%	8 5%	2 1%	1 1%	2 2%	7 4%	18 5%	13 5%	21 3%	12 3%	39 5%
SUMMARY CODES																
IN FAVOUR	943 47%	63 36%	55 51%	90 52%	117 52%	72 40%	71 46%	25 37%	50 52%	78 43%	187 48%	135 54%	325 48%	217 44%	401 49%	
AGAINST IT	173 9%	16 9%	7 6%	9 5%	15 7%	27 15%	8 5%	5 7%	5 5%	21 11%	35 9%	26 11%	47 7%	44 9%	82 10%	
Undecided/need to know more/don't know	439 22%	53 31%	20 18%	37 22%	51 23%	30 17%	43 28%	19 28%	30 31%	46 25%	72 18%	38 15%	162 24%	121 24%	155 19%	
Mean score	65.13	61.34	67.05	69.04	68.47	58.84	68.07	61.70	70.72	63.03	63.31	67.38	66.71	64.04	64.53	
Standard deviation	24.54	26.84	22.52	23.43	22.15	25.43	21.39	20.08	22.05	26.08	24.10	27.37	23.84	23.49	25.61	
Standard error	0.62	2.49	2.41	2.04	1.69	2.02	1.99	2.84	2.69	2.17	1.32	1.88	1.06	1.19	0.97	
Error Variance	0.38	6.21	5.83	4.16	2.87	4.07	3.98	8.06	7.26	4.69	1.74	3.52	1.12	1.41	0.95	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q4. Whether in favour of the proposed High Speed Rail scheme

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Strongly in favour (100)	247 12%	155 15%	92 10%	57 26%	98 12%	247 26%	-	-	-	
In favour (75)	696 35%	412 39%	284 30%	71 32%	341 41%	696 74%	-	-	-	
Neither in favour nor against it (50)	445 22%	211 20%	235 25%	33 15%	178 21%	-	445 100%	-	-	
Against it (25)	100 5%	64 6%	37 4%	17 7%	47 6%	-	-	100 58%	-	
Strongly against it (0)	73 4%	41 4%	32 3%	25 11%	16 2%	-	-	73 42%	-	
SUMMARY CODES										
IN FAVOUR	943 47%	567 54%	376 40%	128 58%	439 53%	943 100%	-	-	-	
AGAINST IT	173 9%	105 10%	68 7%	41 18%	63 8%	-	-	173 100%	-	
Undecided/need to know more/don't know	439 22%	174 16%	264 28%	21 9%	153 18%	-	-	-	439 100%	
Mean score	65.13	66.34	63.56	64.80	66.80	81.56	50.00	14.51	-	
Standard deviation	24.54	25.01	23.85	32.69	22.25	11.00	0.00	12.37	-	
Standard error	0.62	0.83	0.92	2.24	0.84	0.36	0.00	0.89	-	
Error Variance	0.38	0.68	0.84	5.04	0.70	0.13	0.00	0.80	-	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
No impact (no further detail)	1141 57%	566 58%	575 56%	152 54%	178 50%	195 56%	193 61%	186 60%	238 61%	251 63%	331 55%	240 58%	148 56%	170 52%	582 58%	559 56%
No impact, would not affect me/us	136 7%	74 8%	62 6%	12 4%	27 8%	33 9%	16 5%	19 6%	28 7%	29 7%	40 7%	23 6%	20 7%	25 8%	68 7%	68 7%
It will be quicker/cut down on travelling time	61 3%	32 3%	28 3%	16 6%	13 4%	13 4%	5 1%	7 2%	8 2%	11 3%	23 4%	10 2%	6 2%	11 3%	34 3%	27 3%
No impact in this area	60 3%	26 3%	33 3%	3 1%	8 2%	7 2%	13 4%	14 4%	15 4%	9 2%	26 4%	11 3%	6 2%	8 2%	34 3%	25 3%
It will be easier to travel	52 3%	30 3%	23 2%	15 5%	6 2%	12 4%	9 3%	5 1%	4 1%	14 3%	17 3%	13 3%	4 2%	4 1%	30 3%	22 2%
I do not use trains	35 2%	8 1%	27 3%	2 1%	4 1%	9 3%	6 2%	4 1%	10 3%	7 2%	8 1%	3 1%	6 2%	11 3%	15 1%	20 2%
It's a good idea (all other positive references)	31 2%	16 2%	15 1%	3 1%	8 2%	8 2%	- -	2 1%	10 3%	5 1%	8 1%	6 1%	4 2%	9 3%	13 1%	19 2%
It will have an impact	30 1%	15 2%	15 1%	4 2%	6 2%	5 2%	5 1%	4 1%	5 1%	8 2%	10 2%	3 1%	4 2%	4 1%	18 2%	11 1%
It will benefit the commuter/people/business	28 1%	11 1%	17 2%	2 1%	5 2%	4 1%	5 2%	9 3%	3 1%	6 2%	11 2%	7 2%	1 *	4 1%	17 2%	11 1%
It will reduce road traffic	27 1%	19 2%	8 1%	4 1%	8 2%	4 1%	6 2%	4 1%	2 1%	6 2%	9 2%	6 1%	2 1%	3 1%	16 2%	11 1%
It will create jobs/industry to the area	24 1%	15 1%	10 1%	1 *	9 2%	3 1%	4 1%	2 1%	4 1%	4 1%	8 1%	7 2%	2 1%	3 1%	12 1%	12 1%
I/my family/relatives will use it (all positive references)	21 1%	3 *	19 2%	5 2%	5 1%	2 1%	3 1%	3 1%	2 1%	4 1%	9 2%	4 1%	3 1%	1 *	14 1%	8 1%
Will affect/destroy the countryside/greenbelt	21 1%	8 1%	13 1%	1 *	1 *	1 *	3 1%	6 2%	9 2%	4 1%	5 1%	4 1%	3 1%	5 2%	9 1%	12 1%
It will be easier to travel to Europe/abroad	19 1%	8 1%	11 1%	5 2%	1 *	6 2%	4 1%	2 1%	1 *	7 2%	4 1%	4 1%	2 1%	2 1%	11 1%	8 1%
Better service/it will improve what we already have/progression	19 1%	9 1%	10 1%	5 2%	1 *	3 1%	4 1%	2 1%	4 1%	3 1%	11 2%	1 *	2 1%	3 1%	14 1%	5 *

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
I do not travel (often)	16 1%	9 1%	8 1%	- -	3 1%	3 1%	3 1%	3 1%	5 1%	3 1%	3 1%	2 *	5 2%	3 1%	7 1%	10 1%
It will be bad for the environment	16 1%	4 *	12 1%	4 1%	2 1%	- -	2 1%	5 2%	3 1%	4 1%	3 *	5 1%	1 *	4 1%	7 1%	9 1%
It will be quicker to get to London	15 1%	9 1%	6 1%	2 1%	7 2%	1 *	3 1%	1 *	1 *	2 1%	7 1%	1 *	2 1%	2 1%	9 1%	5 1%
Will have an impact on housing/house costs	14 1%	6 1%	8 1%	2 1%	2 *	- -	2 1%	3 1%	4 1%	3 1%	4 1%	3 1%	3 1%	1 *	7 1%	7 1%
Not bothered/interested	12 1%	8 1%	4 *	1 *	4 1%	2 1%	2 1%	1 *	1 *	1 *	4 1%	2 1%	1 1%	3 1%	5 1%	7 1%
It will be better for the economy/more money (to the country)	12 1%	9 1%	3 *	1 *	4 1%	2 1%	2 1%	1 *	2 *	3 1%	4 1%	3 1%	2 1%	1 *	7 1%	5 1%
Better transport links	12 1%	9 1%	3 *	1 *	3 1%	3 1%	2 1%	3 1%	- -	4 1%	1 *	2 *	2 1%	2 1%	5 1%	6 1%
Waste of money/not needed	12 1%	6 1%	5 1%	3 1%	2 1%	1 *	1 *	- -	4 1%	2 1%	5 1%	1 *	2 1%	1 *	8 1%	4 *
It will be good for the country	11 1%	7 1%	4 *	1 1%	3 1%	- -	3 1%	2 1%	1 *	1 *	6 1%	3 1%	1 *	1 *	7 1%	4 *
Cost/expensive (general)	11 1%	3 *	8 1%	1 *	1 *	2 1%	- -	2 1%	5 1%	1 *	2 *	4 1%	2 1%	2 1%	2 *	8 1%
It will be easier to travel to London	10 1%	3 *	7 1%	2 1%	3 1%	3 1%	1 *	1 *	- -	3 1%	3 *	1 *	2 1%	2 *	5 1%	5 *
Don't use trains much	9 *	4 *	5 *	2 1%	1 *	2 *	1 *	2 1%	2 *	- -	3 *	1 *	2 1%	4 1%	3 *	7 1%
Convenient	9 *	5 *	5 *	5 2%	- -	5 1%	- -	- -	- -	3 1%	4 1%	2 1%	- -	1 *	6 1%	3 *
Dislike it (all other negative references)	8 *	6 1%	2 *	1 *	3 1%	- -	1 *	1 *	2 1%	1 *	4 1%	1 *	2 1%	1 *	5 1%	3 *
(Government)should invest money into something else	8 *	5 *	3 *	3 1%	4 1%	- -	- -	- -	1 *	4 1%	3 *	1 *	- -	- -	7 1%	1 *
It will be quicker to travel to Europe/abroad	7 *	2 *	4 *	- -	2 1%	2 1%	- -	2 1%	- -	4 1%	1 *	1 *	1 *	- -	5 *	2 *

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
It will be easier to travel to the North	6*	3*	3*	-	3 1%	-	1*	2 1%	-	-	5 1%	-	1*	-	5 1%	1*
It will encourage me to travel by train (more)	6*	2*	3*	-	1*	-	2 1%	2 1%	-	2 1%	1*	2 1%	-	-	3*	2*
The scheme should be extended to other parts of the UK	6*	3*	2*	-	1*	-	-	3 1%	1*	2 1%	1*	1*	-	1*	4*	2*
It will decrease jobs/ money/tourism to this area	6*	3*	2*	1*	-	-	1*	2 1%	1*	2 1%	2*	1*	-	-	5*	1*
Increased noise (level)	5*	1*	4*	1 1%	-	1*	1*	1*	1*	-	1*	1*	2 1%	1*	1*	4*
Too costly in the current climate/ recession	5*	3*	2*	-	4 1%	-	1*	-	-	4 1%	-	-	1*	-	4*	1*
Personal cost	5*	* *	4*	1*	1*	1*	-	-	1*	-	4 1%	* *	-	1*	4*	1*
Better tourism	4*	2*	2*	1*	2*	-	-	1*	1*	2*	1*	2*	-	-	3*	2*
It will be easier to travel to the airport	4*	3*	1*	-	1*	-	-	2 1%	1*	2 1%	-	1*	1*	-	2*	2*
It will be easier to travel to Leeds	4*	* *	3*	-	2 1%	-	1*	-	* *	-	1*	2*	-	1*	1*	3*
It will be easier to travel to Manchester	3*	2*	2*	1*	1*	-	1*	1*	-	-	-	-	1*	2 1%	-	3*
Would need to know more about it	2*	-	2*	-	-	1*	-	-	1*	-	1*	1*	-	-	1*	1*
Don't know much about it	1*	-	1*	1*	-	-	-	-	-	-	-	-	-	1*	-	1*
Other	16 1%	9 1%	7 1%	1 1%	3 1%	-	3 1%	5 2%	3 1%	7 2%	2*	5 1%	2 1%	1*	9 1%	7 1%
SUMMARY CODES																
ANY POSITIVE IMPACT	301 15%	150 15%	151 15%	54 19%	66 18%	51 15%	48 15%	45 14%	36 9%	62 16%	107 18%	59 14%	30 11%	43 13%	169 17%	132 13%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
ANY NEGATIVE IMPACT	92 5%	37 4%	55 5%	16 6%	16 4%	7 2%	12 4%	18 6%	23 6%	21 5%	30 5%	17 4%	12 4%	13 4%	51 5%	42 4%
NO IMPACT	1389 69%	687 71%	703 68%	171 61%	221 62%	245 71%	234 74%	226 73%	293 75%	295 74%	409 68%	281 68%	186 70%	219 67%	704 71%	686 68%
QUICKER TO TRAVEL	80 4%	42 4%	38 4%	18 7%	20 6%	16 5%	8 3%	10 3%	8 2%	16 4%	31 5%	11 3%	9 3%	13 4%	47 5%	33 3%
EASIER TO TRAVEL	94 5%	46 5%	48 5%	23 8%	16 5%	20 6%	18 6%	11 4%	6 2%	25 6%	28 5%	20 5%	10 4%	12 4%	52 5%	42 4%
Don't Know	219 11%	92 10%	127 12%	38 14%	52 15%	41 12%	24 8%	24 8%	39 10%	20 5%	57 10%	53 13%	38 14%	51 16%	77 8%	142 14%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
No impact (no further detail)	1141 57%	437 57%	152 60%	302 60%	65 55%	186 51%	338 54%	802 58%
No impact, would not affect me/us	136 7%	48 6%	16 6%	32 6%	5 4%	35 10%	48 8%	88 6%
It will be quicker/cut down on travelling time	61 3%	20 3%	12 5%	10 2%	11 9%	8 2%	20 3%	41 3%
No impact in this area	60 3%	19 3%	5 2%	24 5%	- -	12 3%	9 1%	51 4%
It will be easier to travel	52 3%	22 3%	7 3%	5 1%	12 10%	6 2%	15 2%	37 3%
I do not use trains	35 2%	12 2%	1 *	11 2%	2 2%	9 2%	14 2%	21 2%
It's a good idea (all other positive references)	31 2%	11 1%	2 1%	11 2%	1 1%	7 2%	12 2%	19 1%
It will have an impact	30 1%	13 2%	5 2%	6 1%	2 2%	4 1%	11 2%	19 1%
It will benefit the commuter/people/business	28 1%	9 1%	7 3%	7 1%	1 1%	5 1%	7 1%	21 2%
It will reduce road traffic	27 1%	18 2%	- -	4 1%	1 1%	4 1%	9 1%	18 1%
It will create jobs/industry to the area	24 1%	13 2%	2 1%	6 1%	- -	3 1%	9 1%	15 1%
I/my family/relatives will use it (all positive references)	21 1%	7 1%	5 2%	4 1%	3 2%	3 1%	8 1%	13 1%
Will affect/destroy the countryside/greenbelt	21 1%	5 1%	2 1%	9 2%	1 1%	4 1%	1 *	20 1%
It will be easier to travel to Europe/abroad	19 1%	8 1%	2 1%	2 *	4 3%	3 1%	9 1%	10 1%
Better service/it will improve what we already have/progression	19 1%	7 1%	- -	6 1%	5 4%	1 *	5 1%	14 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Weighted Base	2000	764	252	501	118	365	628	1372
I do not travel (often)	16 1%	5 1%	2 1%	6 1%	- -	3 1%	1 *	15 1%
It will be bad for the environment	16 1%	5 1%	2 1%	6 1%	1 1%	2 1%	3 1%	13 1%
It will be quicker to get to London	15 1%	9 1%	- -	1 *	- -	5 1%	5 1%	10 1%
Will have an impact on housing/house costs	14 1%	5 1%	1 *	6 1%	- -	2 1%	3 *	11 1%
Not bothered/interested	12 1%	6 1%	3 1%	1 *	- -	2 1%	7 1%	5 *
It will be better for the economy/more money (to the country)	12 1%	7 1%	- -	3 1%	1 1%	1 *	4 1%	8 1%
Better transport links	12 1%	6 1%	1 *	2 *	- -	3 1%	3 1%	8 1%
Waste of money/not needed	12 1%	4 1%	1 *	4 1%	1 1%	1 *	2 *	10 1%
It will be good for the country	11 1%	6 1%	- -	3 1%	1 1%	1 *	6 1%	6 *
Cost/expensive (general)	11 1%	1 *	3 1%	6 1%	- -	1 *	3 *	8 1%
It will be easier to travel to London	10 1%	4 1%	3 1%	1 *	- -	3 1%	3 1%	7 *
Don't use trains much	9 *	2 *	1 *	4 1%	- -	2 1%	1 *	9 1%
Convenient	9 *	4 *	1 *	- -	4 3%	1 *	5 1%	4 *
Dislike it (all other negative references)	8 *	2 *	3 1%	2 *	- -	1 *	4 1%	4 *
(Government)should invest money into something else	8 *	6 1%	- -	1 *	- -	1 *	1 *	7 *
It will be quicker to travel to Europe/abroad	7 *	5 1%	2 1%	- -	- -	- -	3 1%	3 *

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Weighted Base	2000	764	252	501	118	365	628	1372
It will be easier to travel to the North	6 *	4 1%	1 *	- -	- -	1 *	2 *	4 *
It will encourage me to travel by train (more)	6 *	4 1%	- -	1 *	- -	- -	- -	6 *
The scheme should be extended to other parts of the UK	6 *	3 *	- -	2 *	- -	- -	- -	6 *
It will decrease jobs/ money/tourism to this area	6 *	2 *	1 1%	1 *	- -	1 *	1 *	4 *
Increased noise (level)	5 *	2 *	- -	- -	- -	3 1%	1 *	4 *
Too costly in the current climate/ recession	5 *	3 *	1 *	- -	- -	1 *	2 *	3 *
Personal cost	5 *	2 *	- -	1 *	1 1%	- -	- -	5 *
Better tourism	4 *	2 *	1 *	2 *	- -	- -	1 *	3 *
It will be easier to travel to the airport	4 *	- -	- -	3 1%	- -	1 *	1 *	3 *
It will be easier to travel to Leeds	4 *	1 *	- -	* *	- -	2 1%	1 *	2 *
It will be easier to travel to Manchester	3 *	- -	- -	1 *	- -	2 1%	1 *	3 *
Would need to know more about it	2 *	- -	1 *	1 *	- -	- -	1 *	1 *
Don't know much about it	1 *	- -	- -	- -	- -	1 *	1 *	- -
Other	16 1%	6 1%	4 2%	6 1%	- -	- -	3 1%	13 1%
SUMMARY CODES								
ANY POSITIVE IMPACT	301 15%	128 17%	35 14%	56 11%	33 28%	49 13%	104 17%	197 14%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	WORKING STATUS				CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None
Weighted Base	2000	764	252	501	118	365	628	1372
ANY NEGATIVE IMPACT	92 5%	34 4%	12 5%	29 6%	4 3%	14 4%	19 3%	73 5%
NO IMPACT	1389 69%	523 69%	178 71%	373 74%	71 60%	244 67%	413 66%	976 71%
QUICKER TO TRAVEL	80 4%	32 4%	14 6%	11 2%	11 9%	13 4%	27 4%	53 4%
EASIER TO TRAVEL	94 5%	38 5%	12 5%	10 2%	16 14%	19 5%	32 5%	62 5%
Don't Know	219 11%	73 10%	27 11%	48 10%	13 11%	58 16%	90 14%	128 9%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	STANDARD REGION													
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
No impact (no further detail)	1141 57%	107 61%	69 63%	90 52%	124 55%	97 54%	91 60%	37 55%	74 76%	129 70%	235 60%	88 36%	389 57%	299 60%	453 55%
No impact, would not affect me/us	136 7%	11 7%	12 11%	20 12%	4 2%	19 11%	3 2%	2 3%	5 5%	10 6%	27 7%	22 9%	47 7%	29 6%	60 7%
It will be quicker/cut down on travelling time	61 3%	1 1%	2 2%	5 3%	11 5%	4 2%	6 4%	1 1%	2 2%	1 1%	6 2%	22 9%	19 3%	12 2%	30 4%
No impact in this area	60 3%	9 5%	5 5%	6 3%	2 1%	2 1%	3 2%	2 3%	5 5%	16 9%	8 2%	- -	22 3%	13 3%	25 3%
It will be easier to travel	52 3%	5 3%	1 1%	4 2%	4 2%	5 3%	10 7%	1 2%	3 3%	- -	11 3%	8 3%	14 2%	19 4%	19 2%
I do not use trains	35 2%	3 2%	4 3%	9 5%	6 3%	4 2%	2 1%	- -	2 2%	1 1%	3 1%	1 1%	22 3%	7 1%	6 1%
It's a good idea (all other positive references)	31 2%	3 2%	- -	4 2%	5 2%	4 2%	2 1%	- -	- -	1 *	5 1%	8 3%	12 2%	6 1%	13 2%
It will have an impact	30 1%	4 2%	2 2%	1 *	2 1%	1 1%	4 3%	- -	1 1%	2 1%	7 2%	6 3%	8 1%	6 1%	15 2%
It will benefit the commuter/people/business	28 1%	2 1%	1 1%	3 2%	1 *	3 2%	6 4%	1 2%	- -	1 1%	4 1%	5 2%	8 1%	10 2%	10 1%
It will reduce road traffic	27 1%	1 1%	- -	1 1%	3 1%	1 1%	1 1%	3 5%	- -	* *	8 2%	8 3%	5 1%	6 1%	16 2%
It will create jobs/industry to the area	24 1%	1 1%	3 3%	1 1%	1 *	3 2%	4 2%	- -	- -	- -	5 1%	6 3%	7 1%	7 1%	11 1%
I/my family/relatives will use it (all positive references)	21 1%	1 1%	1 1%	3 2%	4 2%	4 2%	1 1%	- -	- -	4 2%	2 1%	1 1%	9 1%	5 1%	7 1%
Will affect/destroy the countryside/greenbelt	21 1%	- -	- -	2 1%	- -	5 3%	3 2%	1 2%	1 1%	- -	7 2%	3 1%	2 *	10 2%	9 1%
It will be easier to travel to Europe/abroad	19 1%	1 1%	- -	2 1%	3 1%	2 1%	- -	- -	1 1%	3 1%	3 1%	5 2%	6 1%	3 1%	10 1%
Better service/it will improve what we already have/progression	19 1%	3 2%	- -	2 1%	1 *	1 *	1 1%	2 2%	- -	2 1%	6 1%	3 1%	6 1%	3 1%	11 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	STANDARD REGION													
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
I do not travel (often)	16 1%	1 *	2 2%	-	1 *	1 1%	-	-	-	1 *	-	10 4%	4 1%	1 *	11 1%
It will be bad for the environment	16 1%	-	-	-	-	2 1%	3 2%	3 5%	-	-	4 1%	5 2%	-	8 2%	9 1%
It will be quicker to get to London	15 1%	-	2 2%	4 2%	5 2%	2 1%	1 *	-	-	1 1%	-	-	11 2%	3 1%	1 *
Will have an impact on housing/house costs	14 1%	-	-	1 1%	3 1%	3 2%	1 1%	2 4%	-	1 *	2 1%	1 *	4 1%	6 1%	4 *
Not bothered/interested	12 1%	3 2%	-	3 2%	1 *	-	1 1%	-	-	-	3 1%	1 *	7 1%	1 *	3 *
It will be better for the economy/more money (to the country)	12 1%	1 1%	-	-	1 *	2 1%	1 1%	-	-	1 1%	4 1%	2 1%	2 *	3 1%	7 1%
Better transport links	12 1%	2 1%	-	1 1%	-	-	1 *	-	-	3 1%	3 1%	3 1%	3 *	1 *	8 1%
Waste of money/not needed	12 1%	1 1%	-	-	-	2 1%	-	-	-	1 *	3 1%	4 2%	1 *	2 *	8 1%
It will be good for the country	11 1%	1 1%	-	-	-	1 1%	1 *	-	-	-	3 1%	5 2%	1 *	2 *	8 1%
Cost/expensive (general)	11 1%	-	1 1%	2 1%	2 1%	1 *	1 *	1 2%	-	1 *	2 1%	-	5 1%	3 1%	3 *
It will be easier to travel to London	10 1%	1 *	-	2 1%	-	-	2 2%	-	-	4 2%	1 *	-	3 *	2 *	5 1%
Don't use trains much	9 *	-	-	3 2%	1 *	1 1%	-	-	-	2 1%	-	2 1%	4 1%	1 *	4 1%
Convenient	9 *	-	2 2%	-	3 1%	1 1%	1 1%	-	-	-	1 *	1 *	5 1%	3 1%	2 *
Dislike it (all other negative references)	8 *	-	-	1 1%	-	2 1%	1 1%	2 3%	-	1 *	* *	1 *	1 *	5 1%	2 *
(Government)should invest money into something else	8 *	-	-	-	-	-	-	-	-	-	3 1%	5 2%	-	-	8 1%
It will be quicker to travel to Europe/abroad	7 *	1 1%	-	1 1%	2 1%	-	-	-	-	1 1%	-	1 *	5 1%	-	2 *

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	STANDARD REGION													
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
It will be easier to travel to the North	6 *	- -	- -	- -	- -	- -	- -	- -	1 1%	1 1%	2 1%	2 1%	- -	1 *	5 1%
It will encourage me to travel by train (more)	6 *	1 1%	1 1%	1 1%	- -	- -	- -	- -	- -	1 1%	1 *	- -	3 1%	- -	2 *
The scheme should be extended to other parts of the UK	6 *	1 1%	4 3%	- -	- -	1 1%	- -	- -	- -	- -	- -	- -	5 1%	1 *	- -
It will decrease jobs/money/tourism to this area	6 *	1 1%	- -	1 *	- -	- -	- -	- -	- -	- -	4 1%	- -	2 *	- -	4 *
Increased noise (level)	5 *	- -	- -	- -	- -	1 1%	3 2%	1 1%	- -	- -	- -	- -	- -	5 1%	- -
Too costly in the current climate/recession	5 *	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5 2%	- -	- -	5 1%
Personal cost	5 *	- -	- -	1 1%	- -	- -	- -	- -	- -	1 *	3 1%	- -	1 *	- -	3 *
Better tourism	4 *	- -	- -	- *	1 *	- -	- -	- -	- -	1 1%	2 1%	- -	1 *	- -	3 *
It will be easier to travel to the airport	4 *	1 *	- -	1 *	- -	1 1%	- -	- -	- -	- -	1 *	- -	2 *	1 *	1 *
It will be easier to travel to Leeds	4 *	- -	- -	1 1%	- -	- -	- -	- -	1 1%	- -	2 *	- -	1 *	1 *	2 *
It will be easier to travel to Manchester	3 *	- -	1 1%	- -	2 1%	- -	- -	- -	- -	- -	1 *	- -	3 *	- -	1 *
Would need to know more about it	2 *	- -	- -	1 1%	- -	1 *	- -	- -	- -	- -	- -	- -	1 *	1 *	- -
Don't know much about it	1 *	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1 *	- -	- -	1 *
Other	16 1%	2 1%	- -	3 1%	1 1%	- -	2 1%	- -	- -	2 1%	4 1%	3 1%	6 1%	2 *	8 1%
SUMMARY CODES															
ANY POSITIVE IMPACT	301 15%	20 11%	14 13%	29 17%	40 18%	28 16%	27 18%	8 12%	7 8%	19 10%	51 13%	58 23%	102 15%	71 14%	128 16%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	STANDARD REGION													
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
ANY NEGATIVE IMPACT	92 5%	3 1%	1 1%	6 4%	5 2%	13 7%	8 6%	7 11%	1 1%	3 2%	25 6%	21 8%	14 2%	30 6%	48 6%
NO IMPACT	1389 69%	133 76%	88 81%	130 76%	137 62%	122 68%	100 66%	41 61%	84 86%	158 86%	275 70%	121 49%	488 72%	348 70%	554 67%
QUICKER TO TRAVEL	80 4%	3 1%	4 4%	8 5%	17 8%	6 3%	7 4%	1 1%	2 2%	4 2%	6 2%	23 9%	32 5%	15 3%	33 4%
EASIER TO TRAVEL	94 5%	7 4%	2 2%	9 5%	9 4%	8 4%	11 7%	1 2%	6 6%	8 4%	19 5%	14 6%	27 4%	26 5%	42 5%
Don't Know	219 11%	16 9%	5 5%	11 7%	40 18%	22 12%	17 11%	10 15%	4 4%	2 1%	43 11%	47 19%	73 11%	54 11%	92 11%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
	Total	Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
No impact (no further detail)	1141 57%	623 59%	518 55%	110 50%	512 61%	509 54%	269 60%	75 44%	288 66%
No impact, would not affect me/us	136 7%	74 7%	61 6%	20 9%	54 6%	50 5%	41 9%	17 10%	28 6%
It will be quicker/cut down on travelling time	61 3%	34 3%	27 3%	7 3%	26 3%	54 6%	2 *	3 2%	2 *
No impact in this area	60 3%	39 4%	21 2%	8 4%	31 4%	24 3%	11 2%	10 6%	14 3%
It will be easier to travel	52 3%	26 2%	26 3%	13 6%	13 2%	46 5%	3 1%	3 2%	1 *
I do not use trains	35 2%	13 1%	22 2%	5 2%	8 1%	10 1%	9 2%	5 3%	10 2%
It's a good idea (all other positive references)	31 2%	14 1%	17 2%	5 2%	10 1%	27 3%	2 *	1 1%	1 *
It will have an impact	30 1%	20 2%	9 1%	7 3%	14 2%	18 2%	3 1%	5 3%	3 1%
It will benefit the commuter/people/business	28 1%	18 2%	10 1%	3 1%	15 2%	24 3%	2 1%	1 *	1 *
It will reduce road traffic	27 1%	13 1%	14 1%	6 2%	8 1%	21 2%	1 *	2 1%	4 1%
It will create jobs/industry to the area	24 1%	17 2%	7 1%	7 3%	9 1%	22 2%	- -	1 1%	1 *
I/my family/relatives will use it (all positive references)	21 1%	11 1%	11 1%	4 2%	7 1%	16 2%	1 *	1 1%	3 1%
Will affect/destroy the countryside/greenbelt	21 1%	18 2%	3 *	10 4%	8 1%	4 *	2 *	12 7%	2 1%
It will be easier to travel to Europe/abroad	19 1%	10 1%	9 1%	1 *	9 1%	17 2%	- -	- -	2 1%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Weighted Base	2000	1056	944	222	834	943	445	173	439
Better service/it will improve what we already have/progression	19 1%	13 1%	6 1%	5 2%	8 1%	16 2%	1 *	2 1%	1 *
I do not travel (often)	16 1%	8 1%	8 1%	- -	8 1%	8 1%	4 1%	- -	5 1%
It will be bad for the environment	16 1%	11 1%	5 1%	5 2%	6 1%	4 *	3 1%	6 4%	3 1%
It will be quicker to get to London	15 1%	9 1%	5 1%	3 1%	6 1%	15 2%	- -	- -	- -
Will have an impact on housing/house costs	14 1%	10 1%	4 *	5 2%	5 1%	5 1%	1 *	5 3%	3 1%
Not bothered/interested	12 1%	6 1%	5 1%	- -	6 1%	1 *	8 2%	1 1%	1 *
It will be better for the economy/more money (to the country)	12 1%	7 1%	4 *	2 1%	5 1%	11 1%	- -	- -	1 *
Better transport links	12 1%	10 1%	2 *	1 1%	8 1%	11 1%	1 *	- -	- -
Waste of money/not needed	12 1%	5 *	6 1%	1 *	4 1%	- -	2 *	9 5%	1 *
It will be good for the country	11 1%	5 *	6 1%	1 1%	4 *	11 1%	- -	- -	1 *
Cost/expensive (general)	11 1%	7 1%	3 *	2 1%	5 1%	2 *	3 1%	4 2%	2 *
It will be easier to travel to London	10 1%	5 *	5 1%	1 1%	3 *	10 1%	- -	- -	- -
Don't use trains much	9 *	4 *	5 1%	- -	4 1%	5 1%	2 *	1 1%	2 *
Convenient	9 *	9 1%	1 *	4 2%	5 1%	9 1%	1 *	- -	- -
Dislike it (all other negative references)	8 *	6 1%	2 *	4 2%	2 *	3 *	1 *	4 2%	- -

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
	Total	Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Weighted Base	2000	1056	944	222	834	943	445	173	439
(Government)should invest money into something else	8*	3*	5 1%	1*	2*	-	-	8 5%	-
It will be quicker to travel to Europe/abroad	7*	4*	3*	2 1%	1*	7 1%	-	-	-
It will be easier to travel to the North	6*	4*	3*	2 1%	1*	6 1%	-	-	-
It will encourage me to travel by train (more)	6*	4*	1*	-	4 1%	4*	-	-	1*
The scheme should be extended to other parts of the UK	6*	6 1%	-	2 1%	4*	5*	-	1 1%	-
It will decrease jobs/ money/tourism to this area	6*	4*	1*	1 1%	3*	2*	1*	1 1%	1*
Increased noise (level)	5*	1*	4*	1*	1*	1*	2*	1*	2*
Too costly in the current climate/ recession	5*	-	5 1%	-	-	-	-	5 3%	-
Personal cost	5*	3*	1*	2 1%	2*	-	-	3 2%	1*
Better tourism	4*	3*	1*	1*	3*	4*	-	-	-
It will be easier to travel to the airport	4*	3*	1*	1 1%	2*	4*	-	-	-
It will be easier to travel to Leeds	4*	1*	2*	-	1*	4*	-	-	-
It will be easier to travel to Manchester	3*	2*	2*	-	2*	3*	-	-	-
Would need to know more about it	2*	2*	-	-	2*	1*	-	-	1*

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q5. How think would be personally impacted by the proposed High Speed Rail scheme

Base: All respondents

	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
	Total	Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Weighted Base	2000	1056	944	222	834	943	445	173	439
Don't know much about it	1	-	1	-	-	-	-	-	1
	*	-	*	-	-	-	-	-	*
Other	16	6	10	1	5	8	3	2	4
	1%	1%	1%	*	1%	1%	1%	1%	1%
SUMMARY CODES									
ANY POSITIVE IMPACT	301	167	134	50	117	261	12	12	16
	15%	16%	14%	22%	14%	28%	3%	7%	4%
ANY NEGATIVE IMPACT	92	58	34	25	33	17	15	48	12
	5%	6%	4%	11%	4%	2%	3%	28%	3%
NO IMPACT	1389	755	635	142	613	601	340	109	340
	69%	71%	67%	64%	73%	64%	76%	63%	78%
QUICKER TO TRAVEL	80	44	36	12	32	73	2	3	2
	4%	4%	4%	5%	4%	8%	*	2%	*
EASIER TO TRAVEL	94	47	47	16	30	85	3	3	3
	5%	4%	5%	7%	4%	9%	1%	2%	1%
Don't Know	219	81	138	13	68	59	76	14	70
	11%	8%	15%	6%	8%	6%	17%	8%	16%

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole - Summary table
Base: All respondents

	Levels of employment	Journey times	Opportunities for business	Congestion on roads	The environment	Noise levels	Cost to the government	Cost of train tickets
Unweighted Base	2037	2037	2037	2037	2037	2037	2037	2037
Weighted Base	2000	2000	2000	2000	2000	2000	2000	2000
A big positive impact (100)	250 13%	472 24%	370 19%	190 10%	102 5%	59 3%	131 7%	91 5%
Some positive impact (83.34)	652 33%	713 36%	664 33%	509 25%	230 12%	133 7%	161 8%	130 7%
A slight positive impact (66.67)	546 27%	434 22%	502 25%	516 26%	269 13%	177 9%	216 11%	201 10%
No impact at all (50)	312 16%	179 9%	245 12%	496 25%	344 17%	522 26%	260 13%	307 15%
A slight negative impact (33.34)	59 3%	33 2%	47 2%	90 4%	379 19%	481 24%	292 15%	397 20%
Some negative impact (16.67)	28 1%	21 1%	21 1%	50 2%	289 14%	280 14%	339 17%	396 20%
A big negative impact (0)	13 1%	18 1%	12 1%	31 2%	180 9%	115 6%	316 16%	239 12%
SUMMARY CODES								
ANY POSITIVE	1449 72%	1619 81%	1537 77%	1215 61%	601 30%	369 18%	508 25%	422 21%
ANY NEGATIVE	100 5%	72 4%	79 4%	170 9%	848 42%	877 44%	946 47%	1032 52%
Don't Know/it depends	139 7%	130 6%	138 7%	118 6%	207 10%	233 12%	286 14%	239 12%
Mean score	71.92	78.05	75.22	66.14	45.73	42.78	40.42	38.89
Standard deviation	19.22	19.34	19.19	21.28	28.24	23.63	31.09	27.78
Standard error	0.44	0.44	0.44	0.49	0.66	0.56	0.75	0.66
Error Variance	0.20	0.20	0.20	0.24	0.44	0.31	0.56	0.43

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Levels of employment

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A big positive impact (100)	250 13%	119 12%	131 13%	39 14%	65 18%	39 11%	44 14%	31 10%	33 8%	42 11%	81 13%	49 12%	39 15%	39 12%	122 12%	128 13%
Some positive impact (83.34)	652 33%	324 33%	328 32%	97 34%	121 34%	116 34%	102 32%	110 35%	107 27%	142 36%	201 34%	155 37%	67 26%	87 27%	343 34%	309 31%
A slight positive impact (66.67)	546 27%	273 28%	273 27%	83 29%	98 27%	108 31%	82 26%	69 22%	107 28%	120 30%	175 29%	109 27%	71 27%	71 22%	295 30%	251 25%
No impact at all (50)	312 16%	166 17%	146 14%	32 11%	43 12%	49 14%	46 15%	62 20%	79 20%	64 16%	83 14%	60 15%	46 17%	60 18%	147 15%	166 17%
A slight negative impact (33.34)	59 3%	30 3%	29 3%	10 4%	6 2%	9 3%	10 3%	12 4%	12 3%	9 2%	17 3%	15 4%	6 2%	11 4%	26 3%	33 3%
Some negative impact (16.67)	28 1%	11 1%	17 2%	7 3%	4 1%	-	6 2%	6 2%	6 1%	4 1%	8 1%	3 1%	7 3%	7 2%	11 1%	17 2%
A big negative impact (0)	13 1%	7 1%	5 1%	1 *	3 1%	2 1%	2 1%	1 *	4 1%	-	-	4 1%	2 1%	7 2%	-	13 1%
SUMMARY CODES																
ANY POSITIVE	1449 72%	715 74%	733 71%	218 78%	284 79%	263 76%	228 72%	210 67%	247 63%	304 77%	457 76%	313 76%	178 67%	197 60%	761 76%	687 69%
ANY NEGATIVE	100 5%	49 5%	52 5%	18 6%	12 3%	11 3%	17 6%	20 6%	22 6%	13 3%	25 4%	22 5%	15 6%	26 8%	38 4%	62 6%
Don't Know/it depends	139 7%	41 4%	98 10%	13 5%	18 5%	22 6%	26 8%	19 6%	41 10%	17 4%	34 6%	18 4%	26 10%	44 13%	51 5%	88 9%
Mean score	71.92	71.55	72.30	72.76	75.24	72.85	72.33	70.18	68.31	72.48	73.23	72.52	70.92	68.59	72.93	70.89
Standard deviation	19.22	19.13	19.31	19.42	18.88	17.18	19.77	19.74	19.67	17.06	17.98	18.95	20.77	22.77	17.61	20.71
Standard error	0.44	0.62	0.63	1.19	1.09	1.04	1.18	1.18	0.89	0.90	0.81	0.93	1.24	1.25	0.60	0.65
Error Variance	0.20	0.39	0.40	1.42	1.18	1.08	1.39	1.40	0.80	0.80	0.65	0.87	1.54	1.56	0.36	0.42

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Levels of employment

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	250 13%	104 14%	43 17%	41 8%	9 8%	52 14%	95 15%	155 11%
Some positive impact (83.34)	652 33%	270 35%	82 33%	146 29%	44 37%	111 30%	203 32%	449 33%
A slight positive impact (66.67)	546 27%	215 28%	75 30%	129 26%	44 37%	83 23%	176 28%	370 27%
No impact at all (50)	312 16%	109 14%	32 13%	109 22%	9 8%	53 15%	86 14%	226 17%
A slight negative impact (33.34)	59 3%	22 3%	6 2%	16 3%	6 5%	9 2%	20 3%	39 3%
Some negative impact (16.67)	28 1%	7 1%	2 1%	10 2%	2 2%	8 2%	7 1%	21 2%
A big negative impact (0)	13 1%	2 *	-	5 1%	1 1%	5 1%	3 *	10 1%
SUMMARY CODES								
ANY POSITIVE	1449 72%	589 77%	201 80%	316 63%	97 82%	246 67%	475 76%	974 71%
ANY NEGATIVE	100 5%	31 4%	7 3%	31 6%	9 8%	22 6%	30 5%	70 5%
Don't Know/it depends	139 7%	35 5%	12 5%	46 9%	3 2%	43 12%	37 6%	102 7%
Mean score	71.92	73.46	75.04	68.06	71.30	71.82	73.30	71.28
Standard deviation	19.22	18.01	17.57	19.90	18.05	21.57	18.99	19.30
Standard error	0.44	0.71	1.15	0.83	1.78	1.18	0.80	0.53
Error Variance	0.20	0.51	1.33	0.69	3.16	1.39	0.65	0.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Levels of employment

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact (100)	250 13%	16 9%	12 11%	21 12%	24 11%	25 14%	29 19%	2 2%	16 17%	17 9%	34 9%	55 22%	73 11%	72 14%	105 13%	
Some positive impact (83.34)	652 33%	51 29%	40 36%	67 39%	52 23%	58 32%	47 31%	20 29%	43 44%	49 27%	152 39%	73 29%	210 31%	168 34%	274 33%	
A slight positive impact (66.67)	546 27%	38 22%	29 27%	42 24%	75 34%	48 27%	35 23%	18 27%	18 19%	60 33%	108 27%	76 31%	183 27%	119 24%	244 30%	
No impact at all (50)	312 16%	39 22%	18 16%	21 12%	39 18%	25 14%	21 14%	12 18%	12 12%	38 21%	54 14%	33 13%	117 17%	70 14%	125 15%	
A slight negative impact (33.34)	59 3%	5 3%	2 2%	2 1%	13 6%	9 5%	5 3%	6 9%	1 1%	3 1%	10 2%	4 2%	23 3%	20 4%	17 2%	
Some negative impact (16.67)	28 1%	5 3%	2 2%	3 2%	1 *	4 2%	2 1%	3 4%	1 1%	3 2%	5 1%	1 *	10 2%	9 2%	9 1%	
A big negative impact (0)	13 1%	2 1%	1 1%	1 *	2 1%	1 *	1 *	- -	1 1%	1 *	3 1%	1 1%	5 1%	2 *	6 1%	
SUMMARY CODES																
ANY POSITIVE	1449 72%	105 60%	80 74%	130 75%	151 68%	131 73%	112 73%	39 58%	78 80%	127 69%	293 75%	203 82%	466 69%	359 72%	623 76%	
ANY NEGATIVE	100 5%	12 7%	4 4%	6 3%	16 7%	13 7%	7 4%	9 14%	2 2%	6 3%	18 5%	7 3%	38 6%	31 6%	31 4%	
Don't Know/it depends	139 7%	18 10%	7 6%	16 9%	17 7%	11 6%	13 8%	7 10%	6 6%	13 7%	28 7%	5 2%	57 8%	37 7%	45 5%	
Mean score	71.92	68.02	72.10	74.31	68.66	71.64	74.78	63.86	77.35	69.44	72.02	75.71	70.49	72.71	72.61	
Standard deviation	19.22	21.13	18.65	18.26	19.31	20.21	19.77	20.25	17.46	18.18	18.28	18.59	19.55	19.91	18.48	
Standard error	0.44	1.71	1.86	1.47	1.35	1.51	1.64	2.55	1.87	1.36	0.94	1.19	0.79	0.91	0.65	
Error Variance	0.20	2.94	3.44	2.17	1.83	2.28	2.70	6.51	3.50	1.84	0.89	1.40	0.63	0.84	0.43	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Levels of employment

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A big positive impact (100)	250 13%	129 12%	121 13%	37 17%	92 11%	184 20%	20 4%	8 5%	38 9%
Some positive impact (83.34)	652 33%	354 33%	299 32%	82 37%	272 33%	360 38%	121 27%	32 19%	139 32%
A slight positive impact (66.67)	546 27%	309 29%	237 25%	53 24%	256 31%	256 27%	143 32%	43 25%	104 24%
No impact at all (50)	312 16%	158 15%	154 16%	33 15%	126 15%	87 9%	96 22%	57 33%	72 16%
A slight negative impact (33.34)	59 3%	39 4%	20 2%	9 4%	30 4%	21 2%	16 4%	12 7%	11 2%
Some negative impact (16.67)	28 1%	16 2%	12 1%	2 1%	14 2%	4 *	8 2%	7 4%	8 2%
A big negative impact (0)	13 1%	6 1%	6 1%	1 1%	5 1%	4 *	1 *	5 3%	3 1%
SUMMARY CODES									
ANY POSITIVE	1449 72%	792 75%	657 70%	171 77%	620 74%	800 85%	284 64%	84 48%	280 64%
ANY NEGATIVE	100 5%	62 6%	38 4%	12 5%	50 6%	29 3%	25 6%	24 14%	22 5%
Don't Know/it depends	139 7%	44 4%	95 10%	6 3%	38 5%	27 3%	40 9%	9 5%	64 14%
Mean score	71.92	71.63	72.28	73.88	71.02	77.08	66.86	59.34	70.31
Standard deviation	19.22	19.21	19.23	19.53	19.09	17.52	17.52	21.80	19.53
Standard error	0.44	0.59	0.66	1.29	0.67	0.58	0.86	1.62	1.00
Error Variance	0.20	0.35	0.44	1.67	0.45	0.34	0.75	2.61	1.00

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole
- Levels of employment
Base: All respondents**

	Total	PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT			
		Very important	Fairly important	Not very important	Not at all important
Unweighted Base	2037	531	654	392	414
Weighted Base	2000	534	662	380	380
A big positive impact (100)	250 13%	147 28%	47 7%	24 6%	29 8%
Some positive impact (83.34)	652 33%	199 37%	242 37%	102 27%	105 28%
A slight positive impact (66.67)	546 27%	90 17%	241 36%	127 34%	82 21%
No impact at all (50)	312 16%	58 11%	78 12%	85 22%	89 23%
A slight negative impact (33.34)	59 3%	16 3%	16 2%	16 4%	11 3%
Some negative impact (16.67)	28 1%	5 1%	12 2%	3 1%	8 2%
A big negative impact (0)	13 1%	3 1%	2 *	1 *	7 2%
SUMMARY CODES					
ANY POSITIVE	1449 72%	436 82%	530 80%	254 67%	215 57%
ANY NEGATIVE	100 5%	24 5%	30 5%	20 5%	26 7%
Don't Know/it depends	139 7%	15 3%	23 4%	22 6%	50 13%
Mean score	71.92	78.73	71.40	67.68	66.67
Standard deviation	19.22	19.80	16.97	17.34	21.33
Standard error	0.44	0.87	0.68	0.90	1.13
Error Variance	0.20	0.76	0.46	0.81	1.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Journey times

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A big positive impact (100)	472 24%	258 27%	214 21%	60 21%	96 27%	82 24%	90 28%	59 19%	85 22%	116 29%	143 24%	90 22%	61 23%	62 19%	259 26%	213 21%
Some positive impact (83.34)	713 36%	345 36%	368 36%	109 39%	108 30%	130 38%	127 40%	117 38%	121 31%	144 36%	232 39%	158 38%	85 32%	94 29%	376 38%	337 34%
A slight positive impact (66.67)	434 22%	203 21%	231 22%	58 21%	80 23%	71 20%	58 18%	73 23%	95 24%	89 22%	118 20%	98 24%	55 21%	74 23%	207 21%	227 23%
No impact at all (50)	179 9%	91 9%	88 9%	26 9%	40 11%	33 10%	13 4%	28 9%	37 10%	26 6%	54 9%	37 9%	26 10%	37 11%	79 8%	100 10%
A slight negative impact (33.34)	33 2%	17 2%	16 2%	3 1%	4 1%	7 2%	6 2%	4 1%	9 2%	5 1%	8 1%	5 1%	2 1%	12 4%	14 1%	19 2%
Some negative impact (16.67)	21 1%	9 1%	12 1%	2 1%	4 1%	4 1%	3 1%	7 2%	1 *	3 1%	6 1%	4 1%	3 1%	5 2%	9 1%	12 1%
A big negative impact (0)	18 1%	7 1%	11 1%	5 2%	4 1%	1 *	3 1%	3 1%	2 1%	1 *	9 1%	2 *	1 *	5 1%	10 1%	8 1%
SUMMARY CODES																
ANY POSITIVE	1619 81%	806 83%	813 79%	227 81%	285 80%	283 82%	275 87%	249 80%	301 77%	349 88%	493 82%	346 84%	201 76%	230 70%	842 84%	778 77%
ANY NEGATIVE	72 4%	33 3%	39 4%	10 3%	12 3%	12 3%	13 4%	13 4%	13 3%	10 3%	23 4%	10 3%	7 3%	22 7%	33 3%	39 4%
Don't Know/it depends	130 6%	41 4%	89 9%	17 6%	21 6%	17 5%	17 5%	20 7%	38 10%	12 3%	30 5%	18 4%	31 12%	38 11%	42 4%	87 9%
Mean score	78.05	78.88	77.24	77.59	77.83	78.46	81.01	76.26	77.17	80.75	78.19	78.22	78.30	73.76	79.22	76.83
Standard deviation	19.34	19.17	19.49	19.80	20.19	18.57	18.88	19.76	18.76	17.69	19.93	17.76	18.87	21.95	19.09	19.54
Standard error	0.44	0.62	0.63	1.23	1.17	1.12	1.11	1.18	0.85	0.92	0.89	0.87	1.14	1.19	0.65	0.61
Error Variance	0.20	0.39	0.40	1.50	1.36	1.25	1.23	1.40	0.72	0.85	0.80	0.76	1.29	1.42	0.42	0.37

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Journey times

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	472 24%	203 27%	59 24%	99 20%	23 20%	87 24%	170 27%	302 22%
Some positive impact (83.34)	713 36%	272 36%	102 40%	169 34%	55 46%	115 32%	214 34%	499 36%
A slight positive impact (66.67)	434 22%	176 23%	49 19%	121 24%	21 18%	67 18%	130 21%	304 22%
No impact at all (50)	179 9%	63 8%	22 9%	48 10%	8 7%	38 10%	54 9%	125 9%
A slight negative impact (33.34)	33 2%	10 1%	4 1%	9 2%	3 2%	8 2%	9 1%	24 2%
Some negative impact (16.67)	21 1%	5 1%	5 2%	5 1%	1 1%	6 2%	7 1%	14 1%
A big negative impact (0)	18 1%	8 1%	-	2 *	3 2%	5 1%	4 1%	14 1%
SUMMARY CODES								
ANY POSITIVE	1619 81%	652 85%	210 83%	389 78%	99 84%	269 74%	514 82%	1106 81%
ANY NEGATIVE	72 4%	23 3%	8 3%	16 3%	6 5%	18 5%	20 3%	52 4%
Don't Know/it depends	130 6%	26 3%	12 5%	48 9%	4 4%	39 11%	40 6%	90 7%
Mean score	78.05	79.11	78.99	76.87	77.40	76.84	79.25	77.50
Standard deviation	19.34	18.92	18.25	18.56	20.53	21.55	19.17	19.41
Standard error	0.44	0.74	1.20	0.77	2.04	1.17	0.81	0.53
Error Variance	0.20	0.55	1.44	0.60	4.17	1.37	0.66	0.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Journey times

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact (100)	472 24%	33 19%	25 23%	47 27%	47 21%	44 24%	51 34%	4 6%	39 40%	32 17%	81 21%	69 28%	152 22%	139 28%	181 22%	
Some positive impact (83.34)	713 36%	64 36%	46 43%	58 34%	52 23%	70 39%	51 33%	29 43%	41 42%	78 43%	149 38%	74 30%	220 32%	191 38%	301 37%	
A slight positive impact (66.67)	434 22%	29 17%	23 21%	34 20%	76 34%	29 16%	21 14%	18 26%	3 3%	48 26%	83 21%	70 28%	163 24%	70 14%	201 24%	
No impact at all (50)	179 9%	26 15%	7 6%	8 5%	21 9%	17 9%	15 10%	9 13%	5 5%	13 7%	35 9%	24 9%	62 9%	45 9%	72 9%	
A slight negative impact (33.34)	33 2%	3 2%	4 3%	2 1%	6 3%	3 2%	1 *	1 2%	1 1%	5 3%	5 1%	2 1%	15 2%	6 1%	12 1%	
Some negative impact (16.67)	21 1%	2 1%	1 1%	1 1%	1 *	1 1%	2 1%	- -	1 1%	3 1%	8 2%	1 *	6 1%	4 1%	12 1%	
A big negative impact (0)	18 1%	- -	- -	- -	3 1%	4 2%	1 1%	2 2%	- -	- -	5 1%	3 1%	3 *	7 1%	8 1%	
SUMMARY CODES																
ANY POSITIVE	1619 81%	126 72%	94 86%	140 81%	176 79%	143 79%	123 81%	51 76%	82 85%	157 86%	313 80%	213 86%	535 79%	400 80%	684 83%	
ANY NEGATIVE	72 4%	5 3%	5 4%	3 2%	10 5%	9 5%	4 2%	3 4%	2 2%	8 4%	19 5%	5 2%	24 3%	17 3%	32 4%	
Don't Know/it depends	130 6%	17 10%	3 3%	21 12%	16 7%	12 7%	11 7%	4 7%	8 8%	6 3%	26 7%	6 2%	57 8%	35 7%	37 5%	
Mean score	78.05	76.38	78.93	81.77	74.58	78.07	81.60	72.03	87.05	77.03	76.63	78.47	77.52	80.07	77.28	
Standard deviation	19.34	18.81	17.91	16.78	19.95	21.35	19.73	18.81	16.21	17.40	20.49	18.82	18.75	20.06	19.32	
Standard error	0.44	1.52	1.76	1.38	1.40	1.60	1.62	2.35	1.75	1.27	1.06	1.20	0.76	0.92	0.68	
Error Variance	0.20	2.31	3.08	1.90	1.95	2.56	2.61	5.53	3.05	1.61	1.11	1.45	0.58	0.84	0.46	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Journey times

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
A big positive impact (100)	472 24%	281 27%	191 20%	67 30%	214 26%	337 36%	53 12%	16 9%	67 15%	
Some positive impact (83.34)	713 36%	402 38%	311 33%	77 34%	325 39%	370 39%	148 33%	31 18%	163 37%	
A slight positive impact (66.67)	434 22%	236 22%	198 21%	48 22%	188 23%	169 18%	122 27%	59 34%	85 19%	
No impact at all (50)	179 9%	67 6%	112 12%	16 7%	50 6%	26 3%	76 17%	33 19%	44 10%	
A slight negative impact (33.34)	33 2%	12 1%	21 2%	1 *	12 1%	10 1%	7 2%	10 6%	5 1%	
Some negative impact (16.67)	21 1%	14 1%	8 1%	4 2%	10 1%	6 1%	2 *	5 3%	8 2%	
A big negative impact (0)	18 1%	8 1%	9 1%	3 1%	5 1%	7 1%	3 1%	6 4%	1 *	
SUMMARY CODES										
ANY POSITIVE	1619 81%	919 87%	700 74%	192 86%	727 87%	876 93%	323 72%	106 61%	314 72%	
ANY NEGATIVE	72 4%	34 3%	38 4%	7 3%	27 3%	24 3%	12 3%	22 13%	15 3%	
Don't Know/it depends	130 6%	36 3%	94 10%	7 3%	29 3%	17 2%	34 8%	13 7%	65 15%	
Mean score	78.05	79.69	76.08	79.78	79.67	83.79	72.57	63.44	76.14	
Standard deviation	19.34	18.66	19.96	20.07	18.28	17.18	17.98	23.19	18.69	
Standard error	0.44	0.57	0.69	1.34	0.63	0.57	0.88	1.74	0.96	
Error Variance	0.20	0.33	0.47	1.78	0.40	0.32	0.78	3.04	0.92	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole
- Journey times
Base: All respondents**

	Total	PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT			
		Very important	Fairly important	Not very important	Not at all important
Unweighted Base	2037	468	602	497	432
Weighted Base	2000	475	617	480	391
A big positive impact (100)	472 24%	216 46%	115 19%	64 13%	73 19%
Some positive impact (83.34)	713 36%	145 31%	265 43%	180 37%	119 30%
A slight positive impact (66.67)	434 22%	66 14%	154 25%	132 27%	80 21%
No impact at all (50)	179 9%	20 4%	43 7%	59 12%	54 14%
A slight negative impact (33.34)	33 2%	7 1%	11 2%	10 2%	6 1%
Some negative impact (16.67)	21 1%	4 1%	9 1%	4 1%	3 1%
A big negative impact (0)	18 1%	6 1%	5 1%	3 1%	4 1%
SUMMARY CODES					
ANY POSITIVE	1619 81%	427 90%	535 87%	375 78%	272 69%
ANY NEGATIVE	72 4%	17 4%	24 4%	17 4%	12 3%
Don't Know/it depends	130 6%	11 2%	16 3%	28 6%	53 14%
Mean score	78.05	84.86	77.34	74.24	75.29
Standard deviation	19.34	19.63	18.24	17.96	19.99
Standard error	0.44	0.92	0.75	0.83	1.04
Error Variance	0.20	0.85	0.57	0.69	1.08

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Opportunities for business

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A big positive impact (100)	370 19%	195 20%	175 17%	49 17%	86 24%	59 17%	58 18%	48 15%	70 18%	76 19%	110 18%	76 18%	49 18%	59 18%	186 19%	184 18%
Some positive impact (83.34)	664 33%	322 33%	342 33%	99 35%	104 29%	115 33%	111 35%	121 39%	115 29%	144 36%	233 39%	138 33%	68 26%	81 25%	377 38%	288 29%
A slight positive impact (66.67)	502 25%	235 24%	268 26%	76 27%	91 25%	88 25%	83 26%	66 21%	98 25%	109 27%	138 23%	107 26%	68 26%	80 25%	247 25%	256 25%
No impact at all (50)	245 12%	136 14%	110 11%	31 11%	43 12%	48 14%	34 11%	43 14%	46 12%	36 9%	74 12%	54 13%	38 14%	42 13%	110 11%	135 13%
A slight negative impact (33.34)	47 2%	25 3%	22 2%	6 2%	4 1%	8 2%	7 2%	10 3%	13 3%	8 2%	10 2%	10 2%	6 2%	13 4%	18 2%	29 3%
Some negative impact (16.67)	21 1%	9 1%	11 1%	4 1%	1 *	4 1%	1 *	7 2%	4 1%	6 1%	4 1%	5 1%	2 1%	4 1%	10 1%	11 1%
A big negative impact (0)	12 1%	7 1%	5 *	2 1%	2 1%	2 *	2 1%	1 *	4 1%	- -	5 1%	1 *	2 1%	4 1%	5 1%	7 1%
SUMMARY CODES																
ANY POSITIVE	1537 77%	751 77%	786 76%	224 80%	281 79%	262 76%	252 79%	235 76%	283 73%	329 83%	480 80%	321 78%	185 70%	221 68%	809 81%	727 72%
ANY NEGATIVE	79 4%	41 4%	39 4%	12 4%	7 2%	13 4%	10 3%	17 6%	21 5%	14 3%	19 3%	16 4%	10 4%	21 6%	33 3%	47 5%
Don't Know/it depends	138 7%	43 4%	96 9%	14 5%	27 8%	22 7%	21 7%	16 5%	39 10%	19 5%	25 4%	21 5%	31 12%	42 13%	44 4%	94 9%
Mean score	75.22	75.12	75.32	75.05	77.46	74.60	76.10	74.07	74.03	76.68	76.15	75.02	73.96	72.72	76.36	74.03
Standard deviation	19.19	19.69	18.70	18.98	18.62	18.92	18.19	19.71	20.39	17.79	18.65	18.89	19.77	21.67	18.31	20.02
Standard error	0.44	0.64	0.61	1.16	1.09	1.15	1.08	1.18	0.92	0.94	0.83	0.93	1.19	1.18	0.62	0.63
Error Variance	0.20	0.41	0.37	1.35	1.18	1.31	1.16	1.38	0.85	0.88	0.69	0.86	1.42	1.40	0.39	0.39

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Opportunities for business

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	370 19%	155 20%	46 18%	81 16%	15 13%	73 20%	132 21%	238 17%
Some positive impact (83.34)	664 33%	274 36%	87 35%	151 30%	44 38%	107 29%	209 33%	456 33%
A slight positive impact (66.67)	502 25%	187 24%	72 28%	128 25%	35 30%	81 22%	155 25%	347 25%
No impact at all (50)	245 12%	94 12%	23 9%	70 14%	14 12%	44 12%	67 11%	179 13%
A slight negative impact (33.34)	47 2%	15 2%	5 2%	16 3%	3 2%	8 2%	9 1%	37 3%
Some negative impact (16.67)	21 1%	5 1%	1 1%	8 2%	1 1%	5 1%	7 1%	13 1%
A big negative impact (0)	12 1%	5 1%	1 *	4 1%	1 1%	1 *	3 *	9 1%
SUMMARY CODES								
ANY POSITIVE	1537 77%	616 81%	205 81%	360 72%	95 80%	262 72%	496 79%	1040 76%
ANY NEGATIVE	79 4%	25 3%	7 3%	28 6%	5 4%	15 4%	19 3%	60 4%
Don't Know/it depends	138 7%	29 4%	17 7%	43 9%	4 3%	44 12%	45 7%	93 7%
Mean score	75.22	76.31	76.62	72.93	73.49	75.58	76.83	74.49
Standard deviation	19.19	18.70	17.39	20.29	18.74	19.89	18.74	19.36
Standard error	0.44	0.74	1.15	0.84	1.86	1.09	0.80	0.53
Error Variance	0.20	0.54	1.33	0.71	3.44	1.18	0.64	0.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Opportunities for business

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact (100)	370 19%	27 16%	28 26%	35 20%	44 20%	32 18%	41 27%	7 10%	28 29%	24 13%	62 16%	43 18%	134 20%	107 22%	129 16%	
Some positive impact (83.34)	664 33%	54 31%	46 43%	55 32%	47 21%	54 30%	55 36%	25 38%	46 48%	68 37%	138 35%	74 30%	202 30%	182 37%	280 34%	
A slight positive impact (66.67)	502 25%	38 22%	24 22%	34 20%	72 32%	43 24%	31 20%	14 22%	14 14%	58 32%	97 25%	77 31%	168 25%	102 21%	232 28%	
No impact at all (50)	245 12%	30 17%	6 6%	25 15%	35 16%	33 18%	10 7%	9 14%	4 4%	14 8%	53 13%	25 10%	96 14%	57 11%	93 11%	
A slight negative impact (33.34)	47 2%	4 2%	2 2%	3 2%	7 3%	5 3%	5 4%	2 3%	- -	5 3%	8 2%	6 2%	15 2%	12 2%	19 2%	
Some negative impact (16.67)	21 1%	2 1%	1 1%	2 1%	1 1%	1 *	- -	1 1%	- -	5 3%	6 2%	2 1%	7 1%	1 *	13 2%	
A big negative impact (0)	12 1%	1 1%	- -	1 *	1 *	1 *	1 *	2 2%	- -	1 *	3 1%	3 1%	3 *	3 1%	6 1%	
SUMMARY CODES																
ANY POSITIVE	1537 77%	120 69%	98 90%	123 72%	163 73%	130 72%	127 83%	46 69%	88 91%	150 82%	298 76%	194 78%	504 74%	391 79%	641 78%	
ANY NEGATIVE	79 4%	7 4%	3 3%	5 3%	9 4%	6 3%	6 4%	4 6%	- -	11 6%	17 4%	10 4%	25 4%	16 3%	39 5%	
Don't Know/it depends	138 7%	17 10%	1 1%	19 11%	16 7%	12 6%	10 6%	7 11%	5 5%	8 4%	25 6%	19 8%	54 8%	33 7%	52 6%	
Mean score	75.22	72.93	80.49	75.89	72.96	73.81	79.86	71.39	84.38	73.52	74.06	74.51	74.97	77.47	74.07	
Standard deviation	19.19	20.03	16.89	19.55	19.50	19.05	18.26	21.27	13.28	19.18	19.42	19.20	19.39	18.63	19.28	
Standard error	0.44	1.62	1.64	1.59	1.36	1.43	1.50	2.70	1.40	1.41	1.00	1.26	0.78	0.85	0.68	
Error Variance	0.20	2.62	2.69	2.53	1.86	2.04	2.25	7.30	1.96	1.99	1.00	1.58	0.61	0.73	0.47	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Opportunities for business

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
A big positive impact (100)	370 19%	202 19%	168 18%	55 25%	147 18%	268 28%	32 7%	14 8%	56 13%	
Some positive impact (83.34)	664 33%	386 37%	278 29%	73 33%	313 38%	373 40%	123 28%	28 16%	140 32%	
A slight positive impact (66.67)	502 25%	265 25%	238 25%	48 22%	216 26%	198 21%	140 31%	47 27%	118 27%	
No impact at all (50)	245 12%	118 11%	128 14%	31 14%	87 10%	51 5%	92 21%	49 28%	54 12%	
A slight negative impact (33.34)	47 2%	32 3%	14 2%	7 3%	25 3%	17 2%	12 3%	11 6%	7 2%	
Some negative impact (16.67)	21 1%	11 1%	9 1%	1 1%	10 1%	4 *	9 2%	4 3%	4 1%	
A big negative impact (0)	12 1%	7 1%	5 1%	2 1%	5 1%	6 1%	1 *	5 3%	1 *	
SUMMARY CODES										
ANY POSITIVE	1537 77%	852 81%	684 73%	176 79%	676 81%	839 89%	295 66%	89 51%	314 72%	
ANY NEGATIVE	79 4%	50 5%	29 3%	11 5%	40 5%	26 3%	21 5%	20 12%	12 3%	
Don't Know/it depends	138 7%	36 3%	103 11%	4 2%	31 4%	27 3%	37 8%	15 9%	59 14%	
Mean score	75.22	75.58	74.79	76.17	75.42	81.07	68.34	61.75	74.11	
Standard deviation	19.19	19.25	19.13	20.50	18.90	17.49	18.04	22.20	17.49	
Standard error	0.44	0.59	0.66	1.36	0.66	0.58	0.89	1.67	0.89	
Error Variance	0.20	0.35	0.44	1.84	0.43	0.33	0.79	2.80	0.79	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole
- Opportunities for business**
Base: All respondents

	Total	PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT			
		Very important	Fairly important	Not very important	Not at all important
Unweighted Base	2037	407	647	483	459
Weighted Base	2000	411	657	470	423
A big positive impact (100)	370 19%	171 42%	85 13%	46 10%	68 16%
Some positive impact (83.34)	664 33%	139 34%	254 39%	148 32%	121 29%
A slight positive impact (66.67)	502 25%	61 15%	197 30%	157 33%	81 19%
No impact at all (50)	245 12%	20 5%	69 11%	74 16%	76 18%
A slight negative impact (33.34)	47 2%	5 1%	12 2%	11 2%	17 4%
Some negative impact (16.67)	21 1%	5 1%	7 1%	5 1%	3 1%
A big negative impact (0)	12 1%	4 1%	1 *	4 1%	3 1%
SUMMARY CODES					
ANY POSITIVE	1537 77%	371 90%	535 81%	351 75%	270 64%
ANY NEGATIVE	79 4%	14 4%	20 3%	21 4%	23 5%
Don't Know/it depends	138 7%	6 1%	32 5%	25 5%	54 13%
Mean score	75.22	83.89	74.82	70.84	72.36
Standard deviation	19.19	19.35	16.83	18.29	20.73
Standard error	0.44	0.97	0.68	0.86	1.04
Error Variance	0.20	0.94	0.46	0.73	1.09

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Congestion on roads

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A big positive impact (100)	190 10%	88 9%	102 10%	28 10%	33 9%	29 8%	37 12%	28 9%	35 9%	35 9%	47 8%	37 9%	34 13%	37 11%	82 8%	108 11%
Some positive impact (83.34)	509 25%	252 26%	257 25%	81 29%	102 29%	89 26%	84 26%	74 24%	80 21%	105 26%	167 28%	115 28%	63 24%	59 18%	272 27%	237 24%
A slight positive impact (66.67)	516 26%	266 27%	251 24%	87 31%	102 29%	86 25%	78 25%	74 24%	89 23%	122 31%	166 28%	104 25%	57 21%	68 21%	288 29%	228 23%
No impact at all (50)	496 25%	253 26%	244 24%	43 15%	78 22%	86 25%	79 25%	92 30%	118 30%	98 25%	142 24%	101 24%	64 24%	92 28%	240 24%	257 26%
A slight negative impact (33.34)	90 4%	42 4%	47 5%	12 4%	11 3%	25 7%	12 4%	13 4%	17 4%	11 3%	26 4%	21 5%	14 5%	17 5%	38 4%	52 5%
Some negative impact (16.67)	50 2%	21 2%	29 3%	11 4%	6 2%	9 3%	7 2%	6 2%	11 3%	11 3%	14 2%	11 3%	5 2%	8 3%	25 3%	24 2%
A big negative impact (0)	31 2%	14 1%	18 2%	7 2%	3 1%	6 2%	4 1%	6 2%	6 1%	5 1%	7 1%	7 2%	4 1%	9 3%	12 1%	20 2%
SUMMARY CODES																
ANY POSITIVE	1215 61%	606 62%	609 59%	196 70%	237 66%	204 59%	199 63%	176 56%	204 52%	263 66%	380 63%	256 62%	154 58%	164 50%	642 64%	573 57%
ANY NEGATIVE	170 9%	77 8%	93 9%	29 11%	20 6%	40 12%	23 7%	25 8%	33 9%	27 7%	47 8%	39 10%	22 8%	34 10%	75 7%	96 10%
Don't Know/it depends	118 6%	36 4%	83 8%	13 5%	22 6%	15 4%	17 5%	18 6%	34 9%	9 2%	30 5%	17 4%	24 9%	37 11%	40 4%	78 8%
Mean score	66.14	66.20	66.09	67.37	68.56	64.67	67.63	64.91	64.06	66.77	66.57	66.01	67.33	63.65	66.65	65.61
Standard deviation	21.28	20.62	21.93	22.53	19.38	21.83	21.16	21.22	21.44	20.22	20.24	21.55	22.12	23.45	20.22	22.33
Standard error	0.49	0.67	0.71	1.38	1.13	1.30	1.24	1.27	0.96	1.05	0.90	1.06	1.32	1.27	0.69	0.69
Error Variance	0.24	0.45	0.50	1.91	1.27	1.70	1.54	1.61	0.92	1.11	0.82	1.12	1.74	1.61	0.47	0.48

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Congestion on roads

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	190 10%	70 9%	22 9%	44 9%	9 8%	46 13%	68 11%	122 9%
Some positive impact (83.34)	509 25%	209 27%	72 28%	102 20%	34 29%	92 25%	173 28%	336 24%
A slight positive impact (66.67)	516 26%	208 27%	64 25%	121 24%	53 45%	70 19%	168 27%	348 25%
No impact at all (50)	496 25%	186 24%	61 24%	153 30%	10 9%	86 24%	125 20%	371 27%
A slight negative impact (33.34)	90 4%	37 5%	11 4%	22 4%	2 1%	18 5%	31 5%	59 4%
Some negative impact (16.67)	50 2%	18 2%	6 2%	13 3%	3 3%	10 3%	15 2%	35 3%
A big negative impact (0)	31 2%	9 1%	2 1%	8 2%	3 2%	11 3%	10 2%	21 2%
SUMMARY CODES								
ANY POSITIVE	1215 61%	487 64%	158 62%	266 53%	96 82%	208 57%	409 65%	806 59%
ANY NEGATIVE	170 9%	63 8%	19 7%	42 8%	8 6%	38 11%	56 9%	114 8%
Don't Know/it depends	118 6%	28 4%	15 6%	40 8%	4 3%	32 9%	38 6%	80 6%
Mean score	66.14	66.67	67.28	63.92	69.38	66.15	67.68	65.44
Standard deviation	21.28	20.58	19.99	21.17	19.67	24.04	21.60	21.11
Standard error	0.49	0.81	1.32	0.88	1.95	1.29	0.92	0.57
Error Variance	0.24	0.65	1.75	0.77	3.79	1.67	0.84	0.33

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Congestion on roads

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact	(100)	190 10%	16 9%	9 8%	19 11%	23 10%	21 12%	19 12%	5 8%	9 9%	19 11%	20 5%	31 12%	66 10%	54 11%	70 8%
Some positive impact	(83.34)	509 25%	52 30%	30 28%	39 23%	36 16%	41 23%	45 29%	19 28%	37 38%	47 26%	107 27%	57 23%	157 23%	141 28%	211 26%
A slight positive impact	(66.67)	516 26%	37 21%	33 30%	46 27%	69 31%	46 25%	32 21%	12 18%	16 16%	48 26%	110 28%	68 27%	184 27%	105 21%	226 27%
No impact at all	(50)	496 25%	39 22%	23 21%	40 23%	61 27%	45 25%	41 27%	24 36%	21 22%	48 26%	100 25%	55 22%	162 24%	132 26%	203 25%
A slight negative impact	(33.34)	90 4%	7 4%	6 5%	8 5%	12 5%	6 3%	1 1%	2 4%	5 5%	7 4%	19 5%	17 7%	33 5%	14 3%	43 5%
Some negative impact	(16.67)	50 2%	2 1%	1 1%	3 2%	4 2%	10 5%	3 2%	2 3%	6 6%	5 3%	7 2%	7 3%	10 1%	21 4%	19 2%
A big negative impact	(0)	31 2%	3 2%	2 2%	2 1%	2 1%	2 1%	4 2%	- -	2 2%	3 2%	7 2%	5 2%	9 1%	7 1%	15 2%
SUMMARY CODES																
ANY POSITIVE	1215 61%	104 60%	72 66%	104 60%	127 57%	108 60%	95 62%	36 54%	61 63%	114 62%	237 60%	156 63%	407 60%	301 61%	507 61%	
ANY NEGATIVE	170 9%	13 7%	8 8%	13 7%	18 8%	17 10%	7 5%	5 7%	12 12%	16 9%	33 9%	28 11%	51 8%	42 8%	78 9%	
Don't Know/it depends	118 6%	18 10%	6 6%	16 9%	18 8%	10 6%	9 6%	2 3%	2 2%	5 3%	23 6%	8 3%	58 9%	23 5%	37 4%	
Mean score	66.14	67.82	67.26	67.27	64.87	65.70	68.49	65.28	66.74	66.08	64.81	65.92	66.61	66.70	65.43	
Standard deviation	21.28	21.23	20.03	20.66	20.18	22.55	21.88	20.08	23.78	21.85	20.01	22.74	20.53	22.25	21.27	
Standard error	0.49	1.73	1.99	1.66	1.42	1.68	1.79	2.45	2.48	1.59	1.03	1.46	0.83	1.01	0.75	
Error Variance	0.24	2.98	3.97	2.77	2.01	2.83	3.19	6.02	6.15	2.54	1.05	2.13	0.69	1.01	0.56	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Congestion on roads

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A big positive impact (100)	190 10%	84 8%	106 11%	26 11%	59 7%	138 15%	23 5%	6 3%	24 5%
Some positive impact (83.34)	509 25%	274 26%	235 25%	58 26%	216 26%	292 31%	93 21%	21 12%	103 23%
A slight positive impact (66.67)	516 26%	303 29%	213 23%	57 26%	246 29%	260 28%	112 25%	36 21%	108 25%
No impact at all (50)	496 25%	275 26%	222 23%	57 26%	218 26%	169 18%	146 33%	75 43%	107 24%
A slight negative impact (33.34)	90 4%	49 5%	40 4%	7 3%	42 5%	34 4%	27 6%	13 7%	15 3%
Some negative impact (16.67)	50 2%	25 2%	25 3%	8 3%	17 2%	23 2%	7 1%	6 3%	14 3%
A big negative impact (0)	31 2%	14 1%	17 2%	5 2%	10 1%	8 1%	5 1%	9 5%	9 2%
SUMMARY CODES									
ANY POSITIVE	1215 61%	661 63%	554 59%	140 63%	521 62%	690 73%	229 51%	63 36%	234 53%
ANY NEGATIVE	170 9%	88 8%	82 9%	20 9%	69 8%	65 7%	39 9%	28 16%	39 9%
Don't Know/it depends	118 6%	32 3%	86 9%	5 2%	27 3%	19 2%	32 7%	8 4%	59 14%
Mean score	66.14	65.67	66.71	66.36	65.48	70.81	62.62	54.32	63.76
Standard deviation	21.28	20.39	22.30	22.32	19.85	20.71	19.29	21.81	21.45
Standard error	0.49	0.63	0.76	1.48	0.69	0.68	0.94	1.61	1.09
Error Variance	0.24	0.39	0.59	2.19	0.47	0.47	0.89	2.58	1.20

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole
- Congestion on roads
Base: All respondents**

	Total	PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT			
		Very important	Fairly important	Not very important	Not at all important
Unweighted Base	2037	521	688	430	356
Weighted Base	2000	524	695	413	327
A big positive impact (100)	190 10%	108 21%	45 6%	16 4%	21 6%
Some positive impact (83.34)	509 25%	172 33%	214 31%	74 18%	46 14%
A slight positive impact (66.67)	516 26%	93 18%	230 33%	129 31%	59 18%
No impact at all (50)	496 25%	96 18%	135 19%	134 33%	123 37%
A slight negative impact (33.34)	90 4%	17 3%	34 5%	23 5%	14 4%
Some negative impact (16.67)	50 2%	12 2%	16 2%	9 2%	13 4%
A big negative impact (0)	31 2%	13 3%	3 *	8 2%	6 2%
SUMMARY CODES					
ANY POSITIVE	1215 61%	372 71%	489 70%	218 53%	126 39%
ANY NEGATIVE	170 9%	42 8%	53 8%	39 10%	34 10%
Don't Know/it depends	118 6%	13 3%	18 3%	21 5%	45 14%
Mean score	66.14	72.16	67.67	61.05	59.17
Standard deviation	21.28	23.68	18.72	19.25	21.52
Standard error	0.49	1.05	0.72	0.96	1.23
Error Variance	0.24	1.10	0.52	0.91	1.52

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- The environment

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
A big positive impact	(100)	102 5%	49 5%	54 5%	14 5%	21 6%	12 3%	20 6%	19 6%	15 4%	20 5%	24 4%	25 6%	16 6%	17 5%	44 4%	58 6%
Some positive impact	(83.34)	230 12%	125 13%	106 10%	26 9%	44 12%	43 12%	42 13%	38 12%	37 10%	43 11%	79 13%	45 11%	32 12%	32 10%	122 12%	108 11%
A slight positive impact	(66.67)	269 13%	143 15%	126 12%	35 13%	50 14%	54 16%	52 16%	39 13%	38 10%	57 14%	80 13%	54 13%	32 12%	45 14%	138 14%	131 13%
No impact at all	(50)	344 17%	191 20%	153 15%	38 14%	71 20%	53 15%	48 15%	42 14%	91 24%	64 16%	79 13%	77 19%	57 21%	69 21%	142 14%	202 20%
A slight negative impact	(33.34)	379 19%	196 20%	183 18%	69 25%	58 16%	71 21%	58 18%	56 18%	66 17%	89 22%	115 19%	86 21%	40 15%	50 15%	204 20%	175 17%
Some negative impact	(16.67)	289 14%	114 12%	175 17%	52 19%	54 15%	53 15%	37 12%	48 16%	45 12%	61 15%	105 18%	53 13%	27 10%	42 13%	166 17%	123 12%
A big negative impact	(0)	180 9%	84 9%	95 9%	27 10%	26 7%	22 6%	32 10%	31 10%	41 11%	34 9%	63 11%	37 9%	26 10%	20 6%	97 10%	82 8%
SUMMARY CODES																	
ANY POSITIVE	601 30%	316 33%	285 28%	75 27%	116 32%	109 32%	115 36%	97 31%	90 23%	120 30%	184 31%	124 30%	80 30%	94 29%	304 30%	298 30%	
ANY NEGATIVE	848 42%	394 41%	454 44%	149 53%	138 39%	145 42%	126 40%	136 44%	153 39%	184 46%	283 47%	176 43%	93 35%	111 34%	468 47%	380 38%	
Don't Know/it depends	207 10%	70 7%	137 13%	19 7%	32 9%	37 11%	28 9%	36 12%	55 14%	29 7%	54 9%	37 9%	35 13%	52 16%	83 8%	124 12%	
Mean score	45.73	47.47	43.98	41.95	47.88	46.45	48.36	45.52	43.84	45.00	43.78	46.25	47.95	48.04	44.27	47.25	
Standard deviation	28.24	27.60	28.78	27.84	28.13	26.81	29.33	29.84	27.35	27.73	28.96	28.10	28.86	26.99	28.46	27.94	
Standard error	0.66	0.91	0.96	1.73	1.65	1.66	1.76	1.84	1.26	1.48	1.33	1.41	1.76	1.50	0.99	0.89	
Error Variance	0.44	0.83	0.92	2.98	2.74	2.76	3.08	3.39	1.60	2.18	1.76	1.99	3.11	2.24	0.98	0.79	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- The environment

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	102 5%	41 5%	13 5%	20 4%	3 2%	25 7%	36 6%	67 5%
Some positive impact (83.34)	230 12%	104 14%	31 12%	52 10%	9 8%	34 9%	74 12%	156 11%
A slight positive impact (66.67)	269 13%	117 15%	37 15%	53 11%	16 14%	45 12%	85 14%	184 13%
No impact at all (50)	344 17%	129 17%	32 13%	106 21%	13 11%	64 18%	100 16%	244 18%
A slight negative impact (33.34)	379 19%	149 20%	49 20%	88 18%	28 24%	64 18%	121 19%	258 19%
Some negative impact (16.67)	289 14%	105 14%	34 14%	60 12%	31 27%	58 16%	95 15%	194 14%
A big negative impact (0)	180 9%	58 8%	28 11%	53 11%	13 11%	27 7%	47 7%	133 10%
SUMMARY CODES								
ANY POSITIVE	601 30%	263 34%	81 32%	125 25%	28 24%	104 29%	195 31%	407 30%
ANY NEGATIVE	848 42%	313 41%	112 44%	201 40%	72 61%	149 41%	263 42%	585 43%
Don't Know/it depends	207 10%	59 8%	28 11%	68 14%	5 4%	48 13%	71 11%	136 10%
Mean score	45.73	47.99	45.16	44.24	37.21	46.19	46.72	45.29
Standard deviation	28.24	28.05	29.49	27.72	26.47	28.52	28.27	28.22
Standard error	0.66	1.13	2.00	1.18	2.63	1.57	1.23	0.79
Error Variance	0.44	1.27	4.01	1.39	6.94	2.47	1.52	0.62

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- The environment

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact (100)	102 5%	9 5%	4 4%	6 4%	17 8%	14 8%	7 4%	3 5%	7 7%	9 5%	11 3%	16 7%	36 5%	30 6%	36 4%	
Some positive impact (83.34)	230 12%	20 12%	10 9%	17 10%	16 7%	27 15%	21 14%	7 10%	16 17%	22 12%	47 12%	28 11%	63 9%	71 14%	96 12%	
A slight positive impact (66.67)	269 13%	19 11%	21 19%	21 12%	47 21%	18 10%	18 12%	8 12%	9 9%	19 10%	50 13%	39 16%	108 16%	54 11%	107 13%	
No impact at all (50)	344 17%	49 28%	25 23%	27 16%	50 22%	24 13%	15 10%	12 17%	8 8%	25 14%	59 15%	49 20%	151 22%	58 12%	134 16%	
A slight negative impact (33.34)	379 19%	22 13%	18 16%	31 18%	39 17%	36 20%	27 18%	10 15%	16 17%	35 19%	88 22%	58 23%	110 16%	89 18%	181 22%	
Some negative impact (16.67)	289 14%	22 13%	8 8%	21 12%	22 10%	25 14%	21 14%	13 19%	23 23%	32 18%	71 18%	31 12%	73 11%	82 16%	134 16%	
A big negative impact (0)	180 9%	8 5%	9 9%	21 12%	10 4%	19 11%	21 14%	5 7%	7 7%	22 12%	35 9%	22 9%	49 7%	52 10%	79 10%	
SUMMARY CODES																
ANY POSITIVE	601 30%	47 27%	35 32%	44 26%	80 36%	59 33%	46 30%	18 26%	32 33%	50 27%	107 27%	82 33%	207 30%	156 31%	239 29%	
ANY NEGATIVE	848 42%	52 30%	36 33%	74 43%	70 31%	80 44%	69 45%	28 41%	45 47%	90 49%	194 49%	110 44%	232 34%	222 45%	394 48%	
Don't Know/it depends	207 10%	25 15%	14 13%	27 16%	23 10%	17 10%	22 14%	10 15%	12 12%	18 10%	33 8%	6 2%	89 13%	61 12%	57 7%	
Mean score	45.73	49.42	48.12	42.67	51.60	46.95	43.38	44.32	46.27	42.24	42.62	47.10	48.29	45.40	43.95	
Standard deviation	28.24	26.05	26.07	28.58	25.81	30.85	30.86	28.18	31.33	29.57	27.05	27.68	26.77	30.55	27.85	
Standard error	0.66	2.17	2.67	2.39	1.84	2.35	2.67	3.64	3.44	2.22	1.41	1.77	1.11	1.44	0.99	
Error Variance	0.44	4.71	7.15	5.71	3.38	5.53	7.11	13.24	11.83	4.94	1.98	3.13	1.24	2.08	0.98	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- The environment

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A big positive impact (100)	102 5%	54 5%	49 5%	16 7%	38 5%	70 7%	11 3%	4 2%	16 4%
Some positive impact (83.34)	230 12%	137 13%	93 10%	35 16%	102 12%	148 16%	33 7%	7 4%	43 10%
A slight positive impact (66.67)	269 13%	143 14%	126 13%	30 14%	113 14%	151 16%	54 12%	9 5%	54 12%
No impact at all (50)	344 17%	164 16%	180 19%	33 15%	131 16%	131 14%	114 26%	29 17%	70 16%
A slight negative impact (33.34)	379 19%	207 20%	172 18%	38 17%	170 20%	198 21%	79 18%	27 15%	75 17%
Some negative impact (16.67)	289 14%	168 16%	121 13%	26 12%	143 17%	140 15%	67 15%	23 13%	59 14%
A big negative impact (0)	180 9%	109 10%	70 7%	39 18%	70 8%	46 5%	28 6%	63 36%	44 10%
SUMMARY CODES									
ANY POSITIVE	601 30%	334 32%	267 28%	82 37%	252 30%	369 39%	98 22%	20 12%	113 26%
ANY NEGATIVE	848 42%	485 46%	363 38%	103 46%	382 46%	384 41%	174 39%	112 65%	178 41%
Don't Know/it depends	207 10%	73 7%	134 14%	5 2%	68 8%	59 6%	59 13%	12 7%	78 18%
Mean score	45.73	45.03	46.58	45.62	44.87	50.80	43.90	26.75	43.75
Standard deviation	28.24	28.90	27.41	31.93	28.00	28.27	24.50	27.68	28.15
Standard error	0.66	0.91	0.97	2.12	1.00	0.95	1.24	2.06	1.47
Error Variance	0.44	0.82	0.94	4.49	0.99	0.90	1.54	4.26	2.17

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- The environment

Base: All respondents

	Total	PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT			
		Very important	Fairly important	Not very important	Not at all important
Unweighted Base	2037	633	790	320	257
Weighted Base	2000	630	797	306	231
A big positive impact (100)	102 5%	67 11%	27 3%	5 2%	3 2%
Some positive impact (83.34)	230 12%	87 14%	98 12%	26 9%	14 6%
A slight positive impact (66.67)	269 13%	55 9%	146 18%	43 14%	24 10%
No impact at all (50)	344 17%	63 10%	123 15%	82 27%	72 31%
A slight negative impact (33.34)	379 19%	102 16%	176 22%	65 21%	33 14%
Some negative impact (16.67)	289 14%	104 17%	117 15%	41 13%	27 12%
A big negative impact (0)	180 9%	108 17%	47 6%	12 4%	12 5%
SUMMARY CODES					
ANY POSITIVE	601 30%	209 33%	271 34%	74 24%	41 18%
ANY NEGATIVE	848 42%	313 50%	340 43%	118 39%	72 31%
Don't Know/it depends	207 10%	44 7%	62 8%	32 10%	45 19%
Mean score	45.73	44.21	47.09	45.63	44.54
Standard deviation	28.24	33.90	26.31	22.82	22.71
Standard error	0.66	1.40	0.98	1.34	1.59
Error Variance	0.44	1.96	0.95	1.80	2.52

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Noise levels

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A big positive impact (100)	59 3%	28 3%	31 3%	6 2%	13 4%	8 2%	11 4%	12 4%	9 2%	13 3%	12 2%	15 4%	8 3%	11 4%	25 3%	34 3%
Some positive impact (83.34)	133 7%	77 8%	56 5%	11 4%	23 7%	26 7%	26 8%	24 8%	23 6%	23 6%	46 8%	21 5%	20 8%	23 7%	69 7%	65 6%
A slight positive impact (66.67)	177 9%	91 9%	85 8%	21 8%	28 8%	28 8%	37 12%	29 9%	34 9%	46 12%	47 8%	34 8%	19 7%	32 10%	92 9%	84 8%
No impact at all (50)	522 26%	289 30%	232 23%	62 22%	93 26%	101 29%	73 23%	79 25%	113 29%	103 26%	135 23%	120 29%	72 27%	91 28%	239 24%	283 28%
A slight negative impact (33.34)	481 24%	218 22%	263 26%	88 31%	92 26%	77 22%	80 25%	64 20%	81 21%	104 26%	158 26%	111 27%	59 22%	49 15%	262 26%	219 22%
Some negative impact (16.67)	280 14%	132 14%	148 14%	45 16%	52 15%	50 14%	36 11%	47 15%	51 13%	59 15%	104 17%	49 12%	34 13%	35 11%	163 16%	117 12%
A big negative impact (0)	115 6%	45 5%	70 7%	22 8%	19 5%	11 3%	19 6%	19 6%	24 6%	19 5%	32 5%	21 5%	21 8%	22 7%	51 5%	64 6%
SUMMARY CODES																
ANY POSITIVE	369 18%	197 20%	172 17%	38 14%	64 18%	62 18%	74 23%	65 21%	66 17%	82 21%	104 17%	69 17%	47 18%	67 20%	186 19%	183 18%
ANY NEGATIVE	877 44%	395 41%	481 47%	155 55%	164 46%	138 40%	135 43%	129 42%	155 40%	182 46%	294 49%	181 44%	113 43%	106 32%	476 48%	400 40%
Don't Know/it depends	233 12%	89 9%	144 14%	25 9%	37 10%	44 13%	35 11%	38 12%	55 14%	29 7%	67 11%	42 10%	32 12%	63 19%	96 10%	137 14%
Mean score	42.78	44.61	40.96	38.06	42.62	44.14	44.93	43.80	42.68	43.29	40.96	43.16	42.52	45.45	41.92	43.68
Standard deviation	23.63	23.25	23.87	22.37	23.78	22.42	24.60	25.04	23.12	23.25	23.26	22.62	24.72	25.13	23.27	23.97
Standard error	0.56	0.78	0.80	1.41	1.41	1.41	1.49	1.55	1.07	1.24	1.08	1.14	1.50	1.42	0.81	0.77
Error Variance	0.31	0.60	0.64	1.98	1.99	1.98	2.22	2.40	1.14	1.55	1.16	1.30	2.25	2.03	0.66	0.59

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Noise levels

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	59 3%	22 3%	12 5%	10 2%	1 1%	14 4%	26 4%	34 2%
Some positive impact (83.34)	133 7%	55 7%	19 7%	32 6%	4 3%	23 6%	45 7%	88 6%
A slight positive impact (66.67)	177 9%	68 9%	21 8%	49 10%	10 9%	29 8%	56 9%	121 9%
No impact at all (50)	522 26%	213 28%	57 23%	138 28%	17 15%	96 26%	155 25%	367 27%
A slight negative impact (33.34)	481 24%	203 27%	62 24%	106 21%	38 32%	73 20%	154 25%	327 24%
Some negative impact (16.67)	280 14%	104 14%	42 17%	61 12%	28 24%	44 12%	85 13%	196 14%
A big negative impact (0)	115 6%	32 4%	11 4%	32 6%	12 10%	28 8%	33 5%	82 6%
SUMMARY CODES								
ANY POSITIVE	369 18%	145 19%	52 21%	91 18%	16 13%	65 18%	126 20%	243 18%
ANY NEGATIVE	877 44%	339 44%	115 45%	200 40%	78 66%	146 40%	272 43%	605 44%
Don't Know/it depends	233 12%	66 9%	28 11%	73 14%	7 6%	58 16%	75 12%	158 12%
Mean score	42.78	43.72	43.77	42.95	33.96	42.88	43.98	42.24
Standard deviation	23.63	22.73	25.03	23.29	22.01	25.08	24.40	23.26
Standard error	0.56	0.92	1.71	1.00	2.22	1.40	1.07	0.65
Error Variance	0.31	0.84	2.91	0.99	4.94	1.97	1.14	0.43

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Noise levels

Base: All respondents

		STANDARD REGION														
		Total	Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
A big positive impact	(100)	59 3%	1 1%	6 5%	3 2%	8 4%	10 5%	4 2%	- -	4 4%	6 3%	8 2%	10 4%	18 3%	17 3%	24 3%
Some positive impact	(83.34)	133 7%	11 6%	4 4%	11 6%	14 6%	11 6%	20 13%	5 7%	7 8%	9 5%	25 6%	16 6%	41 6%	43 9%	50 6%
A slight positive impact	(66.67)	177 9%	16 9%	15 13%	6 4%	31 14%	13 7%	12 8%	6 9%	6 6%	19 10%	26 7%	27 11%	69 10%	36 7%	72 9%
No impact at all	(50)	522 26%	54 31%	28 26%	49 29%	66 30%	44 24%	32 21%	19 28%	26 27%	50 27%	98 25%	55 22%	198 29%	121 24%	203 25%
A slight negative impact	(33.34)	481 24%	30 17%	22 20%	36 21%	55 24%	44 24%	29 19%	18 26%	19 20%	43 23%	104 27%	82 33%	143 21%	110 22%	229 28%
Some negative impact	(16.67)	280 14%	29 17%	10 9%	21 12%	13 6%	28 16%	23 15%	8 12%	20 20%	24 13%	71 18%	33 13%	73 11%	79 16%	128 16%
A big negative impact	(0)	115 6%	6 4%	9 8%	12 7%	9 4%	12 7%	10 7%	1 2%	4 4%	15 8%	20 5%	17 7%	36 5%	27 5%	52 6%
SUMMARY CODES																
ANY POSITIVE		369 18%	29 17%	25 23%	20 12%	54 24%	33 19%	35 23%	11 16%	17 17%	34 18%	59 15%	53 21%	128 19%	96 19%	145 18%
ANY NEGATIVE		877 44%	66 38%	41 37%	69 40%	76 34%	84 47%	62 41%	27 41%	42 43%	82 44%	196 50%	131 53%	252 37%	216 43%	408 50%
Don't Know/it depends		233 12%	25 14%	16 14%	34 20%	27 12%	19 10%	23 15%	11 16%	12 12%	19 10%	40 10%	9 4%	101 15%	64 13%	68 8%
Mean score		42.78	42.69	44.99	40.77	48.06	42.49	44.53	43.16	42.86	41.87	40.15	42.44	44.43	43.26	41.25
Standard deviation		23.63	21.59	25.54	22.94	22.25	25.58	26.29	19.74	24.67	23.94	22.53	24.14	22.94	24.87	23.35
Standard error		0.56	1.80	2.65	1.95	1.60	1.96	2.30	2.53	2.69	1.81	1.19	1.55	0.96	1.18	0.84
Error Variance		0.31	3.24	7.01	3.81	2.55	3.85	5.27	6.39	7.24	3.29	1.41	2.41	0.92	1.39	0.70

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Noise levels

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A big positive impact (100)	59 3%	29 3%	30 3%	8 4%	21 3%	38 4%	8 2%	1 1%	12 3%
Some positive impact (83.34)	133 7%	76 7%	58 6%	22 10%	53 6%	74 8%	26 6%	5 3%	29 7%
A slight positive impact (66.67)	177 9%	105 10%	72 8%	20 9%	84 10%	99 10%	35 8%	6 4%	36 8%
No impact at all (50)	522 26%	286 27%	236 25%	57 26%	229 27%	248 26%	141 32%	41 24%	92 21%
A slight negative impact (33.34)	481 24%	252 24%	229 24%	53 24%	199 24%	267 28%	91 21%	33 19%	89 20%
Some negative impact (16.67)	280 14%	145 14%	135 14%	27 12%	118 14%	119 13%	68 15%	35 20%	59 13%
A big negative impact (0)	115 6%	67 6%	48 5%	21 9%	47 6%	30 3%	11 2%	41 24%	34 8%
SUMMARY CODES									
ANY POSITIVE	369 18%	210 20%	160 17%	51 23%	159 19%	210 22%	69 15%	12 7%	78 18%
ANY NEGATIVE	877 44%	465 44%	412 44%	101 45%	364 44%	415 44%	170 38%	109 63%	183 42%
Don't Know/it depends	233 12%	96 9%	137 15%	13 6%	82 10%	70 7%	66 15%	11 6%	86 20%
Mean score	42.78	43.05	42.47	43.63	42.88	45.54	43.51	28.96	41.52
Standard deviation	23.63	23.72	23.53	25.84	23.11	23.13	21.18	23.35	25.22
Standard error	0.56	0.75	0.83	1.74	0.83	0.78	1.09	1.74	1.33
Error Variance	0.31	0.57	0.69	3.04	0.69	0.61	1.18	3.03	1.78

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Noise levels

Base: All respondents

		PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT				
		Total	Very important	Fairly important	Not very important	Not at all important
Unweighted Base		2037	328	524	621	519
Weighted Base		2000	316	540	613	487
A big positive impact	(100)	59 3%	31 10%	9 2%	13 2%	6 1%
Some positive impact	(83.34)	133 7%	35 11%	44 8%	33 5%	20 4%
A slight positive impact	(66.67)	177 9%	21 7%	73 13%	62 10%	21 4%
No impact at all	(50)	522 26%	40 13%	120 22%	194 32%	161 33%
A slight negative impact	(33.34)	481 24%	61 19%	149 28%	171 28%	98 20%
Some negative impact	(16.67)	280 14%	52 16%	93 17%	65 11%	68 14%
A big negative impact	(0)	115 6%	41 13%	29 5%	17 3%	27 6%
SUMMARY CODES						
ANY POSITIVE		369 18%	87 28%	126 23%	108 18%	47 10%
ANY NEGATIVE		877 44%	153 48%	271 50%	253 41%	193 40%
Don't Know/it depends		233 12%	36 11%	23 4%	59 10%	86 18%
Mean score		42.78	43.95	42.51	44.44	40.23
Standard deviation		23.63	32.10	23.27	20.41	20.95
Standard error		0.56	1.89	1.04	0.86	1.02
Error Variance		0.31	3.56	1.08	0.74	1.03

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost to the government

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
A big positive impact	(100)	131 7%	70 7%	61 6%	16 6%	19 5%	19 6%	26 8%	24 8%	28 7%	24 6%	29 5%	31 7%	18 7%	29 9%	53 5%	78 8%
Some positive impact	(83.34)	161 8%	81 8%	80 8%	18 6%	31 9%	30 9%	19 6%	23 7%	40 10%	23 6%	50 8%	36 9%	19 7%	32 10%	73 7%	88 9%
A slight positive impact	(66.67)	216 11%	113 12%	104 10%	37 13%	32 9%	37 11%	41 13%	32 10%	37 10%	42 11%	70 12%	43 10%	34 13%	27 8%	111 11%	105 10%
No impact at all	(50)	260 13%	141 15%	119 12%	35 13%	51 14%	44 13%	34 11%	44 14%	52 13%	50 13%	69 12%	56 14%	40 15%	45 14%	119 12%	141 14%
A slight negative impact	(33.34)	292 15%	161 17%	131 13%	36 13%	69 19%	50 15%	54 17%	37 12%	45 12%	70 18%	85 14%	70 17%	28 11%	38 12%	156 16%	136 14%
Some negative impact	(16.67)	339 17%	158 16%	181 18%	63 22%	50 14%	54 16%	56 18%	51 16%	65 17%	74 19%	112 19%	63 15%	39 15%	51 16%	186 19%	153 15%
A big negative impact	(0)	316 16%	151 16%	165 16%	39 14%	61 17%	60 17%	52 16%	47 15%	58 15%	66 17%	102 17%	62 15%	40 15%	46 14%	168 17%	148 15%
SUMMARY CODES																	
ANY POSITIVE	508 25%	263 27%	245 24%	71 25%	81 23%	86 25%	85 27%	80 26%	105 27%	89 22%	149 25%	110 27%	72 27%	89 27%	237 24%	271 27%	
ANY NEGATIVE	946 47%	469 48%	477 46%	138 49%	181 50%	164 48%	161 51%	135 43%	168 43%	211 53%	299 50%	195 47%	107 41%	134 41%	510 51%	437 43%	
Don't Know/it depends	286 14%	97 10%	189 18%	37 13%	45 12%	51 15%	37 12%	53 17%	64 16%	48 12%	82 14%	52 13%	46 17%	58 18%	130 13%	156 16%	
Mean score	40.42	41.52	39.28	39.19	39.18	39.57	40.28	41.72	42.41	37.71	38.47	41.97	42.52	43.92	38.16	42.73	
Standard deviation	31.09	30.83	31.33	30.02	29.97	31.05	31.42	31.87	32.13	29.88	30.54	31.17	31.51	32.83	30.26	31.76	
Standard error	0.75	1.03	1.08	1.92	1.80	1.97	1.91	2.03	1.51	1.64	1.44	1.59	1.97	1.84	1.08	1.03	
Error Variance	0.56	1.07	1.16	3.69	3.24	3.89	3.66	4.11	2.28	2.70	2.06	2.54	3.88	3.40	1.17	1.06	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost to the government

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	131 7%	43 6%	17 7%	34 7%	5 4%	32 9%	42 7%	89 6%
Some positive impact (83.34)	161 8%	55 7%	20 8%	48 10%	12 10%	27 7%	46 7%	115 8%
A slight positive impact (66.67)	216 11%	86 11%	25 10%	57 11%	19 16%	29 8%	69 11%	147 11%
No impact at all (50)	260 13%	96 13%	25 10%	68 14%	9 8%	62 17%	91 14%	169 12%
A slight negative impact (33.34)	292 15%	140 18%	31 12%	59 12%	16 13%	46 13%	102 16%	190 14%
Some negative impact (16.67)	339 17%	123 16%	49 20%	86 17%	32 27%	49 14%	93 15%	246 18%
A big negative impact (0)	316 16%	135 18%	46 18%	70 14%	15 13%	50 14%	99 16%	217 16%
SUMMARY CODES								
ANY POSITIVE	508 25%	185 24%	62 25%	138 28%	35 30%	88 24%	157 25%	351 26%
ANY NEGATIVE	946 47%	397 52%	126 50%	214 43%	63 53%	145 40%	294 47%	653 48%
Don't Know/it depends	286 14%	86 11%	39 15%	81 16%	10 9%	69 19%	86 14%	199 15%
Mean score	40.42	38.62	38.23	42.60	39.35	43.43	40.84	40.23
Standard deviation	31.09	30.20	32.23	31.49	29.96	31.84	30.66	31.29
Standard error	0.75	1.24	2.25	1.36	3.04	1.81	1.36	0.89
Error Variance	0.56	1.53	5.07	1.86	9.25	3.29	1.85	0.80

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost to the government

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact	(100) 7%	10 6%	9 8%	9 5%	18 8%	16 9%	16 10%	- -	8 8%	9 5%	15 4%	22 9%	46 7%	39 8%	46 6%	
Some positive impact	(83.34) 8%	10 6%	10 9%	14 8%	11 5%	14 8%	14 9%	4 6%	13 14%	13 7%	32 8%	25 10%	45 7%	45 9%	70 9%	
A slight positive impact	(66.67) 11%	14 8%	8 7%	14 8%	27 12%	20 11%	9 6%	7 10%	9 9%	28 15%	36 9%	44 18%	62 9%	45 9%	109 13%	
No impact at all	(50) 13%	34 20%	16 15%	19 11%	33 15%	26 14%	11 7%	2 2%	7 8%	20 11%	47 12%	44 18%	103 15%	46 9%	111 14%	
A slight negative impact	(33.34) 15%	18 10%	22 20%	29 17%	43 19%	23 13%	14 9%	8 11%	12 12%	25 14%	54 14%	46 19%	111 16%	56 11%	125 15%	
Some negative impact	(16.67) 17%	22 13%	12 11%	31 18%	37 17%	35 19%	28 18%	19 29%	15 16%	26 14%	89 23%	25 10%	102 15%	97 20%	139 17%	
A big negative impact	(0) 16%	36 21%	16 15%	29 17%	22 10%	20 11%	22 14%	12 17%	19 19%	44 24%	69 18%	27 11%	103 15%	72 15%	140 17%	
SUMMARY CODES																
ANY POSITIVE	508 25%	34 20%	26 24%	37 21%	56 25%	50 28%	39 25%	11 16%	30 31%	50 27%	84 21%	91 37%	154 23%	129 26%	225 27%	
ANY NEGATIVE	946 47%	76 44%	50 46%	88 51%	102 46%	78 43%	64 42%	38 57%	46 47%	95 52%	211 54%	98 40%	316 47%	226 45%	404 49%	
Don't Know/it depends	286 14%	29 17%	17 15%	28 17%	31 14%	27 15%	39 26%	16 24%	14 14%	19 10%	51 13%	14 6%	106 16%	96 19%	84 10%	
Mean score	40.42	37.88	42.66	37.63	43.05	43.64	42.60	28.30	42.08	36.89	35.82	48.77	40.32	41.08	40.15	
Standard deviation	31.09	31.12	31.36	30.61	29.32	31.32	35.39	26.50	34.61	31.50	29.68	29.51	30.47	32.93	30.57	
Standard error	0.75	2.62	3.29	2.58	2.12	2.47	3.29	3.61	3.87	2.39	1.58	1.91	1.28	1.62	1.11	
Error Variance	0.56	6.87	10.81	6.64	4.50	6.09	10.80	13.00	14.97	5.74	2.50	3.66	1.65	2.64	1.22	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost to the government

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A big positive impact (100)	131 7%	73 7%	58 6%	22 10%	52 6%	89 9%	13 3%	8 4%	21 5%
Some positive impact (83.34)	161 8%	82 8%	79 8%	24 11%	58 7%	98 10%	25 6%	4 2%	34 8%
A slight positive impact (66.67)	216 11%	120 11%	96 10%	21 9%	99 12%	119 13%	50 11%	9 5%	39 9%
No impact at all (50)	260 13%	127 12%	133 14%	23 10%	104 12%	100 11%	82 18%	21 12%	57 13%
A slight negative impact (33.34)	292 15%	161 15%	130 14%	44 20%	117 14%	161 17%	67 15%	21 12%	43 10%
Some negative impact (16.67)	339 17%	191 18%	148 16%	39 18%	152 18%	170 18%	74 17%	32 19%	63 14%
A big negative impact (0)	316 16%	178 17%	137 15%	37 17%	142 17%	106 11%	68 15%	66 38%	75 17%
SUMMARY CODES									
ANY POSITIVE	508 25%	275 26%	233 25%	66 30%	209 25%	306 32%	88 20%	21 12%	94 21%
ANY NEGATIVE	946 47%	531 50%	415 44%	121 54%	410 49%	437 46%	209 47%	119 69%	181 41%
Don't Know/it depends	286 14%	123 12%	163 17%	12 6%	110 13%	100 11%	66 15%	13 8%	107 24%
Mean score	40.42	39.74	41.24	42.06	39.06	45.31	37.64	24.79	38.73
Standard deviation	31.09	31.29	30.85	32.58	30.90	31.70	27.58	28.62	31.51
Standard error	0.75	1.01	1.11	2.19	1.13	1.09	1.41	2.14	1.72
Error Variance	0.56	1.02	1.23	4.80	1.28	1.20	1.99	4.60	2.95

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole
- Cost to the government
Base: All respondents**

	Total	PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT			
		Very important	Fairly important	Not very important	Not at all important
Unweighted Base	2037	493	701	457	296
Weighted Base	2000	473	707	460	273
A big positive impact (100)	131 7%	78 17%	28 4%	12 3%	12 4%
Some positive impact (83.34)	161 8%	29 6%	84 12%	27 6%	16 6%
A slight positive impact (66.67)	216 11%	31 7%	92 13%	68 15%	21 8%
No impact at all (50)	260 13%	29 6%	65 9%	93 20%	64 24%
A slight negative impact (33.34)	292 15%	56 12%	121 17%	82 18%	26 10%
Some negative impact (16.67)	339 17%	73 15%	145 21%	83 18%	32 12%
A big negative impact (0)	316 16%	134 28%	102 14%	38 8%	36 13%
SUMMARY CODES					
ANY POSITIVE	508 25%	138 29%	203 29%	106 23%	49 18%
ANY NEGATIVE	946 47%	263 56%	368 52%	202 44%	94 35%
Don't Know/it depends	286 14%	43 9%	70 10%	59 13%	65 24%
Mean score	40.42	39.19	40.21	41.58	41.21
Standard deviation	31.09	37.95	30.10	25.40	28.73
Standard error	0.75	1.79	1.20	1.27	1.92
Error Variance	0.56	3.22	1.44	1.62	3.68

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost of train tickets

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
A big positive impact (100)	91 5%	47 5%	43 4%	13 5%	16 5%	12 3%	13 4%	18 6%	19 5%	15 4%	16 3%	21 5%	17 6%	21 6%	31 3%	59 6%
Some positive impact (83.34)	130 7%	63 7%	67 6%	16 6%	28 8%	24 7%	23 7%	17 6%	22 6%	14 4%	40 7%	22 5%	21 8%	33 10%	54 5%	76 8%
A slight positive impact (66.67)	201 10%	105 11%	97 9%	33 12%	43 12%	33 9%	31 10%	23 7%	39 10%	44 11%	61 10%	39 9%	27 10%	30 9%	106 11%	96 10%
No impact at all (50)	307 15%	172 18%	134 13%	48 17%	66 19%	56 16%	43 14%	35 11%	59 15%	62 15%	99 17%	61 15%	42 16%	43 13%	161 16%	146 15%
A slight negative impact (33.34)	397 20%	201 21%	196 19%	67 24%	80 22%	68 20%	56 18%	60 19%	64 17%	88 22%	107 18%	88 21%	51 19%	62 19%	196 20%	201 20%
Some negative impact (16.67)	396 20%	169 17%	228 22%	52 19%	51 14%	79 23%	68 22%	69 22%	76 20%	89 22%	130 22%	98 24%	36 14%	44 13%	219 22%	178 18%
A big negative impact (0)	239 12%	110 11%	129 13%	24 9%	30 8%	41 12%	48 15%	41 13%	55 14%	40 10%	74 12%	48 12%	34 13%	43 13%	115 11%	125 12%
SUMMARY CODES																
ANY POSITIVE	422 21%	215 22%	207 20%	62 22%	87 24%	69 20%	67 21%	58 19%	80 20%	74 19%	118 20%	82 20%	65 25%	84 26%	191 19%	231 23%
ANY NEGATIVE	1032 52%	479 49%	553 54%	144 51%	161 45%	188 55%	173 55%	170 55%	195 50%	218 55%	311 52%	233 56%	122 46%	149 46%	529 53%	504 50%
Don't Know/it depends	239 12%	104 11%	135 13%	27 10%	43 12%	32 9%	34 11%	48 15%	55 14%	44 11%	71 12%	37 9%	36 13%	51 16%	116 12%	123 12%
Mean score	38.89	40.49	37.33	40.78	43.35	37.52	36.95	36.77	37.87	37.30	37.40	37.60	42.29	42.71	37.36	40.42
Standard deviation	27.78	27.57	27.91	26.35	26.71	26.99	28.62	28.93	28.57	25.72	26.80	27.43	29.63	30.53	26.36	29.07
Standard error	0.66	0.93	0.93	1.66	1.60	1.66	1.73	1.82	1.32	1.40	1.25	1.38	1.81	1.70	0.93	0.92
Error Variance	0.43	0.86	0.86	2.74	2.56	2.75	3.00	3.32	1.75	1.96	1.56	1.90	3.28	2.88	0.87	0.85

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost of train tickets

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
A big positive impact (100)	91 5%	25 3%	12 5%	23 5%	5 4%	25 7%	27 4%	64 5%
Some positive impact (83.34)	130 7%	42 5%	12 5%	32 6%	5 4%	40 11%	54 9%	76 6%
A slight positive impact (66.67)	201 10%	80 10%	24 10%	45 9%	14 12%	37 10%	70 11%	131 10%
No impact at all (50)	307 15%	124 16%	40 16%	69 14%	23 20%	51 14%	94 15%	213 15%
A slight negative impact (33.34)	397 20%	174 23%	36 14%	86 17%	27 23%	74 20%	134 21%	262 19%
Some negative impact (16.67)	396 20%	161 21%	50 20%	108 22%	31 26%	47 13%	112 18%	285 21%
A big negative impact (0)	239 12%	80 10%	47 19%	64 13%	9 7%	39 11%	68 11%	171 12%
SUMMARY CODES								
ANY POSITIVE	422 21%	147 19%	49 19%	100 20%	24 21%	102 28%	151 24%	271 20%
ANY NEGATIVE	1032 52%	415 54%	133 53%	258 52%	66 56%	160 44%	314 50%	718 52%
Don't Know/it depends	239 12%	79 10%	30 12%	73 15%	4 4%	52 14%	68 11%	171 12%
Mean score	38.89	37.90	35.62	37.68	39.08	44.98	40.97	37.92
Standard deviation	27.78	25.88	29.24	28.43	25.25	29.94	27.85	27.71
Standard error	0.66	1.05	2.00	1.22	2.50	1.67	1.21	0.78
Error Variance	0.43	1.11	3.99	1.49	6.25	2.78	1.47	0.61

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost of train tickets

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
A big positive impact	(100) 91 5%	2 1%	8 7%	6 3%	17 8%	11 6%	11 7%	2 3%	2 2%	8 4%	11 3%	12 5%	33 5%	27 5%	31 4%	
Some positive impact	(83.34) 130 7%	15 8%	6 5%	7 4%	9 4%	18 10%	12 8%	5 8%	7 7%	14 8%	22 5%	16 6%	36 5%	43 9%	51 6%	
A slight positive impact	(66.67) 201 10%	20 12%	16 14%	16 9%	22 10%	15 8%	13 9%	7 11%	6 7%	20 11%	27 7%	39 16%	74 11%	42 8%	86 10%	
No impact at all	(50) 307 15%	30 17%	11 10%	27 16%	35 16%	31 17%	16 10%	6 9%	13 13%	36 19%	55 14%	48 19%	104 15%	65 13%	138 17%	
A slight negative impact	(33.34) 397 20%	22 13%	30 28%	37 21%	57 25%	32 18%	19 13%	11 16%	16 17%	31 17%	75 19%	66 27%	146 21%	78 16%	173 21%	
Some negative impact	(16.67) 396 20%	45 26%	18 17%	28 16%	36 16%	34 19%	15 10%	22 32%	23 24%	37 20%	107 27%	31 13%	127 19%	93 19%	176 21%	
A big negative impact	(0) 239 12%	19 11%	9 8%	31 18%	21 10%	17 9%	33 22%	5 7%	13 13%	17 9%	52 13%	23 9%	80 12%	67 14%	92 11%	
SUMMARY CODES																
ANY POSITIVE	422 21%	37 21%	30 27%	29 17%	48 21%	44 25%	36 24%	15 22%	16 17%	42 23%	59 15%	67 27%	143 21%	111 22%	168 20%	
ANY NEGATIVE	1032 52%	86 49%	57 53%	96 56%	114 51%	82 46%	67 44%	37 55%	52 54%	85 46%	235 60%	121 49%	353 52%	239 48%	440 53%	
Don't Know/it depends	239 12%	22 12%	11 10%	20 12%	26 11%	23 13%	34 22%	10 14%	16 17%	21 11%	44 11%	13 5%	79 12%	82 17%	78 9%	
Mean score	38.89	37.67	42.82	34.80	41.37	43.16	39.10	37.35	35.06	41.46	33.52	43.51	39.00	39.61	38.40	
Standard deviation	27.78	26.54	28.10	26.97	27.99	29.22	33.81	27.52	27.38	27.33	25.93	26.13	27.49	30.11	26.67	
Standard error	0.66	2.18	2.84	2.21	2.00	2.26	3.05	3.58	3.10	2.08	1.37	1.69	1.13	1.46	0.96	
Error Variance	0.43	4.76	8.06	4.88	4.00	5.11	9.29	12.84	9.61	4.32	1.88	2.86	1.28	2.12	0.93	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole

- Cost of train tickets

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
A big positive impact (100)	91 5%	43 4%	48 5%	10 4%	33 4%	53 6%	14 3%	3 2%	21 5%
Some positive impact (83.34)	130 7%	60 6%	71 7%	13 6%	46 6%	73 8%	25 6%	3 2%	29 7%
A slight positive impact (66.67)	201 10%	110 10%	91 10%	25 11%	86 10%	109 12%	43 10%	8 5%	41 9%
No impact at all (50)	307 15%	153 14%	154 16%	31 14%	122 15%	123 13%	102 23%	21 12%	60 14%
A slight negative impact (33.34)	397 20%	215 20%	182 19%	39 17%	176 21%	215 23%	80 18%	37 22%	64 15%
Some negative impact (16.67)	396 20%	236 22%	160 17%	34 15%	202 24%	188 20%	87 19%	39 22%	83 19%
A big negative impact (0)	239 12%	145 14%	94 10%	50 23%	94 11%	100 11%	41 9%	47 27%	52 12%
SUMMARY CODES									
ANY POSITIVE	422 21%	212 20%	210 22%	47 21%	165 20%	235 25%	83 19%	14 8%	91 21%
ANY NEGATIVE	1032 52%	596 56%	437 46%	123 55%	472 57%	503 53%	207 46%	123 71%	200 45%
Don't Know/it depends	239 12%	96 9%	143 15%	21 9%	75 9%	83 9%	53 12%	15 9%	87 20%
Mean score	38.89	36.74	41.47	35.23	37.14	40.75	39.86	25.26	39.38
Standard deviation	27.78	27.36	28.07	29.66	26.73	28.28	25.49	23.51	29.18
Standard error	0.66	0.87	1.00	2.03	0.96	0.97	1.28	1.78	1.54
Error Variance	0.43	0.75	0.99	4.11	0.92	0.93	1.64	3.18	2.37

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q6. How much of an impact the proposed High Speed Rail scheme would have on this for Britain as a whole
- Cost of train tickets
Base: All respondents**

		PERSONAL IMPORTANCE GIVEN TO POSSIBLE IMPACT				
		Total	Very important	Fairly important	Not very important	Not at all important
Unweighted Base		2037	549	539	455	444
Weighted Base		2000	549	549	444	409
A big positive impact	(100)	91 5%	51 9%	14 3%	11 2%	14 4%
Some positive impact	(83.34)	130 7%	44 8%	42 8%	27 6%	16 4%
A slight positive impact	(66.67)	201 10%	43 8%	68 12%	54 12%	34 8%
No impact at all	(50)	307 15%	61 11%	88 16%	80 18%	71 17%
A slight negative impact	(33.34)	397 20%	101 18%	139 25%	103 23%	50 12%
Some negative impact	(16.67)	396 20%	104 19%	111 20%	94 21%	83 20%
A big negative impact	(0)	239 12%	100 18%	45 8%	31 7%	60 15%
SUMMARY CODES						
ANY POSITIVE		422 21%	138 25%	124 23%	92 21%	64 16%
ANY NEGATIVE		1032 52%	305 55%	295 54%	228 51%	194 47%
Don't Know/it depends		239 12%	46 8%	42 8%	44 10%	80 20%
Mean score		38.89	39.24	40.08	39.87	35.40
Standard deviation		27.78	32.28	25.33	24.59	27.62
Standard error		0.66	1.44	1.14	1.22	1.47
Error Variance		0.43	2.07	1.29	1.48	2.15

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme - Summary table

Base: All respondents

	Levels of employment	Journey times	Opportunities for business	Congestion on roads	The environment	Noise levels	Cost to the government	Cost of train tickets
Unweighted Base	2037	2037	2037	2037	2037	2037	2037	2037
Weighted Base	2000	2000	2000	2000	2000	2000	2000	2000
Very important (100)	534 27%	475 24%	411 21%	524 26%	630 31%	316 16%	473 24%	549 27%
Fairly important (66.67)	662 33%	617 31%	657 33%	695 35%	797 40%	540 27%	707 35%	549 27%
Not very important (33.33)	380 19%	480 24%	470 23%	413 21%	306 15%	613 31%	460 23%	444 22%
Not at all important (0)	380 19%	391 20%	423 21%	327 16%	231 12%	487 24%	273 14%	409 20%
SUMMARY CODES								
IMPORTANT	1195 60%	1093 55%	1068 53%	1219 61%	1427 71%	857 43%	1180 59%	1098 55%
UNIMPORTANT	760 38%	871 44%	893 45%	741 37%	537 27%	1100 55%	733 37%	852 43%
Don't Know	45 2%	36 2%	39 2%	41 2%	37 2%	43 2%	87 4%	50 2%
Mean score	56.33	53.31	51.28	57.41	64.33	45.02	57.38	54.50
Standard deviation	35.73	35.33	34.96	34.48	32.36	34.14	33.02	36.74
Standard error	0.80	0.79	0.78	0.77	0.72	0.76	0.75	0.82
Error Variance	0.64	0.62	0.61	0.60	0.52	0.59	0.56	0.68

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Levels of employment

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important (100)	534 27%	265 27%	269 26%	89 32%	114 32%	94 27%	91 29%	77 25%	68 18%	110 28%	176 29%	102 25%	70 27%	75 23%	286 29%	248 25%
Fairly important (66.67)	662 33%	335 34%	327 32%	101 36%	140 39%	128 37%	110 35%	89 29%	94 24%	135 34%	198 33%	142 34%	92 35%	94 29%	333 33%	328 33%
Not very important (33.33)	380 19%	187 19%	193 19%	54 19%	59 16%	57 16%	55 17%	75 24%	80 21%	80 20%	107 18%	90 22%	44 17%	59 18%	187 19%	193 19%
Not at all important (0)	380 19%	171 18%	209 20%	31 11%	38 11%	59 17%	52 17%	64 21%	136 35%	68 17%	105 18%	71 17%	49 19%	87 27%	173 17%	207 21%
SUMMARY CODES																
IMPORTANT	1195 60%	600 62%	596 58%	190 68%	255 71%	221 64%	200 63%	166 53%	162 42%	245 62%	374 62%	244 59%	162 61%	169 52%	619 62%	576 57%
UNIMPORTANT	760 38%	358 37%	402 39%	86 31%	97 27%	115 33%	107 34%	139 45%	216 55%	148 37%	212 35%	161 39%	93 35%	146 45%	360 36%	400 40%
Don't Know	45 2%	13 1%	32 3%	5 2%	6 2%	8 2%	10 3%	6 2%	11 3%	4 1%	13 2%	7 2%	9 3%	11 3%	17 2%	27 3%
Mean score	56.33	57.49	55.22	63.32	64.76	58.71	59.20	52.95	41.69	57.69	58.66	56.00	57.28	49.98	58.27	54.39
Standard deviation	35.73	35.13	36.28	32.79	32.03	34.77	35.09	36.08	37.59	35.03	35.65	34.55	35.61	37.74	35.39	35.98
Standard error	0.80	1.12	1.14	1.97	1.81	2.06	2.04	2.11	1.64	1.81	1.57	1.67	2.06	1.95	1.19	1.08
Error Variance	0.64	1.26	1.30	3.89	3.28	4.23	4.15	4.46	2.68	3.26	2.47	2.79	4.24	3.82	1.41	1.18

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Levels of employment

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	534 27%	224 29%	84 33%	90 18%	34 29%	102 28%	174 28%	359 26%
Fairly important (66.67)	662 33%	271 36%	81 32%	132 26%	48 41%	129 35%	230 37%	432 31%
Not very important (33.33)	380 19%	143 19%	53 21%	103 21%	24 20%	57 16%	115 18%	265 19%
Not at all important (0)	380 19%	111 14%	30 12%	163 33%	11 9%	65 18%	93 15%	287 21%
SUMMARY CODES								
IMPORTANT	1195 60%	495 65%	164 65%	222 44%	82 70%	231 63%	404 64%	791 58%
UNIMPORTANT	760 38%	254 33%	84 33%	267 53%	34 29%	122 33%	208 33%	552 40%
Don't Know	45 2%	15 2%	4 2%	12 2%	1 1%	12 3%	16 3%	28 2%
Mean score	56.33	60.40	62.58	43.48	63.57	58.73	59.80	54.76
Standard deviation	35.73	34.12	33.87	37.28	30.81	35.47	33.98	36.40
Standard error	0.80	1.33	2.19	1.50	3.02	1.85	1.41	0.97
Error Variance	0.64	1.77	4.80	2.24	9.13	3.41	1.99	0.94

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Levels of employment

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Very important	(100)	534	32	19	39	70	48	55	15	39	42	76	98	160	157	217
		27%	18%	18%	22%	32%	27%	36%	23%	40%	23%	19%	40%	24%	32%	26%
Fairly important	(66.67)	662	45	26	57	67	71	51	19	22	62	138	106	195	161	306
		33%	26%	24%	33%	30%	39%	33%	28%	22%	34%	35%	43%	29%	32%	37%
Not very important	(33.33)	380	20	35	36	42	33	19	14	11	36	101	35	132	77	171
		19%	11%	32%	21%	19%	18%	12%	21%	12%	20%	26%	14%	19%	15%	21%
Not at all important	(0)	380	68	28	38	36	24	27	17	23	42	68	9	170	91	119
		19%	39%	25%	22%	16%	13%	18%	26%	24%	23%	17%	3%	25%	18%	14%
SUMMARY CODES																
IMPORTANT	1195	77	45	96	137	118	106	34	60	104	214	204	355	318	522	
		60%	44%	41%	56%	61%	66%	69%	50%	62%	57%	55%	82%	52%	64%	63%
UNIMPORTANT	760	88	63	73	78	57	45	31	35	78	169	43	302	168	290	
		38%	50%	57%	43%	35%	31%	30%	46%	36%	43%	43%	17%	44%	34%	35%
Don't Know	45	10	1	3	8	5	2	2	2	1	10	1	22	11	12	
		2%	5%	1%	2%	4%	3%	1%	3%	2%	1%	2%	*	3%	2%	1%
Mean score	56.33	41.62	44.71	52.43	59.84	60.50	62.93	49.63	59.74	52.39	52.63	72.95	50.88	59.65	58.75	
Standard deviation	35.73	39.55	35.11	35.80	35.93	32.86	36.41	37.62	40.56	36.16	33.34	26.76	37.37	36.34	33.48	
Standard error	0.80	3.11	3.39	2.77	2.46	2.42	2.88	4.60	4.21	2.61	1.68	1.69	1.47	1.62	1.16	
Error Variance	0.64	9.66	11.52	7.67	6.06	5.87	8.28	21.13	17.69	6.81	2.81	2.86	2.15	2.62	1.34	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Levels of employment

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	534 27%	271 26%	262 28%	74 33%	197 24%	316 33%	84 19%	39 23%	95 22%	
Fairly important (66.67)	662 33%	349 33%	313 33%	71 32%	278 33%	336 36%	143 32%	49 28%	134 30%	
Not very important (33.33)	380 19%	219 21%	161 17%	42 19%	178 21%	161 17%	101 23%	39 22%	79 18%	
Not at all important (0)	380 19%	208 20%	172 18%	35 16%	173 21%	124 13%	106 24%	40 23%	110 25%	
SUMMARY CODES										
IMPORTANT	1195 60%	620 59%	575 61%	145 65%	475 57%	652 69%	227 51%	88 51%	228 52%	
UNIMPORTANT	760 38%	427 40%	333 35%	77 35%	350 42%	284 30%	207 46%	79 46%	189 43%	
Don't Know	45 2%	9 1%	36 4%	1 *	8 1%	6 1%	12 3%	6 3%	21 5%	
Mean score	56.33	55.09	57.77	60.93	53.52	63.39	49.05	50.76	50.32	
Standard deviation	35.73	35.65	35.80	35.49	35.55	33.80	35.39	36.65	37.02	
Standard error	0.80	1.08	1.19	2.32	1.22	1.11	1.68	2.69	1.79	
Error Variance	0.64	1.17	1.41	5.41	1.48	1.22	2.83	7.22	3.20	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme
- Levels of employment
Base: All respondents

		IMPACT SCHEME WOULD HAVE ON THIS			
		Total	Positive impact	No impact at all	Negative impact
Unweighted Base		2037	1448	327	111
Weighted Base		2000	1449	312	100
Very important	(100)	534 27%	436 30%	58 19%	24 24%
Fairly important	(66.67)	662 33%	530 37%	78 25%	30 30%
Not very important	(33.33)	380 19%	254 18%	85 27%	20 20%
Not at all important	(0)	380 19%	215 15%	89 28%	26 26%
SUMMARY CODES					
IMPORTANT		1195 60%	966 67%	136 44%	55 55%
UNIMPORTANT		760 38%	469 32%	174 56%	46 45%
Don't Know		45 2%	14 1%	2 1%	- -
Mean score		56.33	60.90	44.68	50.95
Standard deviation		35.73	34.19	36.15	37.46
Standard error		0.80	0.90	2.01	3.56
Error Variance		0.64	0.82	4.03	12.64

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Journey times

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important (100)	475	237	238	67	111	89	88	61	59	103	153	81	68	70	256	219
	24%	24%	23%	24%	31%	26%	28%	20%	15%	26%	26%	20%	26%	22%	26%	22%
Fairly important (66.67)	617	320	297	99	128	115	95	99	82	128	208	127	70	84	336	281
	31%	33%	29%	35%	36%	33%	30%	32%	21%	32%	35%	31%	27%	26%	34%	28%
Not very important (33.33)	480	222	257	71	74	78	68	82	106	106	117	119	65	72	223	257
	24%	23%	25%	25%	21%	23%	21%	27%	27%	27%	20%	29%	25%	22%	22%	26%
Not at all important (0)	391	181	210	39	40	55	58	63	136	58	107	80	55	91	165	226
	20%	19%	20%	14%	11%	16%	18%	20%	35%	15%	18%	19%	21%	28%	17%	23%
SUMMARY CODES																
IMPORTANT	1093	558	535	166	240	203	183	160	140	230	362	208	138	154	592	501
	55%	57%	52%	59%	67%	59%	58%	51%	36%	58%	60%	50%	52%	47%	59%	50%
UNIMPORTANT	871	403	467	110	113	133	126	146	243	164	224	200	120	164	388	483
	44%	42%	45%	39%	32%	39%	40%	47%	62%	41%	37%	48%	45%	50%	39%	48%
Don't Know	36	10	27	5	4	8	8	6	6	3	14	5	6	9	17	20
	2%	1%	3%	2%	1%	2%	2%	2%	2%	1%	2%	1%	2%	3%	2%	2%
Mean score	53.31	54.63	52.05	56.90	62.75	56.80	56.30	50.51	38.77	56.54	56.59	50.43	52.90	47.31	56.57	50.07
Standard deviation	35.33	35.01	35.61	33.02	32.69	34.41	35.96	34.42	35.88	33.84	34.97	34.06	36.51	37.46	34.50	35.86
Standard error	0.79	1.12	1.12	1.99	1.84	2.03	2.08	2.01	1.56	1.74	1.54	1.64	2.10	1.93	1.15	1.08
Error Variance	0.62	1.25	1.25	3.96	3.39	4.14	4.33	4.06	2.42	3.03	2.37	2.70	4.43	3.74	1.33	1.16

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Journey times

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	475 24%	210 28%	69 27%	76 15%	31 27%	89 24%	166 26%	309 23%
Fairly important (66.67)	617 31%	267 35%	74 29%	117 23%	49 41%	110 30%	211 34%	407 30%
Not very important (33.33)	480 24%	169 22%	66 26%	137 27%	25 21%	82 22%	140 22%	340 25%
Not at all important (0)	391 20%	102 13%	40 16%	162 32%	13 11%	74 20%	97 15%	294 21%
SUMMARY CODES								
IMPORTANT	1093 55%	477 62%	143 57%	193 38%	80 68%	199 55%	377 60%	716 52%
UNIMPORTANT	871 44%	271 36%	106 42%	300 60%	38 32%	156 43%	237 38%	634 46%
Don't Know	36 2%	15 2%	3 1%	9 2%	- -	10 3%	15 2%	22 2%
Mean score	53.31	59.39	56.45	40.52	61.17	53.42	57.55	51.39
Standard deviation	35.33	33.45	34.78	35.57	31.60	35.90	34.30	35.64
Standard error	0.79	1.30	2.24	1.42	3.08	1.86	1.42	0.95
Error Variance	0.62	1.70	5.04	2.03	9.51	3.47	2.02	0.90

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Journey times

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Very important	(100)	475	29	22	36	52	47	35	7	30	32	77	109	139	218	
		24%	17%	20%	21%	23%	26%	23%	10%	31%	17%	20%	44%	20%	24%	
Fairly important	(66.67)	617	45	28	39	72	54	49	28	22	50	130	103	183	282	
		31%	26%	26%	23%	32%	30%	32%	42%	22%	27%	33%	41%	27%	34%	
Not very important	(33.33)	480	25	33	44	59	51	38	13	20	58	111	26	162	196	
		24%	15%	31%	26%	26%	28%	25%	20%	21%	32%	28%	11%	24%	24%	
Not at all important	(0)	391	67	25	50	37	24	30	17	23	42	67	10	179	119	
		20%	38%	23%	29%	17%	13%	19%	25%	24%	23%	17%	4%	26%	14%	
SUMMARY CODES																
IMPORTANT	1093	74	50	75	123	101	84	35	52	81	207	212	322	271	500	
		55%	42%	46%	43%	55%	56%	55%	53%	53%	44%	53%	85%	47%	61%	
UNIMPORTANT	871	92	58	95	96	74	67	30	44	101	178	36	341	215	315	
		44%	53%	53%	55%	43%	41%	44%	45%	45%	55%	45%	15%	50%	38%	
Don't Know	36	8	1	3	4	5	2	2	2	2	8	-	16	11	10	
		2%	4%	1%	2%	2%	3%	1%	2%	2%	1%	2%	-	2%	1%	
Mean score	53.31	40.57	47.94	45.20	54.32	56.95	52.92	46.43	53.66	46.24	52.15	75.19	47.50	53.64	57.85	
Standard deviation	35.33	38.53	35.29	37.32	34.12	33.68	35.09	33.02	39.03	34.28	33.24	26.68	36.59	35.18	33.70	
Standard error	0.79	3.02	3.41	2.89	2.32	2.48	2.78	4.00	4.05	2.48	1.67	1.68	1.43	1.57	1.16	
Error Variance	0.62	9.11	11.64	8.34	5.37	6.13	7.74	16.03	16.38	6.15	2.78	2.84	2.05	2.45	1.35	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Journey times

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	475 24%	245 23%	230 24%	64 29%	181 22%	302 32%	62 14%	29 17%	83 19%	
Fairly important (66.67)	617 31%	328 31%	289 31%	73 33%	255 31%	331 35%	127 28%	44 26%	115 26%	
Not very important (33.33)	480 24%	276 26%	203 22%	51 23%	226 27%	196 21%	138 31%	45 26%	101 23%	
Not at all important (0)	391 20%	199 19%	192 20%	33 15%	166 20%	108 11%	109 25%	50 29%	124 28%	
SUMMARY CODES										
IMPORTANT	1093 55%	573 54%	519 55%	137 62%	436 52%	632 67%	189 42%	73 42%	198 45%	
UNIMPORTANT	871 44%	476 45%	395 42%	84 38%	391 47%	304 32%	247 56%	95 55%	225 51%	
Don't Know	36 2%	7 1%	29 3%	1 1%	6 1%	7 1%	9 2%	5 3%	16 4%	
Mean score	53.31	53.02	53.65	58.58	51.53	62.75	44.14	43.71	45.70	
Standard deviation	35.33	34.80	35.94	34.45	34.77	32.99	33.46	35.90	36.74	
Standard error	0.79	1.06	1.19	2.26	1.19	1.08	1.59	2.63	1.76	
Error Variance	0.62	1.11	1.42	5.11	1.41	1.17	2.52	6.89	3.11	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Journey times

Base: All respondents

		IMPACT SCHEME WOULD HAVE ON THIS			
		Total	Positive impact	No impact at all	Negative impact
Unweighted Base		2037	1631	189	76
Weighted Base		2000	1619	179	72
Very important	(100)	475 24%	427 26%	20 11%	17 24%
Fairly important	(66.67)	617 31%	535 33%	43 24%	24 34%
Not very important	(33.33)	480 24%	375 23%	59 33%	17 23%
Not at all important	(0)	391 20%	272 17%	54 30%	12 17%
SUMMARY CODES					
IMPORTANT		1093 55%	962 59%	62 35%	42 58%
UNIMPORTANT		871 44%	647 40%	113 63%	29 41%
Don't Know		36 2%	10 1%	4 2%	1 2%
Mean score		53.31	56.49	38.81	55.11
Standard deviation		35.33	34.67	33.05	34.61
Standard error		0.79	0.86	2.44	4.00
Error Variance		0.62	0.74	5.93	15.97

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Opportunities for business

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Very important	(100)	411 21%	220 23%	191 19%	50 18%	93 26%	77 22%	78 24%	60 19%	54 14%	110 28%	123 21%	74 18%	46 17%	58 18%	233 23%	178 18%
Fairly important	(66.67)	657 33%	342 35%	315 31%	99 35%	154 43%	127 37%	97 31%	88 28%	91 23%	125 31%	204 34%	145 35%	92 35%	91 28%	329 33%	327 33%
Not very important	(33.33)	470 23%	212 22%	257 25%	86 31%	64 18%	68 20%	74 23%	87 28%	91 23%	87 22%	145 24%	105 25%	64 24%	69 21%	232 23%	238 24%
Not at all important	(0)	423 21%	185 19%	238 23%	42 15%	43 12%	63 18%	64 20%	71 23%	140 36%	71 18%	116 19%	83 20%	57 21%	96 29%	188 19%	236 23%
SUMMARY CODES																	
IMPORTANT	1068 53%	562 58%	506 49%	149 53%	246 69%	205 59%	175 55%	148 48%	145 37%	235 59%	328 55%	218 53%	138 52%	149 46%	563 56%	505 50%	
UNIMPORTANT	893 45%	397 41%	496 48%	128 46%	107 30%	131 38%	138 43%	159 51%	231 59%	158 40%	261 44%	188 46%	121 46%	165 50%	419 42%	474 47%	
Don't Know	39 2%	12 1%	28 3%	3 1%	4 1%	9 3%	5 2%	5 1%	13 3%	4 1%	10 2%	6 1%	5 2%	13 4%	14 1%	25 2%	
Mean score	51.28	54.10	48.58	52.28	61.25	55.07	53.46	48.15	38.54	56.52	52.30	50.50	49.65	45.13	53.99	48.56	
Standard deviation	34.96	34.66	35.06	31.83	31.74	34.43	35.71	35.08	35.99	35.52	34.34	33.71	34.13	36.76	34.86	34.87	
Standard error	0.78	1.11	1.10	1.91	1.79	2.04	2.06	2.05	1.57	1.83	1.51	1.63	1.96	1.91	1.17	1.05	
Error Variance	0.61	1.23	1.21	3.66	3.20	4.16	4.22	4.20	2.47	3.36	2.28	2.65	3.84	3.64	1.36	1.10	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Opportunities for business

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	411 21%	189 25%	59 23%	67 13%	21 18%	75 21%	129 21%	282 21%
Fairly important (66.67)	657 33%	285 37%	87 34%	116 23%	46 39%	123 34%	234 37%	422 31%
Not very important (33.33)	470 23%	159 21%	66 26%	126 25%	38 32%	81 22%	141 22%	329 24%
Not at all important (0)	423 21%	118 15%	36 14%	178 36%	13 11%	78 21%	110 17%	313 23%
SUMMARY CODES								
IMPORTANT	1068 53%	474 62%	145 58%	183 37%	67 57%	198 54%	363 58%	705 51%
UNIMPORTANT	893 45%	276 36%	103 41%	304 61%	51 43%	159 44%	251 40%	643 47%
Don't Know	39 2%	13 2%	4 2%	14 3%	- -	8 2%	14 2%	25 2%
Mean score	51.28	57.56	55.90	38.26	54.40	51.59	54.09	50.00
Standard deviation	34.96	33.61	33.20	35.52	30.19	35.09	33.57	35.52
Standard error	0.78	1.31	2.15	1.43	2.95	1.81	1.39	0.95
Error Variance	0.61	1.71	4.61	2.04	8.68	3.29	1.93	0.89

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q7. Personal importance given to possible impact of proposed High Speed Rail scheme
- Opportunities for business
Base: All respondents**

		STANDARD REGION														
		Total	Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Very important	(100)	411 21%	20 12%	23 21%	32 19%	51 23%	34 19%	40 26%	15 22%	36 36%	22 12%	64 16%	74 30%	127 19%	125 25%	159 19%
Fairly important	(66.67)	657 33%	40 23%	28 26%	53 31%	74 33%	68 38%	44 29%	22 32%	25 25%	62 34%	137 35%	104 42%	194 29%	159 32%	303 37%
Not very important	(33.33)	470 23%	29 17%	32 29%	40 23%	47 21%	50 28%	32 21%	10 15%	10 10%	56 30%	112 28%	53 21%	147 22%	102 21%	220 27%
Not at all important	(0)	423 21%	77 44%	26 24%	48 28%	43 19%	24 13%	32 21%	19 28%	25 26%	43 23%	69 18%	18 7%	194 29%	100 20%	130 16%
SUMMARY CODES																
IMPORTANT		1068 53%	61 35%	51 47%	85 49%	125 56%	103 57%	85 55%	37 55%	60 62%	84 46%	201 51%	177 72%	322 47%	284 57%	462 56%
UNIMPORTANT		893 45%	106 61%	58 53%	87 51%	90 40%	74 41%	64 42%	29 43%	35 36%	98 54%	181 46%	71 28%	341 50%	202 41%	350 42%
Don't Know		39 2%	7 4%	-	-	9 4%	3 2%	4 3%	2 2%	2 2%	1 1%	11 3%	-	16 2%	11 2%	12 1%
Mean score		51.28	34.17	48.15	46.74	54.09	54.59	54.17	50.08	58.00	44.84	50.35	64.70	46.18	54.52	53.49
Standard deviation		34.96	36.49	35.96	36.14	35.25	31.47	36.81	37.93	40.54	32.31	32.46	29.76	36.62	35.87	32.52
Standard error		0.78	2.85	3.46	2.77	2.42	2.30	2.94	4.60	4.20	2.33	1.64	1.88	1.43	1.60	1.12
Error Variance		0.61	8.12	11.97	7.68	5.86	5.30	8.63	21.15	17.67	5.44	2.67	3.53	2.05	2.55	1.26

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme
- Opportunities for business
Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	411 21%	229 22%	183 19%	57 25%	172 21%	259 27%	53 12%	24 14%	75 17%	
Fairly important (66.67)	657 33%	344 33%	312 33%	71 32%	273 33%	330 35%	150 34%	47 27%	129 29%	
Not very important (33.33)	470 23%	263 25%	207 22%	56 25%	207 25%	203 22%	118 26%	54 31%	95 22%	
Not at all important (0)	423 21%	215 20%	208 22%	37 17%	178 21%	145 15%	113 25%	46 26%	120 27%	
SUMMARY CODES										
IMPORTANT	1068 53%	573 54%	495 52%	127 57%	445 53%	589 62%	203 46%	71 41%	204 47%	
UNIMPORTANT	893 45%	478 45%	415 44%	94 42%	384 46%	348 37%	230 52%	99 57%	215 49%	
Don't Know	39 2%	5 1%	34 4%	2 1%	4 *	5 1%	12 3%	3 2%	19 4%	
Mean score	51.28	51.92	50.54	55.41	50.99	58.35	44.37	42.95	45.99	
Standard deviation	34.96	34.84	35.11	34.63	34.86	34.16	33.11	33.84	36.04	
Standard error	0.78	1.06	1.17	2.27	1.19	1.12	1.58	2.46	1.74	
Error Variance	0.61	1.12	1.36	5.17	1.42	1.25	2.49	6.06	3.01	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q7. Personal importance given to possible impact of proposed High Speed Rail scheme
- Opportunities for business
Base: All respondents**

		IMPACT SCHEME WOULD HAVE ON THIS			
		Total	Positive impact	No impact at all	Negative impact
Unweighted Base		2037	1553	252	84
Weighted Base		2000	1537	245	79
Very important	(100)	411 21%	371 24%	20 8%	14 18%
Fairly important	(66.67)	657 33%	535 35%	69 28%	20 25%
Not very important	(33.33)	470 23%	351 23%	74 30%	21 26%
Not at all important	(0)	423 21%	270 18%	76 31%	23 29%
SUMMARY CODES					
IMPORTANT		1068 53%	906 59%	89 36%	34 43%
UNIMPORTANT		893 45%	622 40%	149 61%	44 55%
Don't Know		39 2%	9 1%	7 3%	1 2%
Mean score		51.28	55.30	37.95	44.42
Standard deviation		34.96	34.41	32.02	36.46
Standard error		0.78	0.88	2.05	4.03
Error Variance		0.61	0.77	4.20	16.21

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Congestion on roads

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important (100)	524	278	246	57	110	101	93	81	82	116	168	107	67	67	284	240
	26%	29%	24%	20%	31%	29%	29%	26%	21%	29%	28%	26%	25%	20%	28%	24%
Fairly important (66.67)	695	331	363	108	130	128	115	115	98	145	219	150	88	93	364	330
	35%	34%	35%	38%	36%	37%	36%	37%	25%	37%	37%	36%	33%	29%	37%	33%
Not very important (33.33)	413	197	216	70	77	60	61	60	85	84	106	90	57	76	189	224
	21%	20%	21%	25%	22%	17%	19%	19%	22%	21%	18%	22%	22%	23%	19%	22%
Not at all important (0)	327	149	178	41	35	48	41	49	113	45	94	61	44	83	139	188
	16%	15%	17%	15%	10%	14%	13%	16%	29%	11%	16%	15%	17%	25%	14%	19%
SUMMARY CODES																
IMPORTANT	1219	610	609	165	240	229	208	196	180	261	386	256	155	160	648	571
	61%	63%	59%	59%	67%	66%	66%	63%	46%	66%	64%	62%	59%	49%	65%	57%
UNIMPORTANT	741	347	394	112	112	108	102	109	198	129	200	151	101	159	329	412
	37%	36%	38%	40%	31%	31%	32%	35%	51%	32%	33%	37%	38%	49%	33%	41%
Don't Know	41	15	26	4	5	8	7	6	11	7	13	5	8	8	20	21
	2%	1%	3%	1%	1%	2%	2%	2%	3%	2%	2%	1%	3%	2%	2%	2%
Mean score	57.41	59.08	55.82	55.13	63.14	61.30	61.22	58.21	46.49	61.69	59.51	58.00	56.44	48.35	60.38	54.46
Standard deviation	34.48	34.50	34.41	32.37	31.93	33.68	33.36	34.15	37.62	32.59	34.37	33.62	34.74	36.33	33.67	35.04
Standard error	0.77	1.10	1.08	1.95	1.80	1.99	1.93	2.00	1.64	1.69	1.51	1.62	2.01	1.87	1.13	1.05
Error Variance	0.60	1.22	1.16	3.78	3.25	3.97	3.71	3.99	2.69	2.85	2.29	2.63	4.02	3.51	1.28	1.11

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Congestion on roads

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	524 26%	242 32%	74 29%	104 21%	19 16%	85 23%	171 27%	353 26%
Fairly important (66.67)	695 35%	274 36%	97 38%	145 29%	53 45%	125 34%	237 38%	457 33%
Not very important (33.33)	413 21%	148 19%	50 20%	106 21%	28 24%	81 22%	133 21%	281 20%
Not at all important (0)	327 16%	85 11%	29 11%	133 27%	16 14%	64 18%	75 12%	252 18%
SUMMARY CODES								
IMPORTANT	1219 61%	516 68%	170 67%	249 50%	73 62%	211 58%	408 65%	811 59%
UNIMPORTANT	741 37%	233 31%	79 31%	240 48%	44 37%	145 40%	208 33%	533 39%
Don't Know	41 2%	15 2%	3 1%	13 3%	1 1%	9 2%	12 2%	29 2%
Mean score	57.41	63.25	62.06	48.34	55.10	55.08	60.59	55.95
Standard deviation	34.48	32.76	32.41	36.83	30.54	34.47	32.48	35.28
Standard error	0.77	1.28	2.09	1.48	2.99	1.79	1.34	0.94
Error Variance	0.60	1.63	4.38	2.19	8.97	3.19	1.80	0.88

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Congestion on roads

Base: All respondents

		STANDARD REGION														
		Total	Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Very important	(100)	524 26%	26 15%	20 18%	44 26%	57 25%	51 28%	51 34%	18 27%	30 31%	40 22%	95 24%	92 37%	147 22%	150 30%	227 28%
Fairly important	(66.67)	695 35%	47 27%	35 32%	56 32%	70 31%	69 38%	45 29%	21 32%	30 30%	71 39%	153 39%	99 40%	207 31%	165 33%	322 39%
Not very important	(33.33)	413 21%	27 16%	30 28%	31 18%	52 23%	42 23%	28 18%	11 17%	16 16%	39 21%	85 22%	52 21%	140 21%	97 20%	176 21%
Not at all important	(0)	327 16%	67 38%	24 22%	37 21%	37 17%	13 7%	29 19%	15 22%	21 22%	30 16%	50 13%	6 2%	164 24%	78 16%	85 10%
SUMMARY CODES																
IMPORTANT		1219 61%	73 42%	55 50%	100 58%	127 57%	120 67%	96 63%	39 59%	59 61%	111 60%	248 63%	190 77%	354 52%	315 63%	549 67%
UNIMPORTANT		741 37%	94 54%	54 50%	68 39%	89 40%	55 31%	57 37%	26 39%	37 38%	69 38%	134 34%	58 23%	305 45%	175 35%	261 32%
Don't Know		41 2%	8 5%	-	4 3%	7 3%	5 3%	-	2 2%	1 1%	4 2%	10 3%	-	19 3%	7 1%	14 2%
Mean score		57.41	39.74	48.79	54.74	55.91	63.42	59.18	54.88	56.92	55.77	58.97	70.48	50.36	59.68	61.78
Standard deviation		34.48	37.66	34.24	36.61	34.86	30.29	36.98	37.19	37.64	33.36	32.30	27.07	36.46	34.93	31.56
Standard error		0.77	2.95	3.30	2.84	2.38	2.23	2.91	4.51	3.88	2.43	1.63	1.71	1.43	1.55	1.09
Error Variance		0.60	8.70	10.86	8.07	5.68	4.96	8.44	20.34	15.07	5.89	2.64	2.92	2.04	2.40	1.19

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Congestion on roads

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	524 26%	293 28%	231 25%	80 36%	213 26%	303 32%	69 16%	39 23%	113 26%	
Fairly important (66.67)	695 35%	378 36%	317 34%	81 36%	297 36%	362 38%	151 34%	55 32%	127 29%	
Not very important (33.33)	413 21%	228 22%	185 20%	39 17%	190 23%	175 19%	116 26%	38 22%	85 19%	
Not at all important (0)	327 16%	146 14%	181 19%	21 10%	124 15%	98 10%	93 21%	37 22%	99 23%	
SUMMARY CODES										
IMPORTANT	1219 61%	670 63%	548 58%	160 72%	510 61%	664 70%	221 50%	93 54%	240 55%	
UNIMPORTANT	741 37%	374 35%	367 39%	60 27%	314 38%	273 29%	209 47%	75 44%	183 42%	
Don't Know	41 2%	12 1%	29 3%	2 1%	10 1%	6 1%	15 3%	4 2%	15 3%	
Mean score	57.41	59.41	55.13	66.35	57.55	64.23	48.60	52.14	53.37	
Standard deviation	34.48	33.51	35.44	32.13	33.65	32.04	33.43	35.84	37.18	
Standard error	0.77	1.02	1.17	2.11	1.15	1.05	1.60	2.61	1.78	
Error Variance	0.60	1.04	1.38	4.45	1.33	1.10	2.55	6.83	3.19	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Congestion on roads

Base: All respondents

	Total	IMPACT SCHEME WOULD HAVE ON THIS		
		Positive impact	No impact at all	Negative impact
Unweighted Base	2037	1213	518	178
Weighted Base	2000	1215	496	170
Very important (100)	524 26%	372 31%	96 19%	42 25%
Fairly important (66.67)	695 35%	489 40%	135 27%	53 31%
Not very important (33.33)	413 21%	218 18%	134 27%	39 23%
Not at all important (0)	327 16%	126 10%	123 25%	34 20%
SUMMARY CODES				
IMPORTANT	1219 61%	861 71%	231 47%	95 56%
UNIMPORTANT	741 37%	345 28%	257 52%	73 43%
Don't Know	41 2%	10 1%	8 2%	2 1%
Mean score	57.41	63.95	47.30	53.95
Standard deviation	34.48	31.67	35.62	35.65
Standard error	0.77	0.91	1.58	2.69
Error Variance	0.60	0.83	2.49	7.22

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- The environment

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important	(100)	630	339	79	113	91	132	108	108	144	192	119	78	96	336	294
		31%	33%	28%	31%	26%	42%	35%	28%	36%	32%	29%	30%	30%	34%	29%
Fairly important	(66.67)	797	410	115	163	162	119	118	120	152	258	170	104	112	410	386
		40%	40%	41%	46%	47%	37%	38%	31%	38%	43%	41%	39%	34%	41%	39%
Not very important	(33.33)	306	141	58	52	51	38	42	64	62	78	72	47	48	139	167
		15%	14%	21%	15%	15%	12%	14%	16%	16%	13%	17%	18%	15%	14%	17%
Not at all important	(0)	231	117	25	22	34	24	37	89	35	60	47	28	60	96	135
		12%	11%	9%	6%	10%	8%	12%	23%	9%	10%	11%	11%	18%	10%	13%
SUMMARY CODES																
IMPORTANT	1427	678	748	194	276	253	251	226	228	296	450	289	183	209	746	680
	71%	70%	73%	69%	77%	73%	79%	73%	59%	74%	75%	70%	69%	64%	75%	68%
UNIMPORTANT	537	279	257	83	75	85	62	79	153	97	138	118	76	108	235	302
	27%	29%	25%	30%	21%	25%	20%	25%	39%	24%	23%	29%	29%	33%	24%	30%
Don't Know	37	13	23	3	7	7	5	6	8	4	11	5	6	10	15	21
	2%	1%	2%	1%	2%	2%	1%	2%	2%	1%	2%	1%	2%	3%	2%	2%
Mean score	64.33	63.11	65.49	63.17	68.17	63.94	71.52	65.78	54.91	67.68	66.30	62.91	63.37	59.13	66.85	61.81
Standard deviation	32.36	32.36	32.33	30.70	28.36	30.08	30.41	33.00	37.50	31.34	31.11	31.91	31.98	35.99	31.19	33.31
Standard error	0.72	1.03	1.01	1.84	1.61	1.78	1.75	1.93	1.63	1.61	1.37	1.54	1.84	1.86	1.04	1.00
Error Variance	0.52	1.07	1.02	3.40	2.58	3.15	3.06	3.73	2.65	2.61	1.87	2.37	3.39	3.46	1.09	1.00

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- The environment

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	630 31%	246 32%	91 36%	141 28%	36 30%	116 32%	179 28%	451 33%
Fairly important (66.67)	797 40%	319 42%	121 48%	163 33%	57 48%	136 37%	284 45%	512 37%
Not very important (33.33)	306 15%	128 17%	24 9%	79 16%	16 13%	60 16%	97 15%	209 15%
Not at all important (0)	231 12%	59 8%	14 6%	107 21%	10 8%	41 11%	55 9%	176 13%
SUMMARY CODES								
IMPORTANT	1427 71%	565 74%	212 84%	304 61%	93 78%	253 69%	463 74%	963 70%
UNIMPORTANT	537 27%	187 24%	38 15%	185 37%	26 22%	101 28%	152 24%	385 28%
Don't Know	37 2%	12 2%	2 1%	12 2%	- -	11 3%	13 2%	24 2%
Mean score	64.33	66.68	71.82	56.39	66.86	64.19	65.15	63.96
Standard deviation	32.36	30.03	27.19	36.93	29.27	32.70	29.90	33.43
Standard error	0.72	1.17	1.75	1.48	2.86	1.70	1.24	0.89
Error Variance	0.52	1.36	3.07	2.20	8.16	2.89	1.53	0.79

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- The environment

Base: All respondents

		STANDARD REGION														
		Total	Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Very important	(100)	630 31%	40 23%	22 20%	53 31%	73 33%	61 34%	56 37%	19 28%	41 42%	65 36%	102 26%	98 40%	188 28%	176 35%	265 32%
Fairly important	(66.67)	797 40%	57 32%	39 36%	60 35%	90 40%	72 40%	64 42%	25 37%	30 31%	67 37%	180 46%	114 46%	245 36%	190 38%	361 44%
Not very important	(33.33)	306 15%	13 8%	25 23%	30 18%	30 14%	33 18%	17 11%	16 24%	13 13%	35 19%	64 16%	30 12%	98 15%	78 16%	129 16%
Not at all important	(0)	231 12%	57 33%	22 20%	27 15%	22 10%	11 6%	17 11%	6 9%	12 12%	15 8%	38 10%	5 2%	128 19%	45 9%	58 7%
SUMMARY CODES																
IMPORTANT		1427 71%	96 55%	61 56%	113 66%	163 73%	132 73%	119 78%	44 65%	71 73%	132 72%	282 72%	213 86%	433 64%	366 74%	627 76%
UNIMPORTANT		537 27%	71 40%	47 43%	57 33%	52 23%	43 24%	33 22%	22 33%	25 25%	49 27%	103 26%	35 14%	226 33%	123 25%	187 23%
Don't Know		37 2%	7 4%	1 1%	2 1%	8 4%	4 2%	- -	2 2%	2 2%	2 1%	8 2%	- -	19 3%	8 2%	10 1%
Mean score		64.33	49.10	52.14	60.71	66.65	67.98	67.92	62.09	68.17	66.88	63.27	74.45	58.30	67.21	67.48
Standard deviation		32.36	39.75	34.60	34.85	31.41	29.35	31.95	31.19	34.42	31.24	30.21	24.71	35.72	31.42	29.26
Standard error		0.72	3.10	3.34	2.69	2.16	2.15	2.51	3.78	3.57	2.25	1.52	1.56	1.40	1.39	1.01
Error Variance		0.52	9.63	11.19	7.23	4.65	4.63	6.30	14.31	12.74	5.08	2.30	2.43	1.96	1.94	1.02

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- The environment

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	630 31%	364 34%	266 28%	99 44%	265 32%	315 33%	110 25%	75 43%	130 30%	
Fairly important (66.67)	797 40%	411 39%	385 41%	84 38%	327 39%	416 44%	159 36%	54 31%	167 38%	
Not very important (33.33)	306 15%	163 15%	143 15%	21 9%	142 17%	141 15%	90 20%	18 10%	58 13%	
Not at all important (0)	231 12%	110 10%	121 13%	16 7%	93 11%	65 7%	74 17%	21 12%	71 16%	
SUMMARY CODES										
IMPORTANT	1427 71%	775 73%	652 69%	183 82%	592 71%	731 77%	269 60%	129 75%	297 68%	
UNIMPORTANT	537 27%	272 26%	265 28%	37 17%	235 28%	206 22%	163 37%	39 22%	129 29%	
Don't Know	37 2%	9 1%	28 3%	2 1%	7 1%	6 1%	13 3%	5 3%	13 3%	
Mean score	64.33	66.09	62.32	73.46	64.13	68.20	56.90	69.80	61.21	
Standard deviation	32.36	32.00	32.67	29.88	32.28	29.14	34.32	34.04	34.69	
Standard error	0.72	0.97	1.08	1.96	1.10	0.95	1.63	2.49	1.66	
Error Variance	0.52	0.94	1.17	3.85	1.22	0.91	2.67	6.20	2.75	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- The environment

Base: All respondents

	Total	IMPACT SCHEME WOULD HAVE ON THIS		
		Positive impact	No impact at all	Negative impact
Unweighted Base	2037	600	365	854
Weighted Base	2000	601	344	848
Very important (100)	630 31%	209 35%	63 18%	313 37%
Fairly important (66.67)	797 40%	271 45%	123 36%	340 40%
Not very important (33.33)	306 15%	74 12%	82 24%	118 14%
Not at all important (0)	231 12%	41 7%	72 21%	72 9%
SUMMARY CODES				
IMPORTANT	1427 71%	480 80%	186 54%	654 77%
UNIMPORTANT	537 27%	116 19%	154 45%	190 22%
Don't Know	37 2%	5 1%	4 1%	3 *
Mean score	64.33	69.54	50.72	68.67
Standard deviation	32.36	28.82	34.16	30.75
Standard error	0.72	1.18	1.80	1.05
Error Variance	0.52	1.40	3.23	1.11

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Noise levels

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important (100)	316	136	181	33	52	47	61	61	62	62	104	47	44	59	166	150
	16%	14%	18%	12%	14%	14%	19%	20%	16%	16%	17%	12%	16%	18%	17%	15%
Fairly important (66.67)	540	269	271	77	122	114	85	72	70	107	178	116	76	63	285	255
	27%	28%	26%	27%	34%	33%	27%	23%	18%	27%	30%	28%	29%	19%	29%	25%
Not very important (33.33)	613	318	296	106	122	89	96	92	109	135	172	140	76	90	307	306
	31%	33%	29%	38%	34%	26%	30%	30%	28%	34%	29%	34%	29%	28%	31%	31%
Not at all important (0)	487	238	249	61	57	86	68	78	138	91	130	101	63	103	220	266
	24%	25%	24%	22%	16%	25%	21%	25%	36%	23%	22%	24%	24%	31%	22%	27%
SUMMARY CODES																
IMPORTANT	857	405	452	110	174	162	146	133	132	169	282	164	119	122	451	406
	43%	42%	44%	39%	49%	47%	46%	43%	34%	43%	47%	40%	45%	37%	45%	40%
UNIMPORTANT	1100	556	544	167	178	175	164	170	247	226	302	241	139	193	527	573
	55%	57%	53%	59%	50%	51%	52%	55%	64%	57%	50%	58%	52%	59%	53%	57%
Don't Know	43	10	33	4	6	8	8	8	10	2	16	7	6	11	18	25
	2%	1%	3%	1%	2%	2%	2%	3%	3%	1%	3%	2%	2%	4%	2%	2%
Mean score	45.02	43.82	46.18	43.20	49.31	45.55	48.35	46.23	38.21	45.21	47.95	42.42	46.28	41.67	46.85	43.19
Standard deviation	34.14	33.25	34.96	31.43	31.05	33.79	34.67	35.87	36.28	33.41	34.15	32.21	34.43	36.80	33.86	34.34
Standard error	0.76	1.06	1.10	1.89	1.75	2.00	2.00	2.11	1.58	1.72	1.51	1.56	1.98	1.91	1.13	1.04
Error Variance	0.59	1.13	1.21	3.57	3.07	4.01	4.02	4.44	2.50	2.95	2.27	2.43	3.93	3.64	1.29	1.07

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Noise levels

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	316 16%	99 13%	54 21%	80 16%	16 14%	68 19%	92 15%	225 16%
Fairly important (66.67)	540 27%	231 30%	80 32%	99 20%	35 29%	96 26%	186 30%	354 26%
Not very important (33.33)	613 31%	263 34%	71 28%	139 28%	42 36%	97 27%	203 32%	410 30%
Not at all important (0)	487 24%	156 20%	43 17%	170 34%	24 20%	93 26%	136 22%	351 26%
SUMMARY CODES								
IMPORTANT	857 43%	330 43%	133 53%	179 36%	51 43%	164 45%	278 44%	579 42%
UNIMPORTANT	1100 55%	419 55%	115 46%	310 62%	66 56%	190 52%	339 54%	761 55%
Don't Know	43 2%	15 2%	4 2%	12 2%	1 1%	11 3%	11 2%	33 2%
Mean score	45.02	45.49	52.58	39.37	45.56	46.35	45.93	44.60
Standard deviation	34.14	31.87	33.83	36.14	32.04	35.73	32.91	34.70
Standard error	0.76	1.24	2.19	1.45	3.14	1.86	1.36	0.93
Error Variance	0.59	1.54	4.79	2.11	9.87	3.45	1.85	0.86

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Noise levels

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Very important	(100)	316 16%	11 7%	8 7%	21 12%	37 17%	30 17%	33 22%	7 11%	17 17%	19 10%	66 17%	67 27%	77 11%	87 18%	151 18%
Fairly important	(66.67)	540 27%	32 18%	18 17%	34 19%	68 30%	58 32%	48 31%	17 26%	26 27%	39 21%	101 26%	99 40%	152 22%	150 30%	239 29%
Not very important	(33.33)	613 31%	35 20%	48 44%	55 32%	65 29%	59 33%	33 21%	19 28%	20 21%	70 38%	147 37%	63 25%	203 30%	131 26%	280 34%
Not at all important	(0)	487 24%	87 50%	32 30%	59 34%	46 21%	30 17%	38 25%	22 33%	33 34%	51 28%	71 18%	17 7%	224 33%	123 25%	139 17%
SUMMARY CODES																
IMPORTANT	857 43%	43 25%	26 24%	54 32%	105 47%	89 49%	81 53%	24 37%	43 44%	58 32%	166 42%	166 67%	229 34%	237 48%	391 47%	
UNIMPORTANT	1100 55%	122 70%	80 74%	114 66%	110 50%	89 49%	70 46%	41 61%	53 55%	121 66%	219 56%	80 32%	427 63%	254 51%	419 51%	
Don't Know	43 2%	9 5%	2 2%	3 2%	8 4%	3 1%	1 1%	2 2%	1 1%	5 2%	8 2%	2 1%	22 3%	6 1%	15 2%	
Mean score	45.02	26.80	34.01	36.50	48.21	49.96	50.21	38.18	42.57	38.29	47.24	62.57	37.49	47.02	49.91	
Standard deviation	34.14	32.69	29.49	33.99	33.70	32.24	36.40	34.08	37.21	31.83	32.63	29.71	33.83	34.99	32.83	
Standard error	0.76	2.56	2.86	2.63	2.31	2.36	2.88	4.13	3.84	2.32	1.64	1.88	1.33	1.55	1.14	
Error Variance	0.59	6.55	8.20	6.92	5.33	5.56	8.28	17.08	14.73	5.39	2.68	3.54	1.76	2.41	1.29	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Noise levels

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	316 16%	170 16%	146 15%	47 21%	123 15%	145 15%	56 13%	43 25%	72 16%	
Fairly important (66.67)	540 27%	269 26%	271 29%	61 27%	208 25%	267 28%	114 26%	50 29%	109 25%	
Not very important (33.33)	613 31%	348 33%	265 28%	77 35%	271 33%	325 34%	143 32%	40 23%	106 24%	
Not at all important (0)	487 24%	257 24%	230 24%	35 16%	221 27%	194 21%	121 27%	36 21%	135 31%	
SUMMARY CODES										
IMPORTANT	857 43%	439 42%	417 44%	108 49%	331 40%	412 44%	170 38%	93 54%	182 41%	
UNIMPORTANT	1100 55%	604 57%	496 53%	112 50%	492 59%	519 55%	264 59%	76 44%	241 55%	
Don't Know	43 2%	12 1%	31 3%	2 1%	11 1%	12 1%	11 2%	4 2%	16 4%	
Mean score	45.02	44.61	45.49	51.50	42.76	46.30	41.41	52.89	42.76	
Standard deviation	34.14	34.03	34.28	33.37	33.99	32.78	33.42	36.31	36.29	
Standard error	0.76	1.04	1.14	2.19	1.17	1.08	1.59	2.65	1.74	
Error Variance	0.59	1.07	1.29	4.80	1.36	1.16	2.52	7.05	3.04	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q7. Personal importance given to possible impact of proposed High Speed Rail scheme
- Noise levels**
Base: All respondents

	Total	IMPACT SCHEME WOULD HAVE ON THIS		
		Positive impact	No impact at all	Negative impact
Unweighted Base	2037	380	535	877
Weighted Base	2000	369	522	877
Very important (100)	316 16%	87 24%	40 8%	153 17%
Fairly important (66.67)	540 27%	126 34%	120 23%	271 31%
Not very important (33.33)	613 31%	108 29%	194 37%	253 29%
Not at all important (0)	487 24%	47 13%	161 31%	193 22%
SUMMARY CODES				
IMPORTANT	857 43%	213 58%	160 31%	424 48%
UNIMPORTANT	1100 55%	155 42%	355 68%	446 51%
Don't Know	43 2%	1 *	7 1%	7 1%
Mean score	45.02	56.32	35.92	48.06
Standard deviation	34.14	32.43	30.78	34.06
Standard error	0.76	1.67	1.34	1.16
Error Variance	0.59	2.78	1.80	1.33

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost to the government

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important (100)	473	238	235	59	77	78	92	73	94	96	142	103	63	69	238	235
	24%	25%	23%	21%	21%	23%	29%	24%	24%	24%	24%	25%	24%	21%	24%	23%
Fairly important (66.67)	707	341	366	92	140	133	121	107	114	153	227	151	89	86	380	327
	35%	35%	36%	33%	39%	39%	38%	34%	29%	39%	38%	37%	34%	26%	38%	33%
Not very important (33.33)	460	230	230	80	92	78	66	70	75	98	129	96	60	77	228	233
	23%	24%	22%	28%	26%	23%	21%	22%	19%	25%	22%	23%	23%	24%	23%	23%
Not at all important (0)	273	130	143	43	40	36	28	41	85	30	80	49	38	76	110	162
	14%	13%	14%	15%	11%	11%	9%	13%	22%	8%	13%	12%	14%	23%	11%	16%
SUMMARY CODES																
IMPORTANT	1180	579	601	151	217	211	213	180	208	249	369	255	152	155	618	561
	59%	60%	58%	54%	61%	61%	67%	58%	53%	63%	62%	62%	57%	47%	62%	56%
UNIMPORTANT	733	360	373	122	132	114	95	111	159	129	209	144	98	153	338	395
	37%	37%	36%	44%	37%	33%	30%	36%	41%	32%	35%	35%	37%	47%	34%	39%
Don't Know	87	32	55	7	9	20	10	20	22	19	21	13	15	19	40	47
	4%	3%	5%	2%	3%	6%	3%	6%	6%	5%	3%	3%	6%	6%	4%	5%
Mean score	57.38	57.74	57.05	53.74	57.60	59.20	63.37	57.62	53.08	61.12	58.19	59.18	56.91	49.33	59.35	55.42
Standard deviation	33.02	33.00	33.05	33.06	31.04	31.27	31.16	33.16	36.80	30.00	32.67	32.29	33.63	36.38	31.65	34.23
Standard error	0.75	1.07	1.05	1.99	1.76	1.88	1.81	1.99	1.63	1.58	1.45	1.57	1.96	1.90	1.08	1.04
Error Variance	0.56	1.14	1.11	3.97	3.11	3.54	3.27	3.94	2.66	2.49	2.11	2.47	3.86	3.63	1.16	1.09

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost to the government

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	473 24%	189 25%	63 25%	112 22%	23 20%	86 24%	139 22%	334 24%
Fairly important (66.67)	707 35%	292 38%	109 43%	151 30%	44 37%	111 30%	234 37%	473 34%
Not very important (33.33)	460 23%	181 24%	47 19%	111 22%	36 30%	85 23%	149 24%	311 23%
Not at all important (0)	273 14%	78 10%	23 9%	99 20%	12 10%	61 17%	80 13%	193 14%
SUMMARY CODES								
IMPORTANT	1180 59%	482 63%	172 68%	262 52%	67 57%	197 54%	373 59%	806 59%
UNIMPORTANT	733 37%	259 34%	70 28%	210 42%	48 41%	146 40%	229 36%	504 37%
Don't Know	87 4%	23 3%	11 4%	29 6%	3 2%	22 6%	26 4%	62 4%
Mean score	57.38	60.02	62.47	52.76	56.06	54.91	57.27	57.44
Standard deviation	33.02	31.32	30.20	35.57	30.50	34.75	32.19	33.41
Standard error	0.75	1.23	1.97	1.45	3.01	1.83	1.34	0.90
Error Variance	0.56	1.50	3.90	2.12	9.03	3.35	1.81	0.81

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost to the government

Base: All respondents

		STANDARD REGION														
		Total	Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Very important	(100)	473 24%	27 16%	16 15%	45 26%	51 23%	51 28%	44 29%	14 21%	30 31%	52 28%	89 23%	54 22%	139 21%	138 28%	195 24%
Fairly important	(66.67)	707 35%	53 30%	36 33%	43 25%	83 37%	69 38%	44 29%	24 35%	35 36%	73 40%	149 38%	99 40%	215 32%	171 34%	321 39%
Not very important	(33.33)	460 23%	30 17%	31 29%	51 29%	49 22%	34 19%	31 21%	15 22%	12 12%	38 21%	93 24%	77 31%	160 24%	91 18%	208 25%
Not at all important	(0)	273 14%	55 31%	25 23%	26 15%	26 12%	17 9%	28 18%	9 14%	19 19%	14 8%	42 11%	11 5%	132 19%	73 15%	68 8%
SUMMARY CODES																
IMPORTANT		1180 59%	80 46%	52 47%	89 51%	134 60%	119 66%	88 57%	37 56%	65 66%	125 68%	238 61%	153 62%	355 52%	309 62%	516 63%
UNIMPORTANT		733 37%	84 48%	56 52%	76 44%	75 34%	51 28%	59 39%	24 36%	30 31%	52 28%	136 35%	88 36%	292 43%	165 33%	276 34%
Don't Know		87 4%	10 5%	1 1%	7 4%	14 6%	10 6%	6 4%	6 8%	2 2%	6 3%	19 5%	7 3%	32 5%	24 5%	32 4%
Mean score		57.38	44.02	46.38	55.20	58.69	63.32	56.88	55.94	59.83	64.02	58.76	60.32	52.01	59.66	60.41
Standard deviation		33.02	36.84	33.48	34.84	32.02	31.43	36.45	33.20	36.51	30.31	31.40	27.84	34.74	34.34	30.15
Standard error		0.75	2.89	3.24	2.73	2.23	2.35	2.92	4.12	3.81	2.22	1.60	1.78	1.37	1.55	1.06
Error Variance		0.56	8.38	10.47	7.45	4.95	5.52	8.52	16.95	14.49	4.94	2.56	3.16	1.89	2.40	1.11

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost to the government

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	473 24%	271 26%	202 21%	74 33%	196 24%	207 22%	96 21%	68 39%	102 23%	
Fairly important (66.67)	707 35%	386 37%	321 34%	72 32%	314 38%	367 39%	152 34%	52 30%	136 31%	
Not very important (33.33)	460 23%	241 23%	219 23%	41 18%	200 24%	243 26%	108 24%	25 14%	84 19%	
Not at all important (0)	273 14%	123 12%	150 16%	28 13%	95 11%	94 10%	72 16%	23 14%	84 19%	
SUMMARY CODES										
IMPORTANT	1180 59%	657 62%	523 55%	146 66%	510 61%	574 61%	248 56%	120 69%	238 54%	
UNIMPORTANT	733 37%	364 34%	369 39%	69 31%	295 35%	337 36%	180 40%	48 28%	168 38%	
Don't Know	87 4%	35 3%	52 6%	7 3%	29 3%	32 3%	18 4%	5 3%	32 7%	
Mean score	57.38	59.59	54.86	63.05	58.66	58.48	54.53	65.95	54.39	
Standard deviation	33.02	32.30	33.66	34.20	31.74	30.68	33.60	35.21	35.77	
Standard error	0.75	0.99	1.13	2.27	1.10	1.02	1.61	2.58	1.75	
Error Variance	0.56	0.99	1.27	5.18	1.21	1.04	2.60	6.63	3.08	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

**Q7. Personal importance given to possible impact of proposed High Speed Rail scheme
- Cost to the government
Base: All respondents**

	Total	IMPACT SCHEME WOULD HAVE ON THIS		
		Positive impact	No impact at all	Negative impact
Unweighted Base	2037	530	270	938
Weighted Base	2000	508	260	946
Very important (100)	473 24%	138 27%	29 11%	263 28%
Fairly important (66.67)	707 35%	203 40%	65 25%	368 39%
Not very important (33.33)	460 23%	106 21%	93 36%	202 21%
Not at all important (0)	273 14%	49 10%	64 25%	94 10%
SUMMARY CODES				
IMPORTANT	1180 59%	341 67%	94 36%	631 67%
UNIMPORTANT	733 37%	155 31%	158 61%	296 31%
Don't Know	87 4%	11 2%	9 3%	19 2%
Mean score	57.38	62.23	40.98	62.07
Standard deviation	33.02	31.11	31.98	31.45
Standard error	0.75	1.37	1.98	1.04
Error Variance	0.56	1.87	3.93	1.08

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost of train tickets

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Very important (100)	549 27%	261 27%	289 28%	89 32%	110 31%	88 25%	100 31%	77 25%	85 22%	107 27%	176 29%	100 24%	75 28%	90 28%	284 28%	265 26%
Fairly important (66.67)	549 27%	273 28%	276 27%	76 27%	124 35%	111 32%	87 28%	73 23%	77 20%	113 28%	187 31%	120 29%	60 23%	68 21%	300 30%	249 25%
Not very important (33.33)	444 22%	226 23%	217 21%	68 24%	69 19%	77 22%	59 19%	84 27%	87 22%	101 25%	111 19%	103 25%	64 24%	64 20%	212 21%	232 23%
Not at all important (0)	409 20%	192 20%	217 21%	42 15%	47 13%	57 17%	64 20%	69 22%	129 33%	68 17%	108 18%	85 21%	58 22%	89 27%	177 18%	232 23%
SUMMARY CODES																
IMPORTANT	1098 55%	534 55%	564 55%	166 59%	234 66%	198 58%	187 59%	150 48%	163 42%	220 55%	364 61%	220 53%	135 51%	159 49%	584 59%	514 51%
UNIMPORTANT	852 43%	418 43%	434 42%	110 39%	116 32%	134 39%	123 39%	153 49%	216 56%	169 43%	220 37%	188 46%	122 46%	153 47%	389 39%	464 46%
Don't Know	50 2%	19 2%	31 3%	5 2%	7 2%	12 4%	7 2%	8 2%	10 3%	8 2%	16 3%	4 1%	7 3%	14 4%	24 2%	26 3%
Mean score	54.50	54.42	54.58	59.00	61.64	56.32	57.26	50.71	43.80	55.54	58.01	52.57	53.01	50.41	57.02	52.00
Standard deviation	36.74	36.28	37.19	35.54	33.82	34.78	37.43	36.78	38.75	35.39	36.07	35.81	37.69	39.51	35.80	37.49
Standard error	0.82	1.16	1.17	2.14	1.91	2.07	2.16	2.16	1.69	1.83	1.59	1.73	2.18	2.05	1.20	1.13
Error Variance	0.68	1.35	1.36	4.58	3.67	4.27	4.68	4.66	2.85	3.35	2.54	2.98	4.73	4.22	1.45	1.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost of train tickets

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Very important (100)	549 27%	222 29%	75 30%	110 22%	40 34%	103 28%	164 26%	386 28%
Fairly important (66.67)	549 27%	233 30%	70 28%	101 20%	40 34%	105 29%	190 30%	359 26%
Not very important (33.33)	444 22%	174 23%	56 22%	118 24%	25 21%	70 19%	141 22%	303 22%
Not at all important (0)	409 20%	116 15%	49 20%	158 32%	12 10%	74 20%	116 18%	293 21%
SUMMARY CODES								
IMPORTANT	1098 55%	454 59%	145 57%	210 42%	81 68%	208 57%	353 56%	745 54%
UNIMPORTANT	852 43%	289 38%	105 42%	277 55%	38 32%	144 39%	257 41%	596 43%
Don't Know	50 2%	20 3%	2 1%	14 3%	- -	13 3%	18 3%	32 2%
Mean score	54.50	58.45	56.06	44.40	64.04	55.84	55.25	54.16
Standard deviation	36.74	34.86	36.76	38.36	32.84	36.90	35.65	37.23
Standard error	0.82	1.36	2.37	1.54	3.20	1.92	1.48	0.99
Error Variance	0.68	1.85	5.61	2.38	10.27	3.70	2.19	0.99

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost of train tickets

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Very important	(100)	549	34	24	49	64	49	45	13	18	41	101	110	171	125	253
		27%	19%	22%	28%	29%	27%	29%	19%	19%	23%	26%	45%	25%	25%	31%
Fairly important	(66.67)	549	45	19	40	55	48	31	23	21	55	125	88	158	122	268
		27%	26%	18%	23%	24%	27%	20%	34%	22%	30%	32%	35%	23%	25%	33%
Not very important	(33.33)	444	25	38	33	53	46	33	15	22	45	95	40	149	115	180
		22%	14%	35%	19%	24%	25%	22%	22%	22%	24%	24%	16%	22%	23%	22%
Not at all important	(0)	409	63	27	47	42	33	44	15	32	40	58	8	179	124	106
		20%	36%	24%	27%	19%	18%	29%	23%	33%	22%	15%	3%	26%	25%	13%
SUMMARY CODES																
IMPORTANT	1098	79	44	88	119	98	75	35	39	97	226	198	329	247	521	
		55%	45%	40%	51%	53%	54%	49%	53%	40%	53%	57%	80%	49%	50%	63%
UNIMPORTANT	852	88	64	80	95	79	77	30	54	84	153	49	328	239	285	
		43%	51%	59%	46%	43%	44%	50%	45%	55%	46%	39%	20%	48%	48%	35%
Don't Know	50	7	1	4	9	4	1	2	4	2	15	1	21	11	18	
		2%	4%	1%	2%	4%	2%	1%	2%	4%	1%	4%	*	3%	2%	2%
Mean score	54.50	43.21	46.11	51.14	55.28	54.93	50.06	50.03	42.37	51.51	57.03	73.91	49.65	50.35	60.97	
Standard deviation	36.74	39.10	36.38	39.36	36.94	35.99	39.76	35.33	37.95	35.74	34.14	27.86	38.26	37.65	33.87	
Standard error	0.82	3.05	3.52	3.05	2.54	2.64	3.13	4.28	3.96	2.59	1.73	1.76	1.50	1.67	1.18	
Error Variance	0.68	9.32	12.37	9.33	6.44	6.97	9.82	18.36	15.65	6.69	2.99	3.11	2.26	2.80	1.38	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost of train tickets

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME				
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided	
Unweighted Base	2037	1096	941	234	862	941	455	192	449	
Weighted Base	2000	1056	944	222	834	943	445	173	439	
Very important (100)	549 27%	294 28%	255 27%	78 35%	216 26%	299 32%	83 19%	56 32%	111 25%	
Fairly important (66.67)	549 27%	287 27%	261 28%	67 30%	221 26%	314 33%	113 25%	31 18%	90 20%	
Not very important (33.33)	444 22%	257 24%	187 20%	43 19%	214 26%	193 20%	122 27%	39 23%	89 20%	
Not at all important (0)	409 20%	206 19%	203 22%	32 15%	173 21%	130 14%	113 25%	41 24%	125 28%	
SUMMARY CODES										
IMPORTANT	1098 55%	581 55%	516 55%	145 65%	437 52%	613 65%	196 44%	87 51%	201 46%	
UNIMPORTANT	852 43%	462 44%	390 41%	75 34%	387 46%	323 34%	235 53%	80 47%	214 49%	
Don't Know	50 2%	12 1%	37 4%	2 1%	10 1%	7 1%	14 3%	5 3%	23 5%	
Mean score	54.50	54.74	54.23	62.22	52.73	61.18	46.25	53.62	48.39	
Standard deviation	36.74	36.34	37.21	35.36	36.36	34.23	35.72	39.50	39.28	
Standard error	0.82	1.10	1.24	2.32	1.25	1.12	1.70	2.89	1.90	
Error Variance	0.68	1.22	1.53	5.39	1.56	1.26	2.90	8.34	3.61	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q7. Personal importance given to possible impact of proposed High Speed Rail scheme

- Cost of train tickets

Base: All respondents

	Total	IMPACT SCHEME WOULD HAVE ON THIS		
		Positive impact	No impact at all	Negative impact
Unweighted Base	2037	436	309	1042
Weighted Base	2000	422	307	1032
Very important (100)	549 27%	138 33%	61 20%	305 30%
Fairly important (66.67)	549 27%	124 29%	88 29%	295 29%
Not very important (33.33)	444 22%	92 22%	80 26%	228 22%
Not at all important (0)	409 20%	64 15%	71 23%	194 19%
SUMMARY CODES				
IMPORTANT	1098 55%	261 62%	149 49%	600 58%
UNIMPORTANT	852 43%	156 37%	151 49%	422 41%
Don't Know	50 2%	5 1%	6 2%	11 1%
Mean score	54.50	60.08	48.82	56.53
Standard deviation	36.74	35.41	35.45	36.34
Standard error	0.82	1.71	2.04	1.13
Error Variance	0.68	2.91	4.17	1.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement - Summary table

Base: All respondents

	High speed rail would create jobs and growth by bringing Britain closer together	High speed rail would help boost growth in the Midlands and the North by linking the regions more closely to London	Our railways are nearly full to bursting now, so we need a new line to connect our major cities together	High speed rail would be better for the environment as it would mean fewer people fly or use their cars to travel across the UK	Other countries in America, Europe and Asia are all investing in High Speed Rail, we need to invest to prevent Britain from being left behind	High speed rail is £30bn we simply can't afford	There's no business case for high speed rail, it would be a white elephant	High speed rail would not save any carbon - it is not a green project	High speed rail would destroy the countryside	High Speed Rail would mean unacceptable levels of noise for the communities directly affected by the line
Unweighted Base	2037	2037	2037	2037	2037	2037	2037	2037	2037	2037
Weighted Base	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Agree strongly (100)	276 14%	263 13%	280 14%	244 12%	244 12%	374 19%	101 5%	89 4%	165 8%	149 7%
Agree (75)	994 50%	1098 55%	935 47%	870 44%	845 42%	629 31%	274 14%	489 24%	590 30%	685 34%
Neither agree nor disagree (50)	398 20%	324 16%	381 19%	437 22%	400 20%	392 20%	532 27%	655 33%	460 23%	517 26%
Disagree (25)	196 10%	164 8%	228 11%	294 15%	344 17%	388 19%	733 37%	398 20%	581 29%	417 21%
Disagree strongly (0)	40 2%	42 2%	42 2%	56 3%	80 4%	90 5%	184 9%	58 3%	95 5%	69 3%
SUMMARY CODES										
AGREE	1270 63%	1360 68%	1215 61%	1114 56%	1089 54%	1003 50%	375 19%	579 29%	755 38%	834 42%
DISAGREE	236 12%	206 10%	270 13%	350 17%	424 21%	478 24%	917 46%	456 23%	677 34%	486 24%
Don't know/undecided	96 5%	111 6%	134 7%	99 5%	88 4%	128 6%	176 9%	310 16%	108 5%	162 8%
Mean score	66.66	68.20	65.85	62.52	60.84	60.80	41.42	52.28	51.95	55.82
Standard deviation	22.99	22.12	23.86	24.90	26.35	29.03	25.73	23.26	26.97	25.25
Standard error	0.52	0.51	0.55	0.57	0.60	0.67	0.60	0.56	0.61	0.59
Error Variance	0.27	0.26	0.30	0.32	0.36	0.44	0.36	0.32	0.38	0.34

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would create jobs and growth by bringing Britain closer together

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Agree strongly (100)	276 14%	153 16%	123 12%	49 17%	50 14%	47 14%	57 18%	38 12%	36 9%	52 13%	87 14%	62 15%	37 14%	38 12%	138 14%	138 14%
Agree (75)	994 50%	482 50%	511 50%	150 54%	185 52%	181 53%	143 45%	152 49%	183 47%	210 53%	298 50%	209 51%	123 47%	154 47%	508 51%	486 48%
Neither agree nor disagree (50)	398 20%	174 18%	224 22%	56 20%	86 24%	62 18%	61 19%	62 20%	71 18%	73 18%	120 20%	77 19%	57 22%	70 22%	193 19%	205 20%
Disagree (25)	196 10%	102 10%	94 9%	13 5%	17 5%	33 10%	38 12%	34 11%	60 16%	37 9%	61 10%	42 10%	25 9%	30 9%	98 10%	98 10%
Disagree strongly (0)	40 2%	26 3%	14 1%	1 *	3 1%	6 2%	11 3%	10 3%	10 3%	9 2%	9 2%	9 2%	4 1%	9 3%	18 2%	22 2%
SUMMARY CODES																
AGREE	1270 63%	635 65%	634 62%	199 71%	234 66%	228 66%	200 63%	190 61%	219 56%	261 66%	385 64%	272 66%	160 61%	192 59%	646 65%	624 62%
DISAGREE	236 12%	128 13%	109 11%	13 5%	21 6%	39 11%	49 15%	44 14%	70 18%	46 12%	71 12%	51 12%	29 11%	40 12%	117 12%	120 12%
Don't know/undecided	96 5%	33 3%	62 6%	13 4%	17 5%	16 5%	8 3%	15 5%	28 7%	17 4%	23 4%	12 3%	18 7%	25 8%	41 4%	55 5%
Mean score	66.66	66.92	66.41	71.77	69.07	67.50	65.92	64.68	62.10	66.97	67.00	67.10	66.73	65.00	66.98	66.34
Standard deviation	22.99	24.11	21.86	19.11	19.86	22.48	25.74	24.09	24.44	22.74	22.80	23.38	22.70	23.46	22.76	23.22
Standard error	0.52	0.78	0.70	1.17	1.14	1.35	1.49	1.44	1.09	1.19	1.02	1.14	1.34	1.24	0.77	0.71
Error Variance	0.27	0.61	0.49	1.36	1.30	1.81	2.22	2.07	1.19	1.42	1.04	1.30	1.78	1.55	0.60	0.51

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would create jobs and growth by bringing Britain closer together

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None	
Unweighted Base	2037	673	243	635	105	381	597	1440	
Weighted Base	2000	764	252	501	118	365	628	1372	
Agree strongly	(100)	276 14%	119 16%	36 14%	47 9%	17 14%	58 16%	90 14%	186 14%
Agree	(75)	994 50%	406 53%	125 49%	232 46%	68 58%	163 45%	328 52%	666 49%
Neither agree nor disagree	(50)	398 20%	132 17%	54 21%	97 19%	29 25%	86 23%	137 22%	261 19%
Disagree	(25)	196 10%	63 8%	22 9%	80 16%	2 2%	29 8%	40 6%	157 11%
Disagree strongly	(0)	40 2%	14 2%	2 1%	15 3%	- -	9 2%	8 1%	32 2%
SUMMARY CODES									
AGREE	1270 63%	525 69%	160 64%	278 55%	85 72%	221 61%	418 67%	852 62%	
DISAGREE	236 12%	77 10%	25 10%	95 19%	2 2%	37 10%	48 8%	189 14%	
Don't know/undecided	96 5%	30 4%	13 5%	31 6%	1 1%	20 6%	25 4%	70 5%	
Mean score	66.66	68.79	67.70	61.43	71.45	66.93	68.73	65.70	
Standard deviation	22.99	22.35	21.71	24.71	16.87	23.46	20.91	23.84	
Standard error	0.52	0.88	1.43	1.01	1.65	1.24	0.88	0.65	
Error Variance	0.27	0.77	2.05	1.03	2.74	1.54	0.77	0.42	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would create jobs and growth by bringing Britain closer together

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Agree strongly	(100)	276 14%	21 12%	10 10%	22 13%	25 11%	23 13%	28 18%	1 2%	14 14%	20 11%	52 13%	61 24%	79 12%	65 13%	132 16%
Agree	(75)	994 50%	69 40%	67 61%	93 54%	107 48%	91 50%	69 45%	41 61%	59 60%	85 46%	207 53%	107 43%	336 49%	259 52%	399 48%
Neither agree nor disagree	(50)	398 20%	46 27%	20 19%	26 15%	54 24%	38 21%	29 19%	11 16%	17 17%	45 24%	65 17%	48 19%	146 22%	94 19%	157 19%
Disagree	(25)	196 10%	22 13%	8 8%	18 10%	26 12%	20 11%	11 7%	9 14%	5 5%	21 12%	43 11%	13 5%	75 11%	45 9%	77 9%
Disagree strongly	(0)	40 2%	5 3%	1 1%	3 1%	4 2%	5 3%	2 2%	- -	- -	6 3%	12 3%	3 1%	12 2%	8 2%	21 2%
SUMMARY CODES																
AGREE		1270 63%	91 52%	77 71%	115 67%	132 59%	113 63%	97 63%	42 62%	72 74%	105 57%	259 66%	168 68%	414 61%	324 65%	531 64%
DISAGREE		236 12%	26 15%	9 9%	21 12%	30 14%	25 14%	14 9%	9 14%	5 5%	27 15%	54 14%	16 6%	87 13%	53 11%	97 12%
Don't know/undecided		96 5%	11 6%	2 2%	11 6%	7 3%	4 2%	13 9%	5 8%	4 4%	7 4%	14 4%	17 7%	31 5%	26 5%	38 5%
Mean score		66.66	62.44	68.04	67.53	64.21	64.92	69.49	63.65	71.75	62.93	66.17	72.71	65.22	67.46	67.36
Standard deviation		22.99	24.41	19.63	22.37	22.84	23.80	22.99	19.22	17.79	23.96	23.92	22.37	22.70	22.05	23.74
Standard error		0.52	1.93	1.91	1.77	1.56	1.74	1.92	2.42	1.87	1.76	1.21	1.46	0.90	1.00	0.83
Error Variance		0.27	3.72	3.63	3.15	2.45	3.04	3.67	5.87	3.48	3.10	1.47	2.12	0.81	1.00	0.70

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would create jobs and growth by bringing Britain closer together

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	276 14%	152 14%	124 13%	49 22%	102 12%	205 22%	23 5%	12 7%	36 8%
Agree (75)	994 50%	531 50%	462 49%	104 47%	428 51%	563 60%	183 41%	39 23%	209 48%
Neither agree nor disagree (50)	398 20%	192 18%	207 22%	25 11%	166 20%	105 11%	152 34%	38 22%	103 24%
Disagree (25)	196 10%	118 11%	78 8%	30 13%	89 11%	46 5%	50 11%	51 30%	49 11%
Disagree strongly (0)	40 2%	30 3%	11 1%	12 5%	18 2%	4 *	13 3%	19 11%	4 1%
SUMMARY CODES									
AGREE	1270 63%	683 65%	587 62%	153 69%	530 64%	768 81%	205 46%	52 30%	245 56%
DISAGREE	236 12%	148 14%	88 9%	41 19%	107 13%	50 5%	63 14%	70 41%	54 12%
Don't know/undecided	96 5%	33 3%	62 7%	3 1%	30 4%	20 2%	25 6%	13 7%	37 9%
Mean score	66.66	66.05	67.37	67.01	65.79	74.92	59.07	46.02	63.87
Standard deviation	22.99	24.16	21.54	28.09	22.98	18.95	21.87	28.84	21.41
Standard error	0.52	0.74	0.73	1.85	0.80	0.63	1.06	2.15	1.06
Error Variance	0.27	0.55	0.53	3.42	0.64	0.39	1.12	4.62	1.13

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would help boost growth in the Midlands and the North by linking the regions more closely to London

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	263 13%	154 16%	108 11%	35 12%	44 12%	51 15%	49 15%	39 12%	45 12%	66 17%	79 13%	57 14%	29 11%	32 10%	145 15%	117 12%
Agree	(75)	1098 55%	514 53%	583 57%	169 60%	188 53%	201 58%	164 52%	165 53%	210 54%	231 58%	335 56%	218 53%	143 54%	170 52%	566 57%	531 53%
Neither agree nor disagree	(50)	324 16%	141 15%	183 18%	42 15%	75 21%	51 15%	42 13%	55 18%	59 15%	41 10%	97 16%	71 17%	53 20%	62 19%	137 14%	187 19%
Disagree	(25)	164 8%	90 9%	74 7%	18 6%	23 6%	20 6%	40 13%	24 8%	39 10%	34 9%	49 8%	40 10%	21 8%	19 6%	83 8%	80 8%
Disagree strongly	(0)	42 2%	30 3%	12 1%	3 1%	3 1%	7 2%	10 3%	10 3%	9 2%	9 2%	12 2%	7 2%	3 1%	11 3%	21 2%	21 2%
SUMMARY CODES																	
AGREE	1360 68%	669 69%	691 67%	203 73%	232 65%	252 73%	213 67%	204 66%	255 66%	297 75%	415 69%	275 67%	171 65%	202 62%	712 71%	648 65%	
DISAGREE	206 10%	119 12%	86 8%	20 7%	26 7%	26 8%	50 16%	34 11%	48 12%	44 11%	61 10%	47 11%	24 9%	30 9%	104 10%	101 10%	
Don't know/undecided	111 6%	41 4%	69 7%	15 5%	24 7%	15 4%	12 4%	17 6%	27 7%	16 4%	27 5%	20 5%	16 6%	32 10%	43 4%	67 7%	
Mean score	68.20	68.14	68.26	70.25	68.51	70.49	66.48	66.90	66.81	70.34	68.43	67.69	67.34	66.39	69.19	67.18	
Standard deviation	22.12	23.93	20.22	19.55	20.25	20.92	25.12	23.19	22.84	22.70	21.90	22.43	20.74	22.40	22.23	21.97	
Standard error	0.51	0.78	0.65	1.20	1.17	1.25	1.46	1.39	1.02	1.19	0.98	1.10	1.22	1.20	0.76	0.68	
Error Variance	0.26	0.60	0.42	1.45	1.38	1.57	2.14	1.93	1.03	1.41	0.96	1.21	1.48	1.45	0.57	0.46	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would help boost growth in the Midlands and the North by linking the regions more closely to London

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Agree strongly (100)	263 13%	111 15%	30 12%	58 12%	18 15%	45 12%	80 13%	183 13%
Agree (75)	1098 55%	436 57%	147 58%	265 53%	77 65%	173 47%	345 55%	752 55%
Neither agree nor disagree (50)	324 16%	104 14%	36 14%	85 17%	15 13%	84 23%	115 18%	208 15%
Disagree (25)	164 8%	65 9%	20 8%	49 10%	4 3%	26 7%	43 7%	121 9%
Disagree strongly (0)	42 2%	15 2%	7 3%	11 2%	1 1%	8 2%	11 2%	31 2%
SUMMARY CODES								
AGREE	1360 68%	548 72%	177 70%	323 64%	94 80%	218 60%	425 68%	935 68%
DISAGREE	206 10%	80 11%	27 11%	60 12%	4 4%	34 9%	54 9%	152 11%
Don't know/undecided	111 6%	32 4%	13 5%	33 7%	4 3%	29 8%	34 5%	77 6%
Mean score	68.20	69.24	68.07	66.52	73.48	66.54	68.54	68.04
Standard deviation	22.12	22.17	22.36	22.72	17.07	22.21	21.12	22.57
Standard error	0.51	0.87	1.47	0.93	1.69	1.19	0.89	0.61
Error Variance	0.26	0.76	2.16	0.87	2.86	1.42	0.79	0.38

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would help boost growth in the Midlands and the North by linking the regions more closely to London

Base: All respondents

	Total	STANDARD REGION														
		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Agree strongly	(100)	263 13%	17 10%	20 18%	25 14%	22 10%	24 13%	22 14%	6 9%	13 13%	26 14%	54 14%	34 14%	85 12%	64 13%	114 14%
Agree	(75)	1098 55%	90 52%	63 58%	93 54%	119 53%	82 46%	79 52%	41 61%	63 65%	109 59%	221 56%	137 55%	365 54%	266 53%	467 57%
Neither agree nor disagree	(50)	324 16%	40 23%	13 12%	17 10%	46 21%	38 21%	20 13%	8 12%	14 14%	20 11%	66 17%	42 17%	117 17%	79 16%	128 16%
Disagree	(25)	164 8%	9 5%	8 7%	16 9%	21 9%	22 12%	10 7%	8 12%	6 6%	17 9%	36 9%	10 4%	53 8%	46 9%	64 8%
Disagree strongly	(0)	42 2%	2 1%	1 1%	3 2%	7 3%	7 4%	5 3%	- -	- -	4 2%	8 2%	4 1%	14 2%	12 2%	16 2%
SUMMARY CODES																
AGREE	1360 68%	108 62%	83 76%	118 69%	141 63%	106 59%	101 66%	47 70%	76 78%	135 73%	275 70%	171 69%	450 66%	330 66%	581 70%	
DISAGREE	206 10%	11 6%	9 9%	19 11%	28 13%	30 16%	15 10%	8 12%	6 6%	21 12%	44 11%	14 6%	67 10%	59 12%	80 10%	
Don't know/undecided	111 6%	16 9%	4 3%	18 10%	8 4%	7 4%	17 11%	4 7%	1 1%	8 4%	8 2%	20 8%	45 7%	29 6%	36 4%	
Mean score	68.20	67.75	72.03	69.61	64.75	63.35	68.93	67.96	71.51	69.22	67.93	70.63	67.90	67.26	69.00	
Standard deviation	22.12	19.58	21.16	22.69	23.07	25.47	23.41	20.16	18.11	22.59	22.36	19.88	21.94	22.99	21.73	
Standard error	0.51	1.58	2.07	1.84	1.58	1.88	1.96	2.52	1.87	1.66	1.13	1.30	0.88	1.04	0.76	
Error Variance	0.26	2.49	4.31	3.39	2.51	3.53	3.86	6.35	3.49	2.77	1.27	1.70	0.77	1.09	0.58	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would help boost growth in the Midlands and the North by linking the regions more closely to London

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	263 13%	171 16%	92 10%	46 21%	125 15%	200 21%	25 6%	5 3%	33 7%
Agree (75)	1098 55%	578 55%	520 55%	107 48%	471 57%	601 64%	206 46%	54 31%	237 54%
Neither agree nor disagree (50)	324 16%	133 13%	191 20%	19 9%	114 14%	64 7%	144 32%	28 16%	88 20%
Disagree (25)	164 8%	109 10%	55 6%	27 12%	82 10%	42 4%	34 8%	53 31%	34 8%
Disagree strongly (0)	42 2%	35 3%	7 1%	16 7%	19 2%	5 1%	11 2%	19 11%	7 1%
SUMMARY CODES									
AGREE	1360 68%	749 71%	611 65%	153 69%	596 72%	801 85%	231 52%	59 34%	269 61%
DISAGREE	206 10%	144 14%	61 7%	43 19%	101 12%	48 5%	45 10%	72 42%	41 9%
Don't know/undecided	111 6%	30 3%	80 8%	8 3%	23 3%	30 3%	26 6%	13 8%	41 9%
Mean score	68.20	68.03	68.39	66.19	68.52	75.95	61.90	45.85	66.02
Standard deviation	22.12	24.41	19.05	29.23	22.96	18.16	20.69	28.14	20.40
Standard error	0.51	0.75	0.65	1.94	0.79	0.60	1.00	2.10	1.02
Error Variance	0.26	0.56	0.42	3.78	0.63	0.36	1.00	4.40	1.05

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Our railways are nearly full to bursting now, so we need a new line to connect our major cities together

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	280 14%	160 16%	120 12%	40 14%	39 11%	44 13%	60 19%	45 14%	52 13%	79 20%	73 12%	56 14%	29 11%	44 13%	151 15%	128 13%
Agree	(75)	935 47%	453 47%	482 47%	144 51%	170 47%	173 50%	136 43%	143 46%	169 44%	176 44%	300 50%	196 47%	123 47%	141 43%	476 48%	459 46%
Neither agree nor disagree	(50)	381 19%	162 17%	219 21%	49 17%	82 23%	60 18%	52 16%	59 19%	79 20%	68 17%	116 19%	76 18%	57 22%	64 20%	184 18%	197 20%
Disagree	(25)	228 11%	124 13%	104 10%	28 10%	39 11%	43 12%	41 13%	34 11%	43 11%	38 10%	66 11%	59 14%	30 11%	35 11%	104 10%	124 12%
Disagree strongly	(0)	42 2%	23 2%	18 2%	2 1%	4 1%	2 1%	7 2%	16 5%	11 3%	11 3%	13 2%	6 1%	3 1%	8 3%	25 2%	17 2%
SUMMARY CODES																	
AGREE	1215 61%	613 63%	602 58%	184 66%	209 58%	217 63%	196 62%	187 60%	222 57%	255 64%	372 62%	252 61%	152 57%	184 56%	627 63%	588 59%	
DISAGREE	270 13%	147 15%	123 12%	30 11%	43 12%	45 13%	48 15%	50 16%	54 14%	49 12%	79 13%	65 16%	33 12%	43 13%	129 13%	141 14%	
Don't know/undecided	134 7%	48 5%	86 8%	18 6%	23 7%	22 6%	21 7%	15 5%	35 9%	25 6%	32 5%	19 5%	23 9%	35 11%	56 6%	78 8%	
Mean score	65.85	66.32	65.39	68.22	65.05	66.51	67.01	64.06	64.79	68.31	65.52	65.07	64.98	65.15	66.63	65.07	
Standard deviation	23.86	24.92	22.77	21.82	22.12	22.43	25.51	26.30	24.53	25.09	23.27	23.97	22.36	24.37	24.04	23.67	
Standard error	0.55	0.81	0.74	1.35	1.28	1.36	1.51	1.57	1.10	1.33	1.05	1.18	1.33	1.32	0.82	0.73	
Error Variance	0.30	0.66	0.54	1.83	1.65	1.84	2.27	2.46	1.22	1.76	1.09	1.38	1.77	1.73	0.68	0.54	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Our railways are nearly full to bursting now, so we need a new line to connect our major cities together

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Agree strongly	(100) 280 14%	120 16%	31 12%	65 13%	17 15%	47 13%	83 13%	197 14%
Agree	(75) 935 47%	373 49%	123 49%	213 43%	64 54%	163 45%	292 46%	644 47%
Neither agree nor disagree	(50) 381 19%	129 17%	54 21%	101 20%	22 19%	75 21%	129 20%	253 18%
Disagree	(25) 228 11%	96 13%	21 8%	63 13%	10 8%	38 10%	77 12%	151 11%
Disagree strongly	(0) 42 2%	10 1%	5 2%	17 3%	1 1%	8 2%	5 1%	37 3%
SUMMARY CODES								
AGREE	1215 61%	493 64%	153 61%	278 56%	81 69%	209 57%	375 60%	840 61%
DISAGREE	270 13%	106 14%	26 10%	80 16%	11 10%	46 13%	82 13%	187 14%
Don't know/undecided	134 7%	36 5%	19 8%	41 8%	3 3%	34 9%	42 7%	92 7%
Mean score	65.85	67.05	66.48	63.37	68.70	65.25	65.81	65.87
Standard deviation	23.86	23.63	22.38	25.41	21.51	23.74	22.81	24.33
Standard error	0.55	0.93	1.49	1.05	2.14	1.28	0.97	0.66
Error Variance	0.30	0.87	2.22	1.11	4.58	1.65	0.94	0.44

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Our railways are nearly full to bursting now, so we need a new line to connect our major cities together

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Agree strongly	(100)	280	20	21	29	28	20	18	6	12	23	60	43	97	56	126
		14%	11%	19%	17%	12%	11%	12%	9%	13%	12%	15%	17%	14%	11%	15%
Agree	(75)	935	68	54	82	95	74	74	37	41	85	199	124	300	227	409
		47%	39%	50%	48%	43%	41%	49%	56%	42%	46%	51%	50%	44%	46%	50%
Neither agree nor disagree	(50)	381	47	16	21	56	42	23	10	20	35	76	36	140	94	147
		19%	27%	15%	12%	25%	23%	15%	15%	20%	19%	19%	14%	21%	19%	18%
Disagree	(25)	228	17	9	19	29	29	12	9	16	22	43	23	75	66	87
		11%	10%	9%	11%	13%	16%	8%	14%	16%	12%	11%	9%	11%	13%	11%
Disagree strongly	(0)	42	3	2	4	2	7	6	-	1	6	5	4	11	15	16
		2%	2%	2%	3%	1%	4%	4%	-	1%	3%	1%	2%	2%	3%	2%
SUMMARY CODES																
AGREE	1215	88	75	111	123	95	92	43	53	108	259	167	397	283	535	
	61%	51%	69%	64%	55%	53%	60%	64%	54%	59%	66%	68%	59%	57%	65%	
DISAGREE	270	20	12	23	31	36	19	9	17	28	48	27	86	81	103	
	13%	12%	11%	13%	14%	20%	12%	14%	17%	15%	12%	11%	13%	16%	13%	
Don't know/undecided	134	19	6	17	13	8	19	5	8	12	9	18	55	40	39	
	7%	11%	5%	10%	6%	4%	13%	7%	8%	7%	2%	7%	8%	8%	5%	
Mean score	65.85	63.71	69.96	68.13	64.04	60.46	65.89	65.77	63.20	64.15	67.30	69.53	65.95	63.30	67.26	
Standard deviation	23.86	22.97	23.62	24.83	22.93	25.87	24.71	21.29	24.57	24.84	22.87	23.13	23.62	24.74	23.43	
Standard error	0.55	1.87	2.34	2.02	1.59	1.93	2.10	2.66	2.62	1.85	1.15	1.51	0.95	1.14	0.82	
Error Variance	0.30	3.49	5.47	4.08	2.53	3.72	4.39	7.08	6.86	3.41	1.33	2.28	0.91	1.30	0.68	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Our railways are nearly full to bursting now, so we need a new line to connect our major cities together

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	280 14%	174 16%	106 11%	46 21%	128 15%	208 22%	32 7%	11 6%	29 7%
Agree (75)	935 47%	492 47%	443 47%	93 42%	399 48%	519 55%	173 39%	40 23%	204 46%
Neither agree nor disagree (50)	381 19%	180 17%	201 21%	30 14%	150 18%	106 11%	152 34%	37 21%	86 20%
Disagree (25)	228 11%	139 13%	89 9%	32 14%	107 13%	72 8%	49 11%	52 30%	55 13%
Disagree strongly (0)	42 2%	32 3%	10 1%	16 7%	16 2%	7 1%	8 2%	21 12%	6 1%
SUMMARY CODES									
AGREE	1215 61%	666 63%	549 58%	139 62%	527 63%	727 77%	205 46%	51 29%	232 53%
DISAGREE	270 13%	171 16%	99 10%	48 21%	124 15%	80 8%	57 13%	73 42%	61 14%
Don't know/undecided	134 7%	39 4%	95 10%	6 3%	33 4%	30 3%	32 7%	13 7%	59 14%
Mean score	65.85	65.64	66.11	63.99	66.08	73.24	60.38	45.15	62.81
Standard deviation	23.86	25.49	21.76	29.59	24.26	21.33	21.71	28.92	22.11
Standard error	0.55	0.79	0.75	1.96	0.84	0.71	1.06	2.16	1.13
Error Variance	0.30	0.62	0.56	3.86	0.71	0.50	1.12	4.67	1.28

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would be better for the environment as it would mean fewer people fly or use their cars to travel across the UK

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	244	124	119	37	39	39	54	34	41	62	66	52	26	38	127	116
		12%	13%	12%	13%	11%	11%	17%	11%	11%	15%	11%	13%	10%	12%	13%	12%
Agree	(75)	870	435	436	141	159	147	131	132	160	172	274	177	117	131	446	425
		44%	45%	42%	50%	44%	43%	41%	42%	41%	43%	46%	43%	44%	40%	45%	42%
Neither agree nor disagree	(50)	437	201	237	52	87	82	60	69	87	88	119	103	56	72	207	230
		22%	21%	23%	19%	24%	24%	19%	22%	22%	22%	20%	25%	21%	22%	21%	23%
Disagree	(25)	294	153	141	37	46	55	50	46	60	55	98	55	43	44	152	142
		15%	16%	14%	13%	13%	16%	16%	15%	16%	14%	16%	13%	16%	13%	15%	14%
Disagree strongly	(0)	56	25	30	5	8	4	9	16	13	11	19	9	6	11	30	26
		3%	3%	3%	2%	2%	1%	3%	5%	3%	3%	3%	2%	2%	3%	3%	3%
SUMMARY CODES																	
AGREE	1114	559	555	178	198	186	185	166	202	233	340	229	143	170	573	541	
		56%	58%	54%	63%	55%	54%	58%	53%	52%	59%	57%	55%	54%	52%	58%	54%
DISAGREE	350	179	171	41	55	59	59	62	74	65	116	65	49	54	182	168	
		17%	18%	17%	15%	15%	17%	19%	20%	19%	16%	19%	16%	19%	17%	18%	17%
Don't know/undecided	99	32	66	9	18	17	13	14	27	11	24	17	16	31	35	64	
		5%	3%	6%	3%	5%	5%	4%	4%	7%	3%	4%	4%	6%	10%	3%	6%
Mean score	62.52	62.78	62.27	65.51	62.86	62.38	63.96	60.24	60.77	64.17	61.76	63.01	61.47	62.09	62.73	62.32	
Standard deviation	24.90	25.05	24.75	23.46	23.81	23.75	26.39	26.28	25.35	25.15	25.22	24.19	24.45	25.28	25.21	24.59	
Standard error	0.57	0.81	0.79	1.43	1.37	1.42	1.54	1.56	1.13	1.31	1.12	1.18	1.43	1.35	0.85	0.76	
Error Variance	0.32	0.66	0.63	2.04	1.88	2.03	2.37	2.45	1.27	1.71	1.26	1.40	2.05	1.83	0.73	0.57	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would be better for the environment as it would mean fewer people fly or use their cars to travel across the UK

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None	
Unweighted Base	2037	673	243	635	105	381	597	1440	
Weighted Base	2000	764	252	501	118	365	628	1372	
Agree strongly	(100)	244 12%	101 13%	27 11%	52 10%	14 12%	50 14%	72 12%	172 13%
Agree	(75)	870 44%	350 46%	102 41%	209 42%	65 55%	143 39%	290 46%	580 42%
Neither agree nor disagree	(50)	437 22%	151 20%	63 25%	111 22%	19 16%	92 25%	140 22%	297 22%
Disagree	(25)	294 15%	117 15%	38 15%	76 15%	17 14%	47 13%	82 13%	213 16%
Disagree strongly	(0)	56 3%	12 2%	9 4%	20 4%	3 2%	12 3%	12 2%	44 3%
SUMMARY CODES									
AGREE	1114 56%	451 59%	129 51%	262 52%	79 67%	194 53%	362 58%	752 55%	
DISAGREE	350 17%	129 17%	47 18%	96 19%	20 17%	59 16%	93 15%	256 19%	
Don't know/undecided	99 5%	32 4%	14 5%	33 7%	-	20 5%	32 5%	66 5%	
Mean score	62.52	64.02	60.47	60.59	65.00	62.55	63.83	61.93	
Standard deviation	24.90	24.29	25.13	25.58	23.90	25.24	23.50	25.50	
Standard error	0.57	0.96	1.65	1.05	2.33	1.33	0.99	0.69	
Error Variance	0.32	0.92	2.73	1.10	5.44	1.78	0.98	0.48	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would be better for the environment as it would mean fewer people fly or use their cars to travel across the UK

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Agree strongly	(100)	244 12%	27 15%	5 5%	29 17%	25 11%	22 12%	17 11%	3 4%	12 12%	25 14%	46 12%	33 13%	85 13%	54 11%	105 13%
Agree	(75)	870 44%	59 34%	65 60%	75 44%	89 40%	69 38%	72 47%	32 48%	44 45%	71 39%	173 44%	120 48%	289 43%	217 44%	364 44%
Neither agree nor disagree	(50)	437 22%	45 26%	22 21%	24 14%	57 25%	44 24%	17 11%	19 29%	18 18%	41 22%	95 24%	55 22%	149 22%	98 20%	190 23%
Disagree	(25)	294 15%	28 16%	11 10%	25 14%	36 16%	29 16%	25 16%	7 10%	21 21%	32 17%	55 14%	27 11%	100 15%	81 16%	113 14%
Disagree strongly	(0)	56 3%	3 2%	1 1%	8 5%	4 2%	7 4%	8 5%	3 4%	1 1%	7 4%	11 3%	2 1%	17 2%	19 4%	20 2%
SUMMARY CODES																
AGREE		1114 56%	86 49%	71 65%	104 60%	114 51%	91 50%	89 58%	35 53%	56 57%	96 52%	219 56%	153 62%	374 55%	271 54%	469 57%
DISAGREE		350 17%	31 18%	12 11%	33 19%	40 18%	35 20%	33 22%	10 14%	22 23%	39 21%	66 17%	29 12%	117 17%	100 20%	133 16%
Don't know/undecided		99 5%	12 7%	3 3%	11 6%	12 6%	10 6%	13 9%	3 4%	2 2%	8 4%	13 3%	11 5%	39 6%	28 6%	32 4%
Mean score		62.52	62.17	64.77	64.19	61.14	60.30	61.60	60.00	61.57	60.79	62.44	66.51	62.77	60.91	63.29
Standard deviation		24.90	25.54	19.82	27.65	24.29	26.00	27.58	22.75	25.25	26.64	24.46	22.10	24.83	25.84	24.36
Standard error		0.57	2.03	1.93	2.20	1.68	1.94	2.28	2.80	2.60	1.96	1.24	1.42	0.99	1.17	0.85
Error Variance		0.32	4.13	3.74	4.84	2.84	3.75	5.21	7.84	6.78	3.84	1.53	2.03	0.98	1.37	0.73

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would be better for the environment as it would mean fewer people fly or use their cars to travel across the UK

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	244 12%	128 12%	115 12%	43 19%	85 10%	173 18%	23 5%	7 4%	40 9%
Agree (75)	870 44%	467 44%	403 43%	94 42%	373 45%	518 55%	145 32%	41 24%	166 38%
Neither agree nor disagree (50)	437 22%	200 19%	237 25%	33 15%	167 20%	132 14%	171 38%	33 19%	102 23%
Disagree (25)	294 15%	188 18%	106 11%	32 14%	156 19%	90 10%	73 16%	56 32%	76 17%
Disagree strongly (0)	56 3%	40 4%	16 2%	17 8%	22 3%	6 1%	12 3%	25 15%	12 3%
SUMMARY CODES									
AGREE	1114 56%	596 56%	519 55%	137 62%	459 55%	692 73%	168 38%	49 28%	206 47%
DISAGREE	350 17%	228 22%	122 13%	49 22%	179 21%	97 10%	84 19%	81 47%	88 20%
Don't know/undecided	99 5%	32 3%	66 7%	3 1%	29 4%	23 2%	22 5%	10 6%	43 10%
Mean score	62.52	61.14	64.14	62.94	60.65	70.71	55.63	42.26	59.22
Standard deviation	24.90	26.22	23.17	29.69	25.19	21.77	22.29	28.62	25.03
Standard error	0.57	0.80	0.79	1.95	0.87	0.72	1.08	2.12	1.25
Error Variance	0.32	0.65	0.62	3.82	0.76	0.52	1.16	4.48	1.56

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Other countries in America, Europe and Asia are all investing in High Speed Rail, we need to invest to prevent Britain from being left behind

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	244 12%	146 15%	98 10%	29 10%	30 8%	37 11%	57 18%	46 15%	45 12%	61 15%	77 13%	48 12%	27 10%	31 9%	138 14%	106 11%
Agree	(75)	845 42%	407 42%	438 43%	115 41%	153 43%	164 48%	132 42%	123 40%	158 41%	176 44%	250 42%	176 43%	106 40%	138 42%	426 43%	419 42%
Neither agree nor disagree	(50)	400 20%	182 19%	218 21%	59 21%	87 24%	70 20%	51 16%	61 20%	72 18%	62 16%	129 22%	88 21%	60 23%	61 19%	191 19%	209 21%
Disagree	(25)	344 17%	172 18%	172 17%	56 20%	61 17%	53 15%	51 16%	57 18%	66 17%	65 16%	107 18%	71 17%	49 18%	53 16%	172 17%	172 17%
Disagree strongly	(0)	80 4%	36 4%	43 4%	9 3%	11 3%	9 3%	18 6%	14 5%	20 5%	20 5%	18 3%	15 4%	12 5%	15 5%	38 4%	42 4%
SUMMARY CODES																	
AGREE	1089 54%	553 57%	536 52%	144 51%	183 51%	201 58%	188 59%	169 54%	204 52%	237 60%	327 55%	224 54%	133 50%	169 52%	564 57%	525 52%	
DISAGREE	424 21%	208 21%	216 21%	65 23%	72 20%	62 18%	68 22%	71 23%	86 22%	85 21%	125 21%	86 21%	61 23%	67 21%	209 21%	214 21%	
Don't know/undecided	88 4%	29 3%	59 6%	13 4%	16 4%	12 3%	10 3%	10 3%	27 7%	14 3%	19 3%	15 4%	11 4%	29 9%	32 3%	55 5%	
Mean score	60.84	62.05	59.66	59.28	59.56	62.54	62.94	60.80	59.88	62.61	61.26	60.75	58.46	59.88	61.80	59.86	
Standard deviation	26.35	26.87	25.79	25.90	24.46	24.37	28.45	27.54	27.24	27.60	25.81	25.91	26.36	26.28	26.53	26.13	
Standard error	0.60	0.87	0.82	1.58	1.40	1.45	1.65	1.63	1.21	1.44	1.15	1.27	1.53	1.41	0.90	0.80	
Error Variance	0.36	0.75	0.68	2.51	1.97	2.10	2.73	2.66	1.47	2.08	1.31	1.60	2.34	1.98	0.81	0.64	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Other countries in America, Europe and Asia are all investing in High Speed Rail, we need to invest to prevent Britain from being left behind

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Agree strongly (100)	244 12%	105 14%	28 11%	63 12%	10 8%	38 10%	69 11%	175 13%
Agree (75)	845 42%	337 44%	111 44%	203 40%	57 48%	137 38%	270 43%	575 42%
Neither agree nor disagree (50)	400 20%	137 18%	48 19%	94 19%	29 25%	92 25%	137 22%	263 19%
Disagree (25)	344 17%	137 18%	44 17%	86 17%	19 16%	59 16%	110 18%	234 17%
Disagree strongly (0)	80 4%	28 4%	11 5%	27 5%	1 1%	13 4%	19 3%	61 4%
SUMMARY CODES								
AGREE	1089 54%	442 58%	140 55%	265 53%	67 57%	175 48%	339 54%	750 55%
DISAGREE	424 21%	164 22%	55 22%	113 22%	19 16%	72 20%	129 21%	295 21%
Don't know/undecided	88 4%	20 3%	9 4%	29 6%	3 2%	26 7%	23 4%	64 5%
Mean score	60.84	61.92	60.39	59.99	62.30	59.46	60.74	60.88
Standard deviation	26.35	26.51	26.50	27.53	22.09	25.53	25.31	26.82
Standard error	0.60	1.04	1.73	1.13	2.18	1.36	1.06	0.73
Error Variance	0.36	1.07	2.99	1.27	4.74	1.86	1.12	0.53

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Other countries in America, Europe and Asia are all investing in High Speed Rail, we need to invest to prevent Britain from being left behind

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Agree strongly	(100)	244	17	27	21	25	19	11	6	16	20	47	36	90	51	103
		12%	10%	25%	12%	11%	10%	7%	8%	16%	11%	12%	15%	13%	10%	12%
Agree	(75)	845	72	40	74	91	71	73	31	50	70	169	105	278	225	343
		42%	42%	37%	43%	41%	39%	48%	46%	52%	38%	43%	42%	41%	45%	42%
Neither agree nor disagree	(50)	400	40	21	25	53	40	29	9	15	33	81	54	138	94	168
		20%	23%	19%	14%	24%	22%	19%	14%	16%	18%	21%	22%	20%	19%	20%
Disagree	(25)	344	24	18	31	39	37	20	15	15	43	70	33	112	86	146
		17%	14%	16%	18%	17%	20%	13%	23%	15%	23%	18%	14%	16%	17%	18%
Disagree strongly	(0)	80	4	1	8	7	9	6	3	1	15	20	5	20	20	39
		4%	2%	1%	5%	3%	5%	4%	5%	1%	8%	5%	2%	3%	4%	5%
SUMMARY CODES																
AGREE	1089	89	68	96	115	90	84	36	66	90	215	141	368	276	446	
	54%	51%	62%	55%	52%	50%	55%	54%	68%	49%	55%	57%	54%	55%	54%	
DISAGREE	424	28	19	39	46	46	26	19	16	58	90	38	132	107	185	
	21%	16%	17%	22%	21%	25%	17%	28%	16%	31%	23%	15%	19%	21%	22%	
Don't know/undecided	88	17	2	13	9	5	13	3	1	3	7	15	41	22	25	
	4%	10%	2%	8%	4%	3%	9%	4%	1%	2%	2%	6%	6%	4%	3%	
Mean score	60.84	61.66	67.52	61.10	60.13	57.56	61.26	57.54	66.69	55.17	59.85	64.43	61.99	60.50	60.13	
Standard deviation	26.35	24.10	26.45	27.46	25.50	26.93	24.69	27.45	24.11	29.16	26.86	24.52	25.90	25.96	26.92	
Standard error	0.60	1.94	2.57	2.20	1.76	1.99	2.06	3.38	2.47	2.12	1.35	1.59	1.03	1.17	0.94	
Error Variance	0.36	3.77	6.60	4.83	3.08	3.94	4.23	11.42	6.12	4.50	1.82	2.54	1.07	1.38	0.88	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- Other countries in America, Europe and Asia are all investing in High Speed Rail, we need to invest to prevent Britain from being left behind

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	244 12%	164 16%	79 8%	45 20%	119 14%	201 21%	15 3%	8 4%	19 4%
Agree (75)	845 42%	456 43%	389 41%	91 41%	365 44%	483 51%	148 33%	32 19%	182 41%
Neither agree nor disagree (50)	400 20%	182 17%	218 23%	37 17%	145 17%	117 12%	159 36%	23 13%	101 23%
Disagree (25)	344 17%	178 17%	166 18%	35 16%	143 17%	110 12%	84 19%	72 42%	78 18%
Disagree strongly (0)	80 4%	52 5%	28 3%	14 6%	38 5%	10 1%	21 5%	34 20%	15 3%
SUMMARY CODES									
AGREE	1089 54%	620 59%	469 50%	136 61%	484 58%	684 73%	163 37%	40 23%	201 46%
DISAGREE	424 21%	230 22%	194 21%	48 22%	181 22%	120 13%	105 24%	106 61%	93 21%
Don't know/undecided	88 4%	24 2%	63 7%	1 1%	23 3%	21 2%	19 4%	4 2%	43 10%
Mean score	60.84	62.18	59.27	63.44	61.83	70.49	53.10	36.36	57.14
Standard deviation	26.35	27.57	24.75	29.02	27.18	23.57	23.31	28.71	24.03
Standard error	0.60	0.84	0.84	1.90	0.94	0.78	1.12	2.10	1.20
Error Variance	0.36	0.71	0.70	3.63	0.88	0.60	1.25	4.41	1.45

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement
- High speed rail is £30bn we simply can't afford
Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	374 19%	160 16%	214 21%	53 19%	55 15%	49 14%	62 20%	63 20%	92 24%	63 16%	100 17%	80 19%	56 21%	75 23%	163 16%	211 21%
Agree	(75)	629 31%	279 29%	350 34%	104 37%	114 32%	112 33%	90 28%	81 26%	127 33%	98 25%	195 33%	149 36%	78 29%	110 34%	293 29%	336 34%
Neither agree nor disagree	(50)	392 20%	210 22%	181 18%	54 19%	86 24%	78 23%	56 18%	55 18%	62 16%	73 18%	129 22%	79 19%	54 20%	57 18%	202 20%	190 19%
Disagree	(25)	388 19%	218 22%	170 17%	39 14%	65 18%	72 21%	75 24%	74 24%	62 16%	119 30%	111 18%	66 16%	47 18%	44 14%	230 23%	158 16%
Disagree strongly	(0)	90 5%	51 5%	39 4%	8 3%	15 4%	11 3%	19 6%	17 6%	21 5%	23 6%	31 5%	17 4%	9 3%	10 3%	54 5%	36 4%
SUMMARY CODES																	
AGREE	1003 50%	439 45%	564 55%	157 56%	169 47%	161 47%	152 48%	144 46%	218 56%	161 40%	295 49%	229 55%	134 51%	184 56%	455 46%	547 55%	
DISAGREE	478 24%	269 28%	209 20%	47 17%	80 22%	82 24%	94 30%	91 29%	83 21%	142 36%	141 24%	83 20%	56 21%	55 17%	283 28%	194 19%	
Don't know/undecided	128 6%	53 5%	75 7%	21 8%	23 6%	24 7%	15 5%	20 6%	25 7%	22 5%	34 6%	22 5%	20 8%	30 9%	56 6%	72 7%	
Mean score	60.80	57.60	63.88	64.94	59.69	59.11	58.44	58.49	64.17	53.91	59.83	63.39	62.77	66.34	57.47	64.17	
Standard deviation	29.03	29.26	28.48	26.72	27.63	27.18	30.75	30.87	30.01	30.35	28.64	28.03	28.78	27.90	29.46	28.20	
Standard error	0.67	0.96	0.92	1.66	1.60	1.65	1.80	1.86	1.33	1.60	1.29	1.38	1.70	1.50	1.01	0.87	
Error Variance	0.44	0.91	0.84	2.76	2.56	2.72	3.25	3.45	1.78	2.57	1.65	1.90	2.91	2.24	1.02	0.76	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail is £30bn we simply can't afford

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None	
Unweighted Base	2037	673	243	635	105	381	597	1440	
Weighted Base	2000	764	252	501	118	365	628	1372	
Agree strongly	(100)	374 19%	121 16%	48 19%	115 23%	18 16%	71 19%	95 15%	279 20%
Agree	(75)	629 31%	222 29%	85 34%	153 30%	57 48%	112 31%	209 33%	420 31%
Neither agree nor disagree	(50)	392 20%	163 21%	45 18%	82 16%	20 17%	83 23%	145 23%	247 18%
Disagree	(25)	388 19%	177 23%	50 20%	91 18%	13 11%	57 16%	114 18%	273 20%
Disagree strongly	(0)	90 5%	42 6%	8 3%	27 5%	4 3%	9 3%	21 3%	69 5%
SUMMARY CODES									
AGREE	1003 50%	343 45%	133 53%	268 53%	75 64%	183 50%	304 48%	699 51%	
DISAGREE	478 24%	219 29%	58 23%	118 24%	17 14%	66 18%	135 21%	343 25%	
Don't know/undecided	128 6%	39 5%	16 6%	33 7%	6 5%	33 9%	45 7%	84 6%	
Mean score	60.80	57.01	62.26	62.72	66.26	63.48	60.44	60.96	
Standard deviation	29.03	29.33	28.33	30.41	25.09	27.24	27.07	29.88	
Standard error	0.67	1.16	1.88	1.25	2.51	1.47	1.15	0.81	
Error Variance	0.44	1.35	3.52	1.56	6.29	2.16	1.33	0.66	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail is £30bn we simply can't afford

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base		2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base		2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Agree strongly	(100)	374 19%	46 26%	15 14%	41 24%	39 18%	43 24%	27 18%	11 16%	9 9%	47 26%	63 16%	32 13%	141 21%	90 18%	143 17%
Agree	(75)	629 31%	53 30%	30 28%	55 32%	81 36%	55 31%	58 38%	29 43%	34 35%	43 24%	125 32%	66 27%	218 32%	176 35%	234 28%
Neither agree nor disagree	(50)	392 20%	35 20%	19 18%	22 13%	50 23%	31 17%	19 13%	12 18%	24 25%	40 22%	76 19%	62 25%	127 19%	87 17%	178 22%
Disagree	(25)	388 19%	16 9%	27 25%	34 20%	37 17%	29 16%	22 15%	8 13%	21 21%	31 17%	97 25%	65 26%	115 17%	81 16%	192 23%
Disagree strongly	(0)	90 5%	11 6%	7 6%	10 6%	5 2%	11 6%	1 *	2 4%	4 4%	11 6%	18 5%	10 4%	32 5%	18 4%	40 5%
SUMMARY CODES																
AGREE		1003 50%	99 57%	45 42%	95 55%	121 54%	98 54%	85 56%	40 60%	43 44%	91 49%	188 48%	98 40%	360 53%	266 53%	377 46%
DISAGREE		478 24%	27 15%	34 31%	45 26%	42 19%	40 22%	23 15%	11 16%	25 25%	42 23%	115 29%	75 30%	147 22%	99 20%	232 28%
Don't know/undecided		128 6%	14 8%	11 10%	10 6%	10 4%	11 6%	26 17%	4 6%	6 6%	11 6%	13 3%	13 5%	45 7%	46 9%	37 5%
Mean score		60.80	66.71	55.22	62.52	63.19	63.23	67.45	64.86	56.40	62.23	57.77	54.86	62.68	63.26	57.88
Standard deviation		29.03	29.59	30.07	31.24	26.39	30.59	25.40	26.28	26.12	31.19	29.04	27.92	29.23	27.90	29.28
Standard error		0.67	2.36	3.05	2.48	1.82	2.28	2.20	3.26	2.74	2.31	1.47	1.81	1.17	1.29	1.03
Error Variance		0.44	5.58	9.32	6.14	3.30	5.20	4.85	10.62	7.50	5.35	2.17	3.27	1.37	1.66	1.06

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail is £30bn we simply can't afford

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	374 19%	194 18%	180 19%	47 21%	147 18%	87 9%	100 22%	92 53%	95 22%
Agree (75)	629 31%	300 28%	329 35%	45 20%	254 31%	275 29%	143 32%	46 26%	165 38%
Neither agree nor disagree (50)	392 20%	172 16%	219 23%	27 12%	145 17%	178 19%	128 29%	12 7%	73 17%
Disagree (25)	388 19%	271 26%	117 12%	69 31%	202 24%	289 31%	39 9%	15 9%	45 10%
Disagree strongly (0)	90 5%	64 6%	26 3%	24 11%	40 5%	65 7%	10 2%	4 2%	11 3%
SUMMARY CODES									
AGREE	1003 50%	493 47%	509 54%	92 41%	401 48%	362 38%	243 55%	138 80%	260 59%
DISAGREE	478 24%	335 32%	143 15%	93 42%	242 29%	354 37%	49 11%	19 11%	56 13%
Don't know/undecided	128 6%	55 5%	73 8%	10 5%	45 5%	49 5%	26 6%	4 2%	49 11%
Mean score	60.80	57.19	64.95	52.61	58.42	50.84	66.96	80.62	68.42
Standard deviation	29.03	30.81	26.23	34.18	29.75	28.61	25.24	26.77	26.12
Standard error	0.67	0.96	0.89	2.28	1.04	0.96	1.22	1.95	1.32
Error Variance	0.44	0.92	0.80	5.22	1.09	0.92	1.49	3.81	1.74

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- There's no business case for high speed rail, it would be a white elephant

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	101 5%	58 6%	43 4%	10 4%	13 4%	12 3%	14 4%	22 7%	30 8%	15 4%	26 4%	18 4%	17 7%	25 8%	41 4%	60 6%
Agree	(75)	274 14%	136 14%	138 13%	36 13%	38 11%	43 12%	39 12%	43 14%	74 19%	51 13%	72 12%	66 16%	35 13%	50 15%	123 12%	151 15%
Neither agree nor disagree	(50)	532 27%	224 23%	308 30%	95 34%	119 33%	93 27%	73 23%	67 21%	86 22%	69 17%	181 30%	106 26%	84 32%	92 28%	250 25%	282 28%
Disagree	(25)	733 37%	370 38%	362 35%	103 37%	126 35%	138 40%	123 39%	121 39%	122 31%	174 44%	224 37%	157 38%	81 31%	97 30%	398 40%	335 33%
Disagree strongly	(0)	184 9%	117 12%	67 6%	17 6%	25 7%	31 9%	40 13%	31 10%	40 10%	55 14%	55 9%	37 9%	18 7%	19 6%	110 11%	74 7%
SUMMARY CODES																	
AGREE	375 19%	194 20%	181 18%	46 17%	51 14%	54 16%	53 17%	65 21%	104 27%	66 17%	98 16%	84 20%	52 20%	75 23%	164 16%	211 21%	
DISAGREE	917 46%	487 50%	429 42%	121 43%	151 42%	169 49%	163 51%	151 49%	162 42%	228 57%	280 47%	194 47%	99 38%	116 36%	508 51%	409 41%	
Don't know/undecided	176 9%	65 7%	111 11%	18 6%	37 10%	29 8%	28 9%	28 9%	36 9%	33 8%	41 7%	30 7%	29 11%	44 13%	74 7%	102 10%	
Mean score	41.42	40.26	42.57	42.27	41.23	39.46	38.29	41.66	45.12	36.13	40.51	41.61	44.94	46.85	38.78	44.12	
Standard deviation	25.73	27.18	24.19	23.22	23.21	24.14	26.15	27.58	28.70	25.97	24.61	25.55	25.67	26.56	25.23	25.97	
Standard error	0.60	0.89	0.80	1.45	1.38	1.48	1.56	1.68	1.30	1.39	1.11	1.27	1.55	1.46	0.87	0.82	
Error Variance	0.36	0.80	0.63	2.10	1.90	2.19	2.44	2.84	1.68	1.94	1.24	1.62	2.40	2.13	0.76	0.67	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- There's no business case for high speed rail, it would be a white elephant

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Agree strongly	(100)	101	30	13	37	1	19	81
		5%	4%	5%	7%	1%	3%	6%
Agree	(75)	274	88	37	92	13	44	189
		14%	12%	15%	18%	11%	13%	14%
Neither agree nor disagree	(50)	532	188	63	109	46	126	353
		27%	25%	25%	22%	39%	29%	26%
Disagree	(25)	733	322	88	167	47	108	498
		37%	42%	35%	33%	40%	37%	36%
Disagree strongly	(0)	184	85	23	49	7	20	141
		9%	11%	9%	10%	6%	7%	10%
SUMMARY CODES								
AGREE	375	119	49	129	14	63	104	271
		19%	16%	20%	12%	17%	17%	20%
DISAGREE	917	407	111	216	54	129	278	639
		46%	53%	44%	43%	35%	44%	47%
Don't know/undecided	176	50	29	47	4	46	67	109
		9%	6%	11%	9%	3%	11%	8%
Mean score	41.42	37.98	41.98	44.62	39.88	44.77	41.16	41.54
Standard deviation	25.73	24.89	26.23	28.32	20.45	24.13	23.61	26.63
Standard error	0.60	0.99	1.79	1.18	2.03	1.33	1.03	0.73
Error Variance	0.36	0.99	3.20	1.40	4.14	1.78	1.06	0.54

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- There's no business case for high speed rail, it would be a white elephant

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Agree strongly	(100)	101	11	3	10	15	12	4	3	1	9	20	12	39	20	41
		5%	6%	3%	6%	7%	7%	3%	4%	1%	5%	5%	5%	6%	4%	5%
Agree	(75)	274	22	9	22	32	30	20	13	7	18	54	50	84	69	121
		14%	12%	8%	13%	14%	16%	13%	19%	7%	10%	14%	20%	12%	14%	15%
Neither agree nor disagree	(50)	532	52	35	37	60	50	31	18	24	51	101	73	184	123	225
		27%	30%	32%	22%	27%	28%	20%	27%	25%	28%	26%	30%	27%	25%	27%
Disagree	(25)	733	60	34	63	93	54	59	23	46	73	158	70	250	182	301
		37%	34%	31%	37%	42%	30%	38%	34%	47%	40%	40%	28%	37%	37%	37%
Disagree strongly	(0)	184	10	17	19	15	17	13	2	12	19	33	27	61	44	79
		9%	6%	15%	11%	7%	10%	8%	2%	12%	11%	8%	11%	9%	9%	10%
SUMMARY CODES																
AGREE	375	33	12	32	47	41	24	16	8	27	74	62	124	89	162	
	19%	19%	11%	19%	21%	23%	16%	23%	8%	15%	19%	25%	18%	18%	20%	
DISAGREE	917	70	50	82	108	72	71	25	58	93	191	97	311	225	380	
	46%	40%	46%	48%	49%	40%	47%	37%	59%	50%	49%	39%	46%	45%	46%	
Don't know/undecided	176	19	12	20	8	17	26	9	8	13	27	16	60	60	56	
	9%	11%	11%	12%	4%	9%	17%	13%	8%	7%	7%	7%	9%	12%	7%	
Mean score	41.42	44.13	36.46	40.35	42.83	44.46	38.94	46.70	32.92	38.84	41.15	44.58	41.55	40.80	41.68	
Standard deviation	25.73	25.40	24.63	27.36	25.72	27.29	24.65	24.02	20.77	25.15	25.48	26.75	25.96	25.26	25.85	
Standard error	0.60	2.07	2.53	2.25	1.77	2.08	2.17	3.10	2.23	1.86	1.32	1.74	1.05	1.19	0.92	
Error Variance	0.36	4.27	6.39	5.06	3.12	4.33	4.71	9.61	4.96	3.48	1.74	3.04	1.11	1.42	0.84	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- There's no business case for high speed rail, it would be a white elephant

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	101 5%	57 5%	44 5%	24 11%	32 4%	17 2%	20 4%	47 27%	18 4%
Agree (75)	274 14%	142 13%	132 14%	29 13%	113 14%	93 10%	61 14%	56 32%	65 15%
Neither agree nor disagree (50)	532 27%	215 20%	318 34%	33 15%	182 22%	156 17%	213 48%	30 17%	133 30%
Disagree (25)	733 37%	437 41%	295 31%	85 38%	352 42%	481 51%	105 24%	24 14%	122 28%
Disagree strongly (0)	184 9%	139 13%	45 5%	48 22%	91 11%	143 15%	13 3%	9 5%	20 5%
SUMMARY CODES									
AGREE	375 19%	199 19%	176 19%	54 24%	145 17%	109 12%	80 18%	102 59%	83 19%
DISAGREE	917 46%	576 55%	340 36%	133 60%	443 53%	624 66%	118 27%	32 19%	142 32%
Don't know/undecided	176 9%	66 6%	110 12%	3 1%	63 8%	53 6%	34 8%	8 5%	81 18%
Mean score	41.42	38.37	45.05	38.20	38.42	31.98	48.11	66.39	45.72
Standard deviation	25.73	26.95	23.73	31.91	25.38	22.97	21.13	29.57	23.95
Standard error	0.60	0.84	0.83	2.10	0.90	0.77	1.03	2.18	1.27
Error Variance	0.36	0.71	0.69	4.43	0.81	0.60	1.07	4.75	1.60

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement
- High speed rail would not save any carbon - it is not a green project
Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE						
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004
Agree strongly (100)	89 4%	51 5%	38 4%	13 5%	13 4%	9 3%	21 7%	11 4%	21 5%	13 3%	27 4%	20 5%	16 6%	13 4%	40 4%	50 5%
Agree (75)	489 24%	243 25%	246 24%	84 30%	76 21%	77 22%	75 23%	76 24%	101 26%	74 19%	133 22%	125 30%	70 26%	87 27%	207 21%	282 28%
Neither agree nor disagree (50)	655 33%	291 30%	364 35%	97 35%	133 37%	125 36%	92 29%	97 31%	111 29%	125 31%	212 35%	127 31%	94 35%	98 30%	337 34%	318 32%
Disagree (25)	398 20%	231 24%	168 16%	53 19%	67 19%	71 20%	74 23%	59 19%	74 19%	104 26%	132 22%	65 16%	42 16%	55 17%	236 24%	162 16%
Disagree strongly (0)	58 3%	38 4%	19 2%	3 1%	6 2%	11 3%	12 4%	12 4%	14 4%	12 3%	14 2%	15 4%	9 3%	8 3%	25 3%	32 3%
SUMMARY CODES																
AGREE	579 29%	294 30%	284 28%	97 35%	89 25%	86 25%	96 30%	88 28%	122 31%	87 22%	160 27%	146 35%	86 33%	100 31%	247 25%	332 33%
DISAGREE	456 23%	269 28%	187 18%	56 20%	73 20%	81 24%	87 27%	71 23%	88 23%	116 29%	145 24%	80 19%	51 19%	63 19%	262 26%	194 19%
Don't know/undecided	310 16%	116 12%	194 19%	30 11%	62 17%	52 15%	43 14%	55 18%	68 17%	69 17%	82 14%	59 14%	34 13%	66 20%	151 15%	159 16%
Mean score	52.28	51.11	53.48	55.12	52.02	50.29	51.61	51.57	53.28	47.87	51.33	55.04	54.57	53.98	49.99	54.58
Standard deviation	23.26	24.66	21.69	21.91	21.54	22.04	25.40	23.64	24.57	22.93	22.69	23.73	23.65	23.04	22.83	23.48
Standard error	0.56	0.83	0.75	1.39	1.32	1.41	1.56	1.51	1.16	1.29	1.07	1.23	1.44	1.32	0.82	0.76
Error Variance	0.32	0.70	0.56	1.94	1.75	1.98	2.43	2.28	1.35	1.66	1.14	1.51	2.07	1.73	0.68	0.58

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would not save any carbon - it is not a green project

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None	
Unweighted Base	2037	673	243	635	105	381	597	1440	
Weighted Base	2000	764	252	501	118	365	628	1372	
Agree strongly	(100)	89 4%	23 3%	15 6%	26 5%	6 5%	19 5%	25 4%	64 5%
Agree	(75)	489 24%	180 24%	59 24%	129 26%	37 31%	84 23%	346 25%	
Neither agree nor disagree	(50)	655 33%	238 31%	86 34%	150 30%	40 34%	141 39%	222 35%	433 32%
Disagree	(25)	398 20%	181 24%	41 16%	95 19%	27 23%	54 15%	124 20%	274 20%
Disagree strongly	(0)	58 3%	27 4%	4 2%	16 3%	1 *	10 3%	14 2%	44 3%
SUMMARY CODES									
AGREE	579 29%	203 27%	74 30%	155 31%	43 37%	102 28%	168 27%	410 30%	
DISAGREE	456 23%	208 27%	45 18%	111 22%	28 23%	64 18%	138 22%	318 23%	
Don't know/undecided	310 16%	115 15%	47 19%	85 17%	7 6%	57 16%	99 16%	211 15%	
Mean score	52.28	49.67	54.88	53.22	54.81	53.88	51.94	52.44	
Standard deviation	23.26	23.29	22.75	24.12	22.23	22.30	22.34	23.68	
Standard error	0.56	0.97	1.61	1.05	2.25	1.25	1.00	0.68	
Error Variance	0.32	0.95	2.60	1.10	5.04	1.56	1.00	0.46	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would not save any carbon - it is not a green project

Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Agree strongly	(100)	89 4%	5 3%	1 1%	8 4%	14 6%	14 8%	12 8%	- -	2 2%	9 5%	17 4%	9 4%	27 4%	28 6%	34 4%
Agree	(75)	489 24%	46 27%	13 12%	35 21%	55 24%	49 27%	43 28%	18 27%	22 22%	37 20%	95 24%	75 30%	149 22%	132 27%	208 25%
Neither agree nor disagree	(50)	655 33%	60 34%	39 36%	55 32%	78 35%	55 31%	32 21%	25 37%	31 32%	57 31%	143 36%	80 32%	232 34%	143 29%	280 34%
Disagree	(25)	398 20%	36 20%	18 17%	33 19%	46 21%	34 19%	23 15%	14 21%	29 29%	44 24%	74 19%	48 19%	133 20%	99 20%	166 20%
Disagree strongly	(0)	58 3%	2 1%	8 7%	5 3%	6 3%	9 5%	3 2%	- -	1 1%	8 5%	12 3%	4 1%	21 3%	13 3%	24 3%
SUMMARY CODES																
AGREE	579 29%	51 29%	14 13%	43 25%	68 31%	63 35%	55 36%	18 27%	24 24%	46 25%	112 29%	84 34%	176 26%	160 32%	242 29%	
DISAGREE	456 23%	37 22%	26 24%	38 22%	52 23%	42 23%	26 17%	14 21%	30 30%	53 29%	87 22%	51 21%	154 23%	111 22%	191 23%	
Don't know/undecided	310 16%	26 15%	29 27%	36 21%	24 11%	19 11%	41 27%	10 15%	13 14%	28 15%	50 13%	33 13%	116 17%	83 17%	111 14%	
Mean score	52.28	52.72	44.26	51.37	52.96	54.20	58.37	51.94	48.53	48.95	52.20	54.40	51.28	53.87	52.15	
Standard deviation	23.26	21.20	22.35	23.42	23.63	25.81	25.13	18.79	21.51	24.56	22.85	22.00	22.91	24.09	23.04	
Standard error	0.56	1.77	2.50	2.02	1.68	1.98	2.34	2.45	2.39	1.92	1.21	1.48	0.97	1.17	0.85	
Error Variance	0.32	3.14	6.24	4.09	2.83	3.92	5.49	5.99	5.71	3.68	1.48	2.20	0.95	1.37	0.72	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High speed rail would not save any carbon - it is not a green project

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	89 4%	59 6%	31 3%	23 10%	36 4%	23 2%	16 4%	34 19%	17 4%
Agree (75)	489 24%	236 22%	253 27%	53 24%	183 22%	218 23%	97 22%	58 33%	116 26%
Neither agree nor disagree (50)	655 33%	323 31%	332 35%	55 25%	269 32%	273 29%	215 48%	31 18%	136 31%
Disagree (25)	398 20%	261 25%	137 15%	58 26%	204 24%	264 28%	50 11%	26 15%	59 13%
Disagree strongly (0)	58 3%	40 4%	18 2%	20 9%	20 2%	40 4%	5 1%	5 3%	8 2%
SUMMARY CODES									
AGREE	579 29%	295 28%	284 30%	76 34%	219 26%	241 26%	113 25%	91 53%	133 30%
DISAGREE	456 23%	302 29%	154 16%	78 35%	224 27%	304 32%	55 12%	31 18%	67 15%
Don't know/undecided	310 16%	137 13%	174 18%	14 6%	123 15%	125 13%	63 14%	19 11%	103 23%
Mean score	52.28	50.32	54.63	50.07	50.39	47.58	54.46	64.60	55.62
Standard deviation	23.26	24.65	21.27	29.21	23.16	23.55	18.88	27.60	21.98
Standard error	0.56	0.80	0.77	1.97	0.85	0.82	0.96	2.10	1.20
Error Variance	0.32	0.64	0.59	3.90	0.73	0.68	0.92	4.43	1.43

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement
- High speed rail would destroy the countryside
Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	165 8%	74 8%	91 9%	23 8%	21 6%	17 5%	24 8%	27 9%	52 13%	28 7%	44 7%	33 8%	27 10%	32 10%	72 7%	93 9%
Agree	(75)	590 30%	256 26%	334 32%	95 34%	111 31%	97 28%	79 25%	92 30%	115 30%	113 29%	180 30%	121 29%	71 27%	104 32%	293 29%	297 30%
Neither agree nor disagree	(50)	460 23%	224 23%	237 23%	65 23%	101 28%	93 27%	69 22%	66 21%	67 17%	83 21%	154 26%	99 24%	57 22%	68 21%	237 24%	224 22%
Disagree	(25)	581 29%	313 32%	268 26%	78 28%	93 26%	97 28%	113 35%	90 29%	110 28%	135 34%	170 28%	118 29%	80 30%	78 24%	305 31%	276 28%
Disagree strongly	(0)	95 5%	61 6%	34 3%	8 3%	15 4%	18 5%	17 5%	17 5%	21 5%	25 6%	19 3%	21 5%	16 6%	14 4%	44 4%	51 5%
SUMMARY CODES																	
AGREE	755 38%	329 34%	425 41%	118 42%	132 37%	114 33%	103 32%	119 38%	168 43%	141 36%	224 37%	155 38%	98 37%	137 42%	365 37%	390 39%	
DISAGREE	677 34%	374 39%	302 29%	86 31%	108 30%	115 33%	130 41%	107 35%	131 34%	160 40%	189 32%	139 34%	95 36%	93 28%	349 35%	327 33%	
Don't know/undecided	108 5%	43 4%	65 6%	11 4%	16 5%	23 7%	16 5%	18 6%	23 6%	13 3%	32 5%	20 5%	14 5%	29 9%	46 5%	63 6%	
Mean score	51.95	49.12	54.67	54.40	52.27	49.90	48.41	51.84	54.65	48.93	52.63	51.79	51.44	55.20	51.13	52.77	
Standard deviation	26.97	27.33	26.34	25.90	25.18	25.48	27.19	27.64	29.48	27.36	25.69	26.94	28.34	27.43	26.42	27.50	
Standard error	0.61	0.89	0.84	1.58	1.45	1.54	1.59	1.66	1.31	1.43	1.15	1.32	1.66	1.46	0.90	0.84	
Error Variance	0.38	0.79	0.71	2.50	2.09	2.38	2.53	2.75	1.71	2.04	1.33	1.75	2.75	2.14	0.81	0.71	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement
- High speed rail would destroy the countryside
Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD	
		Full time	Part time	Retired	Student	Other	Any	None
Unweighted Base	2037	673	243	635	105	381	597	1440
Weighted Base	2000	764	252	501	118	365	628	1372
Agree strongly (100)	165 8%	42 6%	18 7%	61 12%	6 6%	37 10%	36 6%	129 9%
Agree (75)	590 30%	223 29%	76 30%	146 29%	49 42%	96 26%	181 29%	409 30%
Neither agree nor disagree (50)	460 23%	180 24%	58 23%	95 19%	25 21%	103 28%	161 26%	300 22%
Disagree (25)	581 29%	241 32%	78 31%	143 29%	31 26%	87 24%	185 29%	396 29%
Disagree strongly (0)	95 5%	39 5%	9 3%	25 5%	3 3%	19 5%	25 4%	70 5%
SUMMARY CODES								
AGREE	755 38%	265 35%	94 37%	207 41%	56 47%	133 37%	216 34%	538 39%
DISAGREE	677 34%	281 37%	87 34%	169 34%	34 29%	106 29%	210 33%	467 34%
Don't know/undecided	108 5%	39 5%	14 5%	31 6%	3 3%	22 6%	41 6%	68 5%
Mean score	51.95	49.56	51.64	53.95	55.34	53.32	50.73	52.50
Standard deviation	26.97	26.10	26.07	28.81	25.02	27.11	25.45	27.61
Standard error	0.61	1.03	1.72	1.18	2.48	1.44	1.08	0.75
Error Variance	0.38	1.07	2.96	1.39	6.14	2.07	1.17	0.56

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement
- High speed rail would destroy the countryside
Base: All respondents

		STANDARD REGION														
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH	
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850	
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824	
Agree strongly	(100)	165 8%	7 4%	5 5%	20 12%	10 4%	24 13%	15 10%	6 10%	1 1%	24 13%	33 8%	19 8%	43 6%	46 9%	76 9%
Agree	(75)	590 30%	40 23%	20 19%	46 26%	75 34%	61 34%	29 19%	23 34%	31 32%	50 28%	136 35%	79 32%	181 27%	144 29%	265 32%
Neither agree nor disagree	(50)	460 23%	51 29%	30 27%	32 19%	55 24%	37 20%	36 23%	12 17%	21 21%	28 15%	91 23%	69 28%	168 25%	105 21%	188 23%
Disagree	(25)	581 29%	47 27%	44 40%	49 29%	60 27%	46 26%	43 28%	22 33%	34 35%	65 36%	105 27%	65 26%	200 30%	145 29%	236 29%
Disagree strongly	(0)	95 5%	7 4%	5 4%	10 6%	11 5%	9 5%	10 7%	2 4%	3 4%	7 4%	20 5%	10 4%	33 5%	24 5%	38 5%
SUMMARY CODES																
AGREE	755 38%	48 27%	26 23%	66 38%	85 38%	85 47%	44 28%	29 43%	32 33%	75 41%	169 43%	97 39%	224 33%	190 38%	340 41%	
DISAGREE	677 34%	54 31%	48 44%	60 35%	71 32%	55 30%	53 35%	25 37%	38 39%	73 40%	125 32%	75 30%	233 34%	170 34%	273 33%	
Don't know/undecided	108 5%	21 12%	5 5%	14 8%	12 6%	3 2%	21 14%	2 3%	7 7%	8 4%	8 2%	6 3%	53 8%	33 7%	23 3%	
Mean score	51.95	49.06	44.59	52.59	51.46	56.47	49.18	53.27	47.70	52.72	53.62	53.16	50.02	52.24	53.29	
Standard deviation	26.97	24.47	24.52	29.34	25.49	28.34	28.55	27.73	23.82	29.22	26.94	25.80	26.21	27.65	27.09	
Standard error	0.61	2.00	2.42	2.35	1.77	2.07	2.43	3.39	2.51	2.15	1.36	1.65	1.06	1.26	0.94	
Error Variance	0.38	4.02	5.84	5.52	3.12	4.30	5.91	11.48	6.30	4.62	1.84	2.72	1.12	1.59	0.89	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement
- High speed rail would destroy the countryside
Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	165 8%	98 9%	67 7%	33 15%	65 8%	32 3%	34 8%	63 36%	36 8%
Agree (75)	590 30%	307 29%	283 30%	49 22%	259 31%	245 26%	146 33%	73 42%	126 29%
Neither agree nor disagree (50)	460 23%	207 20%	253 27%	34 15%	172 21%	178 19%	151 34%	14 8%	117 27%
Disagree (25)	581 29%	335 32%	247 26%	76 34%	259 31%	390 41%	79 18%	15 9%	97 22%
Disagree strongly (0)	95 5%	71 7%	24 3%	26 12%	45 5%	67 7%	13 3%	2 1%	14 3%
SUMMARY CODES									
AGREE	755 38%	405 38%	349 37%	81 36%	324 39%	277 29%	180 40%	136 79%	161 37%
DISAGREE	677 34%	406 38%	271 29%	101 46%	305 37%	456 48%	92 21%	18 10%	111 25%
Don't know/undecided	108 5%	38 4%	70 7%	6 3%	32 4%	32 3%	22 5%	4 3%	50 11%
Mean score	51.95	50.64	53.48	48.42	51.24	44.13	56.48	76.62	54.65
Standard deviation	26.97	28.47	25.03	32.14	27.38	25.93	23.83	24.40	25.57
Standard error	0.61	0.88	0.85	2.12	0.95	0.86	1.15	1.78	1.29
Error Variance	0.38	0.77	0.72	4.51	0.91	0.74	1.32	3.17	1.66

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High Speed Rail would mean unacceptable levels of noise for the communities directly affected by the line

Base: All respondents

	Total	GENDER		AGE						SOCIAL GRADE							
		Male	Female	16-24	25-34	35-44	45-54	55-64	65+	AB	C1	C2	D	E	ABC1	C2DE	
Unweighted Base	2037	992	1045	280	319	293	307	297	541	381	527	435	309	385	908	1129	
Weighted Base	2000	971	1029	280	358	345	318	311	389	397	599	413	264	327	996	1004	
Agree strongly	(100)	149 7%	65 7%	83 8%	18 6%	12 3%	18 5%	30 10%	30 10%	40 10%	36 9%	32 5%	33 8%	21 8%	26 8%	68 7%	81 8%
Agree	(75)	685 34%	312 32%	373 36%	119 42%	125 35%	125 36%	97 30%	103 33%	118 30%	126 32%	203 34%	152 37%	82 31%	121 37%	329 33%	356 35%
Neither agree nor disagree	(50)	517 26%	251 26%	267 26%	70 25%	116 33%	92 27%	81 26%	69 22%	88 23%	92 23%	162 27%	110 27%	78 29%	75 23%	255 26%	262 26%
Disagree	(25)	417 21%	236 24%	182 18%	59 21%	68 19%	66 19%	70 22%	69 22%	85 22%	95 24%	131 22%	79 19%	55 21%	58 18%	226 23%	192 19%
Disagree strongly	(0)	69 3%	49 5%	20 2%	4 1%	16 4%	9 3%	15 5%	12 4%	13 3%	17 4%	19 3%	12 3%	10 4%	11 3%	35 4%	34 3%
SUMMARY CODES																	
AGREE	834 42%	378 39%	457 44%	137 49%	137 38%	143 41%	127 40%	133 43%	158 41%	162 41%	235 39%	186 45%	103 39%	148 45%	397 40%	437 44%	
DISAGREE	486 24%	285 29%	202 20%	63 23%	83 23%	76 22%	86 27%	80 26%	98 25%	111 28%	149 25%	92 22%	65 25%	69 21%	261 26%	225 22%	
Don't know/undecided	162 8%	58 6%	104 10%	10 4%	21 6%	34 10%	23 7%	29 9%	45 12%	31 8%	52 9%	25 6%	18 7%	35 11%	84 8%	79 8%	
Mean score	55.82	53.00	58.60	58.10	53.71	56.14	54.76	56.29	56.35	54.78	54.54	57.44	55.01	58.05	54.64	56.99	
Standard deviation	25.25	26.08	24.10	23.52	23.52	23.88	26.88	26.69	26.72	26.74	24.37	24.83	25.41	25.32	25.33	25.14	
Standard error	0.59	0.86	0.79	1.44	1.36	1.47	1.59	1.63	1.22	1.43	1.12	1.23	1.50	1.37	0.88	0.78	
Error Variance	0.34	0.73	0.62	2.06	1.85	2.16	2.54	2.66	1.49	2.05	1.25	1.52	2.25	1.86	0.78	0.61	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High Speed Rail would mean unacceptable levels of noise for the communities directly affected by the line

Base: All respondents

	Total	WORKING STATUS					CHILDREN IN HOUSEHOLD		
		Full time	Part time	Retired	Student	Other	Any	None	
Unweighted Base	2037	673	243	635	105	381	597	1440	
Weighted Base	2000	764	252	501	118	365	628	1372	
Agree strongly	(100)	149 7%	45 6%	17 7%	52 10%	3 2%	32 9%	43 7%	105 8%
Agree	(75)	685 34%	233 30%	102 40%	154 31%	59 50%	138 38%	222 35%	464 34%
Neither agree nor disagree	(50)	517 26%	203 27%	66 26%	113 23%	27 23%	108 30%	186 30%	331 24%
Disagree	(25)	417 21%	192 25%	44 18%	109 22%	24 21%	48 13%	121 19%	296 22%
Disagree strongly	(0)	69 3%	39 5%	3 1%	16 3%	- -	11 3%	16 3%	53 4%
SUMMARY CODES									
AGREE	834 42%	277 36%	118 47%	207 41%	62 52%	170 47%	265 42%	569 41%	
DISAGREE	486 24%	231 30%	47 19%	126 25%	24 21%	59 16%	137 22%	349 25%	
Don't know/undecided	162 8%	52 7%	21 8%	56 11%	5 4%	28 8%	40 6%	122 9%	
Mean score	55.82	51.85	59.18	56.58	58.94	59.86	56.59	55.46	
Standard deviation	25.25	25.77	22.89	26.71	21.15	23.87	23.98	25.84	
Standard error	0.59	1.03	1.53	1.13	2.11	1.28	1.02	0.72	
Error Variance	0.34	1.06	2.34	1.27	4.47	1.63	1.03	0.51	

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High Speed Rail would mean unacceptable levels of noise for the communities directly affected by the line

Base: All respondents

		STANDARD REGION													
Total		Scotland	North	Yorks & Humberside	North West	West Midlands	East Midlands	East Anglia	Wales	South West	South East	Greater London	NORTH & SCOTLAND	MIDLANDS & WALES	SOUTH
Unweighted Base	2037	171	108	170	220	190	162	70	96	194	405	251	669	518	850
Weighted Base	2000	174	109	172	223	180	153	67	97	183	393	248	678	497	824
Agree strongly	(100)	149 7%	4 3%	5 4%	15 9%	14 6%	17 10%	14 9%	5 7%	3 3%	17 9%	41 10%	13 5%	39 6%	71 9%
Agree	(75)	685 34%	50 29%	28 26%	66 38%	77 35%	65 36%	49 32%	23 34%	38 39%	49 27%	128 33%	114 46%	221 33%	291 35%
Neither agree nor disagree	(50)	517 26%	49 28%	32 30%	33 19%	63 28%	49 27%	28 18%	14 21%	22 23%	45 25%	113 29%	69 28%	177 26%	227 28%
Disagree	(25)	417 21%	40 23%	26 24%	30 18%	49 22%	35 19%	34 22%	21 31%	23 23%	50 27%	75 19%	36 14%	144 21%	161 19%
Disagree strongly	(0)	69 3%	5 3%	4 4%	7 4%	6 3%	7 4%	7 5%	1 2%	6 6%	1 1%	14 4%	11 4%	22 3%	26 3%
SUMMARY CODES															
AGREE	834 42%	55 31%	32 30%	81 47%	91 41%	82 46%	63 41%	28 41%	40 42%	66 36%	169 43%	127 51%	259 38%	213 43%	362 44%
DISAGREE	486 24%	45 26%	29 27%	37 22%	55 25%	42 23%	41 27%	22 33%	28 29%	51 28%	89 23%	46 19%	166 24%	134 27%	186 23%
Don't know/undecided	162 8%	26 15%	15 13%	21 12%	14 6%	7 4%	21 13%	3 4%	6 7%	21 11%	22 6%	6 2%	76 11%	37 7%	49 6%
Mean score	55.82	51.64	50.99	58.67	55.27	57.22	55.37	53.63	52.65	54.60	57.27	58.57	54.56	55.29	57.12
Standard deviation	25.25	23.17	24.12	26.36	24.43	25.81	27.89	25.57	25.42	25.38	25.72	23.65	24.70	26.29	25.03
Standard error	0.59	1.92	2.51	2.17	1.70	1.92	2.39	3.17	2.68	1.93	1.32	1.51	1.01	1.21	0.89
Error Variance	0.34	3.70	6.32	4.69	2.88	3.68	5.72	10.06	7.18	3.74	1.75	2.27	1.03	1.46	0.79

High Speed Rail Omnibus Survey: February 2011 (QS7706 - 640106)

Q8. Extent to which agree or disagree with statement

- High Speed Rail would mean unacceptable levels of noise for the communities directly affected by the line

Base: All respondents

	Total	WHETHER AWARE OF PROPOSED HIGH SPEED RAIL SCHEME		LEVEL OF KNOWLEDGE ABOUT PROPOSED HIGH SPEED RAIL SCHEME (THOSE AWARE)		WHETHER IN FAVOUR OF PROPOSED HIGH SPEED RAIL SCHEME			
		Yes	No	A great deal/A fair amount	A little/Not very much at all	In favour	Neither in favour nor against it	Against it	Undecided
Unweighted Base	2037	1096	941	234	862	941	455	192	449
Weighted Base	2000	1056	944	222	834	943	445	173	439
Agree strongly (100)	149 7%	98 9%	51 5%	34 15%	64 8%	48 5%	26 6%	45 26%	30 7%
Agree (75)	685 34%	325 31%	360 38%	67 30%	258 31%	293 31%	146 33%	74 43%	173 39%
Neither agree nor disagree (50)	517 26%	251 24%	267 28%	41 18%	210 25%	216 23%	180 40%	19 11%	102 23%
Disagree (25)	417 21%	255 24%	162 17%	53 24%	202 24%	283 30%	53 12%	18 10%	63 14%
Disagree strongly (0)	69 3%	54 5%	15 2%	21 10%	33 4%	48 5%	7 2%	7 4%	7 2%
SUMMARY CODES									
AGREE	834 42%	423 40%	411 44%	101 45%	322 39%	341 36%	172 39%	119 69%	203 46%
DISAGREE	486 24%	309 29%	177 19%	74 33%	235 28%	331 35%	61 14%	25 14%	70 16%
Don't know/undecided	162 8%	74 7%	89 9%	7 3%	67 8%	55 6%	33 7%	11 6%	64 15%
Mean score	55.82	54.02	57.89	54.52	53.89	50.30	57.87	70.38	60.37
Standard deviation	25.25	27.21	22.64	31.11	26.03	25.99	21.05	27.29	23.06
Standard error	0.59	0.85	0.78	2.07	0.93	0.87	1.03	2.03	1.19
Error Variance	0.34	0.73	0.61	4.26	0.86	0.76	1.06	4.14	1.41