

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 1

Q.1 Which, if any, of the following proposed infrastructure projects are you aware of?**Base: All respondents**

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|----------|------------|------------|------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scotland | North East | North West | Yorkshire & Humberside | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Building a High Speed Railway line linking London and Birmingham | 1016 | 591 | 425 | 87 | 130 | 158 | 157 | 178 | 304 | 336 | 301 | 195 | 184 | 72 | 32 | 112 | 77 | 130 | 78 | 48 | 103 | 122 | 136 | 105 |
| | 50% | 60% | 41% | 36% | 40% | 41% | 46% | 59% | 72% | 62% | 52% | 46% | 40% | 41% | 36% | 47% | 43% | 70% | 50% | 45% | 54% | 48% | 53% | 57% |
| Building a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester | 762 | 490 | 272 | 46 | 116 | 126 | 107 | 121 | 245 | 266 | 219 | 147 | 131 | 55 | 34 | 118 | 87 | 77 | 64 | 39 | 59 | 89 | 86 | 54 |
| | 38% | 50% | 26% | 19% | 36% | 33% | 31% | 40% | 58% | 49% | 37% | 35% | 28% | 31% | 37% | 50% | 49% | 42% | 41% | 36% | 31% | 35% | 33% | 30% |
| Unaware of either | 720 | 233 | 487 | 135 | 126 | 161 | 145 | 91 | 63 | 125 | 209 | 167 | 219 | 89 | 43 | 77 | 59 | 37 | 49 | 44 | 72 | 88 | 92 | 71 |
| | 36% | 24% | 47% | 56% | 39% | 42% | 42% | 30% | 15% | 23% | 36% | 40% | 47% | 51% | 47% | 33% | 33% | 20% | 31% | 41% | 38% | 35% | 36% | 39% |

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Table 1

Q.1 Which, if any, of the following proposed infrastructure projects are you aware of?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Building a High Speed Railway line linking London and Birmingham | 1016 | 129 | 392 | 935 | 39 | 33 | 314 | 36 | 59 | 47 | 65 | 495 |
| | 50% | 47% | 46% | 52% | 41% | 42% | 47% | 60% | 37% | 37% | 55% | 56% |
| Building a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester | 762 | 110 | 289 | 680 | 40 | 29 | 217 | 35 | 58 | 33 | 55 | 363 |
| | 38% | 40% | 34% | 38% | 43% | 36% | 33% | 58% | 37% | 26% | 46% | 41% |
| Unaware of either | 720 | 95 | 343 | 649 | 34 | 28 | 268 | 16 | 67 | 62 | 25 | 283 |
| | 36% | 35% | 40% | 36% | 37% | 35% | 40% | 27% | 42% | 49% | 21% | 32% |

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Table 2

Q.2 How well informed do you feel about the following projects?
Building a High Speed Railway line linking London and Birmingham
Base: All respondents

| | Gender | | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | |
|--|------------|------------|------------|-----------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|-----------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| I have all the information I want | 291 14% | 190 19% | 101 10% | 26 11% | 42 13% | 47 12% | 39 12% | 37 12% | 100 24% | 110 20% | 82 14% | 53 13% | 46 10% | 19 11% | 9 10% | 31 13% | 27 15% | 36 19% | 24 15% | 12 12% | 27 15% | 33 13% | 50 20% | 22 12% |
| I have some information but would like to know more | 463 23% | 289 29% | 174 17% | 51 21% | 89 28% | 77 20% | 52 15% | 64 21% | 130 31% | 168 31% | 145 25% | 86 20% | 64 14% | 22 13% | 17 19% | 51 22% | 29 16% | 65 35% | 40 25% | 23 22% | 46 25% | 93 37% | 44 17% | 33 18% |
| I have no information but would like to receive some | 390 19% | 179 18% | 211 21% | 74 31% | 71 22% | 65 17% | 66 19% | 58 19% | 57 13% | 91 17% | 111 19% | 88 21% | 101 22% | 25 14% | 13 15% | 64 27% | 30 17% | 26 14% | 24 15% | 13 13% | 35 19% | 67 27% | 59 23% | 34 18% |
| I have no information and don't want to receive any | 868 43% | 328 33% | 540 53% | 90 37% | 120 37% | 194 51% | 185 54% | 143 47% | 136 32% | 175 32% | 246 42% | 196 46% | 252 54% | 109 62% | 52 57% | 90 38% | 91 51% | 60 32% | 69 44% | 58 54% | 80 42% | 59 23% | 105 41% | 96 52% |

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Table 2

Q.2 How well informed do you feel about the following projects?
Building a High Speed Railway line linking London and Birmingham
Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--|-------------------|------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| I have all the information I want | 291 14% | 46 17% | 111 13% | 274 15% | 8 9% | 7 9% | 83 13% | 9 15% | 16 10% | 15 12% | 33 28% | 135 15% |
| I have some information but would like to know more | 463 23% | 62 23% | 193 23% | 384 21% | 40 43% | 28 36% | 146 22% | 26 43% | 33 21% | 17 14% | 32 27% | 208 23% |
| I have no information but would like to receive some | 390 19% | 46 17% | 185 22% | 338 19% | 29 31% | 20 25% | 133 20% | 10 16% | 54 34% | 15 12% | 20 17% | 159 18% |
| I have no information and don't want to receive any | 868 43% | 119 44% | 365 43% | 815 45% | 16 18% | 24 31% | 301 45% | 16 27% | 54 34% | 79 63% | 34 28% | 384 43% |

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Table 3

Q.2 How well informed do you feel about the following projects?**Building a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| I have all the information I want | 210 10% | 135 14% | 75 7% | 18 7% | 33 10% | 35 9% | 24 7% | 29 10% | 71 17% | 77 14% | 60 10% | 39 9% | 35 8% | 17 10% | 9 10% | 28 12% | 25 14% | 22 12% | 16 10% | 11 10% | 20 10% | 23 9% | 27 10% | 13 7% |
| I have some information but would like to know more | 355 18% | 239 24% | 116 11% | 30 12% | 74 23% | 58 15% | 40 12% | 50 17% | 103 24% | 134 25% | 103 18% | 67 16% | 52 11% | 13 7% | 11 12% | 52 22% | 35 20% | 43 23% | 30 19% | 18 17% | 28 15% | 65 26% | 37 14% | 22 12% |
| I have no information but would like to receive some | 561 28% | 267 27% | 293 29% | 102 42% | 97 30% | 90 23% | 90 26% | 79 26% | 103 24% | 149 27% | 169 29% | 117 28% | 125 27% | 34 19% | 22 24% | 84 35% | 45 25% | 50 27% | 37 24% | 17 16% | 56 30% | 100 40% | 68 26% | 49 27% |
| I have no information and don't want to receive any | 887 44% | 345 35% | 542 53% | 92 38% | 118 37% | 199 52% | 188 55% | 144 48% | 145 34% | 184 34% | 252 43% | 201 47% | 251 54% | 111 64% | 50 55% | 72 30% | 73 41% | 71 38% | 74 47% | 60 57% | 85 45% | 65 25% | 126 49% | 100 54% |

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Table 3

Q.2 How well informed do you feel about the following projects?**Building a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester****Base: All respondents**

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--|------------|-------------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| I have all the information I want | 210 10% | 38 14% | 76 9% | 199 11% | 4 4% | 6 8% | 61 9% | 5 9% | 12 8% | 12 10% | 23 19% | 97 11% |
| I have some information but would like to know more | 355 18% | 53 19% | 145 17% | 293 16% | 30 32% | 20 25% | 105 16% | 23 37% | 30 19% | 15 12% | 27 23% | 157 18% |
| I have no information but would like to receive some | 561 28% | 63 23% | 251 29% | 488 27% | 42 45% | 26 33% | 186 28% | 16 26% | 65 41% | 20 16% | 28 24% | 247 28% |
| I have no information and don't want to receive any | 887 44% | 120 44% | 382 45% | 831 46% | 17 18% | 27 34% | 311 47% | 17 29% | 51 33% | 80 63% | 41 35% | 386 44% |

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Table 4

Q.3 Thinking about what you have seen or heard about High Speed 2 (also known as HS2) in the last 12 months, would you say you have...?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|------------------------|---------------|---------------|-----------|-----------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scotland | North East | North West | Yorkshire & Humberside | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Seen/ heard more positive things about HS2 than negative | 242 12% | 160 16% | 82 8% | 24 10% | 68 21% | 37 10% | 42 12% | 26 9% | 45 11% | 82 15% | 75 13% | 46 11% | 39 8% | 21 12% | 12 13% | 38 16% | 23 13% | 25 14% | 18 11% | 13 13% | 15 8% | 43 17% | 27 10% | 7 4% |
| Seen/ heard about the same amount of positive and negative things about HS2 | 468 23% | 257 26% | 211 21% | 35 15% | 47 15% | 74 19% | 83 24% | 85 28% | 144 34% | 149 27% | 124 21% | 94 22% | 102 22% | 31 18% | 16 18% | 58 24% | 53 30% | 50 27% | 39 25% | 22 21% | 48 26% | 45 18% | 53 20% | 53 29% |
| Seen/ heard more negative things about HS2 than positive | 404 20% | 250 25% | 154 15% | 34 14% | 54 17% | 74 19% | 51 15% | 55 18% | 135 32% | 143 26% | 122 21% | 76 18% | 63 14% | 27 15% | 10 11% | 32 13% | 25 14% | 55 30% | 34 22% | 11 10% | 40 21% | 61 24% | 74 29% | 36 20% |
| Have not seen/ heard any publicity about High Speed 2 in the last 12 months | 899 45% | 320 32% | 579 56% | 148 61% | 153 47% | 198 52% | 167 49% | 135 45% | 98 23% | 169 31% | 263 45% | 207 49% | 260 56% | 95 54% | 53 59% | 110 46% | 77 43% | 56 30% | 66 42% | 60 56% | 86 45% | 103 41% | 104 40% | 88 48% |

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Q.3 Thinking about what you have seen or heard about High Speed 2 (also known as HS2) in the last 12 months, would you say you have...?

Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---|------------|-------------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Seen/ heard more positive things about HS2 than negative | 242 12% | 36 13% | 129 15% | 185 10% | 22 23% | 24 30% | 89 13% | 11 18% | 29 19% | 9 7% | 26 22% | 77 9% |
| Seen/ heard about the same amount of positive and negative things about HS2 | 468 23% | 56 20% | 168 20% | 433 24% | 12 13% | 16 20% | 127 19% | 13 21% | 32 21% | 25 20% | 27 23% | 244 28% |
| Seen/ heard more negative things about HS2 than positive | 404 20% | 48 17% | 161 19% | 377 21% | 18 19% | 7 9% | 114 17% | 18 29% | 17 11% | 24 19% | 35 30% | 196 22% |
| Have not seen/ heard any publicity about High Speed 2 in the last 12 months | 899 45% | 134 49% | 396 46% | 815 45% | 42 45% | 33 41% | 333 50% | 20 32% | 79 50% | 68 54% | 30 25% | 369 42% |

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Table 5

Q.4 High Speed 2 (or HS2) is a scheme to build a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester. Overall, would you say you are in favour, undecided or against building HS2?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: In favour | 973 | 556 | 417 | 133 | 179 | 193 | 159 | 114 | 195 | 285 | 288 | 216 | 185 | 70 | 42 | 130 | 107 | 78 | 74 | 52 | 94 | 141 | 116 | 69 |
| | 48% | 56% | 41% | 55% | 56% | 50% | 47% | 38% | 46% | 52% | 49% | 51% | 40% | 40% | 46% | 55% | 60% | 42% | 47% | 49% | 50% | 56% | 45% | 38% |
| Strongly in favour (+2) | 264 | 184 | 80 | 36 | 55 | 54 | 29 | 39 | 51 | 77 | 92 | 50 | 45 | 10 | 17 | 46 | 28 | 26 | 21 | 11 | 19 | 46 | 23 | 16 |
| | 13% | 19% | 8% | 15% | 17% | 14% | 8% | 13% | 12% | 14% | 16% | 12% | 10% | 6% | 19% | 20% | 16% | 14% | 13% | 10% | 10% | 18% | 9% | 9% |
| In favour (+1) | 709 | 373 | 337 | 97 | 125 | 139 | 130 | 75 | 144 | 208 | 196 | 166 | 140 | 60 | 24 | 84 | 79 | 51 | 53 | 41 | 76 | 95 | 93 | 53 |
| | 35% | 38% | 33% | 40% | 39% | 36% | 38% | 25% | 34% | 38% | 34% | 39% | 30% | 34% | 27% | 35% | 44% | 28% | 34% | 39% | 40% | 37% | 36% | 29% |
| Undecided (0) | 847 | 313 | 533 | 95 | 133 | 167 | 152 | 148 | 150 | 186 | 238 | 179 | 243 | 96 | 44 | 88 | 64 | 75 | 64 | 43 | 77 | 93 | 119 | 83 |
| | 42% | 32% | 52% | 39% | 41% | 44% | 44% | 49% | 36% | 34% | 41% | 42% | 53% | 55% | 48% | 37% | 36% | 40% | 41% | 40% | 41% | 37% | 46% | 45% |
| Against it (-1) | 106 | 70 | 36 | 6 | 5 | 13 | 18 | 21 | 43 | 40 | 38 | 14 | 15 | 6 | 4 | 11 | 2 | 18 | 8 | 4 | 13 | 12 | 12 | 17 |
| | 5% | 7% | 4% | 3% | 2% | 3% | 5% | 7% | 10% | 7% | 6% | 3% | 3% | 3% | 4% | 5% | 1% | 10% | 5% | 4% | 7% | 5% | 5% | 9% |
| Strongly against it (-2) | 87 | 47 | 40 | 7 | 4 | 10 | 13 | 19 | 34 | 33 | 20 | 14 | 20 | 3 | 2 | 8 | 5 | 15 | 11 | 8 | 4 | 7 | 10 | 15 |
| | 4% | 5% | 4% | 3% | 1% | 3% | 4% | 6% | 8% | 6% | 4% | 3% | 4% | 2% | 2% | 3% | 3% | 8% | 7% | 7% | 2% | 3% | 4% | 8% |
| NET: Against | 193 | 117 | 76 | 13 | 9 | 23 | 31 | 39 | 77 | 72 | 58 | 28 | 35 | 9 | 6 | 18 | 7 | 33 | 18 | 11 | 17 | 19 | 23 | 31 |
| | 10% | 12% | 7% | 6% | 3% | 6% | 9% | 13% | 18% | 13% | 10% | 7% | 8% | 5% | 6% | 8% | 4% | 18% | 12% | 11% | 9% | 7% | 9% | 17% |
| Mean | 0.48 | 0.58 | 0.37 | 0.62 | 0.68 | 0.56 | 0.42 | 0.32 | 0.32 | 0.47 | 0.52 | 0.53 | 0.38 | 0.39 | 0.56 | 0.64 | 0.69 | 0.30 | 0.42 | 0.41 | 0.48 | 0.64 | 0.41 | 0.21 |
| Standard deviation | 0.94 | 1.02 | 0.83 | 0.88 | 0.82 | 0.87 | 0.86 | 0.99 | 1.07 | 1.02 | 0.95 | 0.87 | 0.87 | 0.73 | 0.93 | 0.96 | 0.84 | 1.09 | 1.01 | 0.98 | 0.85 | 0.93 | 0.87 | 1.01 |
| Standard error | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.05 | 0.06 | 0.05 | 0.04 | 0.04 | 0.05 | 0.04 | 0.06 | 0.10 | 0.06 | 0.06 | 0.08 | 0.08 | 0.09 | 0.07 | 0.06 | 0.05 | 0.08 |

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Q.4 High Speed 2 (or HS2) is a scheme to build a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester. Overall, would you say you are in favour, undecided or against building HS2?

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: In favour | | 973 | 143 | 431 | 830 | 73 | 55 | 325 | 36 | 93 | 51 | 69 | 400 |
| | | 48% | 52% | 50% | 46% | 78% | 69% | 49% | 59% | 59% | 41% | 58% | 45% |
| Strongly in favour | (+2) | 264 | 46 | 120 | 218 | 22 | 20 | 92 | 14 | 23 | 13 | 24 | 97 |
| | | 13% | 17% | 14% | 12% | 23% | 25% | 14% | 24% | 15% | 10% | 20% | 11% |
| In favour | (+1) | 709 | 96 | 311 | 612 | 51 | 35 | 233 | 21 | 70 | 39 | 44 | 302 |
| | | 35% | 35% | 36% | 34% | 55% | 44% | 35% | 35% | 44% | 31% | 37% | 34% |
| Undecided | (0) | 847 | 117 | 346 | 791 | 20 | 24 | 284 | 20 | 55 | 64 | 40 | 384 |
| | | 42% | 43% | 40% | 44% | 21% | 31% | 43% | 33% | 35% | 51% | 33% | 43% |
| Against it | (-1) | 106 | 6 | 41 | 105 | 1 | - | 29 | 1 | 6 | 8 | 4 | 59 |
| | | 5% | 2% | 5% | 6% | 1% | - | 4% | 2% | 4% | 6% | 3% | 7% |
| Strongly against it | (-2) | 87 | 7 | 36 | 84 | - | - | 26 | 4 | 4 | 4 | 6 | 44 |
| | | 4% | 3% | 4% | 5% | - | - | 4% | 7% | 2% | 3% | 5% | 5% |
| NET: Against | | 193 | 13 | 77 | 189 | 1 | - | 54 | 5 | 10 | 11 | 10 | 102 |
| | | 10% | 5% | 9% | 10% | 1% | - | 8% | 9% | 6% | 9% | 9% | 12% |
| Mean | | 0.48 | 0.62 | 0.51 | 0.43 | 1.01 | 0.94 | 0.51 | 0.67 | 0.65 | 0.39 | 0.64 | 0.40 |
| Standard deviation | | 0.94 | 0.88 | 0.94 | 0.94 | 0.69 | 0.75 | 0.92 | 1.08 | 0.86 | 0.86 | 1.02 | 0.94 |
| Standard error | | 0.02 | 0.06 | 0.03 | 0.02 | 0.07 | 0.09 | 0.04 | 0.14 | 0.07 | 0.07 | 0.10 | 0.03 |

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Table 6

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

Summary**Base: All respondents**

| | Aspects | | | | | |
|-------------------------------|----------------|-----------------|-------------|--------------|----------------------|---------------------|
| | You personally | Your local area | London | The Midlands | The North of England | The British economy |
| Unweighted base | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 |
| Weighted base | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 |
| NET: Positive | 375 19% | 426 21% | 1323 66% | 1453 72% | 1338 66% | 1090 54% |
| Very positive difference (+2) | 97 5% | 99 5% | 264 13% | 330 16% | 301 15% | 220 11% |
| Positive difference (+1) | 278 14% | 327 16% | 1059 53% | 1124 56% | 1038 52% | 870 43% |
| No difference (0) | 1541 77% | 1475 73% | 636 32% | 498 25% | 602 30% | 814 40% |
| Negative difference (-1) | 44 2% | 52 3% | 41 2% | 42 2% | 48 2% | 83 4% |
| Very negative difference (-2) | 53 3% | 61 3% | 12 1% | 20 1% | 25 1% | 25 1% |
| NET: Negative | 97 5% | 112 6% | 54 3% | 62 3% | 73 4% | 108 5% |
| Mean | 0.16 | 0.18 | 0.76 | 0.84 | 0.77 | 0.58 |
| Standard deviation | 0.66 | 0.69 | 0.72 | 0.75 | 0.78 | 0.79 |
| Standard error | 0.01 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |

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Absolutes/col percents

Table 7

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

You personally

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-------------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Positive | 375 19% | 179 18% | 196 19% | 78 32% | 121 38% | 77 20% | 38 11% | 34 11% | 27 6% | 98 18% | 129 22% | 70 17% | 78 17% | 9 5% | 8 8% | 72 30% | 47 26% | 50 27% | 20 13% | 15 14% | 21 11% | 97 38% | 29 11% | 7 4% |
| Very positive difference (+2) | 97 5% | 51 5% | 46 4% | 16 7% | 40 12% | 21 5% | 11 3% | 8 3% | 1 * | 27 5% | 33 6% | 17 4% | 20 4% | 3 2% | 3 3% | 19 8% | 9 5% | 8 4% | 8 5% | 7 6% | 6 3% | 26 10% | 7 3% | 2 1% |
| Positive difference (+1) | 278 14% | 128 13% | 150 15% | 62 26% | 81 25% | 56 15% | 27 8% | 26 9% | 26 6% | 70 13% | 97 17% | 53 13% | 58 12% | 6 4% | 5 5% | 53 22% | 38 22% | 42 23% | 12 8% | 9 8% | 15 8% | 71 28% | 22 8% | 5 3% |
| No difference (0) | 1541 77% | 760 77% | 781 76% | 158 66% | 199 62% | 292 76% | 290 85% | 240 79% | 362 86% | 422 78% | 427 73% | 331 78% | 362 78% | 151 87% | 80 88% | 158 67% | 122 69% | 121 65% | 130 83% | 90 84% | 163 87% | 149 59% | 210 81% | 166 90% |
| Negative difference (-1) | 44 2% | 21 2% | 23 2% | 5 2% | 2 1% | 9 2% | 4 1% | 10 3% | 15 4% | 14 3% | 15 3% | 10 2% | 5 1% | 3 2% | - - | 4 2% | 5 3% | 10 6% | 2 1% | - - | 2 1% | 4 2% | 11 4% | 2 1% |
| Very negative difference (-2) | 53 3% | 27 3% | 26 3% | 1 * | * * | 5 1% | 10 3% | 19 6% | 18 4% | 10 2% | 13 2% | 11 3% | 19 4% | 11 6% | 3 3% | 4 2% | 4 2% | 5 2% | 4 3% | 1 1% | 3 2% | 3 1% | 9 3% | 8 5% |
| NET: Negative | 97 5% | 47 5% | 50 5% | 5 2% | 3 1% | 13 3% | 14 4% | 28 9% | 33 8% | 24 4% | 28 5% | 21 5% | 23 5% | 14 8% | 3 3% | 7 3% | 8 5% | 15 8% | 6 4% | 1 1% | 5 3% | 7 3% | 20 8% | 11 6% |
| Mean | 0.16 | 0.16 | 0.16 | 0.37 | 0.49 | 0.21 | 0.07 | -0.02 | -0.06 | 0.17 | 0.21 | 0.13 | 0.12 | -0.07 | 0.05 | 0.34 | 0.25 | 0.21 | 0.12 | 0.19 | 0.10 | 0.45 | 0.03 | -0.05 |
| Standard deviation | 0.66 | 0.66 | 0.65 | 0.65 | 0.72 | 0.63 | 0.58 | 0.69 | 0.53 | 0.63 | 0.68 | 0.64 | 0.68 | 0.61 | 0.56 | 0.71 | 0.68 | 0.71 | 0.62 | 0.59 | 0.52 | 0.74 | 0.61 | 0.52 |
| Standard error | 0.01 | 0.02 | 0.02 | 0.05 | 0.04 | 0.03 | 0.03 | 0.04 | 0.02 | 0.03 | 0.03 | 0.03 | 0.03 | 0.05 | 0.06 | 0.05 | 0.05 | 0.06 | 0.05 | 0.06 | 0.04 | 0.05 | 0.04 | 0.04 |

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Absolutes/col percents

Table 7

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

You personally

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Positive | | 375 | 75 | 193 | 260 | 61 | 41 | 134 | 22 | 58 | 23 | 31 | 107 |
| | | 19% | 27% | 23% | 14% | 66% | 51% | 20% | 36% | 37% | 18% | 26% | 12% |
| Very positive difference | (+2) | 97 | 28 | 56 | 62 | 15 | 17 | 47 | 7 | 15 | 7 | 8 | 13 |
| | | 5% | 10% | 7% | 3% | 16% | 22% | 7% | 12% | 9% | 6% | 7% | 1% |
| Positive difference | (+1) | 278 | 47 | 137 | 198 | 46 | 23 | 87 | 14 | 44 | 16 | 23 | 94 |
| | | 14% | 17% | 16% | 11% | 49% | 30% | 13% | 24% | 28% | 12% | 19% | 11% |
| No difference | (0) | 1541 | 190 | 627 | 1458 | 32 | 39 | 497 | 37 | 96 | 99 | 87 | 725 |
| | | 77% | 69% | 73% | 81% | 34% | 49% | 75% | 61% | 61% | 79% | 74% | 82% |
| Negative difference | (-1) | 44 | 4 | 19 | 43 | - | - | 16 | 2 | 3 | 2 | - | 20 |
| | | 2% | 2% | 2% | 2% | - | - | 2% | 3% | 2% | 1% | - | 2% |
| Very negative difference | (-2) | 53 | 4 | 15 | 49 | - | - | 16 | - | - | 3 | 1 | 34 |
| | | 3% | 2% | 2% | 3% | - | - | 2% | - | - | 2% | 1% | 4% |
| NET: Negative | | 97 | 9 | 35 | 93 | - | - | 33 | 2 | 3 | 4 | 1 | 54 |
| | | 5% | 3% | 4% | 5% | - | - | 5% | 3% | 2% | 3% | 1% | 6% |
| Mean | | 0.16 | 0.33 | 0.23 | 0.10 | 0.82 | 0.73 | 0.20 | 0.45 | 0.44 | 0.19 | 0.31 | 0.04 |
| Standard deviation | | 0.66 | 0.74 | 0.68 | 0.61 | 0.69 | 0.80 | 0.71 | 0.76 | 0.69 | 0.64 | 0.62 | 0.58 |
| Standard error | | 0.01 | 0.05 | 0.02 | 0.01 | 0.07 | 0.10 | 0.03 | 0.10 | 0.06 | 0.05 | 0.06 | 0.02 |

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Absolutes/col percents

Table 8

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

Your local area

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|--------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Positive | 426 | 209 | 217 | 55 | 110 | 83 | 62 | 55 | 60 | 111 | 133 | 86 | 96 | 7 | 8 | 92 | 64 | 61 | 28 | 20 | 20 | 92 | 24 | 10 | |
| | 21% | 21% | 21% | 23% | 34% | 22% | 18% | 18% | 14% | 20% | 23% | 20% | 21% | 4% | 9% | 39% | 36% | 33% | 18% | 18% | 10% | 36% | 9% | 6% | |
| Very positive difference | (+2) | 99 | 50 | 50 | 17 | 35 | 18 | 12 | 10 | 7 | 26 | 30 | 23 | 20 | 3 | 3 | 17 | 11 | 9 | 8 | 8 | 6 | 27 | 5 | 2 |
| | | 5% | 5% | 5% | 7% | 11% | 5% | 4% | 3% | 2% | 5% | 5% | 6% | 4% | 2% | 3% | 7% | 6% | 5% | 5% | 8% | 3% | 11% | 2% | 1% |
| Positive difference | (+1) | 327 | 159 | 168 | 39 | 75 | 64 | 50 | 46 | 53 | 85 | 104 | 62 | 76 | 4 | 5 | 76 | 53 | 52 | 20 | 11 | 14 | 65 | 19 | 8 |
| | | 16% | 16% | 16% | 16% | 23% | 17% | 15% | 15% | 13% | 16% | 18% | 15% | 16% | 2% | 6% | 32% | 30% | 28% | 13% | 11% | 7% | 25% | 7% | 5% |
| No difference | (0) | 1475 | 726 | 749 | 178 | 205 | 285 | 270 | 216 | 321 | 402 | 415 | 319 | 339 | 154 | 76 | 138 | 107 | 112 | 114 | 85 | 164 | 149 | 215 | 161 |
| | | 73% | 74% | 73% | 74% | 64% | 74% | 79% | 72% | 76% | 74% | 71% | 76% | 73% | 88% | 83% | 58% | 60% | 60% | 73% | 80% | 87% | 59% | 83% | 88% |
| Negative difference | (-1) | 52 | 22 | 29 | 7 | 5 | 8 | 4 | 12 | 16 | 16 | 6 | 13 | 1 | 2 | 2 | 3 | 9 | 9 | 1 | 2 | 7 | 10 | 5 | |
| | | 3% | 2% | 3% | 3% | 2% | 2% | 1% | 4% | 4% | 3% | 3% | 2% | 3% | 1% | 2% | 2% | 2% | 5% | 6% | 1% | 1% | 3% | 4% | 3% |
| Very negative difference | (-2) | 61 | 29 | 31 | 1 | 2 | 7 | 6 | 18 | 26 | 15 | 20 | 11 | 15 | 12 | 5 | 4 | 4 | 4 | 4 | 1 | 4 | 5 | 10 | 7 |
| | | 3% | 3% | 3% | 1% | 1% | 2% | 2% | 6% | 6% | 3% | 3% | 3% | 3% | 7% | 6% | 2% | 2% | 2% | 3% | 1% | 2% | 2% | 4% | 4% |
| NET: Negative | | 112 | 52 | 60 | 8 | 7 | 15 | 10 | 31 | 41 | 31 | 36 | 18 | 28 | 14 | 7 | 6 | 7 | 13 | 14 | 2 | 5 | 13 | 20 | 12 |
| | | 6% | 5% | 6% | 3% | 2% | 4% | 3% | 10% | 10% | 6% | 6% | 4% | 6% | 8% | 8% | 3% | 4% | 7% | 9% | 2% | 3% | 5% | 8% | 7% |
| Mean | | 0.18 | 0.18 | 0.17 | 0.26 | 0.42 | 0.21 | 0.17 | 0.05 | * | 0.17 | 0.18 | 0.19 | 0.16 | -0.09 | -0.02 | 0.42 | 0.36 | 0.28 | 0.12 | 0.24 | 0.09 | 0.40 | * | -0.04 |
| Standard deviation | | 0.69 | 0.69 | 0.69 | 0.65 | 0.73 | 0.64 | 0.59 | 0.75 | 0.69 | 0.68 | 0.71 | 0.68 | 0.69 | 0.62 | 0.67 | 0.72 | 0.72 | 0.73 | 0.71 | 0.63 | 0.53 | 0.80 | 0.58 | 0.52 |
| Standard error | | 0.02 | 0.02 | 0.02 | 0.05 | 0.04 | 0.04 | 0.03 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.03 | 0.05 | 0.07 | 0.05 | 0.05 | 0.06 | 0.05 | 0.06 | 0.04 | 0.05 | 0.03 | 0.04 |

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Absolutes/col percents

Table 8

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

Your local area

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Positive | | 426 | 79 | 193 | 322 | 54 | 39 | 143 | 21 | 52 | 23 | 33 | 154 |
| | | 21% | 29% | 23% | 18% | 58% | 49% | 22% | 35% | 33% | 18% | 28% | 17% |
| Very positive difference | (+2) | 99 | 22 | 60 | 64 | 14 | 19 | 44 | 7 | 14 | 7 | 11 | 17 |
| | | 5% | 8% | 7% | 4% | 15% | 24% | 7% | 11% | 9% | 6% | 9% | 2% |
| Positive difference | (+1) | 327 | 56 | 134 | 257 | 40 | 20 | 99 | 15 | 39 | 15 | 22 | 137 |
| | | 16% | 21% | 16% | 14% | 43% | 25% | 15% | 24% | 24% | 12% | 19% | 15% |
| No difference | (0) | 1475 | 185 | 622 | 1383 | 38 | 39 | 490 | 34 | 102 | 97 | 83 | 668 |
| | | 73% | 68% | 73% | 76% | 41% | 49% | 74% | 56% | 65% | 77% | 70% | 75% |
| Negative difference | (-1) | 52 | 3 | 21 | 45 | 1 | 2 | 14 | 4 | 3 | 3 | 1 | 27 |
| | | 3% | 1% | 2% | 3% | 1% | 2% | 2% | 6% | 2% | 2% | 1% | 3% |
| Very negative difference | (-2) | 61 | 7 | 17 | 60 | - | - | 16 | 1 | 1 | 4 | 2 | 37 |
| | | 3% | 2% | 2% | 3% | - | - | 2% | 2% | * | 3% | 1% | 4% |
| NET: Negative | | 112 | 10 | 38 | 105 | 1 | 2 | 30 | 5 | 3 | 6 | 3 | 64 |
| | | 6% | 3% | 4% | 6% | 1% | 2% | 4% | 9% | 2% | 5% | 2% | 7% |
| Mean | | 0.18 | 0.31 | 0.23 | 0.12 | 0.72 | 0.70 | 0.21 | 0.35 | 0.40 | 0.15 | 0.33 | 0.08 |
| Standard deviation | | 0.69 | 0.74 | 0.70 | 0.65 | 0.73 | 0.86 | 0.70 | 0.86 | 0.69 | 0.69 | 0.71 | 0.65 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.10 | 0.03 | 0.11 | 0.06 | 0.06 | 0.07 | 0.02 |

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Absolutes/col percents

Table 9

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

London

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|--------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Positive | 1323 | 633 | 690 | 167 | 231 | 243 | 218 | 188 | 276 | 348 | 394 | 282 | 299 | 116 | 61 | 145 | 122 | 114 | 100 | 71 | 133 | 173 | 178 | 110 | |
| | 66% | 64% | 67% | 69% | 72% | 63% | 64% | 62% | 65% | 64% | 67% | 67% | 65% | 66% | 67% | 61% | 69% | 61% | 64% | 67% | 71% | 68% | 69% | 60% | |
| Very positive difference | (+2) | 264 | 133 | 131 | 38 | 49 | 63 | 33 | 31 | 50 | 66 | 79 | 53 | 66 | 28 | 13 | 33 | 18 | 19 | 20 | 20 | 23 | 44 | 27 | 18 |
| | | 13% | 13% | 13% | 16% | 15% | 16% | 10% | 10% | 12% | 12% | 13% | 13% | 14% | 16% | 14% | 14% | 10% | 10% | 13% | 19% | 12% | 17% | 10% | 10% |
| Positive difference | (+1) | 1059 | 500 | 559 | 129 | 182 | 180 | 185 | 158 | 225 | 282 | 315 | 229 | 233 | 87 | 48 | 112 | 104 | 94 | 80 | 51 | 110 | 129 | 151 | 92 |
| | | 53% | 51% | 54% | 53% | 57% | 47% | 54% | 52% | 53% | 52% | 54% | 54% | 50% | 50% | 53% | 47% | 59% | 51% | 51% | 48% | 58% | 51% | 59% | 50% |
| No difference | (0) | 636 | 319 | 317 | 68 | 84 | 132 | 114 | 103 | 134 | 177 | 182 | 130 | 147 | 52 | 25 | 88 | 54 | 69 | 54 | 34 | 51 | 71 | 70 | 67 |
| | | 32% | 32% | 31% | 28% | 26% | 34% | 33% | 34% | 32% | 33% | 31% | 31% | 32% | 30% | 27% | 37% | 31% | 37% | 35% | 32% | 27% | 28% | 27% | 37% |
| Negative difference | (-1) | 41 | 26 | 15 | 5 | 7 | 6 | 6 | 9 | 8 | 14 | 8 | 7 | 12 | 6 | 4 | 4 | 1 | - | 2 | 2 | 3 | 8 | 9 | 3 |
| | | 2% | 3% | 1% | 2% | 2% | 2% | 2% | 3% | 2% | 3% | 1% | 2% | 3% | 3% | 5% | 2% | 1% | - | 1% | 1% | 2% | 3% | 4% | 2% |
| Very negative difference | (-2) | 12 | 8 | 4 | 1 | - | 2 | 4 | 1 | 4 | 4 | 1 | 4 | 4 | 1 | 1 | - | - | 3 | - | - | 2 | 1 | 1 | 3 |
| | | 1% | 1% | * | * | - | 1% | 1% | * | 1% | 1% | * | 1% | 1% | 1% | 1% | - | - | 2% | - | - | 1% | 1% | * | 2% |
| NET: Negative | | 54 | 34 | 20 | 6 | 7 | 8 | 10 | 10 | 12 | 18 | 9 | 11 | 16 | 7 | 5 | 4 | 1 | 3 | 2 | 2 | 5 | 9 | 10 | 7 |
| | | 3% | 3% | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 3% | 1% | 3% | 3% | 4% | 5% | 2% | 1% | 2% | 1% | 1% | 3% | 4% | 4% | 4% |
| Mean | | 0.76 | 0.73 | 0.78 | 0.82 | 0.85 | 0.77 | 0.69 | 0.69 | 0.73 | 0.72 | 0.79 | 0.76 | 0.75 | 0.78 | 0.75 | 0.74 | 0.78 | 0.68 | 0.76 | 0.84 | 0.79 | 0.82 | 0.75 | 0.64 |
| Standard deviation | | 0.72 | 0.75 | 0.70 | 0.72 | 0.69 | 0.76 | 0.72 | 0.71 | 0.73 | 0.74 | 0.69 | 0.72 | 0.76 | 0.78 | 0.79 | 0.71 | 0.62 | 0.73 | 0.69 | 0.74 | 0.71 | 0.77 | 0.70 | 0.76 |
| Standard error | | 0.02 | 0.02 | 0.02 | 0.05 | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.03 | 0.06 | 0.08 | 0.05 | 0.05 | 0.06 | 0.05 | 0.07 | 0.06 | 0.05 | 0.04 | 0.06 |

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Absolutes/col percents

Table 9

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

London

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Positive | | 1323 | 178 | 542 | 1159 | 79 | 66 | 437 | 38 | 112 | 61 | 71 | 603 |
| | | 66% | 65% | 63% | 64% | 85% | 83% | 66% | 63% | 71% | 48% | 60% | 68% |
| Very positive difference | (+2) | 264 | 36 | 123 | 214 | 30 | 20 | 91 | 8 | 25 | 14 | 20 | 105 |
| | | 13% | 13% | 14% | 12% | 32% | 25% | 14% | 14% | 16% | 11% | 17% | 12% |
| Positive difference | (+1) | 1059 | 142 | 418 | 945 | 49 | 46 | 346 | 30 | 87 | 47 | 51 | 499 |
| | | 53% | 52% | 49% | 52% | 53% | 58% | 52% | 49% | 55% | 37% | 43% | 56% |
| No difference | (0) | 636 | 86 | 290 | 601 | 13 | 14 | 211 | 21 | 41 | 60 | 43 | 260 |
| | | 32% | 31% | 34% | 33% | 14% | 17% | 32% | 34% | 26% | 48% | 36% | 29% |
| Negative difference | (-1) | 41 | 7 | 20 | 38 | 1 | - | 14 | 2 | 4 | 3 | 4 | 14 |
| | | 2% | 3% | 2% | 2% | 1% | - | 2% | 3% | 2% | 3% | 3% | 2% |
| Very negative difference | (-2) | 12 | 2 | 2 | 12 | - | - | 2 | - | 1 | 2 | * | 8 |
| | | 1% | 1% | * | 1% | - | - | * | - | * | 1% | * | 1% |
| NET: Negative | | 54 | 9 | 23 | 50 | 1 | - | 16 | 2 | 4 | 5 | 5 | 22 |
| | | 3% | 3% | 3% | 3% | 1% | - | 2% | 3% | 3% | 4% | 4% | 2% |
| Mean | | 0.76 | 0.74 | 0.75 | 0.72 | 1.16 | 1.08 | 0.77 | 0.73 | 0.84 | 0.54 | 0.73 | 0.77 |
| Standard deviation | | 0.72 | 0.75 | 0.74 | 0.72 | 0.69 | 0.65 | 0.72 | 0.74 | 0.73 | 0.78 | 0.80 | 0.71 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.07 | 0.08 | 0.03 | 0.10 | 0.06 | 0.07 | 0.08 | 0.02 |

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Absolutes/col percents

Table 10

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

The Midlands

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|--------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Positive | 1453 | 720 | 733 | 159 | 241 | 260 | 248 | 217 | 328 | 414 | 433 | 292 | 315 | 124 | 63 | 170 | 135 | 133 | 104 | 75 | 138 | 188 | 196 | 128 | |
| | 72% | 73% | 71% | 66% | 75% | 68% | 73% | 72% | 78% | 76% | 74% | 69% | 68% | 71% | 69% | 72% | 76% | 71% | 66% | 70% | 73% | 74% | 76% | 70% | |
| Very positive difference | (+2) | 330 | 190 | 140 | 39 | 60 | 65 | 46 | 43 | 77 | 101 | 98 | 61 | 69 | 25 | 18 | 39 | 24 | 34 | 22 | 23 | 30 | 53 | 36 | 25 |
| | | 16% | 19% | 14% | 16% | 18% | 17% | 13% | 14% | 18% | 19% | 17% | 14% | 15% | 14% | 20% | 16% | 14% | 18% | 14% | 22% | 16% | 21% | 14% | 13% |
| Positive difference | (+1) | 1124 | 530 | 593 | 120 | 181 | 195 | 202 | 173 | 251 | 313 | 335 | 231 | 245 | 99 | 45 | 132 | 111 | 98 | 82 | 51 | 108 | 135 | 160 | 103 |
| | | 56% | 54% | 58% | 50% | 56% | 51% | 59% | 57% | 59% | 58% | 57% | 55% | 53% | 57% | 50% | 56% | 62% | 53% | 52% | 48% | 57% | 53% | 62% | 56% |
| No difference | (0) | 498 | 236 | 262 | 74 | 75 | 113 | 83 | 75 | 76 | 109 | 141 | 116 | 132 | 46 | 23 | 64 | 41 | 45 | 49 | 29 | 43 | 62 | 52 | 45 |
| | | 25% | 24% | 25% | 31% | 23% | 30% | 24% | 25% | 18% | 20% | 24% | 27% | 26% | 26% | 27% | 23% | 24% | 31% | 27% | 23% | 24% | 20% | 25% | |
| Negative difference | (-1) | 42 | 21 | 21 | 3 | 6 | 7 | 4 | 8 | 13 | 16 | 9 | 5 | 12 | 4 | 4 | 3 | 2 | 5 | 3 | 3 | 7 | 3 | 5 | 3 |
| | | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 3% | 3% | 3% | 2% | 1% | 2% | 2% | 4% | 1% | 1% | 3% | 2% | 3% | 4% | 1% | 2% | 2% |
| Very negative difference | (-2) | 20 | 9 | 11 | 5 | - | 2 | 6 | 2 | 5 | 4 | 1 | 10 | 4 | 1 | 1 | - | - | 4 | 1 | - | 1 | - | 5 | 8 |
| | | 1% | 1% | 1% | 2% | - | 1% | 2% | 1% | 1% | 1% | * | 2% | 1% | 1% | - | - | 2% | 1% | - | 1% | - | 2% | 4% | |
| NET: Negative | | 62 | 30 | 32 | 8 | 6 | 9 | 11 | 10 | 18 | 20 | 11 | 15 | 16 | 5 | 5 | 3 | 2 | 9 | 4 | 3 | 8 | 3 | 10 | 10 |
| | | 3% | 3% | 3% | 3% | 2% | 2% | 3% | 3% | 4% | 4% | 2% | 4% | 3% | 3% | 5% | 1% | 1% | 5% | 2% | 3% | 4% | 1% | 4% | 6% |
| Mean | | 0.84 | 0.88 | 0.81 | 0.77 | 0.91 | 0.82 | 0.81 | 0.82 | 0.90 | 0.90 | 0.89 | 0.77 | 0.79 | 0.81 | 0.83 | 0.87 | 0.89 | 0.83 | 0.77 | 0.89 | 0.84 | 0.94 | 0.84 | 0.73 |
| Standard deviation | | 0.75 | 0.77 | 0.73 | 0.81 | 0.70 | 0.75 | 0.75 | 0.72 | 0.77 | 0.75 | 0.69 | 0.80 | 0.76 | 0.72 | 0.83 | 0.68 | 0.63 | 0.83 | 0.73 | 0.78 | 0.75 | 0.71 | 0.75 | 0.87 |
| Standard error | | 0.02 | 0.02 | 0.02 | 0.06 | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.03 | 0.06 | 0.09 | 0.04 | 0.05 | 0.06 | 0.06 | 0.07 | 0.06 | 0.04 | 0.04 | 0.07 |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 10

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

The Midlands

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Positive | | 1453 | 207 | 584 | 1292 | 80 | 62 | 477 | 49 | 111 | 70 | 84 | 663 |
| | | 72% | 76% | 68% | 71% | 86% | 78% | 72% | 80% | 70% | 55% | 71% | 75% |
| Very positive difference | (+2) | 330 | 42 | 160 | 279 | 27 | 22 | 111 | 17 | 26 | 21 | 26 | 128 |
| | | 16% | 15% | 19% | 15% | 29% | 27% | 17% | 28% | 17% | 17% | 22% | 14% |
| Positive difference | (+1) | 1124 | 165 | 423 | 1013 | 53 | 40 | 365 | 32 | 85 | 49 | 58 | 535 |
| | | 56% | 60% | 50% | 56% | 57% | 51% | 55% | 52% | 54% | 39% | 49% | 60% |
| No difference | (0) | 498 | 57 | 246 | 458 | 13 | 18 | 167 | 10 | 45 | 50 | 32 | 195 |
| | | 25% | 21% | 29% | 25% | 14% | 22% | 25% | 16% | 28% | 39% | 27% | 22% |
| Negative difference | (-1) | 42 | 6 | 17 | 41 | - | - | 12 | 2 | 2 | 5 | 1 | 19 |
| | | 2% | 2% | 2% | 2% | - | - | 2% | 3% | 1% | 4% | 1% | 2% |
| Very negative difference | (-2) | 20 | 3 | 8 | 20 | - | - | 7 | - | - | 2 | 2 | 9 |
| | | 1% | 1% | 1% | 1% | - | - | 1% | - | - | 2% | 1% | 1% |
| NET: Negative | | 62 | 9 | 24 | 60 | - | - | 20 | 2 | 2 | 7 | 3 | 28 |
| | | 3% | 3% | 3% | 3% | - | - | 3% | 3% | 1% | 5% | 2% | 3% |
| Mean | | 0.84 | 0.86 | 0.83 | 0.82 | 1.16 | 1.05 | 0.85 | 1.05 | 0.86 | 0.65 | 0.89 | 0.85 |
| Standard deviation | | 0.75 | 0.74 | 0.78 | 0.75 | 0.64 | 0.71 | 0.76 | 0.77 | 0.69 | 0.87 | 0.80 | 0.72 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.07 | 0.09 | 0.03 | 0.10 | 0.06 | 0.07 | 0.08 | 0.02 |

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ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 11

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

The North of England

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|--------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Positive | 1338 | 664 | 674 | 164 | 216 | 238 | 220 | 204 | 297 | 385 | 401 | 269 | 283 | 102 | 36 | 173 | 128 | 115 | 84 | 74 | 138 | 182 | 186 | 121 | |
| | 66% | 67% | 66% | 68% | 67% | 62% | 64% | 67% | 70% | 71% | 69% | 64% | 61% | 59% | 40% | 73% | 72% | 62% | 54% | 69% | 73% | 72% | 72% | 66% | |
| Very positive difference | (+2) | 301 | 166 | 135 | 30 | 51 | 60 | 46 | 40 | 75 | 91 | 87 | 56 | 67 | 22 | 9 | 51 | 25 | 18 | 17 | 19 | 31 | 51 | 33 | 25 |
| | | 15% | 17% | 13% | 12% | 16% | 16% | 13% | 13% | 18% | 17% | 15% | 13% | 14% | 12% | 9% | 21% | 14% | 10% | 11% | 18% | 17% | 20% | 13% | 14% |
| Positive difference | (+1) | 1038 | 499 | 539 | 134 | 166 | 178 | 174 | 164 | 222 | 294 | 315 | 213 | 216 | 81 | 28 | 122 | 103 | 97 | 68 | 54 | 106 | 131 | 153 | 96 |
| | | 52% | 51% | 52% | 56% | 51% | 46% | 51% | 54% | 52% | 54% | 54% | 50% | 47% | 46% | 30% | 52% | 58% | 52% | 43% | 51% | 56% | 52% | 59% | 52% |
| No difference | (0) | 602 | 279 | 323 | 67 | 101 | 135 | 111 | 85 | 102 | 133 | 168 | 137 | 164 | 64 | 45 | 58 | 44 | 65 | 68 | 30 | 45 | 69 | 65 | 51 |
| | | 30% | 28% | 31% | 28% | 31% | 35% | 32% | 28% | 24% | 24% | 29% | 32% | 35% | 36% | 49% | 24% | 25% | 35% | 43% | 28% | 24% | 27% | 25% | 28% |
| Negative difference | (-1) | 48 | 29 | 19 | 10 | 5 | 8 | 5 | 7 | 12 | 16 | 12 | 14 | 7 | 2 | 3 | 5 | 6 | 5 | 4 | 3 | 5 | 2 | 6 | 7 |
| | | 2% | 3% | 2% | 4% | 2% | 2% | 2% | 2% | 3% | 3% | 2% | 3% | 1% | 1% | 4% | 2% | 3% | 2% | 3% | 3% | 3% | 1% | 2% | 4% |
| Very negative difference | (-2) | 25 | 14 | 11 | 1 | - | 1 | 6 | 5 | 12 | 10 | 2 | 3 | 10 | 7 | 7 | 2 | * | 2 | - | - | 1 | 1 | 2 | 3 |
| | | 1% | 1% | 1% | * | - | * | 2% | 2% | 3% | 2% | * | 1% | 2% | 4% | 8% | 1% | * | 1% | - | - | 1% | * | 1% | 2% |
| NET: Negative | | 73 | 43 | 30 | 11 | 5 | 10 | 12 | 13 | 24 | 26 | 15 | 16 | 16 | 9 | 10 | 6 | 6 | 7 | 4 | 3 | 6 | 3 | 8 | 11 |
| | | 4% | 4% | 3% | 4% | 2% | 2% | 3% | 4% | 6% | 5% | 2% | 4% | 4% | 5% | 11% | 3% | 4% | 4% | 3% | 3% | 3% | 1% | 3% | 6% |
| Mean | | 0.77 | 0.78 | 0.75 | 0.76 | 0.81 | 0.75 | 0.72 | 0.74 | 0.80 | 0.81 | 0.81 | 0.72 | 0.70 | 0.62 | 0.30 | 0.91 | 0.82 | 0.67 | 0.62 | 0.84 | 0.86 | 0.90 | 0.81 | 0.72 |
| Standard deviation | | 0.78 | 0.81 | 0.74 | 0.73 | 0.71 | 0.75 | 0.78 | 0.78 | 0.86 | 0.81 | 0.72 | 0.76 | 0.81 | 0.86 | 0.97 | 0.77 | 0.71 | 0.73 | 0.71 | 0.75 | 0.74 | 0.72 | 0.71 | 0.82 |
| Standard error | | 0.02 | 0.03 | 0.02 | 0.05 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.04 | 0.04 | 0.07 | 0.10 | 0.05 | 0.05 | 0.06 | 0.06 | 0.07 | 0.06 | 0.04 | 0.04 | 0.06 |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 11

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

The North of England

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Positive | | 1338 | 196 | 542 | 1190 | 74 | 58 | 442 | 42 | 102 | 66 | 85 | 601 |
| | | 66% | 72% | 63% | 66% | 80% | 73% | 67% | 69% | 65% | 52% | 72% | 68% |
| Very positive difference | (+2) | 301 | 42 | 137 | 254 | 26 | 19 | 101 | 13 | 26 | 16 | 23 | 121 |
| | | 15% | 15% | 16% | 14% | 28% | 24% | 15% | 21% | 16% | 13% | 20% | 14% |
| Positive difference | (+1) | 1038 | 153 | 404 | 936 | 48 | 39 | 341 | 29 | 76 | 49 | 62 | 480 |
| | | 52% | 56% | 47% | 52% | 51% | 50% | 51% | 48% | 48% | 39% | 52% | 54% |
| No difference | (0) | 602 | 68 | 284 | 551 | 17 | 21 | 201 | 17 | 50 | 55 | 29 | 250 |
| | | 30% | 25% | 33% | 30% | 18% | 27% | 30% | 27% | 32% | 43% | 24% | 28% |
| Negative difference | (-1) | 48 | 6 | 24 | 45 | 2 | - | 13 | 2 | 5 | 5 | 4 | 18 |
| | | 2% | 2% | 3% | 3% | 2% | - | 2% | 3% | 3% | 4% | 4% | 2% |
| Very negative difference | (-2) | 25 | 4 | 4 | 25 | - | - | 7 | - | - | 1 | * | 17 |
| | | 1% | 2% | * | 1% | - | - | 1% | - | - | 1% | * | 2% |
| NET: Negative | | 73 | 10 | 28 | 70 | 2 | - | 20 | 2 | 5 | 6 | 5 | 35 |
| | | 4% | 4% | 3% | 4% | 2% | - | 3% | 3% | 3% | 5% | 4% | 4% |
| Mean | | 0.77 | 0.82 | 0.76 | 0.75 | 1.06 | 0.97 | 0.78 | 0.87 | 0.77 | 0.59 | 0.87 | 0.76 |
| Standard deviation | | 0.78 | 0.77 | 0.77 | 0.78 | 0.74 | 0.71 | 0.76 | 0.79 | 0.76 | 0.79 | 0.77 | 0.78 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.09 | 0.03 | 0.10 | 0.06 | 0.07 | 0.07 | 0.02 |

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ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 12

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

The British economy

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|--------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Positive | 1090 | 574 | 516 | 146 | 205 | 199 | 179 | 143 | 218 | 321 | 335 | 227 | 208 | 77 | 42 | 144 | 111 | 95 | 81 | 57 | 99 | 156 | 141 | 86 | |
| | 54% | 58% | 50% | 60% | 64% | 52% | 52% | 47% | 52% | 59% | 57% | 54% | 45% | 44% | 46% | 61% | 63% | 51% | 52% | 54% | 53% | 61% | 55% | 47% | |
| Very positive difference | (+2) | 220 | 127 | 94 | 28 | 52 | 48 | 29 | 28 | 35 | 64 | 72 | 40 | 44 | 19 | 12 | 27 | 21 | 17 | 15 | 13 | 13 | 45 | 22 | 16 |
| | | 11% | 13% | 9% | 12% | 16% | 13% | 9% | 9% | 8% | 12% | 12% | 9% | 10% | 11% | 13% | 12% | 12% | 9% | 9% | 12% | 7% | 18% | 9% | 9% |
| Positive difference | (+1) | 870 | 447 | 423 | 117 | 153 | 151 | 150 | 116 | 183 | 257 | 262 | 187 | 164 | 59 | 29 | 117 | 90 | 78 | 67 | 45 | 86 | 111 | 119 | 69 |
| | | 43% | 45% | 41% | 49% | 48% | 40% | 44% | 38% | 43% | 47% | 45% | 44% | 35% | 34% | 32% | 50% | 51% | 42% | 43% | 42% | 46% | 44% | 46% | 38% |
| No difference | (0) | 814 | 354 | 460 | 83 | 109 | 162 | 145 | 139 | 176 | 201 | 208 | 179 | 226 | 87 | 44 | 84 | 59 | 77 | 66 | 44 | 82 | 91 | 96 | 85 |
| | | 40% | 36% | 45% | 34% | 34% | 42% | 42% | 46% | 42% | 37% | 36% | 42% | 49% | 50% | 49% | 35% | 33% | 41% | 42% | 41% | 44% | 36% | 37% | 46% |
| Negative difference | (-1) | 83 | 43 | 40 | 9 | 7 | 20 | 13 | 15 | 20 | 17 | 35 | 12 | 19 | 7 | 4 | 7 | 8 | 10 | 9 | 6 | 3 | 3 | 17 | 9 |
| | | 4% | 4% | 4% | 4% | 2% | 5% | 4% | 5% | 5% | 3% | 6% | 3% | 4% | 4% | 4% | 3% | 4% | 5% | 6% | 5% | 2% | 1% | 7% | 5% |
| Very negative difference | (-2) | 25 | 16 | 10 | 4 | 2 | 1 | 5 | 5 | 8 | 5 | 6 | 5 | 10 | 3 | 1 | 2 | * | 5 | - | - | 4 | 3 | 4 | 3 |
| | | 1% | 2% | 1% | 2% | 1% | * | 2% | 2% | 2% | 1% | 1% | 1% | 2% | 2% | 1% | 1% | * | 2% | - | - | 2% | 1% | 2% | 2% |
| NET: Negative | | 108 | 58 | 50 | 13 | 8 | 21 | 18 | 20 | 28 | 21 | 41 | 17 | 29 | 10 | 5 | 8 | 8 | 14 | 9 | 6 | 7 | 6 | 21 | 13 |
| | | 5% | 6% | 5% | 5% | 3% | 6% | 5% | 7% | 7% | 4% | 7% | 4% | 6% | 6% | 5% | 4% | 4% | 8% | 6% | 5% | 4% | 2% | 8% | 7% |
| Mean | | 0.58 | 0.64 | 0.54 | 0.65 | 0.76 | 0.59 | 0.54 | 0.48 | 0.51 | 0.66 | 0.62 | 0.58 | 0.46 | 0.48 | 0.52 | 0.68 | 0.69 | 0.50 | 0.55 | 0.60 | 0.54 | 0.75 | 0.54 | 0.47 |
| Standard deviation | | 0.79 | 0.82 | 0.75 | 0.79 | 0.76 | 0.79 | 0.77 | 0.80 | 0.79 | 0.76 | 0.82 | 0.75 | 0.81 | 0.81 | 0.83 | 0.74 | 0.74 | 0.83 | 0.75 | 0.77 | 0.74 | 0.80 | 0.81 | 0.80 |
| Standard error | | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 | 0.04 | 0.04 | 0.07 | 0.09 | 0.05 | 0.05 | 0.06 | 0.06 | 0.07 | 0.06 | 0.05 | 0.05 | 0.06 |

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Absolutes/col percents

Table 12

Q.5 If there was a High Speed Railway line linking London, Birmingham, Leeds and Manchester, do you think it would make a positive or negative difference to each of the following?

The British economy

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Positive | | 1090 | 158 | 484 | 929 | 79 | 64 | 372 | 38 | 100 | 59 | 72 | 448 |
| | | 54% | 58% | 57% | 51% | 85% | 81% | 56% | 63% | 63% | 47% | 61% | 51% |
| Very positive difference | (+2) | 220 | 44 | 108 | 175 | 24 | 19 | 78 | 10 | 23 | 16 | 25 | 69 |
| | | 11% | 16% | 13% | 10% | 26% | 24% | 12% | 16% | 14% | 12% | 21% | 8% |
| Positive difference | (+1) | 870 | 114 | 376 | 755 | 55 | 45 | 294 | 28 | 77 | 43 | 47 | 380 |
| | | 43% | 42% | 44% | 42% | 59% | 57% | 44% | 47% | 49% | 34% | 40% | 43% |
| No difference | (0) | 814 | 104 | 324 | 777 | 12 | 15 | 258 | 19 | 54 | 57 | 41 | 386 |
| | | 40% | 38% | 38% | 43% | 13% | 19% | 39% | 31% | 34% | 45% | 34% | 44% |
| Negative difference | (-1) | 83 | 9 | 37 | 81 | 1 | - | 30 | 1 | 2 | 9 | 4 | 37 |
| | | 4% | 3% | 4% | 4% | 2% | - | 5% | 2% | 1% | 7% | 3% | 4% |
| Very negative difference | (-2) | 25 | 2 | 9 | 23 | - | - | 3 | 2 | 1 | 2 | 2 | 14 |
| | | 1% | 1% | 1% | 1% | - | - | 1% | 4% | 1% | 2% | 2% | 2% |
| NET: Negative | | 108 | 11 | 46 | 105 | 1 | - | 33 | 4 | 4 | 11 | 6 | 51 |
| | | 5% | 4% | 5% | 6% | 2% | - | 5% | 6% | 2% | 9% | 5% | 6% |
| Mean | | 0.58 | 0.69 | 0.63 | 0.54 | 1.09 | 1.05 | 0.62 | 0.69 | 0.75 | 0.49 | 0.75 | 0.51 |
| Standard deviation | | 0.79 | 0.81 | 0.80 | 0.78 | 0.67 | 0.66 | 0.77 | 0.91 | 0.75 | 0.86 | 0.88 | 0.76 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.07 | 0.08 | 0.03 | 0.12 | 0.06 | 0.07 | 0.08 | 0.02 |

HS2 General Public Survey

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Absolutes/col percents

Table 13

Q.6a Overall, do you think the costs of building a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester will be greater than the benefits, the benefits will be greater than the costs, or do you think the costs and benefits will be about the same?

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Overall, the costs will be greater than the benefits | 784 | 399 | 385 | 70 | 95 | 124 | 139 | 153 | 203 | 207 | 211 | 168 | 197 | 82 | 28 | 85 | 67 | 74 | 54 | 48 | 72 | 84 | 107 | 84 |
| | 39% | 40% | 38% | 29% | 30% | 32% | 40% | 51% | 48% | 38% | 36% | 40% | 43% | 47% | 31% | 36% | 38% | 40% | 34% | 45% | 38% | 33% | 41% | 46% |
| The costs and benefits will be about the same | 540 | 183 | 357 | 95 | 98 | 111 | 87 | 70 | 80 | 127 | 154 | 112 | 147 | 52 | 29 | 58 | 40 | 48 | 45 | 22 | 55 | 79 | 63 | 50 |
| | 27% | 19% | 35% | 39% | 30% | 29% | 25% | 23% | 19% | 23% | 26% | 27% | 32% | 30% | 32% | 24% | 22% | 26% | 29% | 20% | 29% | 31% | 24% | 27% |
| Overall, the benefits will be greater than the costs | 689 | 405 | 284 | 76 | 129 | 148 | 117 | 79 | 140 | 209 | 218 | 143 | 119 | 41 | 34 | 94 | 71 | 65 | 58 | 37 | 62 | 90 | 89 | 50 |
| | 34% | 41% | 28% | 32% | 40% | 39% | 34% | 26% | 33% | 38% | 37% | 34% | 26% | 24% | 37% | 40% | 40% | 35% | 37% | 34% | 33% | 35% | 34% | 27% |

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Absolutes/col percents

Table 13

Q.6a Overall, do you think the costs of building a High Speed Railway line linking London and Birmingham, extending to Leeds and Manchester will be greater than the benefits, the benefits will be greater than the costs, or do you think the costs and benefits will be about the same?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--|-------------------|------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Overall, the costs will be greater than the benefits | 784 39% | 84 31% | 327 38% | 730 40% | 28 31% | 17 22% | 255 38% | 19 31% | 48 30% | 52 41% | 38 32% | 372 42% |
| The costs and benefits will be about the same | 540 27% | 72 26% | 225 26% | 486 27% | 24 26% | 22 28% | 174 26% | 9 14% | 54 34% | 36 28% | 23 20% | 244 28% |
| Overall, the benefits will be greater than the costs | 689 34% | 117 43% | 302 35% | 594 33% | 40 43% | 40 50% | 234 35% | 33 54% | 56 35% | 39 31% | 57 48% | 270 30% |

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Absolutes/col percents

Table 14

Q.6 How much do you agree or disagree with each of the following statements?**Summary****Base: All respondents**

| | | Statements | | | | | | | | | |
|----------------------------|------|---|--|---|--|---|---|--|---|---|---|
| | | Large-scale infrastructure projects in Britain always go over time and over-budget | High Speed 2 would destroy the countryside | Britain can't afford to invest in a High Speed Railway line at this time | It is only really business travellers - not ordinary people - who would benefit from High Speed 2 | It is only really London that would benefit from High Speed 2 | High Speed 2 would create jobs and growth directly through its construction and operation | High Speed 2 would generate jobs and growth indirectly by bringing Britain closer together | High Speed 2 would help boost the economy in cities and regions outside of London | Our railways are nearly full to bursting now, so we need a new line to connect our major cities together | It's right that we spend money on national infrastructure, even in tough economic conditions, as the country still has to plan for the future |
| Unweighted base | | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 |
| Weighted base | | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 |
| NET: Agree | | 1430 71% | 787 39% | 825 41% | 923 46% | 551 27% | 1507 75% | 1151 57% | 1161 58% | 1224 61% | 1216 60% |
| Strongly agree | (+2) | 544 27% | 269 13% | 285 14% | 296 15% | 160 8% | 380 19% | 233 12% | 266 13% | 330 16% | 334 17% |
| Agree | (+1) | 886 44% | 518 26% | 540 27% | 627 31% | 392 19% | 1127 56% | 918 46% | 895 44% | 893 44% | 881 44% |
| Neither agree nor disagree | (0) | 502 25% | 784 39% | 684 34% | 594 30% | 677 34% | 421 21% | 625 31% | 629 31% | 608 30% | 598 30% |
| Disagree | (-1) | 75 4% | 375 19% | 420 21% | 443 22% | 690 34% | 63 3% | 193 10% | 184 9% | 150 7% | 158 8% |
| Strongly disagree | (-2) | 6 * | 67 3% | 83 4% | 52 3% | 95 5% | 22 1% | 44 2% | 40 2% | 31 2% | 41 2% |
| NET: Disagree | | 81 4% | 442 22% | 504 25% | 495 25% | 785 39% | 85 4% | 237 12% | 223 11% | 181 9% | 199 10% |
| Mean | | 0.94 | 0.27 | 0.26 | 0.33 | -0.08 | 0.88 | 0.55 | 0.58 | 0.67 | 0.65 |
| Standard deviation | | 0.83 | 1.02 | 1.07 | 1.06 | 1.02 | 0.78 | 0.90 | 0.90 | 0.89 | 0.92 |
| Standard error | | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |

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Absolutes/col percents

Table 15

Q.6 How much do you agree or disagree with each of the following statements?
Large-scale infrastructure projects in Britain always go over time and over-budget
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1430 | 730 | 700 | 158 | 209 | 258 | 246 | 235 | 324 | 384 | 403 | 312 | 331 | 126 | 57 | 176 | 129 | 115 | 116 | 81 | 140 | 154 | 205 | 132 |
| | 71% | 74% | 68% | 65% | 65% | 67% | 72% | 78% | 77% | 71% | 69% | 74% | 72% | 72% | 63% | 74% | 73% | 62% | 74% | 76% | 74% | 61% | 79% | 72% |
| Strongly agree (+2) | 544 | 306 | 238 | 58 | 74 | 95 | 90 | 105 | 122 | 148 | 132 | 124 | 139 | 55 | 22 | 51 | 40 | 57 | 58 | 21 | 47 | 62 | 76 | 55 |
| | 27% | 31% | 23% | 24% | 23% | 25% | 26% | 35% | 29% | 27% | 23% | 29% | 30% | 32% | 24% | 21% | 23% | 31% | 37% | 20% | 25% | 24% | 29% | 30% |
| Agree (+1) | 886 | 424 | 462 | 100 | 135 | 163 | 156 | 131 | 201 | 235 | 271 | 188 | 192 | 71 | 36 | 125 | 89 | 58 | 57 | 60 | 92 | 92 | 129 | 77 |
| | 44% | 43% | 45% | 41% | 42% | 42% | 46% | 43% | 48% | 43% | 46% | 44% | 41% | 41% | 39% | 53% | 50% | 31% | 37% | 56% | 49% | 36% | 50% | 42% |
| Neither agree nor disagree (0) | 502 | 207 | 295 | 71 | 104 | 115 | 81 | 58 | 73 | 126 | 163 | 97 | 116 | 41 | 32 | 50 | 38 | 59 | 36 | 23 | 39 | 87 | 48 | 47 |
| | 25% | 21% | 29% | 30% | 32% | 30% | 24% | 19% | 17% | 23% | 28% | 23% | 25% | 24% | 35% | 21% | 22% | 32% | 23% | 22% | 21% | 34% | 19% | 26% |
| Disagree (-1) | 75 | 44 | 31 | 11 | 10 | 8 | 14 | 7 | 23 | 32 | 15 | 14 | 13 | 5 | 1 | 9 | 10 | 12 | 5 | 2 | 10 | 12 | 5 | 4 |
| | 4% | 4% | 3% | 5% | 3% | 2% | 4% | 2% | 6% | 6% | 3% | 3% | 3% | 3% | 1% | 4% | 5% | 7% | 3% | 2% | 5% | 5% | 2% | 2% |
| Strongly disagree (-2) | 6 | 5 | 1 | 1 | - | 1 | 1 | 1 | 2 | 2 | 2 | - | 2 | 3 | - | 2 | - | - | - | 1 | - | - | - | 1 |
| | * | 1% | * | * | - | * | * | * | 1% | * | * | - | * | 2% | - | 1% | - | - | - | 1% | - | - | - | 1% |
| NET: Disagree | 81 | 49 | 32 | 12 | 10 | 9 | 15 | 9 | 26 | 34 | 17 | 14 | 15 | 7 | 1 | 11 | 10 | 12 | 5 | 3 | 10 | 12 | 5 | 5 |
| | 4% | 5% | 3% | 5% | 3% | 2% | 4% | 3% | 6% | 6% | 3% | 3% | 3% | 4% | 1% | 5% | 5% | 7% | 3% | 3% | 5% | 5% | 2% | 3% |
| Mean | 0.94 | 1.00 | 0.88 | 0.84 | 0.85 | 0.90 | 0.94 | 1.09 | 0.99 | 0.91 | 0.88 | 1.00 | 0.98 | 0.98 | 0.86 | 0.90 | 0.90 | 0.86 | 1.08 | 0.92 | 0.94 | 0.80 | 1.07 | 0.99 |
| Standard deviation | 0.83 | 0.86 | 0.80 | 0.86 | 0.81 | 0.81 | 0.83 | 0.82 | 0.86 | 0.88 | 0.79 | 0.81 | 0.84 | 0.89 | 0.80 | 0.80 | 0.81 | 0.93 | 0.85 | 0.75 | 0.82 | 0.86 | 0.75 | 0.83 |
| Standard error | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.04 | 0.04 | 0.05 | 0.04 | 0.04 | 0.03 | 0.04 | 0.04 | 0.07 | 0.08 | 0.05 | 0.06 | 0.07 | 0.07 | 0.07 | 0.07 | 0.05 | 0.04 | 0.06 |

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Absolutes/col percents

Table 15

Q.6 How much do you agree or disagree with each of the following statements?
Large-scale infrastructure projects in Britain always go over time and over-budget
Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1430 | 187 | 592 | 1303 | 61 | 53 | 469 | 42 | 113 | 76 | 80 | 652 |
| | | 71% | 68% | 69% | 72% | 65% | 67% | 71% | 69% | 71% | 60% | 67% | 74% |
| Strongly agree | (+2) | 544 | 58 | 234 | 508 | 20 | 11 | 172 | 15 | 42 | 25 | 38 | 252 |
| | | 27% | 21% | 27% | 28% | 21% | 14% | 26% | 24% | 26% | 20% | 32% | 28% |
| Agree | (+1) | 886 | 129 | 358 | 795 | 41 | 42 | 297 | 27 | 71 | 50 | 42 | 400 |
| | | 44% | 47% | 42% | 44% | 44% | 53% | 45% | 44% | 45% | 40% | 35% | 45% |
| Neither agree nor disagree | (0) | 502 | 71 | 236 | 430 | 31 | 26 | 169 | 19 | 40 | 44 | 34 | 195 |
| | | 25% | 26% | 28% | 24% | 34% | 32% | 26% | 31% | 25% | 35% | 29% | 22% |
| Disagree | (-1) | 75 | 14 | 24 | 72 | 1 | 1 | 24 | - | 5 | 5 | 4 | 37 |
| | | 4% | 5% | 3% | 4% | 1% | 1% | 4% | - | 3% | 4% | 3% | 4% |
| Strongly disagree | (-2) | 6 | 2 | 3 | 5 | - | - | 1 | - | - | 2 | 1 | 2 |
| | | * | 1% | * | * | - | - | * | - | - | 1% | 1% | * |
| NET: Disagree | | 81 | 16 | 26 | 77 | 1 | 1 | 25 | - | 5 | 7 | 5 | 39 |
| | | 4% | 6% | 3% | 4% | 1% | 1% | 4% | - | 3% | 6% | 4% | 4% |
| Mean | | 0.94 | 0.83 | 0.93 | 0.96 | 0.85 | 0.80 | 0.93 | 0.93 | 0.94 | 0.73 | 0.94 | 0.97 |
| Standard deviation | | 0.83 | 0.84 | 0.83 | 0.84 | 0.77 | 0.69 | 0.82 | 0.75 | 0.81 | 0.88 | 0.91 | 0.83 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.08 | 0.03 | 0.10 | 0.07 | 0.07 | 0.09 | 0.03 |

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Absolutes/col percents

Table 16

Q.6 How much do you agree or disagree with each of the following statements?

High Speed 2 would destroy the countryside

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | | Region | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 787 | 353 | 433 | 109 | 117 | 136 | 128 | 122 | 174 | 219 | 233 | 158 | 177 | 61 | 22 | 76 | 53 | 73 | 68 | 37 | 76 | 103 | 136 | 81 |
| | 39% | 36% | 42% | 45% | 36% | 36% | 37% | 40% | 41% | 40% | 40% | 37% | 38% | 35% | 24% | 32% | 30% | 39% | 44% | 34% | 40% | 41% | 53% | 44% |
| Strongly agree (+2) | 269 | 135 | 134 | 26 | 31 | 57 | 42 | 48 | 64 | 69 | 69 | 55 | 77 | 20 | 6 | 17 | 18 | 33 | 35 | 10 | 37 | 28 | 35 | 30 |
| | 13% | 14% | 13% | 11% | 10% | 15% | 12% | 16% | 15% | 13% | 12% | 13% | 17% | 11% | 7% | 7% | 10% | 18% | 22% | 9% | 19% | 11% | 14% | 16% |
| Agree (+1) | 518 | 219 | 299 | 83 | 86 | 79 | 86 | 73 | 110 | 150 | 164 | 103 | 100 | 41 | 16 | 59 | 35 | 40 | 34 | 27 | 40 | 75 | 101 | 51 |
| | 26% | 22% | 29% | 35% | 27% | 21% | 25% | 24% | 26% | 28% | 28% | 24% | 22% | 23% | 17% | 25% | 20% | 21% | 21% | 25% | 21% | 30% | 39% | 28% |
| Neither agree nor disagree (0) | 784 | 364 | 420 | 79 | 130 | 158 | 150 | 112 | 156 | 196 | 201 | 183 | 204 | 80 | 49 | 88 | 77 | 76 | 57 | 46 | 82 | 83 | 83 | 64 |
| | 39% | 37% | 41% | 33% | 40% | 41% | 44% | 37% | 37% | 36% | 34% | 43% | 44% | 46% | 54% | 37% | 43% | 41% | 36% | 43% | 44% | 33% | 32% | 35% |
| Disagree (-1) | 375 | 216 | 160 | 44 | 69 | 75 | 50 | 61 | 77 | 109 | 123 | 74 | 70 | 29 | 13 | 62 | 45 | 34 | 29 | 20 | 28 | 55 | 34 | 27 |
| | 19% | 22% | 16% | 18% | 21% | 20% | 14% | 20% | 18% | 20% | 21% | 17% | 15% | 16% | 14% | 26% | 25% | 18% | 19% | 19% | 15% | 22% | 13% | 15% |
| Strongly disagree (-2) | 67 | 54 | 13 | 9 | 7 | 13 | 15 | 7 | 16 | 19 | 27 | 9 | 12 | 6 | 8 | 10 | 2 | 4 | 2 | 5 | 2 | 13 | 5 | 11 |
| | 3% | 5% | 1% | 4% | 2% | 3% | 4% | 2% | 4% | 4% | 5% | 2% | 3% | 3% | 8% | 4% | 1% | 2% | 1% | 4% | 1% | 5% | 2% | 6% |
| NET: Disagree | 442 | 269 | 173 | 54 | 76 | 88 | 64 | 68 | 92 | 129 | 149 | 82 | 82 | 34 | 20 | 72 | 47 | 37 | 31 | 24 | 30 | 68 | 39 | 38 |
| | 22% | 27% | 17% | 22% | 24% | 23% | 19% | 23% | 22% | 24% | 26% | 19% | 18% | 20% | 22% | 30% | 27% | 20% | 20% | 23% | 16% | 27% | 15% | 21% |
| Mean | 0.27 | 0.17 | 0.37 | 0.30 | 0.20 | 0.24 | 0.27 | 0.31 | 0.31 | 0.26 | 0.22 | 0.29 | 0.34 | 0.23 | * | 0.05 | 0.12 | 0.35 | 0.45 | 0.16 | 0.43 | 0.20 | 0.50 | 0.34 |
| Standard deviation | 1.02 | 1.09 | 0.94 | 1.01 | 0.96 | 1.04 | 1.00 | 1.04 | 1.05 | 1.03 | 1.05 | 0.97 | 1.01 | 0.97 | 0.96 | 0.99 | 0.95 | 1.03 | 1.08 | 0.98 | 1.00 | 1.06 | 0.95 | 1.11 |
| Standard error | 0.02 | 0.04 | 0.03 | 0.07 | 0.06 | 0.06 | 0.05 | 0.06 | 0.04 | 0.04 | 0.04 | 0.05 | 0.05 | 0.08 | 0.10 | 0.06 | 0.07 | 0.08 | 0.08 | 0.09 | 0.08 | 0.06 | 0.06 | 0.08 |

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Table 16

Q.6 How much do you agree or disagree with each of the following statements?**High Speed 2 would destroy the countryside****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 787 | 102 | 325 | 718 | 35 | 24 | 253 | 22 | 64 | 45 | 44 | 359 |
| | | 39% | 37% | 38% | 40% | 37% | 30% | 38% | 35% | 40% | 36% | 37% | 41% |
| Strongly agree | (+2) | 269 | 28 | 112 | 244 | 13 | 9 | 76 | 11 | 18 | 14 | 21 | 129 |
| | | 13% | 10% | 13% | 13% | 13% | 12% | 12% | 18% | 11% | 11% | 18% | 15% |
| Agree | (+1) | 518 | 74 | 213 | 474 | 22 | 15 | 176 | 11 | 46 | 31 | 23 | 230 |
| | | 26% | 27% | 25% | 26% | 24% | 18% | 27% | 17% | 29% | 25% | 19% | 26% |
| Neither agree nor disagree | (0) | 784 | 108 | 333 | 712 | 27 | 33 | 260 | 16 | 62 | 60 | 44 | 343 |
| | | 39% | 40% | 39% | 39% | 29% | 42% | 39% | 26% | 39% | 48% | 37% | 39% |
| Disagree | (-1) | 375 | 51 | 164 | 322 | 26 | 19 | 135 | 20 | 24 | 15 | 22 | 160 |
| | | 19% | 19% | 19% | 18% | 28% | 24% | 20% | 33% | 15% | 12% | 19% | 18% |
| Strongly disagree | (-2) | 67 | 12 | 32 | 58 | 5 | 3 | 16 | 3 | 9 | 7 | 9 | 23 |
| | | 3% | 4% | 4% | 3% | 6% | 4% | 2% | 5% | 6% | 5% | 8% | 3% |
| NET: Disagree | | 442 | 63 | 196 | 380 | 32 | 22 | 151 | 24 | 32 | 21 | 31 | 183 |
| | | 22% | 23% | 23% | 21% | 34% | 28% | 23% | 39% | 21% | 17% | 26% | 21% |
| Mean | | 0.27 | 0.20 | 0.25 | 0.29 | 0.11 | 0.10 | 0.24 | 0.09 | 0.25 | 0.25 | 0.21 | 0.32 |
| Standard deviation | | 1.02 | 1.00 | 1.03 | 1.01 | 1.14 | 1.03 | 0.98 | 1.21 | 1.03 | 0.98 | 1.17 | 1.01 |
| Standard error | | 0.02 | 0.06 | 0.04 | 0.02 | 0.12 | 0.12 | 0.04 | 0.16 | 0.09 | 0.08 | 0.11 | 0.03 |

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Table 17

Q.6 How much do you agree or disagree with each of the following statements?**Britain can't afford to invest in a High Speed Railway line at this time****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|---------------|---------------|-----------|-----------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 825 41% | 358 36% | 468 46% | 104 43% | 151 47% | 153 40% | 139 41% | 117 39% | 161 38% | 198 36% | 240 41% | 180 43% | 207 45% | 72 41% | 27 30% | 91 38% | 65 37% | 67 36% | 73 46% | 42 39% | 78 41% | 123 49% | 111 43% | 77 42% |
| Strongly agree (+2) | 285 14% | 141 14% | 144 14% | 27 11% | 44 14% | 48 13% | 48 14% | 48 16% | 71 17% | 67 12% | 71 12% | 62 15% | 85 18% | 29 17% | 10 11% | 26 11% | 20 11% | 30 16% | 29 19% | 16 15% | 33 17% | 33 13% | 32 12% | 27 14% |
| Agree (+1) | 540 27% | 216 22% | 324 32% | 78 32% | 107 33% | 105 28% | 91 27% | 69 23% | 91 21% | 131 24% | 169 29% | 118 28% | 123 26% | 43 25% | 17 19% | 64 27% | 45 26% | 37 20% | 43 28% | 26 24% | 45 24% | 90 35% | 79 31% | 51 28% |
| Neither agree nor disagree (0) | 684 34% | 293 30% | 390 38% | 92 38% | 111 34% | 141 37% | 125 36% | 94 31% | 121 29% | 162 30% | 200 34% | 151 36% | 172 37% | 57 32% | 39 43% | 79 34% | 63 35% | 70 37% | 45 29% | 41 38% | 62 33% | 72 29% | 91 35% | 66 36% |
| Disagree (-1) | 420 21% | 268 27% | 153 15% | 38 16% | 52 16% | 71 19% | 62 18% | 78 26% | 120 28% | 150 28% | 118 20% | 85 20% | 67 15% | 42 24% | 23 25% | 54 23% | 40 23% | 46 25% | 30 19% | 18 17% | 36 19% | 45 18% | 54 21% | 32 17% |
| Strongly disagree (-2) | 83 4% | 68 7% | 15 2% | 7 3% | 8 2% | 18 5% | 17 5% | 14 5% | 20 5% | 34 6% | 26 4% | 7 2% | 17 4% | 4 3% | 2 2% | 13 5% | 10 5% | 3 2% | 9 5% | 6 6% | 13 7% | 13 5% | 3 1% | 8 5% |
| NET: Disagree | 504 25% | 336 34% | 168 16% | 45 19% | 60 19% | 89 23% | 79 23% | 91 30% | 140 33% | 184 34% | 144 25% | 92 22% | 84 18% | 46 26% | 25 27% | 67 28% | 50 28% | 50 27% | 39 25% | 24 23% | 49 26% | 58 23% | 57 22% | 40 22% |
| Mean | 0.26 | 0.10 | 0.42 | 0.33 | 0.39 | 0.25 | 0.26 | 0.20 | 0.17 | 0.09 | 0.24 | 0.34 | 0.41 | 0.29 | 0.11 | 0.16 | 0.15 | 0.24 | 0.35 | 0.26 | 0.26 | 0.34 | 0.32 | 0.30 |
| Standard deviation | 1.07 | 1.15 | 0.96 | 0.96 | 0.99 | 1.04 | 1.07 | 1.13 | 1.15 | 1.12 | 1.05 | 1.01 | 1.06 | 1.09 | 0.98 | 1.07 | 1.06 | 1.06 | 1.15 | 1.09 | 1.15 | 1.07 | 0.98 | 1.06 |
| Standard error | 0.02 | 0.04 | 0.03 | 0.07 | 0.06 | 0.06 | 0.06 | 0.06 | 0.05 | 0.05 | 0.04 | 0.06 | 0.05 | 0.09 | 0.10 | 0.07 | 0.08 | 0.08 | 0.09 | 0.10 | 0.09 | 0.07 | 0.06 | 0.08 |

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Table 17

Q.6 How much do you agree or disagree with each of the following statements?**Britain can't afford to invest in a High Speed Railway line at this time****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 825 41% | 92 34% | 368 43% | 734 41% | 44 48% | 32 40% | 270 41% | 23 38% | 74 47% | 44 34% | 50 42% | 365 41% |
| Strongly agree | (+2) | 285 14% | 31 11% | 116 14% | 257 14% | 17 19% | 7 9% | 82 12% | 9 14% | 22 14% | 12 10% | 22 19% | 138 16% |
| Agree | (+1) | 540 27% | 62 23% | 252 29% | 477 26% | 27 29% | 24 31% | 188 28% | 15 24% | 52 33% | 31 25% | 28 23% | 226 26% |
| Neither agree nor disagree | (0) | 684 34% | 100 36% | 290 34% | 617 34% | 28 30% | 32 41% | 237 36% | 20 32% | 48 30% | 53 42% | 32 27% | 294 33% |
| Disagree | (-1) | 420 21% | 68 25% | 157 18% | 386 21% | 15 16% | 12 15% | 128 19% | 12 19% | 32 20% | 26 21% | 27 22% | 196 22% |
| Strongly disagree | (-2) | 83 4% | 14 5% | 39 5% | 73 4% | 5 5% | 4 5% | 28 4% | 6 10% | 5 3% | 3 3% | 11 9% | 31 3% |
| NET: Disagree | | 504 25% | 81 30% | 195 23% | 459 25% | 20 22% | 15 19% | 156 24% | 18 29% | 36 23% | 30 23% | 37 31% | 227 26% |
| Mean | | 0.26 | 0.10 | 0.29 | 0.25 | 0.39 | 0.25 | 0.25 | 0.14 | 0.35 | 0.18 | 0.20 | 0.28 |
| Standard deviation | | 1.07 | 1.06 | 1.06 | 1.07 | 1.13 | 0.99 | 1.04 | 1.19 | 1.05 | 0.96 | 1.24 | 1.08 |
| Standard error | | 0.02 | 0.07 | 0.04 | 0.03 | 0.12 | 0.12 | 0.04 | 0.16 | 0.09 | 0.08 | 0.12 | 0.03 |

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Absolutes/col percents

Table 18

Q.6 How much do you agree or disagree with each of the following statements?**It is only really business travellers - not ordinary people - who would benefit from High Speed 2****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|---------------|---------------|-----------|-----------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 923 46% | 469 48% | 454 44% | 103 42% | 131 41% | 159 42% | 160 47% | 152 50% | 220 52% | 255 47% | 237 41% | 204 48% | 228 49% | 75 43% | 35 39% | 111 47% | 80 45% | 80 43% | 82 52% | 52 49% | 87 46% | 123 48% | 119 46% | 79 43% |
| Strongly agree (+2) | 296 15% | 165 17% | 131 13% | 22 9% | 60 19% | 51 13% | 53 15% | 41 14% | 69 16% | 78 14% | 76 13% | 60 14% | 83 18% | 29 16% | 13 15% | 31 13% | 19 11% | 36 20% | 27 17% | 17 16% | 31 16% | 39 15% | 28 11% | 25 14% |
| Agree (+1) | 627 31% | 304 31% | 324 32% | 81 33% | 71 22% | 108 28% | 107 31% | 110 37% | 151 36% | 177 33% | 161 28% | 144 34% | 145 31% | 47 27% | 22 24% | 80 34% | 61 34% | 43 23% | 55 35% | 35 33% | 57 30% | 84 33% | 91 35% | 54 29% |
| Neither agree nor disagree (0) | 594 30% | 262 27% | 332 32% | 77 32% | 116 36% | 125 33% | 104 30% | 71 23% | 101 24% | 136 25% | 184 31% | 126 30% | 149 32% | 57 33% | 33 37% | 54 23% | 52 29% | 54 29% | 40 26% | 28 26% | 59 31% | 79 31% | 74 28% | 65 35% |
| Disagree (-1) | 443 22% | 223 23% | 220 21% | 50 21% | 67 21% | 90 23% | 68 20% | 75 25% | 93 22% | 134 25% | 146 25% | 86 20% | 76 17% | 38 22% | 21 23% | 62 26% | 44 25% | 48 26% | 31 20% | 24 22% | 39 20% | 44 17% | 62 24% | 30 17% |
| Strongly disagree (-2) | 52 3% | 33 3% | 20 2% | 12 5% | 8 3% | 9 2% | 11 3% | 5 2% | 8 2% | 19 3% | 17 3% | 7 2% | 9 2% | 4 2% | 2 2% | 9 4% | 2 1% | 4 2% | 3 2% | 3 3% | 4 2% | 8 3% | 3 1% | 10 5% |
| NET: Disagree | 495 25% | 255 26% | 240 23% | 62 26% | 75 23% | 99 26% | 79 23% | 80 26% | 101 24% | 153 28% | 164 28% | 93 22% | 86 19% | 42 24% | 22 25% | 71 30% | 46 26% | 52 28% | 34 22% | 27 25% | 43 23% | 52 20% | 66 25% | 40 22% |
| Mean | 0.33 | 0.35 | 0.32 | 0.21 | 0.33 | 0.27 | 0.36 | 0.36 | 0.42 | 0.30 | 0.23 | 0.39 | 0.47 | 0.33 | 0.28 | 0.26 | 0.29 | 0.32 | 0.46 | 0.36 | 0.38 | 0.40 | 0.30 | 0.30 |
| Standard deviation | 1.06 | 1.10 | 1.01 | 1.03 | 1.08 | 1.03 | 1.06 | 1.05 | 1.06 | 1.09 | 1.06 | 1.01 | 1.03 | 1.07 | 1.03 | 1.11 | 0.99 | 1.12 | 1.06 | 1.09 | 1.05 | 1.05 | 1.00 | 1.07 |
| Standard error | 0.02 | 0.04 | 0.03 | 0.07 | 0.07 | 0.06 | 0.06 | 0.06 | 0.05 | 0.05 | 0.04 | 0.06 | 0.05 | 0.09 | 0.11 | 0.07 | 0.07 | 0.09 | 0.08 | 0.10 | 0.08 | 0.06 | 0.06 | 0.08 |

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Table 18

Q.6 How much do you agree or disagree with each of the following statements?**It is only really business travellers - not ordinary people - who would benefit from High Speed 2****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 923 46% | 122 45% | 385 45% | 832 46% | 48 51% | 30 38% | 292 44% | 27 45% | 79 50% | 58 46% | 51 43% | 416 47% |
| Strongly agree | (+2) | 296 15% | 52 19% | 122 14% | 260 14% | 18 20% | 11 14% | 104 16% | 7 11% | 27 17% | 20 16% | 16 13% | 122 14% |
| Agree | (+1) | 627 31% | 70 26% | 263 31% | 572 32% | 29 32% | 19 24% | 188 28% | 20 33% | 51 32% | 38 30% | 36 30% | 294 33% |
| Neither agree nor disagree | (0) | 594 30% | 69 25% | 271 32% | 531 29% | 21 23% | 26 33% | 202 30% | 17 29% | 42 27% | 49 38% | 30 25% | 254 29% |
| Disagree | (-1) | 443 22% | 73 27% | 172 20% | 405 22% | 20 21% | 17 22% | 150 23% | 16 26% | 30 19% | 15 12% | 35 29% | 197 22% |
| Strongly disagree | (-2) | 52 3% | 9 3% | 25 3% | 42 2% | 4 4% | 6 7% | 20 3% | 1 1% | 7 4% | 5 4% | 2 2% | 18 2% |
| NET: Disagree | | 495 25% | 83 30% | 197 23% | 447 25% | 24 26% | 23 29% | 169 26% | 16 27% | 37 24% | 20 16% | 37 31% | 215 24% |
| Mean | | 0.33 | 0.30 | 0.33 | 0.33 | 0.41 | 0.16 | 0.31 | 0.29 | 0.39 | 0.41 | 0.23 | 0.34 |
| Standard deviation | | 1.06 | 1.15 | 1.04 | 1.05 | 1.16 | 1.14 | 1.08 | 1.01 | 1.11 | 1.03 | 1.07 | 1.03 |
| Standard error | | 0.02 | 0.07 | 0.04 | 0.02 | 0.13 | 0.14 | 0.05 | 0.13 | 0.09 | 0.09 | 0.10 | 0.03 |

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Absolutes/col percents

Table 19

Q.6 How much do you agree or disagree with each of the following statements?**It is only really London that would benefit from High Speed 2****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|-----------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 551 27% | 269 27% | 283 28% | 69 29% | 100 31% | 87 23% | 103 30% | 94 31% | 99 23% | 137 25% | 146 25% | 128 30% | 141 30% | 67 38% | 27 29% | 60 25% | 47 27% | 41 22% | 52 33% | 37 35% | 42 23% | 73 29% | 58 23% | 47 25% |
| Strongly agree (+2) | 160 8% | 86 9% | 74 7% | 15 6% | 37 12% | 20 5% | 29 9% | 27 9% | 31 7% | 38 7% | 31 5% | 41 10% | 50 11% | 23 13% | 7 8% | 15 6% | 11 6% | 21 11% | 23 15% | 8 7% | 12 6% | 19 8% | 13 5% | 8 5% |
| Agree (+1) | 392 19% | 183 19% | 209 20% | 54 22% | 63 19% | 66 17% | 73 21% | 68 22% | 68 16% | 99 18% | 115 20% | 87 21% | 91 20% | 44 25% | 20 22% | 46 19% | 36 20% | 20 11% | 29 18% | 30 28% | 30 16% | 54 21% | 46 18% | 38 21% |
| Neither agree nor disagree (0) | 677 34% | 288 29% | 389 38% | 91 38% | 111 34% | 148 39% | 120 35% | 89 30% | 118 28% | 145 27% | 201 34% | 152 36% | 179 39% | 58 33% | 36 39% | 71 30% | 61 34% | 68 37% | 41 26% | 33 31% | 66 35% | 85 33% | 82 32% | 77 42% |
| Disagree (-1) | 690 34% | 354 36% | 335 33% | 65 27% | 101 31% | 128 34% | 105 31% | 107 35% | 184 44% | 218 40% | 215 37% | 125 29% | 131 28% | 45 26% | 26 29% | 91 38% | 66 37% | 69 37% | 55 35% | 30 28% | 73 39% | 76 30% | 106 41% | 53 29% |
| Strongly disagree (-2) | 95 5% | 76 8% | 19 2% | 17 7% | 11 3% | 20 5% | 14 4% | 12 4% | 22 5% | 44 8% | 22 4% | 18 4% | 11 2% | 5 3% | 2 3% | 14 6% | 4 2% | 8 4% | 9 6% | 6 5% | 7 4% | 20 8% | 12 5% | 7 4% |
| NET: Disagree | 785 39% | 430 44% | 354 35% | 81 34% | 112 35% | 148 39% | 119 35% | 118 39% | 206 49% | 262 48% | 237 41% | 143 34% | 142 31% | 51 29% | 28 31% | 105 44% | 69 39% | 76 41% | 64 41% | 36 34% | 80 43% | 96 38% | 118 46% | 60 33% |
| Mean | -0.08 | -0.15 | -0.02 | -0.06 | 0.04 | -0.16 | * | -0.03 | -0.23 | -0.24 | -0.14 | 0.02 | 0.08 | 0.19 | 0.03 | -0.19 | -0.08 | -0.12 | 0.01 | 0.04 | -0.18 | -0.09 | -0.23 | -0.07 |
| Standard deviation | 1.02 | 1.08 | 0.95 | 1.01 | 1.05 | 0.95 | 1.02 | 1.04 | 1.02 | 1.06 | 0.95 | 1.03 | 1.00 | 1.06 | 0.96 | 1.02 | 0.95 | 1.04 | 1.16 | 1.04 | 0.97 | 1.06 | 0.96 | 0.92 |
| Standard error | 0.02 | 0.04 | 0.03 | 0.07 | 0.06 | 0.05 | 0.05 | 0.06 | 0.04 | 0.04 | 0.04 | 0.06 | 0.04 | 0.09 | 0.10 | 0.06 | 0.07 | 0.08 | 0.09 | 0.10 | 0.08 | 0.06 | 0.06 | 0.07 |

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Absolutes/col percents

Table 19

Q.6 How much do you agree or disagree with each of the following statements?**It is only really London that would benefit from High Speed 2****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|-------|-------|-------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 551 | 88 | 249 | 471 | 39 | 28 | 193 | 13 | 71 | 28 | 32 | 215 |
| | | 27% | 32% | 29% | 26% | 42% | 35% | 29% | 21% | 45% | 22% | 27% | 24% |
| Strongly agree | (+2) | 160 | 21 | 71 | 129 | 15 | 12 | 53 | 5 | 17 | 6 | 11 | 67 |
| | | 8% | 8% | 8% | 7% | 17% | 15% | 8% | 9% | 11% | 5% | 9% | 8% |
| Agree | (+1) | 392 | 67 | 177 | 342 | 24 | 16 | 140 | 8 | 54 | 22 | 21 | 148 |
| | | 19% | 24% | 21% | 19% | 25% | 20% | 21% | 13% | 34% | 17% | 18% | 17% |
| Neither agree nor disagree | (0) | 677 | 88 | 294 | 612 | 28 | 24 | 220 | 21 | 42 | 57 | 42 | 295 |
| | | 34% | 32% | 34% | 34% | 30% | 30% | 33% | 34% | 27% | 45% | 35% | 33% |
| Disagree | (-1) | 690 | 83 | 267 | 643 | 22 | 20 | 228 | 20 | 34 | 35 | 33 | 339 |
| | | 34% | 30% | 31% | 36% | 24% | 26% | 34% | 32% | 22% | 28% | 28% | 38% |
| Strongly disagree | (-2) | 95 | 14 | 44 | 84 | 4 | 7 | 23 | 7 | 10 | 6 | 12 | 37 |
| | | 5% | 5% | 5% | 5% | 4% | 9% | 3% | 12% | 6% | 5% | 10% | 4% |
| NET: Disagree | | 785 | 98 | 311 | 727 | 26 | 28 | 251 | 27 | 45 | 42 | 45 | 376 |
| | | 39% | 36% | 36% | 40% | 28% | 35% | 38% | 44% | 28% | 33% | 38% | 42% |
| Mean | | -0.08 | -0.01 | -0.04 | -0.12 | 0.26 | 0.06 | -0.04 | -0.26 | 0.21 | -0.11 | -0.12 | -0.15 |
| Standard deviation | | 1.02 | 1.04 | 1.03 | 1.00 | 1.13 | 1.19 | 1.01 | 1.11 | 1.10 | 0.92 | 1.10 | 1.00 |
| Standard error | | 0.02 | 0.07 | 0.04 | 0.02 | 0.12 | 0.14 | 0.04 | 0.15 | 0.09 | 0.08 | 0.11 | 0.03 |

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Absolutes/col percents

Table 20

Q.6 How much do you agree or disagree with each of the following statements?
High Speed 2 would create jobs and growth directly through its construction and operation
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Agree | 1507 | 767 | 740 | 185 | 244 | 271 | 246 | 226 | 336 | 428 | 445 | 315 | 319 | 122 | 64 | 185 | 140 | 125 | 115 | 78 | 145 | 197 | 205 | 131 | |
| | 75% | 78% | 72% | 77% | 76% | 71% | 72% | 75% | 79% | 79% | 76% | 74% | 69% | 70% | 70% | 78% | 79% | 67% | 73% | 73% | 77% | 78% | 79% | 71% | |
| Strongly agree | (+2) | 380 | 225 | 155 | 44 | 75 | 71 | 50 | 48 | 91 | 114 | 97 | 73 | 96 | 25 | 16 | 50 | 27 | 39 | 34 | 22 | 37 | 52 | 49 | 30 |
| | | 19% | 23% | 15% | 18% | 23% | 19% | 15% | 16% | 21% | 21% | 17% | 17% | 21% | 14% | 17% | 21% | 15% | 21% | 20% | 20% | 21% | 19% | 16% | |
| Agree | (+1) | 1127 | 542 | 585 | 141 | 168 | 199 | 196 | 177 | 245 | 314 | 348 | 242 | 223 | 97 | 48 | 134 | 113 | 87 | 81 | 56 | 108 | 145 | 156 | 101 |
| | | 56% | 55% | 57% | 58% | 52% | 52% | 57% | 59% | 58% | 60% | 57% | 48% | 55% | 53% | 57% | 64% | 47% | 52% | 52% | 57% | 57% | 61% | 55% | |
| Neither agree nor disagree | (0) | 421 | 175 | 247 | 47 | 66 | 103 | 81 | 64 | 61 | 87 | 124 | 87 | 123 | 43 | 26 | 43 | 33 | 46 | 34 | 25 | 36 | 47 | 45 | 44 |
| | | 21% | 18% | 24% | 19% | 20% | 27% | 24% | 21% | 14% | 16% | 21% | 21% | 27% | 25% | 28% | 18% | 25% | 21% | 23% | 19% | 19% | 17% | 24% | |
| Disagree | (-1) | 63 | 28 | 35 | 4 | 12 | 8 | 11 | 10 | 17 | 24 | 13 | 13 | 13 | 9 | 1 | 7 | 4 | 6 | 5 | 4 | 6 | 7 | 8 | 7 |
| | | 3% | 3% | 3% | 2% | 4% | 2% | 3% | 3% | 4% | 4% | 2% | 3% | 3% | 5% | 1% | 3% | 2% | 3% | 3% | 4% | 3% | 3% | 3% | 4% |
| Strongly disagree | (-2) | 22 | 17 | 6 | 6 | - | 1 | 4 | 2 | 8 | 5 | 2 | 8 | 7 | 1 | 1 | 2 | - | 9 | 4 | 1 | 1 | 2 | 1 | 1 |
| | | 1% | 2% | 1% | 2% | - | * | 1% | 1% | 2% | 1% | * | 2% | 2% | 1% | 1% | 1% | - | 5% | 2% | 1% | 1% | 1% | * | 1% |
| NET: Disagree | | 85 | 45 | 40 | 10 | 12 | 9 | 15 | 13 | 26 | 29 | 15 | 21 | 21 | 10 | 2 | 9 | 4 | 15 | 8 | 4 | 7 | 9 | 8 | 8 |
| | | 4% | 5% | 4% | 4% | 4% | 2% | 5% | 4% | 6% | 5% | 3% | 5% | 4% | 6% | 2% | 4% | 2% | 8% | 5% | 4% | 4% | 4% | 3% | 4% |
| Mean | | 0.88 | 0.94 | 0.83 | 0.88 | 0.95 | 0.87 | 0.81 | 0.86 | 0.93 | 0.93 | 0.90 | 0.85 | 0.84 | 0.78 | 0.84 | 0.95 | 0.92 | 0.76 | 0.87 | 0.88 | 0.92 | 0.94 | 0.95 | 0.83 |
| Standard deviation | | 0.78 | 0.82 | 0.74 | 0.81 | 0.77 | 0.74 | 0.77 | 0.75 | 0.83 | 0.79 | 0.70 | 0.80 | 0.84 | 0.78 | 0.75 | 0.77 | 0.66 | 0.97 | 0.86 | 0.78 | 0.76 | 0.76 | 0.71 | 0.76 |
| Standard error | | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.04 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.04 | 0.04 | 0.06 | 0.08 | 0.05 | 0.05 | 0.08 | 0.07 | 0.07 | 0.06 | 0.05 | 0.04 | 0.06 |

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Absolutes/col percents

Table 20

Q.6 How much do you agree or disagree with each of the following statements?
High Speed 2 would create jobs and growth directly through its construction and operation
Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1507 | 209 | 617 | 1346 | 79 | 62 | 494 | 43 | 122 | 79 | 88 | 681 |
| | | 75% | 76% | 72% | 74% | 85% | 78% | 75% | 71% | 77% | 63% | 74% | 77% |
| Strongly agree | (+2) | 380 | 57 | 160 | 323 | 29 | 24 | 113 | 17 | 33 | 27 | 27 | 162 |
| | | 19% | 21% | 19% | 18% | 31% | 31% | 17% | 29% | 21% | 21% | 23% | 18% |
| Agree | (+1) | 1127 | 152 | 457 | 1022 | 50 | 37 | 381 | 26 | 88 | 53 | 61 | 518 |
| | | 56% | 55% | 54% | 56% | 54% | 47% | 57% | 43% | 56% | 42% | 51% | 59% |
| Neither agree nor disagree | (0) | 421 | 51 | 206 | 387 | 12 | 14 | 140 | 15 | 34 | 40 | 27 | 164 |
| | | 21% | 19% | 24% | 21% | 13% | 18% | 21% | 25% | 22% | 32% | 23% | 19% |
| Disagree | (-1) | 63 | 12 | 26 | 57 | 2 | 3 | 25 | 1 | 2 | 6 | 4 | 25 |
| | | 3% | 5% | 3% | 3% | 2% | 4% | 4% | 1% | 1% | 5% | 3% | 3% |
| Strongly disagree | (-2) | 22 | 1 | 5 | 21 | - | - | 4 | 1 | - | 1 | - | 16 |
| | | 1% | * | 1% | 1% | - | - | 1% | 2% | - | 1% | - | 2% |
| NET: Disagree | | 85 | 13 | 30 | 78 | 2 | 3 | 29 | 2 | 2 | 7 | 4 | 41 |
| | | 4% | 5% | 4% | 4% | 2% | 4% | 4% | 3% | 1% | 5% | 3% | 5% |
| Mean | | 0.88 | 0.92 | 0.87 | 0.87 | 1.14 | 1.04 | 0.87 | 0.95 | 0.97 | 0.78 | 0.93 | 0.89 |
| Standard deviation | | 0.78 | 0.78 | 0.76 | 0.78 | 0.71 | 0.82 | 0.75 | 0.88 | 0.70 | 0.86 | 0.77 | 0.80 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.10 | 0.03 | 0.12 | 0.06 | 0.07 | 0.07 | 0.03 |

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Absolutes/col percents

Table 21

Q.6 How much do you agree or disagree with each of the following statements?
High Speed 2 would generate jobs and growth indirectly by bringing Britain closer together
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1151 | 582 | 569 | 152 | 218 | 215 | 178 | 154 | 233 | 313 | 349 | 247 | 242 | 83 | 50 | 157 | 102 | 106 | 77 | 64 | 109 | 165 | 149 | 90 |
| | 57% | 59% | 55% | 63% | 68% | 56% | 52% | 51% | 55% | 58% | 60% | 58% | 52% | 48% | 55% | 66% | 57% | 57% | 49% | 60% | 58% | 65% | 58% | 49% |
| Strongly agree (+2) | 233 | 138 | 95 | 36 | 48 | 44 | 28 | 35 | 42 | 65 | 72 | 47 | 48 | 18 | 13 | 32 | 13 | 25 | 14 | 11 | 16 | 44 | 28 | 19 |
| | 12% | 14% | 9% | 15% | 15% | 11% | 8% | 12% | 10% | 12% | 12% | 11% | 10% | 10% | 14% | 13% | 7% | 13% | 9% | 11% | 9% | 17% | 11% | 10% |
| Agree (+1) | 918 | 444 | 474 | 117 | 171 | 172 | 150 | 119 | 190 | 248 | 277 | 200 | 194 | 65 | 37 | 125 | 89 | 81 | 63 | 52 | 92 | 121 | 121 | 71 |
| | 46% | 45% | 46% | 48% | 53% | 45% | 44% | 39% | 45% | 46% | 47% | 47% | 42% | 37% | 41% | 53% | 50% | 44% | 40% | 49% | 49% | 48% | 47% | 39% |
| Neither agree nor disagree (0) | 625 | 268 | 357 | 70 | 86 | 127 | 121 | 102 | 118 | 159 | 168 | 126 | 171 | 66 | 35 | 52 | 47 | 52 | 53 | 32 | 64 | 72 | 82 | 69 |
| | 31% | 27% | 35% | 29% | 27% | 33% | 35% | 34% | 28% | 29% | 29% | 30% | 37% | 38% | 39% | 22% | 26% | 28% | 34% | 30% | 34% | 28% | 32% | 38% |
| Disagree (-1) | 193 | 106 | 87 | 14 | 16 | 36 | 33 | 39 | 55 | 55 | 57 | 43 | 39 | 19 | 5 | 23 | 29 | 19 | 16 | 8 | 14 | 12 | 23 | 23 |
| | 10% | 11% | 8% | 6% | 5% | 9% | 10% | 13% | 13% | 10% | 10% | 10% | 8% | 11% | 6% | 10% | 17% | 10% | 10% | 7% | 8% | 5% | 9% | 13% |
| Strongly disagree (-2) | 44 | 31 | 14 | 5 | 2 | 4 | 11 | 6 | 17 | 16 | 10 | 7 | 11 | 7 | - | 4 | - | 9 | 10 | 4 | 1 | 4 | 4 | 1 |
| | 2% | 3% | 1% | 2% | * | 1% | 3% | 2% | 4% | 3% | 2% | 2% | 2% | 4% | - | 2% | - | 5% | 6% | 3% | 1% | 2% | 2% | 1% |
| NET: Disagree | 237 | 137 | 101 | 19 | 18 | 40 | 43 | 45 | 72 | 71 | 67 | 49 | 49 | 26 | 5 | 27 | 29 | 28 | 26 | 11 | 16 | 16 | 27 | 25 |
| | 12% | 14% | 10% | 8% | 5% | 10% | 13% | 15% | 17% | 13% | 11% | 12% | 11% | 15% | 6% | 12% | 17% | 15% | 17% | 11% | 8% | 6% | 11% | 13% |
| Mean | 0.55 | 0.56 | 0.54 | 0.68 | 0.77 | 0.56 | 0.44 | 0.46 | 0.44 | 0.53 | 0.59 | 0.56 | 0.50 | 0.39 | 0.64 | 0.66 | 0.48 | 0.50 | 0.35 | 0.56 | 0.57 | 0.75 | 0.56 | 0.45 |
| Standard deviation | 0.90 | 0.96 | 0.83 | 0.87 | 0.78 | 0.85 | 0.89 | 0.93 | 0.97 | 0.93 | 0.89 | 0.88 | 0.88 | 0.95 | 0.80 | 0.90 | 0.85 | 1.01 | 1.00 | 0.90 | 0.78 | 0.86 | 0.86 | 0.86 |
| Standard error | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.05 | 0.05 | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.08 | 0.08 | 0.06 | 0.06 | 0.08 | 0.08 | 0.09 | 0.06 | 0.05 | 0.05 | 0.07 |

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Absolutes/col percents

Table 21

Q.6 How much do you agree or disagree with each of the following statements?
High Speed 2 would generate jobs and growth indirectly by bringing Britain closer together
Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1151 | 170 | 478 | 999 | 71 | 60 | 392 | 34 | 102 | 57 | 63 | 503 |
| | | 57% | 62% | 56% | 55% | 76% | 76% | 59% | 56% | 65% | 45% | 53% | 57% |
| Strongly agree | (+2) | 233 | 42 | 106 | 190 | 22 | 16 | 69 | 13 | 32 | 16 | 18 | 85 |
| | | 12% | 15% | 12% | 11% | 24% | 20% | 10% | 21% | 20% | 12% | 15% | 10% |
| Agree | (+1) | 918 | 128 | 372 | 809 | 48 | 45 | 322 | 21 | 70 | 41 | 44 | 418 |
| | | 46% | 47% | 44% | 45% | 52% | 56% | 49% | 35% | 44% | 33% | 37% | 47% |
| Neither agree nor disagree | (0) | 625 | 77 | 285 | 580 | 21 | 18 | 199 | 23 | 48 | 47 | 44 | 263 |
| | | 31% | 28% | 33% | 32% | 23% | 23% | 30% | 38% | 30% | 37% | 37% | 30% |
| Disagree | (-1) | 193 | 22 | 74 | 189 | 1 | 1 | 57 | 2 | 8 | 19 | 9 | 98 |
| | | 10% | 8% | 9% | 10% | 1% | 1% | 9% | 4% | 5% | 15% | 8% | 11% |
| Strongly disagree | (-2) | 44 | 5 | 18 | 43 | - | - | 16 | 1 | * | 3 | 3 | 21 |
| | | 2% | 2% | 2% | 2% | - | - | 2% | 2% | * | 2% | 2% | 2% |
| NET: Disagree | | 237 | 27 | 91 | 232 | 1 | 1 | 72 | 3 | 8 | 22 | 12 | 119 |
| | | 12% | 10% | 11% | 13% | 1% | 1% | 11% | 6% | 5% | 18% | 10% | 13% |
| Mean | | 0.55 | 0.66 | 0.56 | 0.51 | 0.99 | 0.95 | 0.56 | 0.70 | 0.79 | 0.37 | 0.56 | 0.50 |
| Standard deviation | | 0.90 | 0.90 | 0.89 | 0.90 | 0.73 | 0.69 | 0.88 | 0.92 | 0.82 | 0.97 | 0.93 | 0.90 |
| Standard error | | 0.02 | 0.06 | 0.03 | 0.02 | 0.08 | 0.08 | 0.04 | 0.12 | 0.07 | 0.08 | 0.09 | 0.03 |

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Absolutes/col percents

Table 22

Q.6 How much do you agree or disagree with each of the following statements?
High Speed 2 would help boost the economy in cities and regions outside of London
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1161 | 607 | 554 | 150 | 210 | 217 | 174 | 164 | 246 | 347 | 341 | 246 | 227 | 85 | 50 | 156 | 110 | 99 | 84 | 58 | 109 | 157 | 160 | 93 |
| | 58% | 62% | 54% | 62% | 65% | 57% | 51% | 54% | 58% | 64% | 58% | 58% | 49% | 49% | 55% | 66% | 62% | 53% | 54% | 54% | 58% | 62% | 62% | 51% |
| Strongly agree (+2) | 266 | 158 | 108 | 40 | 54 | 52 | 33 | 31 | 56 | 85 | 76 | 52 | 52 | 12 | 9 | 41 | 20 | 34 | 16 | 14 | 19 | 47 | 30 | 22 |
| | 13% | 16% | 11% | 17% | 17% | 14% | 10% | 10% | 13% | 16% | 13% | 12% | 11% | 7% | 10% | 17% | 12% | 18% | 10% | 13% | 10% | 19% | 12% | 12% |
| Agree (+1) | 895 | 449 | 446 | 110 | 156 | 164 | 141 | 132 | 191 | 261 | 265 | 194 | 174 | 74 | 41 | 115 | 89 | 65 | 68 | 43 | 90 | 110 | 130 | 71 |
| | 44% | 46% | 43% | 46% | 48% | 43% | 41% | 44% | 45% | 48% | 45% | 46% | 38% | 42% | 45% | 49% | 50% | 35% | 43% | 41% | 48% | 43% | 50% | 38% |
| Neither agree nor disagree (0) | 629 | 252 | 377 | 70 | 92 | 130 | 134 | 91 | 111 | 135 | 185 | 131 | 178 | 63 | 33 | 59 | 49 | 63 | 55 | 39 | 57 | 80 | 67 | 65 |
| | 31% | 26% | 37% | 29% | 28% | 34% | 39% | 30% | 26% | 25% | 32% | 31% | 38% | 36% | 37% | 25% | 28% | 34% | 35% | 36% | 30% | 31% | 26% | 36% |
| Disagree (-1) | 184 | 100 | 84 | 20 | 17 | 30 | 23 | 40 | 53 | 53 | 47 | 36 | 47 | 22 | 4 | 19 | 17 | 15 | 13 | 9 | 20 | 14 | 29 | 23 |
| | 9% | 10% | 8% | 8% | 5% | 8% | 7% | 13% | 13% | 10% | 8% | 9% | 10% | 12% | 5% | 8% | 10% | 8% | 8% | 9% | 10% | 6% | 11% | 12% |
| Strongly disagree (-2) | 40 | 28 | 11 | 2 | 3 | 5 | 11 | 7 | 11 | 9 | 11 | 9 | 11 | 5 | 3 | 3 | 2 | 9 | 5 | 1 | 3 | 3 | 3 | 3 |
| | 2% | 3% | 1% | 1% | 1% | 1% | 3% | 2% | 3% | 2% | 2% | 2% | 2% | 3% | 3% | 1% | 1% | 5% | 3% | 1% | 1% | 1% | 1% | 1% |
| NET: Disagree | 223 | 128 | 95 | 22 | 21 | 36 | 34 | 47 | 65 | 62 | 58 | 45 | 58 | 26 | 7 | 22 | 19 | 24 | 18 | 11 | 22 | 17 | 32 | 25 |
| | 11% | 13% | 9% | 9% | 6% | 9% | 10% | 15% | 15% | 11% | 10% | 11% | 13% | 15% | 8% | 9% | 11% | 13% | 11% | 10% | 12% | 7% | 12% | 14% |
| Mean | 0.58 | 0.62 | 0.54 | 0.69 | 0.75 | 0.60 | 0.47 | 0.47 | 0.54 | 0.67 | 0.60 | 0.58 | 0.45 | 0.38 | 0.55 | 0.72 | 0.62 | 0.54 | 0.49 | 0.56 | 0.55 | 0.73 | 0.60 | 0.48 |
| Standard deviation | 0.90 | 0.96 | 0.83 | 0.87 | 0.83 | 0.87 | 0.88 | 0.93 | 0.96 | 0.91 | 0.88 | 0.89 | 0.91 | 0.88 | 0.86 | 0.89 | 0.85 | 1.04 | 0.90 | 0.88 | 0.87 | 0.87 | 0.88 | 0.91 |
| Standard error | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.05 | 0.05 | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.07 | 0.09 | 0.06 | 0.06 | 0.08 | 0.07 | 0.08 | 0.07 | 0.05 | 0.05 | 0.07 |

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Absolutes/col percents

Table 22

Q.6 How much do you agree or disagree with each of the following statements?
High Speed 2 would help boost the economy in cities and regions outside of London
Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1161 | 163 | 489 | 1012 | 72 | 63 | 382 | 34 | 100 | 60 | 77 | 509 |
| | | 58% | 60% | 57% | 56% | 77% | 80% | 58% | 56% | 63% | 47% | 65% | 57% |
| Strongly agree | (+2) | 266 | 43 | 124 | 213 | 34 | 18 | 93 | 12 | 26 | 16 | 20 | 99 |
| | | 13% | 16% | 14% | 12% | 37% | 22% | 14% | 19% | 17% | 13% | 17% | 11% |
| Agree | (+1) | 895 | 120 | 365 | 798 | 38 | 45 | 289 | 22 | 73 | 44 | 57 | 410 |
| | | 44% | 44% | 43% | 44% | 41% | 57% | 44% | 37% | 46% | 35% | 48% | 46% |
| Neither agree nor disagree | (0) | 629 | 78 | 273 | 583 | 18 | 16 | 205 | 24 | 42 | 50 | 30 | 278 |
| | | 31% | 28% | 32% | 32% | 20% | 20% | 31% | 39% | 27% | 40% | 25% | 31% |
| Disagree | (-1) | 184 | 24 | 73 | 178 | 3 | - | 58 | 3 | 16 | 12 | 8 | 87 |
| | | 9% | 9% | 8% | 10% | 3% | - | 9% | 5% | 10% | 10% | 6% | 10% |
| Strongly disagree | (-2) | 40 | 9 | 19 | 38 | - | - | 19 | - | * | 4 | 5 | 12 |
| | | 2% | 3% | 2% | 2% | - | - | 3% | - | * | 3% | 4% | 1% |
| NET: Disagree | | 223 | 32 | 92 | 216 | 3 | - | 76 | 3 | 16 | 17 | 12 | 99 |
| | | 11% | 12% | 11% | 12% | 3% | - | 11% | 5% | 10% | 13% | 10% | 11% |
| Mean | | 0.58 | 0.60 | 0.59 | 0.54 | 1.11 | 1.02 | 0.57 | 0.70 | 0.69 | 0.44 | 0.67 | 0.56 |
| Standard deviation | | 0.90 | 0.96 | 0.91 | 0.90 | 0.83 | 0.66 | 0.93 | 0.84 | 0.87 | 0.95 | 0.97 | 0.86 |
| Standard error | | 0.02 | 0.06 | 0.03 | 0.02 | 0.09 | 0.08 | 0.04 | 0.11 | 0.07 | 0.08 | 0.09 | 0.03 |

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Absolutes/col percents

Table 23

Q.6 How much do you agree or disagree with each of the following statements?**Our railways are nearly full to bursting now, so we need a new line to connect our major cities together****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1224 | 632 | 592 | 148 | 199 | 233 | 201 | 184 | 259 | 361 | 359 | 268 | 236 | 106 | 50 | 164 | 116 | 98 | 82 | 63 | 107 | 164 | 176 | 98 |
| | 61% | 64% | 58% | 61% | 62% | 61% | 59% | 61% | 61% | 66% | 62% | 63% | 51% | 60% | 55% | 69% | 65% | 53% | 53% | 59% | 57% | 65% | 68% | 53% |
| Strongly agree (+2) | 330 | 207 | 123 | 42 | 46 | 73 | 48 | 59 | 64 | 104 | 92 | 67 | 67 | 22 | 20 | 47 | 27 | 34 | 24 | 16 | 22 | 52 | 41 | 27 |
| | 16% | 21% | 12% | 17% | 14% | 19% | 14% | 19% | 15% | 19% | 16% | 16% | 15% | 13% | 22% | 20% | 15% | 18% | 15% | 15% | 12% | 21% | 16% | 14% |
| Agree (+1) | 893 | 425 | 468 | 106 | 153 | 160 | 153 | 125 | 195 | 257 | 267 | 201 | 168 | 83 | 31 | 117 | 90 | 64 | 58 | 47 | 85 | 112 | 135 | 71 |
| | 44% | 43% | 46% | 44% | 47% | 42% | 45% | 42% | 46% | 47% | 46% | 48% | 36% | 48% | 34% | 49% | 50% | 34% | 37% | 44% | 45% | 44% | 52% | 39% |
| Neither agree nor disagree (0) | 608 | 253 | 355 | 75 | 108 | 127 | 120 | 81 | 96 | 117 | 179 | 128 | 184 | 58 | 36 | 52 | 49 | 66 | 57 | 32 | 64 | 72 | 61 | 60 |
| | 30% | 26% | 35% | 31% | 34% | 33% | 35% | 27% | 23% | 22% | 31% | 30% | 40% | 33% | 40% | 22% | 27% | 35% | 37% | 30% | 34% | 28% | 24% | 33% |
| Disagree (-1) | 150 | 80 | 70 | 11 | 15 | 19 | 17 | 34 | 54 | 57 | 40 | 18 | 35 | 8 | 5 | 20 | 12 | 16 | 13 | 12 | 14 | 12 | 17 | 21 |
| | 7% | 8% | 7% | 5% | 5% | 5% | 5% | 11% | 13% | 10% | 7% | 4% | 8% | 5% | 5% | 8% | 7% | 9% | 8% | 11% | 7% | 5% | 7% | 12% |
| Strongly disagree (-2) | 31 | 21 | 10 | 7 | - | 5 | 4 | 3 | 13 | 8 | 6 | 9 | 8 | 3 | - | 1 | 1 | 6 | 4 | - | 3 | 5 | 4 | 4 |
| | 2% | 2% | 1% | 3% | - | 1% | 1% | 1% | 3% | 2% | 1% | 2% | 2% | 2% | - | * | * | 3% | 3% | - | 2% | 2% | 1% | 2% |
| NET: Disagree | 181 | 102 | 80 | 18 | 15 | 23 | 21 | 36 | 67 | 65 | 46 | 27 | 43 | 11 | 5 | 21 | 12 | 22 | 17 | 12 | 17 | 17 | 21 | 26 |
| | 9% | 10% | 8% | 8% | 5% | 6% | 6% | 12% | 16% | 12% | 8% | 6% | 9% | 6% | 5% | 9% | 7% | 12% | 11% | 11% | 9% | 7% | 8% | 14% |
| Mean | 0.67 | 0.73 | 0.61 | 0.68 | 0.71 | 0.73 | 0.66 | 0.68 | 0.57 | 0.72 | 0.69 | 0.70 | 0.55 | 0.65 | 0.72 | 0.80 | 0.73 | 0.56 | 0.54 | 0.62 | 0.58 | 0.77 | 0.74 | 0.51 |
| Standard deviation | 0.89 | 0.95 | 0.82 | 0.91 | 0.77 | 0.87 | 0.82 | 0.94 | 0.99 | 0.94 | 0.85 | 0.86 | 0.89 | 0.82 | 0.86 | 0.87 | 0.81 | 0.99 | 0.94 | 0.87 | 0.86 | 0.90 | 0.86 | 0.96 |
| Standard error | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.04 | 0.05 | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.07 | 0.09 | 0.06 | 0.06 | 0.08 | 0.07 | 0.08 | 0.07 | 0.06 | 0.05 | 0.07 |

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Absolutes/col percents

Table 23

Q.6 How much do you agree or disagree with each of the following statements?**Our railways are nearly full to bursting now, so we need a new line to connect our major cities together****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1224 | 182 | 524 | 1084 | 70 | 52 | 420 | 39 | 116 | 60 | 71 | 518 |
| | | 61% | 66% | 61% | 60% | 75% | 66% | 63% | 63% | 73% | 47% | 60% | 59% |
| Strongly agree | (+2) | 330 | 55 | 148 | 279 | 27 | 20 | 105 | 14 | 41 | 16 | 27 | 127 |
| | | 16% | 20% | 17% | 15% | 29% | 25% | 16% | 23% | 26% | 13% | 23% | 14% |
| Agree | (+1) | 893 | 126 | 376 | 806 | 43 | 32 | 316 | 24 | 75 | 44 | 44 | 391 |
| | | 44% | 46% | 44% | 45% | 46% | 40% | 48% | 40% | 47% | 34% | 37% | 44% |
| Neither agree nor disagree | (0) | 608 | 75 | 260 | 553 | 22 | 24 | 201 | 14 | 37 | 55 | 28 | 273 |
| | | 30% | 27% | 30% | 31% | 24% | 30% | 30% | 23% | 24% | 43% | 24% | 31% |
| Disagree | (-1) | 150 | 15 | 54 | 146 | 1 | 3 | 31 | 6 | 3 | 12 | 17 | 82 |
| | | 7% | 5% | 6% | 8% | 1% | 4% | 5% | 11% | 2% | 9% | 14% | 9% |
| Strongly disagree | (-2) | 31 | 2 | 16 | 27 | - | - | 11 | 2 | 2 | - | 3 | 13 |
| | | 2% | 1% | 2% | 1% | - | - | 2% | 3% | 1% | - | 3% | 1% |
| NET: Disagree | | 181 | 16 | 70 | 173 | 1 | 3 | 42 | 8 | 5 | 12 | 20 | 94 |
| | | 9% | 6% | 8% | 10% | 1% | 4% | 6% | 14% | 3% | 9% | 17% | 11% |
| Mean | | 0.67 | 0.80 | 0.68 | 0.64 | 1.04 | 0.87 | 0.71 | 0.69 | 0.95 | 0.51 | 0.63 | 0.61 |
| Standard deviation | | 0.89 | 0.84 | 0.90 | 0.89 | 0.76 | 0.84 | 0.84 | 1.05 | 0.83 | 0.84 | 1.07 | 0.89 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.10 | 0.04 | 0.14 | 0.07 | 0.07 | 0.10 | 0.03 |

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Absolutes/col percents

Table 24

Q.6 How much do you agree or disagree with each of the following statements?**It's right that we spend money on national infrastructure, even in tough economic conditions, as the country still has to plan for the future****Base: All respondents**

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: Agree | 1216 | 676 | 540 | 136 | 186 | 209 | 186 | 197 | 301 | 381 | 353 | 243 | 239 | 86 | 60 | 155 | 104 | 109 | 91 | 69 | 105 | 159 | 165 | 112 | |
| | 60% | 69% | 53% | 56% | 58% | 55% | 54% | 65% | 71% | 70% | 60% | 57% | 52% | 49% | 66% | 66% | 59% | 58% | 58% | 65% | 56% | 63% | 64% | 61% | |
| Strongly agree | (+2) | 334 | 228 | 106 | 26 | 54 | 74 | 50 | 54 | 76 | 109 | 95 | 65 | 65 | 20 | 22 | 48 | 28 | 32 | 23 | 16 | 33 | 49 | 36 | 27 |
| | | 17% | 23% | 10% | 11% | 17% | 19% | 15% | 18% | 20% | 16% | 15% | 14% | 11% | 24% | 20% | 16% | 17% | 15% | 15% | 17% | 19% | 14% | 15% | |
| Agree | (+1) | 881 | 447 | 434 | 110 | 132 | 135 | 136 | 143 | 225 | 272 | 257 | 178 | 174 | 66 | 37 | 107 | 77 | 77 | 68 | 53 | 72 | 110 | 129 | 85 |
| | | 44% | 45% | 42% | 46% | 41% | 35% | 40% | 47% | 53% | 50% | 44% | 42% | 38% | 38% | 41% | 45% | 43% | 41% | 44% | 50% | 38% | 44% | 50% | 46% |
| Neither agree nor disagree | (0) | 598 | 227 | 371 | 87 | 110 | 138 | 128 | 72 | 65 | 114 | 187 | 135 | 162 | 63 | 28 | 65 | 55 | 58 | 46 | 32 | 63 | 68 | 67 | 53 |
| | | 30% | 23% | 36% | 36% | 34% | 36% | 37% | 24% | 15% | 21% | 32% | 32% | 35% | 36% | 31% | 28% | 31% | 31% | 30% | 30% | 33% | 27% | 26% | 29% |
| Disagree | (-1) | 158 | 59 | 99 | 16 | 25 | 30 | 20 | 25 | 43 | 38 | 37 | 35 | 48 | 19 | 3 | 13 | 16 | 13 | 14 | 3 | 18 | 20 | 23 | 17 |
| | | 8% | 6% | 10% | 7% | 8% | 8% | 6% | 8% | 10% | 7% | 6% | 8% | 10% | 11% | 4% | 5% | 9% | 7% | 9% | 2% | 10% | 8% | 9% | 9% |
| Strongly disagree | (-2) | 41 | 24 | 16 | 3 | 1 | 6 | 9 | 8 | 14 | 11 | 6 | 10 | 14 | 6 | - | 3 | 3 | 6 | 5 | 3 | 3 | 7 | 4 | 2 |
| | | 2% | 2% | 2% | 1% | * | 2% | 2% | 3% | 3% | 2% | 1% | 2% | 3% | 3% | - | 1% | 2% | 3% | 3% | 3% | 1% | 3% | 1% | 1% |
| NET: Disagree | | 199 | 84 | 115 | 19 | 26 | 36 | 29 | 33 | 56 | 49 | 44 | 45 | 62 | 25 | 3 | 16 | 19 | 19 | 19 | 6 | 21 | 26 | 27 | 19 |
| | | 10% | 8% | 11% | 8% | 8% | 9% | 8% | 11% | 13% | 9% | 7% | 11% | 13% | 14% | 4% | 7% | 10% | 10% | 12% | 5% | 11% | 10% | 10% | 10% |
| Mean | | 0.65 | 0.81 | 0.50 | 0.58 | 0.66 | 0.63 | 0.58 | 0.69 | 0.73 | 0.79 | 0.68 | 0.60 | 0.49 | 0.43 | 0.86 | 0.78 | 0.62 | 0.61 | 0.58 | 0.72 | 0.61 | 0.69 | 0.66 | 0.65 |
| Standard deviation | | 0.92 | 0.94 | 0.86 | 0.82 | 0.86 | 0.93 | 0.90 | 0.95 | 0.98 | 0.91 | 0.86 | 0.92 | 0.96 | 0.95 | 0.83 | 0.88 | 0.91 | 0.96 | 0.96 | 0.85 | 0.93 | 0.96 | 0.88 | 0.88 |
| Standard error | | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.05 | 0.05 | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.08 | 0.09 | 0.06 | 0.07 | 0.07 | 0.08 | 0.07 | 0.06 | 0.05 | 0.07 | |

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Table 24

Q.6 How much do you agree or disagree with each of the following statements?**It's right that we spend money on national infrastructure, even in tough economic conditions, as the country still has to plan for the future****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1216 | 174 | 492 | 1088 | 67 | 49 | 390 | 34 | 101 | 64 | 77 | 550 |
| | | 60% | 64% | 58% | 60% | 72% | 62% | 59% | 56% | 64% | 50% | 65% | 62% |
| Strongly agree | (+2) | 334 | 59 | 142 | 290 | 24 | 17 | 111 | 12 | 31 | 24 | 23 | 133 |
| | | 17% | 22% | 17% | 16% | 26% | 21% | 17% | 19% | 19% | 19% | 20% | 15% |
| Agree | (+1) | 881 | 115 | 349 | 798 | 42 | 32 | 278 | 23 | 71 | 40 | 53 | 417 |
| | | 44% | 42% | 41% | 44% | 45% | 40% | 42% | 37% | 45% | 31% | 45% | 47% |
| Neither agree nor disagree | (0) | 598 | 75 | 290 | 540 | 21 | 24 | 210 | 23 | 47 | 53 | 33 | 233 |
| | | 30% | 28% | 34% | 30% | 22% | 31% | 32% | 38% | 30% | 42% | 28% | 26% |
| Disagree | (-1) | 158 | 22 | 59 | 145 | 5 | 5 | 53 | 2 | 10 | 8 | 8 | 78 |
| | | 8% | 8% | 7% | 8% | 5% | 6% | 8% | 3% | 6% | 6% | 7% | 9% |
| Strongly disagree | (-2) | 41 | 2 | 13 | 37 | 1 | 1 | 11 | 2 | - | 2 | 1 | 25 |
| | | 2% | 1% | 2% | 2% | 1% | 1% | 2% | 3% | - | 1% | 1% | 3% |
| NET: Disagree | | 199 | 24 | 72 | 183 | 6 | 6 | 64 | 4 | 10 | 10 | 9 | 103 |
| | | 10% | 9% | 8% | 10% | 6% | 7% | 10% | 6% | 6% | 8% | 7% | 12% |
| Mean | | 0.65 | 0.76 | 0.64 | 0.64 | 0.91 | 0.75 | 0.64 | 0.67 | 0.77 | 0.60 | 0.76 | 0.63 |
| Standard deviation | | 0.92 | 0.91 | 0.89 | 0.91 | 0.88 | 0.90 | 0.91 | 0.94 | 0.83 | 0.91 | 0.88 | 0.94 |
| Standard error | | 0.02 | 0.06 | 0.03 | 0.02 | 0.10 | 0.11 | 0.04 | 0.12 | 0.07 | 0.08 | 0.08 | 0.03 |

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Absolutes/col percents

Table 25

Q.7 How much do you agree or disagree with the following statements?**Summary****Base: All respondents**

| | | Statements | | |
|----------------------------|------|---|--|---|
| | | It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK | It's important that if we do build HS2 it is something we could be proud of | It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth |
| Unweighted base | | 2013 | 2013 | 2013 |
| Weighted base | | 2013 | 2013 | 2013 |
| NET: Agree | | 1556 77% | 1339 67% | 1567 78% |
| Strongly agree | (+2) | 618 31% | 466 23% | 619 31% |
| Agree | (+1) | 938 47% | 874 43% | 948 47% |
| Neither agree nor disagree | (0) | 373 19% | 532 26% | 376 19% |
| Disagree | (-1) | 66 3% | 96 5% | 49 2% |
| Strongly disagree | (-2) | 17 1% | 45 2% | 21 1% |
| NET: Disagree | | 84 4% | 141 7% | 70 4% |
| Mean | | 1.03 | 0.80 | 1.04 |
| Standard deviation | | 0.84 | 0.92 | 0.83 |
| Standard error | | 0.02 | 0.02 | 0.02 |

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Absolutes/col percents

Table 26

Q.7 How much do you agree or disagree with the following statements?**It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1556 | 814 | 742 | 174 | 253 | 297 | 268 | 231 | 334 | 442 | 460 | 335 | 319 | 132 | 66 | 199 | 149 | 141 | 111 | 77 | 142 | 205 | 199 | 135 |
| | 77% | 82% | 72% | 72% | 79% | 78% | 78% | 76% | 79% | 81% | 79% | 79% | 69% | 75% | 73% | 84% | 84% | 76% | 71% | 72% | 75% | 81% | 77% | 73% |
| Strongly agree (+2) | 618 | 366 | 252 | 79 | 98 | 113 | 92 | 89 | 147 | 197 | 181 | 118 | 121 | 54 | 34 | 79 | 60 | 52 | 50 | 25 | 53 | 78 | 86 | 47 |
| | 31% | 37% | 25% | 33% | 30% | 30% | 27% | 30% | 35% | 36% | 31% | 28% | 26% | 31% | 37% | 34% | 34% | 28% | 32% | 23% | 28% | 31% | 33% | 26% |
| Agree (+1) | 938 | 448 | 490 | 95 | 155 | 184 | 176 | 141 | 187 | 245 | 279 | 217 | 198 | 78 | 32 | 119 | 89 | 90 | 61 | 52 | 89 | 127 | 114 | 87 |
| | 47% | 45% | 48% | 39% | 48% | 48% | 52% | 47% | 44% | 45% | 48% | 51% | 43% | 45% | 36% | 50% | 50% | 48% | 39% | 49% | 47% | 50% | 44% | 47% |
| Neither agree nor disagree (0) | 373 | 136 | 237 | 60 | 59 | 71 | 64 | 53 | 66 | 80 | 100 | 75 | 119 | 37 | 23 | 28 | 24 | 36 | 39 | 28 | 40 | 40 | 44 | 35 |
| | 19% | 14% | 23% | 25% | 18% | 19% | 19% | 18% | 16% | 15% | 17% | 18% | 26% | 21% | 26% | 12% | 13% | 19% | 25% | 26% | 21% | 16% | 17% | 19% |
| Disagree (-1) | 66 | 29 | 37 | 7 | 10 | 9 | 6 | 16 | 18 | 17 | 20 | 12 | 17 | 4 | 1 | 9 | 5 | 5 | 4 | 2 | 6 | 5 | 12 | 13 |
| | 3% | 3% | 4% | 3% | 3% | 2% | 2% | 5% | 4% | 3% | 3% | 3% | 4% | 2% | 1% | 4% | 3% | 3% | 2% | 2% | 3% | 2% | 5% | 7% |
| Strongly disagree (-2) | 17 | 7 | 10 | - | - | 6 | 4 | 2 | 5 | 4 | 4 | 1 | 8 | 3 | - | 1 | - | 4 | 2 | - | 1 | 2 | 3 | 1 |
| | 1% | 1% | 1% | - | - | 2% | 1% | 1% | 1% | 1% | 1% | * | 2% | 1% | - | * | - | 2% | 1% | - | 1% | 1% | 1% | 1% |
| NET: Disagree | 84 | 37 | 47 | 7 | 10 | 15 | 10 | 18 | 23 | 22 | 24 | 13 | 25 | 6 | 1 | 10 | 5 | 9 | 6 | 2 | 7 | 8 | 15 | 14 |
| | 4% | 4% | 5% | 3% | 3% | 4% | 3% | 6% | 5% | 4% | 4% | 3% | 5% | 4% | 1% | 4% | 3% | 5% | 4% | 2% | 4% | 3% | 6% | 8% |
| Mean | 1.03 | 1.15 | 0.91 | 1.02 | 1.06 | 1.02 | 1.01 | 0.99 | 1.07 | 1.13 | 1.05 | 1.04 | 0.88 | 1.01 | 1.09 | 1.13 | 1.15 | 0.96 | 0.98 | 0.93 | 0.99 | 1.08 | 1.03 | 0.91 |
| Standard deviation | 0.84 | 0.82 | 0.84 | 0.84 | 0.78 | 0.85 | 0.80 | 0.87 | 0.88 | 0.83 | 0.82 | 0.77 | 0.90 | 0.86 | 0.83 | 0.79 | 0.76 | 0.88 | 0.89 | 0.75 | 0.82 | 0.79 | 0.89 | 0.89 |
| Standard error | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.04 | 0.05 | 0.04 | 0.03 | 0.03 | 0.04 | 0.04 | 0.07 | 0.09 | 0.05 | 0.06 | 0.07 | 0.07 | 0.07 | 0.07 | 0.05 | 0.05 | 0.07 |

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Absolutes/col percents

Table 26

Q.7 How much do you agree or disagree with the following statements?**It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1556 | 219 | 672 | 1385 | 81 | 68 | 523 | 54 | 132 | 86 | 95 | 665 |
| | | 77% | 80% | 79% | 77% | 87% | 85% | 79% | 88% | 84% | 68% | 80% | 75% |
| Strongly agree | (+2) | 618 | 97 | 270 | 549 | 38 | 23 | 206 | 28 | 58 | 32 | 41 | 251 |
| | | 31% | 36% | 32% | 30% | 41% | 29% | 31% | 46% | 37% | 26% | 35% | 28% |
| Agree | (+1) | 938 | 122 | 402 | 837 | 43 | 45 | 317 | 26 | 74 | 54 | 53 | 414 |
| | | 47% | 45% | 47% | 46% | 46% | 56% | 48% | 42% | 47% | 43% | 45% | 47% |
| Neither agree nor disagree | (0) | 373 | 48 | 144 | 344 | 12 | 10 | 111 | 5 | 21 | 37 | 19 | 181 |
| | | 19% | 18% | 17% | 19% | 13% | 12% | 17% | 8% | 13% | 29% | 16% | 20% |
| Disagree | (-1) | 66 | 5 | 30 | 64 | - | 2 | 24 | 2 | 4 | 3 | 2 | 31 |
| | | 3% | 2% | 4% | 4% | - | 2% | 4% | 3% | 2% | 3% | 1% | 3% |
| Strongly disagree | (-2) | 17 | 1 | 8 | 17 | - | - | 5 | - | * | - | 4 | 9 |
| | | 1% | * | 1% | 1% | - | - | 1% | - | * | - | 3% | 1% |
| NET: Disagree | | 84 | 6 | 38 | 81 | - | 2 | 29 | 2 | 4 | 3 | 5 | 40 |
| | | 4% | 2% | 4% | 4% | - | 2% | 4% | 3% | 3% | 3% | 4% | 4% |
| Mean | | 1.03 | 1.13 | 1.05 | 1.01 | 1.29 | 1.12 | 1.05 | 1.31 | 1.18 | 0.91 | 1.07 | 0.98 |
| Standard deviation | | 0.84 | 0.79 | 0.84 | 0.85 | 0.68 | 0.70 | 0.83 | 0.77 | 0.77 | 0.81 | 0.92 | 0.85 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.07 | 0.09 | 0.03 | 0.10 | 0.06 | 0.07 | 0.09 | 0.03 |

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Absolutes/col percents

Table 27

Q.7 How much do you agree or disagree with the following statements?
It's important that if we do build HS2 it is something we could be proud of
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1339 | 681 | 658 | 159 | 237 | 242 | 231 | 189 | 281 | 389 | 388 | 286 | 277 | 111 | 52 | 179 | 130 | 117 | 97 | 69 | 119 | 176 | 185 | 105 |
| | 67% | 69% | 64% | 66% | 74% | 63% | 68% | 63% | 67% | 72% | 66% | 68% | 60% | 63% | 57% | 76% | 73% | 63% | 62% | 64% | 63% | 70% | 72% | 57% |
| Strongly agree (+2) | 466 | 272 | 194 | 52 | 80 | 71 | 74 | 73 | 115 | 157 | 114 | 99 | 96 | 36 | 23 | 67 | 44 | 46 | 43 | 15 | 36 | 63 | 59 | 31 |
| | 23% | 28% | 19% | 22% | 25% | 19% | 22% | 24% | 27% | 29% | 19% | 23% | 21% | 21% | 26% | 28% | 25% | 25% | 27% | 14% | 19% | 25% | 23% | 17% |
| Agree (+1) | 874 | 409 | 464 | 107 | 157 | 171 | 157 | 116 | 166 | 232 | 274 | 187 | 181 | 74 | 29 | 112 | 86 | 71 | 54 | 53 | 83 | 113 | 125 | 74 |
| | 43% | 41% | 45% | 44% | 49% | 45% | 46% | 38% | 39% | 43% | 47% | 44% | 39% | 43% | 31% | 47% | 48% | 38% | 34% | 50% | 44% | 45% | 49% | 40% |
| Neither agree nor disagree (0) | 532 | 230 | 302 | 55 | 72 | 125 | 95 | 82 | 103 | 121 | 165 | 104 | 142 | 45 | 32 | 45 | 42 | 54 | 47 | 30 | 55 | 64 | 57 | 61 |
| | 26% | 23% | 29% | 23% | 22% | 33% | 28% | 27% | 24% | 22% | 28% | 25% | 31% | 26% | 35% | 19% | 23% | 29% | 30% | 28% | 29% | 25% | 22% | 33% |
| Disagree (-1) | 96 | 45 | 52 | 22 | 10 | 11 | 9 | 23 | 21 | 20 | 21 | 23 | 32 | 13 | 5 | 10 | 6 | 10 | 7 | 3 | 9 | 9 | 11 | 12 |
| | 5% | 5% | 5% | 9% | 3% | 3% | 3% | 8% | 5% | 4% | 4% | 6% | 7% | 7% | 6% | 4% | 3% | 6% | 4% | 3% | 5% | 4% | 4% | 7% |
| Strongly disagree (-2) | 45 | 31 | 14 | 6 | 3 | 5 | 6 | 8 | 17 | 14 | 11 | 9 | 11 | 6 | 2 | 2 | - | 4 | 6 | 5 | 5 | 4 | 5 | 6 |
| | 2% | 3% | 1% | 3% | 1% | 1% | 2% | 3% | 4% | 3% | 2% | 2% | 2% | 4% | 2% | 1% | - | 2% | 4% | 5% | 3% | 2% | 2% | 3% |
| NET: Disagree | 141 | 75 | 66 | 28 | 13 | 16 | 16 | 31 | 39 | 34 | 31 | 33 | 44 | 19 | 7 | 12 | 6 | 15 | 12 | 8 | 14 | 13 | 16 | 18 |
| | 7% | 8% | 6% | 12% | 4% | 4% | 5% | 10% | 9% | 6% | 5% | 8% | 9% | 11% | 8% | 5% | 3% | 8% | 8% | 8% | 8% | 5% | 6% | 10% |
| Mean | 0.80 | 0.86 | 0.75 | 0.73 | 0.93 | 0.77 | 0.83 | 0.74 | 0.81 | 0.92 | 0.79 | 0.81 | 0.69 | 0.70 | 0.73 | 0.98 | 0.95 | 0.78 | 0.78 | 0.66 | 0.72 | 0.87 | 0.87 | 0.61 |
| Standard deviation | 0.92 | 0.98 | 0.87 | 0.98 | 0.83 | 0.83 | 0.86 | 0.99 | 1.02 | 0.94 | 0.86 | 0.93 | 0.96 | 1.00 | 0.99 | 0.85 | 0.79 | 0.96 | 1.02 | 0.93 | 0.92 | 0.89 | 0.88 | 0.95 |
| Standard error | 0.02 | 0.03 | 0.03 | 0.07 | 0.05 | 0.05 | 0.05 | 0.06 | 0.04 | 0.04 | 0.04 | 0.05 | 0.04 | 0.08 | 0.10 | 0.05 | 0.06 | 0.07 | 0.08 | 0.09 | 0.07 | 0.05 | 0.05 | 0.07 |

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Absolutes/col percents

Table 27

Q.7 How much do you agree or disagree with the following statements?
It's important that if we do build HS2 it is something we could be proud of
Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1339 | 198 | 564 | 1178 | 79 | 62 | 458 | 42 | 106 | 72 | 84 | 578 |
| | | 67% | 72% | 66% | 65% | 85% | 78% | 69% | 70% | 67% | 57% | 71% | 65% |
| Strongly agree | (+2) | 466 | 78 | 188 | 406 | 33 | 20 | 149 | 17 | 38 | 27 | 34 | 200 |
| | | 23% | 28% | 22% | 22% | 36% | 25% | 22% | 28% | 24% | 22% | 29% | 23% |
| Agree | (+1) | 874 | 120 | 375 | 772 | 46 | 41 | 309 | 25 | 68 | 44 | 50 | 378 |
| | | 43% | 44% | 44% | 43% | 49% | 52% | 47% | 42% | 43% | 35% | 42% | 43% |
| Neither agree nor disagree | (0) | 532 | 61 | 240 | 498 | 11 | 16 | 162 | 15 | 48 | 45 | 31 | 231 |
| | | 26% | 22% | 28% | 28% | 12% | 21% | 24% | 25% | 30% | 35% | 26% | 26% |
| Disagree | (-1) | 96 | 9 | 33 | 90 | 3 | 1 | 28 | 2 | 3 | 8 | 1 | 54 |
| | | 5% | 3% | 4% | 5% | 3% | 2% | 4% | 3% | 2% | 6% | 1% | 6% |
| Strongly disagree | (-2) | 45 | 5 | 17 | 44 | - | - | 15 | 2 | 1 | 2 | 3 | 23 |
| | | 2% | 2% | 2% | 2% | - | - | 2% | 3% | * | 2% | 2% | 3% |
| NET: Disagree | | 141 | 15 | 50 | 135 | 3 | 1 | 44 | 4 | 4 | 10 | 3 | 77 |
| | | 7% | 5% | 6% | 7% | 3% | 2% | 7% | 6% | 3% | 8% | 3% | 9% |
| Mean | | 0.80 | 0.94 | 0.80 | 0.78 | 1.18 | 1.01 | 0.83 | 0.89 | 0.88 | 0.68 | 0.95 | 0.77 |
| Standard deviation | | 0.92 | 0.90 | 0.89 | 0.93 | 0.76 | 0.73 | 0.90 | 0.95 | 0.81 | 0.95 | 0.88 | 0.95 |
| Standard error | | 0.02 | 0.06 | 0.03 | 0.02 | 0.08 | 0.09 | 0.04 | 0.13 | 0.07 | 0.08 | 0.08 | 0.03 |

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Absolutes/col percents

Table 28

Q.7 How much do you agree or disagree with the following statements?**It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Agree | 1567 | 800 | 767 | 188 | 253 | 296 | 271 | 225 | 335 | 436 | 469 | 330 | 332 | 126 | 69 | 198 | 143 | 143 | 123 | 79 | 145 | 197 | 211 | 135 |
| | 78% | 81% | 75% | 78% | 78% | 77% | 79% | 75% | 79% | 80% | 80% | 78% | 72% | 72% | 75% | 84% | 80% | 77% | 78% | 74% | 77% | 78% | 82% | 74% |
| Strongly agree (+2) | 619 | 332 | 287 | 80 | 101 | 103 | 102 | 85 | 148 | 174 | 180 | 128 | 136 | 48 | 28 | 80 | 65 | 65 | 52 | 26 | 47 | 74 | 89 | 44 |
| | 31% | 34% | 28% | 33% | 31% | 27% | 30% | 28% | 35% | 32% | 31% | 30% | 29% | 27% | 31% | 34% | 37% | 35% | 33% | 25% | 25% | 29% | 35% | 24% |
| Agree (+1) | 948 | 468 | 480 | 107 | 152 | 193 | 169 | 140 | 187 | 262 | 289 | 202 | 195 | 78 | 40 | 118 | 77 | 77 | 70 | 53 | 98 | 123 | 122 | 91 |
| | 47% | 47% | 47% | 44% | 47% | 50% | 49% | 46% | 44% | 48% | 49% | 48% | 42% | 45% | 44% | 50% | 44% | 42% | 45% | 49% | 52% | 48% | 47% | 50% |
| Neither agree nor disagree (0) | 376 | 147 | 229 | 45 | 60 | 83 | 61 | 60 | 67 | 93 | 100 | 70 | 112 | 37 | 21 | 36 | 27 | 34 | 30 | 25 | 37 | 48 | 42 | 39 |
| | 19% | 15% | 22% | 19% | 19% | 22% | 18% | 20% | 16% | 17% | 17% | 17% | 24% | 21% | 23% | 15% | 15% | 18% | 19% | 23% | 20% | 19% | 16% | 21% |
| Disagree (-1) | 49 | 26 | 23 | 8 | 8 | 1 | 6 | 12 | 15 | 7 | 14 | 16 | 12 | 8 | - | 3 | 7 | 6 | 4 | 1 | 2 | 6 | 4 | 8 |
| | 2% | 3% | 2% | 3% | 3% | * | 2% | 4% | 4% | 1% | 2% | 4% | 3% | 5% | - | 1% | 4% | 3% | 2% | 1% | 1% | 2% | 2% | 4% |
| Strongly disagree (-2) | 21 | 15 | 7 | 1 | 1 | 3 | 5 | 6 | 5 | 8 | 1 | 6 | 7 | 4 | 1 | - | 1 | 4 | - | 2 | 5 | 3 | 1 | 2 |
| | 1% | 1% | 1% | * | * | 1% | 1% | 2% | 1% | 1% | * | 1% | 1% | 2% | 1% | - | 1% | 2% | - | 1% | 2% | 1% | * | 1% |
| NET: Disagree | 70 | 40 | 30 | 9 | 9 | 4 | 11 | 17 | 20 | 14 | 15 | 22 | 19 | 12 | 1 | 3 | 8 | 9 | 4 | 3 | 7 | 9 | 5 | 10 |
| | 4% | 4% | 3% | 4% | 3% | 1% | 3% | 6% | 5% | 3% | 3% | 5% | 4% | 7% | 1% | 1% | 5% | 5% | 2% | 3% | 3% | 4% | 2% | 5% |
| Mean | 1.04 | 1.09 | 0.99 | 1.07 | 1.06 | 1.02 | 1.04 | 0.95 | 1.08 | 1.08 | 1.08 | 1.02 | 0.96 | 0.90 | 1.04 | 1.16 | 1.12 | 1.05 | 1.09 | 0.95 | 0.96 | 1.02 | 1.14 | 0.91 |
| Standard deviation | 0.83 | 0.85 | 0.81 | 0.83 | 0.79 | 0.76 | 0.82 | 0.89 | 0.87 | 0.81 | 0.77 | 0.87 | 0.88 | 0.93 | 0.82 | 0.72 | 0.85 | 0.91 | 0.79 | 0.82 | 0.84 | 0.82 | 0.76 | 0.85 |
| Standard error | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.04 | 0.04 | 0.05 | 0.04 | 0.03 | 0.03 | 0.05 | 0.04 | 0.08 | 0.09 | 0.05 | 0.06 | 0.07 | 0.06 | 0.08 | 0.07 | 0.05 | 0.04 | 0.06 |

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Absolutes/col percents

Table 28

Q.7 How much do you agree or disagree with the following statements?**It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth****Base: All respondents**

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Agree | | 1567 | 217 | 664 | 1398 | 82 | 66 | 524 | 52 | 128 | 85 | 92 | 686 |
| | | 78% | 79% | 78% | 77% | 88% | 83% | 79% | 85% | 81% | 68% | 78% | 77% |
| Strongly agree | (+2) | 619 | 84 | 269 | 543 | 40 | 28 | 203 | 25 | 49 | 38 | 37 | 266 |
| | | 31% | 31% | 31% | 30% | 43% | 35% | 31% | 42% | 31% | 30% | 32% | 30% |
| Agree | (+1) | 948 | 133 | 395 | 856 | 42 | 38 | 320 | 26 | 79 | 47 | 55 | 420 |
| | | 47% | 49% | 46% | 47% | 46% | 47% | 48% | 43% | 50% | 37% | 46% | 47% |
| Neither agree nor disagree | (0) | 376 | 52 | 162 | 342 | 11 | 14 | 116 | 8 | 29 | 36 | 24 | 162 |
| | | 19% | 19% | 19% | 19% | 12% | 17% | 18% | 12% | 18% | 29% | 21% | 18% |
| Disagree | (-1) | 49 | 4 | 19 | 49 | - | - | 18 | 1 | - | 3 | 1 | 26 |
| | | 2% | 1% | 2% | 3% | - | - | 3% | 1% | - | 2% | 1% | 3% |
| Strongly disagree | (-2) | 21 | 1 | 9 | 21 | - | - | 5 | 1 | 1 | 2 | * | 12 |
| | | 1% | * | 1% | 1% | - | - | 1% | 2% | 1% | 2% | * | 1% |
| NET: Disagree | | 70 | 4 | 28 | 70 | - | - | 23 | 2 | 1 | 5 | 2 | 38 |
| | | 4% | 2% | 3% | 4% | - | - | 3% | 3% | 1% | 4% | 2% | 4% |
| Mean | | 1.04 | 1.09 | 1.05 | 1.02 | 1.31 | 1.18 | 1.05 | 1.22 | 1.10 | 0.92 | 1.07 | 1.02 |
| Standard deviation | | 0.83 | 0.75 | 0.83 | 0.84 | 0.67 | 0.71 | 0.81 | 0.85 | 0.74 | 0.91 | 0.77 | 0.85 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.07 | 0.09 | 0.03 | 0.11 | 0.06 | 0.08 | 0.07 | 0.03 |

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Absolutes/col percents

Table 29

Q.7b Do you think that, if we built HS2, it would achieve that?

It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| Yes | 1322 | 656 | 666 | 161 | 229 | 266 | 229 | 177 | 259 | 353 | 397 | 293 | 279 | 110 | 60 | 179 | 131 | 113 | 97 | 66 | 112 | 174 | 167 | 112 | |
| | | 66% | 66% | 65% | 67% | 71% | 69% | 67% | 59% | 61% | 65% | 68% | 69% | 60% | 63% | 66% | 76% | 74% | 61% | 62% | 62% | 59% | 69% | 65% | 61% |
| No | 691 | 331 | 360 | 80 | 93 | 117 | 113 | 125 | 163 | 191 | 187 | 130 | 184 | 65 | 31 | 58 | 46 | 73 | 60 | 41 | 76 | 79 | 91 | 71 | |
| | | 34% | 34% | 35% | 33% | 29% | 31% | 33% | 41% | 35% | 32% | 31% | 40% | 37% | 34% | 24% | 26% | 39% | 38% | 38% | 41% | 31% | 35% | 39% | |

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Absolutes/col percents

Table 29

Q.7b Do you think that, if we built HS2, it would achieve that?

It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Yes | 1322 | 195 | 574 | 1156 | 82 | 64 | 446 | 49 | 105 | 83 | 85 | 553 |
| | 66% | 71% | 67% | 64% | 88% | 81% | 67% | 81% | 67% | 65% | 72% | 62% |
| No | 691 | 79 | 280 | 655 | 11 | 15 | 218 | 12 | 52 | 44 | 34 | 332 |
| | 34% | 29% | 33% | 36% | 12% | 19% | 33% | 19% | 33% | 35% | 28% | 38% |

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Table 30

Q.7b Do you think that, if we built HS2, it would be...?**It's important that if we do build HS2 it is something we could be proud of****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|----------|------------|------------|------------------------|---------------|---------------|-------|---------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scotland | North East | North West | Yorkshire & Humberside | West Midlands | East Midlands | Wales | Eastern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Yes | 1398 | 688 | 710 | 159 | 238 | 265 | 237 | 197 | 302 | 389 | 405 | 299 | 305 | 118 | 57 | 182 | 142 | 129 | 105 | 69 | 125 | 177 | 182 | 111 |
| | 69% | 70% | 69% | 66% | 74% | 69% | 69% | 65% | 72% | 72% | 69% | 71% | 66% | 67% | 63% | 77% | 80% | 69% | 67% | 65% | 66% | 70% | 71% | 61% |
| No | 615 | 299 | 317 | 82 | 85 | 117 | 106 | 105 | 120 | 155 | 179 | 124 | 158 | 57 | 34 | 55 | 35 | 57 | 51 | 38 | 63 | 77 | 76 | 72 |
| | 31% | 30% | 31% | 34% | 26% | 31% | 31% | 35% | 28% | 28% | 31% | 29% | 34% | 33% | 37% | 23% | 20% | 31% | 33% | 35% | 34% | 30% | 29% | 39% |

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Absolutes/col percents

Table 30

Q.7b Do you think that, if we built HS2, it would be...?**It's important that if we do build HS2 it is something we could be proud of****Base: All respondents**

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Yes | 1398 | 198 | 582 | 1234 | 77 | 67 | 459 | 45 | 111 | 84 | 80 | 618 |
| | 69% | 72% | 68% | 68% | 82% | 85% | 69% | 74% | 70% | 67% | 68% | 70% |
| No | 615 | 75 | 272 | 576 | 16 | 12 | 204 | 16 | 47 | 42 | 39 | 268 |
| | 31% | 28% | 32% | 32% | 18% | 15% | 31% | 26% | 30% | 33% | 32% | 30% |

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Absolutes/col percents

Table 31

Q.7b Do you think that, if we built HS2, it would...?**It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth****Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| Yes | 1223 | 615 | 607 | 147 | 219 | 244 | 203 | 168 | 241 | 340 | 361 | 260 | 262 | 100 | 57 | 159 | 119 | 109 | 101 | 57 | 112 | 165 | 149 | 95 | |
| | | 61% | 62% | 59% | 61% | 68% | 64% | 59% | 56% | 57% | 63% | 62% | 61% | 57% | 57% | 63% | 67% | 67% | 58% | 64% | 53% | 59% | 65% | 58% | 52% |
| No | 790 | 371 | 419 | 94 | 103 | 139 | 139 | 133 | 181 | 203 | 222 | 163 | 201 | 75 | 34 | 77 | 59 | 78 | 56 | 50 | 77 | 88 | 109 | 88 | |
| | | 39% | 38% | 41% | 39% | 32% | 36% | 41% | 44% | 43% | 37% | 38% | 39% | 43% | 43% | 37% | 33% | 42% | 36% | 47% | 41% | 35% | 42% | 48% | |

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Absolutes/col percents

Table 31

Q.7b Do you think that, if we built HS2, it would...?**It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth****Base: All respondents**

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Yes | 1223 | 172 | 526 | 1070 | 75 | 62 | 401 | 44 | 97 | 78 | 78 | 525 |
| | 61% | 63% | 62% | 59% | 80% | 78% | 60% | 72% | 61% | 61% | 66% | 59% |
| No | 790 | 102 | 328 | 741 | 18 | 17 | 262 | 17 | 61 | 49 | 41 | 361 |
| | 39% | 37% | 38% | 41% | 20% | 22% | 40% | 28% | 39% | 39% | 34% | 41% |

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Table 32

Q7/7b All agreeing with each and saying 'Yes' at Q7b for each
Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|----------------|----------------|-----------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK | 1194 59% | 624 63% | 570 56% | 141 58% | 199 62% | 235 61% | 209 61% | 161 53% | 248 59% | 329 60% | 361 62% | 265 63% | 240 52% | 97 56% | 51 56% | 164 69% | 121 68% | 103 56% | 87 55% | 59 55% | 96 51% | 162 64% | 153 59% | 100 55% |
| It's important that if we do build HS2 it is something we can be proud of | 1144 57% | 587 59% | 558 54% | 128 53% | 207 64% | 213 56% | 193 56% | 153 51% | 251 59% | 339 62% | 327 56% | 242 57% | 237 51% | 92 53% | 41 45% | 159 67% | 119 67% | 105 56% | 84 54% | 57 53% | 96 51% | 148 58% | 157 61% | 86 47% |
| It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth | 1111 55% | 573 58% | 538 52% | 131 54% | 196 61% | 222 58% | 184 54% | 152 50% | 226 53% | 312 57% | 333 57% | 236 56% | 230 50% | 88 50% | 48 53% | 149 63% | 105 59% | 97 52% | 92 59% | 52 48% | 101 54% | 152 60% | 141 55% | 86 47% |

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Absolutes/col percents

Table 32

Q7/7b All agreeing with each and saying 'Yes' at Q7b for each**Base: All respondents**

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---|-------------------|------------|------------|-------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| It's important that Britain updates its railways in order that they are high speed and create a faster and more competitive network across the UK | 1194 59% | 173 63% | 519 61% | 1041 58% | 76 82% | 59 74% | 404 61% | 47 78% | 98 62% | 63 50% | 78 66% | 502 57% |
| It's important that if we do build HS2 it is something we can be proud of | 1144 57% | 175 64% | 464 54% | 997 55% | 70 75% | 59 74% | 391 59% | 39 64% | 87 55% | 57 45% | 66 55% | 505 57% |
| It's important that if we do build HS2 that as much focus as possible be given to how this can help boost the economy by creating jobs and growth | 1111 55% | 155 57% | 479 56% | 967 53% | 71 76% | 59 74% | 369 56% | 38 63% | 93 59% | 64 50% | 71 60% | 477 54% |

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Table 33

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

Summary**Base: All respondents**

| | Statements | | | | | |
|----------------------------------|---|---|---|---|--|---|
| | It will cut the time it takes to travel between London and Manchester and Leeds and between Birmingham and Manchester and Leeds in half | Trains will be able to travel as fast as 225 Miles Per Hour, making it faster than the French TGV and Japanese "Bullet Train" | High Speed 2 will create 100,000 jobs directly and support many more indirectly | High Speed 2 will provide a boost to the Midlands and North and ensure the economy is not too focused around the South East | High Speed 2 will generate £2 for the economy for every £1 spent on its construction | British business leaders are backing High Speed 2 to help boost our international competitiveness |
| Unweighted base | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 |
| Weighted base | 2013 | 2013 | 2013 | 2013 | 2013 | 2013 |
| NET: More likely | 1196 59% | 1002 50% | 1499 74% | 1293 64% | 1371 68% | 1077 54% |
| Much more likely to support (+2) | 393 20% | 340 17% | 572 28% | 436 22% | 499 25% | 338 17% |
| More likely to support (+1) | 803 40% | 661 33% | 927 46% | 857 43% | 872 43% | 740 37% |
| No difference (0) | 759 38% | 903 45% | 479 24% | 669 33% | 588 29% | 847 42% |
| Less likely to support (-1) | 36 2% | 62 3% | 20 1% | 37 2% | 39 2% | 57 3% |
| Much less likely to support (-2) | 22 1% | 47 2% | 15 1% | 14 1% | 15 1% | 31 2% |
| NET: Less likely | 58 3% | 109 5% | 35 2% | 51 3% | 54 3% | 88 4% |
| Mean | 0.75 | 0.59 | 1.00 | 0.83 | 0.89 | 0.64 |
| Standard deviation | 0.82 | 0.88 | 0.79 | 0.81 | 0.82 | 0.85 |
| Standard error | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |

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Table 34

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

It will cut the time it takes to travel between London and Manchester and Leeds and between Birmingham and Manchester and Leeds in half

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | | Region | | | | | | | | | | |
|-----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: More likely | 1196 | 602 | 594 | 153 | 206 | 227 | 209 | 165 | 237 | 328 | 355 | 258 | 255 | 85 | 54 | 168 | 123 | 105 | 80 | 61 | 101 | 162 | 157 | 100 | |
| | 59% | 61% | 58% | 63% | 64% | 59% | 61% | 55% | 56% | 60% | 61% | 61% | 55% | 49% | 59% | 71% | 69% | 56% | 51% | 57% | 54% | 64% | 61% | 55% | |
| Much more likely to support | (+2) | 393 | 220 | 173 | 55 | 78 | 80 | 52 | 58 | 69 | 105 | 121 | 89 | 78 | 25 | 18 | 69 | 36 | 40 | 31 | 22 | 22 | 55 | 47 | 28 |
| | | 20% | 22% | 17% | 23% | 24% | 21% | 15% | 19% | 16% | 19% | 21% | 21% | 17% | 14% | 20% | 29% | 20% | 21% | 20% | 21% | 12% | 22% | 18% | 15% |
| More likely to support | (+1) | 803 | 382 | 421 | 98 | 127 | 146 | 157 | 107 | 168 | 223 | 234 | 169 | 177 | 60 | 36 | 99 | 86 | 65 | 49 | 39 | 79 | 107 | 110 | 73 |
| | | 40% | 39% | 41% | 40% | 40% | 38% | 46% | 35% | 40% | 41% | 40% | 40% | 38% | 35% | 39% | 42% | 49% | 35% | 31% | 37% | 42% | 42% | 43% | 40% |
| No difference | (0) | 759 | 352 | 407 | 80 | 110 | 148 | 127 | 130 | 165 | 201 | 219 | 146 | 193 | 85 | 34 | 64 | 54 | 73 | 68 | 45 | 83 | 83 | 96 | 75 |
| | | 38% | 36% | 40% | 33% | 34% | 39% | 37% | 43% | 39% | 37% | 37% | 35% | 42% | 48% | 37% | 27% | 31% | 39% | 43% | 42% | 44% | 33% | 37% | 41% |
| Less likely to support | (-1) | 36 | 21 | 15 | 4 | 6 | 6 | 3 | 4 | 13 | 12 | 6 | 10 | 8 | 3 | 3 | 3 | * | 3 | 8 | 1 | 2 | 6 | 5 | 3 |
| | | 2% | 2% | 2% | 1% | 2% | 2% | 1% | 1% | 3% | 2% | 1% | 2% | 2% | 2% | 3% | 1% | * | 2% | 5% | 1% | 1% | 2% | 2% | 2% |
| Much less likely to support | (-2) | 22 | 12 | 10 | 5 | 1 | 1 | 4 | 3 | 7 | 2 | 5 | 9 | 7 | 2 | - | 2 | - | 6 | 1 | - | 3 | 3 | * | 5 |
| | | 1% | 1% | 1% | 2% | * | * | 1% | 1% | 2% | * | 1% | 2% | 1% | 1% | - | 1% | - | 3% | 1% | - | 2% | 1% | * | 3% |
| NET: Less likely | | 58 | 33 | 25 | 9 | 7 | 8 | 7 | 7 | 21 | 14 | 10 | 19 | 15 | 5 | 3 | 5 | * | 9 | 9 | 1 | 5 | 9 | 5 | 8 |
| | | 3% | 3% | 2% | 4% | 2% | 2% | 2% | 2% | 5% | 3% | 2% | 4% | 3% | 3% | 3% | 2% | * | 5% | 6% | 1% | 3% | 3% | 2% | 4% |
| Mean | 0.75 | 0.79 | 0.71 | 0.80 | 0.86 | 0.78 | 0.73 | 0.71 | 0.66 | 0.77 | 0.79 | 0.75 | 0.67 | 0.59 | 0.76 | 0.98 | 0.89 | 0.70 | 0.64 | 0.77 | 0.61 | 0.81 | 0.77 | 0.62 | |
| Standard deviation | 0.82 | 0.85 | 0.79 | 0.89 | 0.81 | 0.80 | 0.77 | 0.83 | 0.85 | 0.80 | 0.81 | 0.88 | 0.83 | 0.79 | 0.81 | 0.83 | 0.72 | 0.93 | 0.88 | 0.78 | 0.77 | 0.84 | 0.77 | 0.86 | |
| Standard error | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.04 | 0.04 | 0.05 | 0.04 | 0.03 | 0.03 | 0.05 | 0.04 | 0.06 | 0.08 | 0.05 | 0.05 | 0.07 | 0.07 | 0.07 | 0.06 | 0.05 | 0.04 | 0.07 | |

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Table 34

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

It will cut the time it takes to travel between London and Manchester and Leeds and between Birmingham and Manchester and Leeds in half

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: More likely | | 1196 | 180 | 510 | 1054 | 71 | 55 | 410 | 38 | 102 | 66 | 73 | 506 |
| | | 59% | 66% | 60% | 58% | 77% | 69% | 62% | 63% | 65% | 52% | 62% | 57% |
| Much more likely to support | (+2) | 393 | 63 | 187 | 340 | 26 | 25 | 146 | 15 | 41 | 19 | 29 | 143 |
| | | 20% | 23% | 22% | 19% | 28% | 32% | 22% | 24% | 26% | 15% | 24% | 16% |
| More likely to support | (+1) | 803 | 117 | 323 | 714 | 46 | 29 | 264 | 24 | 61 | 47 | 45 | 363 |
| | | 40% | 43% | 38% | 39% | 49% | 37% | 40% | 39% | 38% | 37% | 38% | 41% |
| No difference | (0) | 759 | 87 | 321 | 700 | 22 | 25 | 242 | 18 | 52 | 53 | 43 | 350 |
| | | 38% | 32% | 38% | 39% | 23% | 31% | 37% | 30% | 33% | 42% | 36% | 40% |
| Less likely to support | (-1) | 36 | 5 | 12 | 36 | - | - | 4 | 2 | 4 | 5 | 2 | 19 |
| | | 2% | 2% | 1% | 2% | - | - | 1% | 3% | 3% | 4% | 1% | 2% |
| Much less likely to support | (-2) | 22 | 2 | 10 | 21 | - | - | 6 | 2 | * | 3 | * | 10 |
| | | 1% | 1% | 1% | 1% | - | - | 1% | 4% | * | 2% | * | 1% |
| NET: Less likely | | 58 | 7 | 22 | 57 | - | - | 11 | 4 | 4 | 8 | 2 | 29 |
| | | 3% | 2% | 3% | 3% | - | - | 2% | 7% | 3% | 6% | 2% | 3% |
| Mean | | 0.75 | 0.85 | 0.78 | 0.73 | 1.04 | 1.00 | 0.81 | 0.76 | 0.88 | 0.59 | 0.84 | 0.69 |
| Standard deviation | | 0.82 | 0.82 | 0.84 | 0.83 | 0.72 | 0.80 | 0.82 | 0.99 | 0.84 | 0.86 | 0.82 | 0.81 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.10 | 0.03 | 0.13 | 0.07 | 0.07 | 0.08 | 0.03 |

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Table 35

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

Trains will be able to travel as fast as 225 Miles Per Hour, making it faster than the French TGV and Japanese "Bullet Train"

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|-----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: More likely | 1002 | 552 | 449 | 132 | 184 | 196 | 156 | 146 | 188 | 283 | 298 | 214 | 207 | 78 | 41 | 132 | 96 | 94 | 72 | 49 | 89 | 141 | 124 | 84 | |
| | 50% | 56% | 44% | 54% | 57% | 51% | 46% | 49% | 44% | 52% | 51% | 51% | 45% | 45% | 45% | 56% | 54% | 50% | 46% | 46% | 47% | 56% | 48% | 46% | |
| Much more likely to support | (+2) | 340 | 222 | 118 | 53 | 68 | 73 | 41 | 45 | 60 | 97 | 95 | 81 | 68 | 25 | 18 | 57 | 27 | 30 | 28 | 21 | 23 | 47 | 39 | 25 |
| | 17% | 23% | 11% | 22% | 21% | 19% | 12% | 15% | 14% | 18% | 16% | 19% | 15% | 14% | 20% | 24% | 15% | 16% | 18% | 20% | 12% | 19% | 15% | 13% | |
| More likely to support | (+1) | 661 | 330 | 331 | 78 | 116 | 123 | 115 | 101 | 128 | 186 | 203 | 133 | 139 | 53 | 22 | 75 | 69 | 64 | 44 | 28 | 66 | 94 | 85 | 59 |
| | 33% | 33% | 32% | 32% | 36% | 32% | 33% | 34% | 30% | 34% | 35% | 31% | 30% | 30% | 24% | 32% | 39% | 34% | 28% | 27% | 35% | 37% | 33% | 32% | |
| No difference | (0) | 903 | 381 | 522 | 101 | 132 | 168 | 167 | 133 | 202 | 231 | 266 | 181 | 225 | 86 | 47 | 94 | 75 | 82 | 70 | 53 | 86 | 102 | 123 | 85 |
| | 45% | 39% | 51% | 42% | 41% | 44% | 49% | 44% | 48% | 42% | 46% | 43% | 49% | 49% | 52% | 40% | 42% | 44% | 45% | 50% | 46% | 40% | 48% | 46% | |
| Less likely to support | (-1) | 62 | 31 | 31 | 3 | 5 | 11 | 11 | 14 | 17 | 22 | 14 | 13 | 14 | 7 | 2 | 8 | 5 | 2 | 9 | 4 | 7 | 6 | 7 | |
| | 3% | 3% | 3% | 1% | 1% | 3% | 3% | 5% | 4% | 4% | 2% | 3% | 3% | 4% | 2% | 4% | 3% | 1% | 5% | 5% | 3% | 4% | 2% | 4% | |
| Much less likely to support | (-2) | 47 | 23 | 24 | 5 | 2 | 7 | 8 | 9 | 15 | 8 | 6 | 14 | 18 | 4 | 1 | 2 | 2 | 9 | 6 | 1 | 6 | 4 | 5 | 7 |
| | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 3% | 4% | 2% | 1% | 3% | 4% | 2% | 1% | 1% | 1% | 5% | 4% | * | 3% | 2% | 2% | 4% | |
| NET: Less likely | | 109 | 54 | 55 | 9 | 7 | 18 | 20 | 23 | 33 | 30 | 20 | 28 | 31 | 11 | 3 | 11 | 6 | 11 | 14 | 4 | 13 | 10 | 11 | 15 |
| | 5% | 5% | 5% | 4% | 2% | 5% | 6% | 8% | 8% | 5% | 3% | 7% | 7% | 6% | 3% | 5% | 3% | 6% | 9% | 4% | 7% | 4% | 4% | 8% | |
| Mean | 0.59 | 0.71 | 0.48 | 0.71 | 0.76 | 0.64 | 0.49 | 0.53 | 0.47 | 0.63 | 0.63 | 0.60 | 0.49 | 0.50 | 0.60 | 0.74 | 0.65 | 0.56 | 0.51 | 0.62 | 0.49 | 0.69 | 0.57 | 0.47 | |
| Standard deviation | 0.88 | 0.93 | 0.83 | 0.90 | 0.82 | 0.88 | 0.84 | 0.90 | 0.91 | 0.87 | 0.82 | 0.94 | 0.91 | 0.87 | 0.88 | 0.90 | 0.80 | 0.93 | 0.97 | 0.86 | 0.87 | 0.86 | 0.84 | 0.92 | |
| Standard error | 0.02 | 0.03 | 0.03 | 0.06 | 0.05 | 0.05 | 0.05 | 0.05 | 0.04 | 0.04 | 0.03 | 0.05 | 0.04 | 0.07 | 0.09 | 0.06 | 0.06 | 0.07 | 0.08 | 0.08 | 0.07 | 0.05 | 0.05 | 0.07 | |

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Table 35

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

Trains will be able to travel as fast as 225 Miles Per Hour, making it faster than the French TGV and Japanese “Bullet Train”

Base: All respondents

| | | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | | |
|-----------------------------|------|-------------------|--------|--------------|-------|-------|--------------------------------|------|-------|------|------|-------|------|
| | | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| | | | | | | | | | | | | | |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: More likely | | 1002 | 155 | 444 | 866 | 70 | 48 | 365 | 35 | 78 | 54 | 67 | 402 |
| | | 50% | 57% | 52% | 48% | 76% | 60% | 55% | 58% | 49% | 43% | 56% | 45% |
| Much more likely to support | (+2) | 340 | 58 | 162 | 293 | 21 | 26 | 131 | 14 | 31 | 17 | 26 | 121 |
| | | 17% | 21% | 19% | 16% | 22% | 32% | 20% | 23% | 20% | 14% | 22% | 14% |
| More likely to support | (+1) | 661 | 97 | 282 | 573 | 50 | 22 | 234 | 21 | 47 | 37 | 41 | 281 |
| | | 33% | 36% | 33% | 32% | 54% | 28% | 35% | 35% | 30% | 29% | 35% | 32% |
| No difference | (0) | 903 | 107 | 376 | 838 | 22 | 31 | 271 | 23 | 77 | 65 | 47 | 420 |
| | | 45% | 39% | 44% | 46% | 23% | 38% | 41% | 37% | 49% | 51% | 39% | 47% |
| Less likely to support | (-1) | 62 | 10 | 20 | 59 | 1 | 1 | 19 | 1 | 3 | 4 | 3 | 33 |
| | | 3% | 4% | 2% | 3% | 1% | 2% | 3% | 1% | 2% | 3% | 3% | 4% |
| Much less likely to support | (-2) | 47 | 2 | 14 | 47 | - | - | 8 | 2 | - | 4 | 2 | 31 |
| | | 2% | 1% | 2% | 3% | - | - | 1% | 4% | - | 3% | 2% | 4% |
| NET: Less likely | | 109 | 12 | 33 | 106 | 1 | 1 | 27 | 3 | 3 | 7 | 5 | 64 |
| | | 5% | 4% | 4% | 6% | 1% | 2% | 4% | 5% | 2% | 6% | 4% | 7% |
| Mean | | 0.59 | 0.73 | 0.65 | 0.56 | 0.97 | 0.91 | 0.70 | 0.73 | 0.67 | 0.48 | 0.72 | 0.48 |
| Standard deviation | | 0.88 | 0.86 | 0.86 | 0.89 | 0.71 | 0.88 | 0.86 | 0.96 | 0.81 | 0.87 | 0.89 | 0.90 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.11 | 0.04 | 0.13 | 0.07 | 0.07 | 0.09 | 0.03 |

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Table 36

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

High Speed 2 will create 100,000 jobs directly and support many more indirectly

Base: All respondents

| | Gender | | Age | | | | | | Social Grade | | | | | Region | | | | | | | | | | | |
|-----------------------------|--------|------|--------|-------|-------|-------|-------|-------|--------------|------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: More likely | 1499 | 746 | 753 | 170 | 248 | 274 | 262 | 222 | 323 | 422 | 438 | 306 | 333 | 128 | 66 | 189 | 140 | 132 | 117 | 79 | 132 | 186 | 199 | 131 | |
| | 74% | 76% | 73% | 70% | 77% | 72% | 77% | 73% | 76% | 78% | 75% | 72% | 72% | 73% | 72% | 80% | 79% | 71% | 75% | 74% | 70% | 74% | 77% | 71% | |
| Much more likely to support | (+2) | 572 | 328 | 244 | 72 | 101 | 124 | 78 | 76 | 122 | 164 | 166 | 110 | 133 | 45 | 28 | 90 | 46 | 56 | 51 | 30 | 45 | 66 | 69 | 45 |
| | | 28% | 33% | 24% | 30% | 31% | 32% | 23% | 25% | 29% | 30% | 28% | 26% | 29% | 26% | 31% | 38% | 26% | 30% | 33% | 28% | 24% | 26% | 27% | 24% |
| More likely to support | (+1) | 927 | 418 | 509 | 98 | 148 | 150 | 184 | 146 | 201 | 258 | 272 | 196 | 200 | 82 | 38 | 98 | 94 | 76 | 66 | 48 | 87 | 120 | 130 | 86 |
| | | 46% | 42% | 50% | 41% | 46% | 39% | 54% | 48% | 47% | 48% | 47% | 46% | 43% | 47% | 41% | 42% | 53% | 41% | 42% | 45% | 46% | 48% | 50% | 47% |
| No difference | (0) | 479 | 222 | 257 | 63 | 71 | 103 | 77 | 77 | 89 | 113 | 139 | 108 | 120 | 43 | 24 | 47 | 34 | 48 | 38 | 28 | 51 | 61 | 55 | 52 |
| | | 24% | 23% | 25% | 26% | 22% | 27% | 22% | 25% | 21% | 21% | 24% | 25% | 26% | 24% | 26% | 20% | 19% | 26% | 25% | 26% | 27% | 24% | 21% | 28% |
| Less likely to support | (-1) | 20 | 8 | 12 | 8 | 3 | 4 | - | 1 | 4 | 6 | 4 | 5 | 5 | - | 1 | - | 3 | 3 | 1 | - | 3 | 4 | 5 | - |
| | | 1% | 1% | 1% | 3% | 1% | 1% | - | * | 1% | 1% | 1% | 1% | 1% | - | 1% | - | 2% | 1% | * | - | 2% | 2% | 2% | - |
| Much less likely to support | (-2) | 15 | 10 | 5 | 1 | - | 1 | 4 | 2 | 7 | 2 | 3 | 4 | 5 | 5 | - | 1 | - | 4 | * | * | 2 | 2 | - | 1 |
| | | 1% | 1% | * | * | - | * | 1% | 1% | 2% | * | 1% | 1% | 1% | 3% | - | * | - | 2% | * | * | 1% | 1% | - | * |
| NET: Less likely | | 35 | 18 | 17 | 9 | 3 | 6 | 4 | 3 | 11 | 8 | 7 | 9 | 10 | 5 | 1 | 1 | 3 | 6 | 1 | * | 5 | 6 | 5 | 1 |
| | | 2% | 2% | 2% | 4% | 1% | 1% | 1% | 1% | 2% | 2% | 1% | 2% | 2% | 3% | 1% | * | 2% | 3% | 1% | * | 3% | 3% | 2% | * |
| Mean | 1.00 | 1.06 | 0.95 | 0.95 | 1.07 | 1.02 | 0.97 | 0.97 | 1.01 | 1.06 | 1.02 | 0.95 | 0.97 | 0.94 | 1.02 | 1.17 | 1.03 | 0.96 | 1.06 | 1.01 | 0.90 | 0.96 | 1.02 | 0.95 | |
| Standard deviation | 0.79 | 0.82 | 0.76 | 0.86 | 0.75 | 0.82 | 0.74 | 0.76 | 0.83 | 0.77 | 0.78 | 0.81 | 0.83 | 0.86 | 0.80 | 0.77 | 0.73 | 0.89 | 0.79 | 0.76 | 0.82 | 0.80 | 0.74 | 0.75 | |
| Standard error | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.05 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.04 | 0.04 | 0.07 | 0.08 | 0.05 | 0.05 | 0.07 | 0.06 | 0.07 | 0.07 | 0.05 | 0.04 | 0.06 | |

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Table 36

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

High Speed 2 will create 100,000 jobs directly and support many more indirectly

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: More likely | | 1499 | 210 | 633 | 1338 | 75 | 69 | 519 | 41 | 117 | 84 | 82 | 655 |
| | | 74% | 77% | 74% | 74% | 81% | 87% | 78% | 67% | 74% | 67% | 69% | 74% |
| Much more likely to support | (+2) | 572 | 73 | 255 | 512 | 24 | 32 | 190 | 21 | 42 | 36 | 39 | 244 |
| | | 28% | 27% | 30% | 28% | 25% | 40% | 29% | 35% | 27% | 28% | 33% | 28% |
| More likely to support | (+1) | 927 | 138 | 378 | 826 | 51 | 37 | 329 | 19 | 75 | 48 | 43 | 411 |
| | | 46% | 50% | 44% | 46% | 55% | 46% | 50% | 32% | 48% | 38% | 36% | 46% |
| No difference | (0) | 479 | 59 | 209 | 440 | 16 | 11 | 137 | 16 | 39 | 39 | 37 | 211 |
| | | 24% | 22% | 24% | 24% | 17% | 13% | 21% | 26% | 25% | 31% | 31% | 24% |
| Less likely to support | (-1) | 20 | 2 | 7 | 17 | 2 | - | 5 | 3 | 1 | - | - | 11 |
| | | 1% | 1% | 1% | 1% | 2% | - | 1% | 5% | 1% | - | - | 1% |
| Much less likely to support | (-2) | 15 | 2 | 5 | 15 | - | - | 2 | 1 | - | 3 | * | 8 |
| | | 1% | 1% | 1% | 1% | - | - | * | 2% | - | 2% | * | 1% |
| NET: Less likely | | 35 | 4 | 11 | 32 | 2 | - | 7 | 4 | 1 | 3 | * | 20 |
| | | 2% | 1% | 1% | 2% | 2% | - | 1% | 7% | 1% | 2% | * | 2% |
| Mean | | 1.00 | 1.01 | 1.02 | 1.00 | 1.04 | 1.27 | 1.06 | 0.94 | 1.00 | 0.91 | 1.01 | 0.98 |
| Standard deviation | | 0.79 | 0.76 | 0.79 | 0.80 | 0.72 | 0.69 | 0.74 | 0.99 | 0.74 | 0.89 | 0.82 | 0.81 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.08 | 0.08 | 0.03 | 0.13 | 0.06 | 0.08 | 0.08 | 0.03 |

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Table 37

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

High Speed 2 will provide a boost to the Midlands and North and ensure the economy is not too focused around the South East

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | | Region | | | | | | | | | | |
|-----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: More likely | 1293 | 673 | 620 | 134 | 210 | 228 | 229 | 193 | 299 | 379 | 361 | 276 | 278 | 105 | 56 | 178 | 128 | 126 | 105 | 69 | 106 | 160 | 153 | 106 | |
| | 64% | 68% | 60% | 55% | 65% | 60% | 67% | 64% | 71% | 70% | 62% | 65% | 60% | 60% | 61% | 75% | 72% | 68% | 67% | 65% | 56% | 63% | 59% | 58% | |
| Much more likely to support | (+2) | 436 | 253 | 182 | 49 | 70 | 92 | 58 | 66 | 101 | 129 | 122 | 93 | 93 | 28 | 22 | 76 | 44 | 60 | 46 | 22 | 29 | 39 | 47 | 24 |
| | | 22% | 26% | 18% | 20% | 22% | 24% | 17% | 22% | 24% | 21% | 22% | 20% | 16% | 24% | 32% | 25% | 32% | 29% | 21% | 16% | 15% | 18% | 13% | |
| More likely to support | (+1) | 857 | 420 | 438 | 85 | 140 | 136 | 171 | 127 | 198 | 239 | 183 | 185 | 78 | 34 | 102 | 84 | 66 | 60 | 47 | 77 | 121 | 106 | 82 | |
| | | 43% | 43% | 43% | 35% | 43% | 36% | 50% | 42% | 47% | 46% | 41% | 43% | 40% | 44% | 37% | 43% | 47% | 35% | 38% | 44% | 41% | 48% | 41% | 45% |
| No difference | (0) | 669 | 284 | 385 | 95 | 108 | 146 | 106 | 105 | 108 | 149 | 212 | 135 | 172 | 65 | 33 | 55 | 43 | 55 | 46 | 37 | 75 | 85 | 100 | 74 |
| | | 33% | 29% | 37% | 39% | 34% | 38% | 31% | 35% | 26% | 27% | 36% | 32% | 37% | 37% | 23% | 24% | 30% | 29% | 35% | 40% | 33% | 39% | 40% | |
| Less likely to support | (-1) | 37 | 21 | 17 | 10 | 4 | 7 | 5 | 2 | 9 | 13 | 8 | 9 | 7 | 4 | 2 | 3 | 6 | 3 | 4 | - | 4 | 5 | 4 | 3 |
| | | 2% | 2% | 2% | 4% | 1% | 2% | 2% | 1% | 2% | 2% | 1% | 2% | 2% | 2% | 2% | 1% | 4% | 1% | 3% | - | 2% | 2% | 2% | 1% |
| Much less likely to support | (-2) | 14 | 9 | 5 | 3 | 1 | 1 | 2 | 2 | 5 | 2 | 4 | 3 | 5 | 1 | - | 1 | - | 2 | 1 | - | 3 | 3 | 1 | 1 |
| | | 1% | 1% | * | 1% | * | * | 1% | 1% | 1% | * | 1% | 1% | 1% | - | * | - | 1% | 1% | - | 2% | 1% | * | * | |
| NET: Less likely | | 51 | 30 | 22 | 13 | 5 | 9 | 7 | 3 | 15 | 16 | 11 | 11 | 13 | 5 | 2 | 4 | 6 | 5 | 5 | - | 7 | 8 | 5 | 4 |
| | | 3% | 3% | 2% | 5% | 1% | 2% | 2% | 1% | 3% | 3% | 2% | 3% | 3% | 2% | 2% | 4% | 3% | 3% | - | 4% | 3% | 2% | 2% | |
| Mean | 0.83 | 0.90 | 0.76 | 0.69 | 0.85 | 0.81 | 0.81 | 0.84 | 0.90 | 0.90 | 0.80 | 0.84 | 0.76 | 0.73 | 0.82 | 1.05 | 0.94 | 0.96 | 0.92 | 0.86 | 0.66 | 0.74 | 0.75 | 0.68 | |
| Standard deviation | 0.81 | 0.84 | 0.78 | 0.88 | 0.77 | 0.83 | 0.75 | 0.79 | 0.83 | 0.80 | 0.80 | 0.81 | 0.83 | 0.77 | 0.82 | 0.80 | 0.80 | 0.89 | 0.87 | 0.74 | 0.83 | 0.78 | 0.77 | 0.73 | |
| Standard error | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.05 | 0.04 | 0.04 | 0.04 | 0.03 | 0.03 | 0.04 | 0.04 | 0.06 | 0.09 | 0.05 | 0.06 | 0.07 | 0.07 | 0.07 | 0.07 | 0.05 | 0.04 | 0.06 | |

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Table 37

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

High Speed 2 will provide a boost to the Midlands and North and ensure the economy is not too focused around the South East

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: More likely | | 1293 | 184 | 528 | 1156 | 67 | 55 | 413 | 41 | 110 | 71 | 77 | 581 |
| | | 64% | 67% | 62% | 64% | 72% | 69% | 62% | 67% | 69% | 56% | 65% | 66% |
| Much more likely to support | (+2) | 436 | 57 | 202 | 392 | 20 | 20 | 148 | 15 | 30 | 30 | 35 | 177 |
| | | 22% | 21% | 24% | 22% | 22% | 26% | 22% | 25% | 19% | 24% | 29% | 20% |
| More likely to support | (+1) | 857 | 127 | 326 | 763 | 47 | 35 | 265 | 26 | 80 | 41 | 42 | 404 |
| | | 43% | 46% | 38% | 42% | 51% | 44% | 40% | 42% | 50% | 32% | 35% | 46% |
| No difference | (0) | 669 | 81 | 307 | 613 | 21 | 21 | 236 | 17 | 44 | 50 | 41 | 281 |
| | | 33% | 29% | 36% | 34% | 22% | 26% | 36% | 28% | 28% | 39% | 34% | 32% |
| Less likely to support | (-1) | 37 | 7 | 14 | 29 | 4 | 3 | 13 | 2 | 3 | 3 | 1 | 16 |
| | | 2% | 3% | 2% | 2% | 4% | 4% | 2% | 3% | 2% | 2% | 1% | 2% |
| Much less likely to support | (-2) | 14 | 2 | 4 | 13 | 1 | - | 1 | 1 | 1 | 3 | * | 8 |
| | | 1% | 1% | * | 1% | 1% | - | * | 2% | 1% | 2% | * | 1% |
| NET: Less likely | | 51 | 9 | 19 | 42 | 5 | 3 | 14 | 3 | 5 | 6 | 1 | 23 |
| | | 3% | 3% | 2% | 2% | 5% | 4% | 2% | 5% | 3% | 4% | 1% | 3% |
| Mean | | 0.83 | 0.84 | 0.83 | 0.82 | 0.88 | 0.91 | 0.83 | 0.85 | 0.85 | 0.74 | 0.93 | 0.82 |
| Standard deviation | | 0.81 | 0.81 | 0.82 | 0.81 | 0.83 | 0.83 | 0.80 | 0.90 | 0.78 | 0.92 | 0.83 | 0.80 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.09 | 0.10 | 0.03 | 0.12 | 0.06 | 0.08 | 0.08 | 0.03 |

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Table 38

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

High Speed 2 will generate £2 for the economy for every £1 spent on its construction

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|-----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: More likely | 1371 | 702 | 669 | 165 | 223 | 256 | 222 | 204 | 302 | 402 | 409 | 279 | 282 | 109 | 62 | 176 | 127 | 119 | 101 | 72 | 123 | 180 | 181 | 121 | |
| | 68% | 71% | 65% | 68% | 69% | 67% | 65% | 67% | 71% | 74% | 70% | 66% | 61% | 63% | 68% | 75% | 71% | 64% | 64% | 68% | 65% | 71% | 70% | 66% | |
| Much more likely to support | (+2) | 499 | 304 | 195 | 54 | 85 | 107 | 65 | 80 | 108 | 144 | 104 | 101 | 37 | 25 | 78 | 47 | 48 | 46 | 25 | 33 | 60 | 59 | 40 | |
| | | 25% | 31% | 19% | 22% | 26% | 28% | 19% | 26% | 26% | 28% | 25% | 24% | 22% | 21% | 27% | 33% | 27% | 26% | 29% | 24% | 18% | 24% | 23% | 22% |
| More likely to support | (+1) | 872 | 399 | 474 | 110 | 138 | 149 | 157 | 124 | 193 | 251 | 265 | 175 | 180 | 72 | 37 | 98 | 80 | 70 | 55 | 47 | 90 | 120 | 122 | 81 |
| | | 43% | 40% | 46% | 46% | 43% | 39% | 46% | 41% | 46% | 46% | 45% | 41% | 39% | 41% | 40% | 42% | 45% | 38% | 35% | 44% | 48% | 47% | 47% | 44% |
| No difference | (0) | 588 | 255 | 333 | 68 | 92 | 119 | 112 | 90 | 107 | 126 | 165 | 132 | 164 | 56 | 27 | 56 | 42 | 65 | 51 | 34 | 60 | 69 | 67 | 61 |
| | | 29% | 26% | 32% | 28% | 29% | 31% | 33% | 30% | 25% | 23% | 28% | 31% | 35% | 32% | 29% | 23% | 24% | 35% | 33% | 31% | 32% | 27% | 26% | 33% |
| Less likely to support | (-1) | 39 | 22 | 17 | 6 | 7 | 6 | 5 | 5 | 10 | 7 | 9 | 12 | 6 | 3 | 3 | 6 | 1 | 4 | 1 | 3 | 2 | 9 | 1 | |
| | | 2% | 2% | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 2% | 1% | 2% | 3% | 3% | 1% | 4% | 1% | 3% | 1% | 2% | 1% | 4% | * | |
| Much less likely to support | (-2) | 15 | 8 | 8 | 3 | * | 1 | 4 | 3 | 4 | 5 | 3 | 3 | 5 | 4 | - | 2 | 2 | * | - | 2 | 2 | * | 1 | |
| | | 1% | 1% | 1% | 1% | * | * | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 2% | - | 1% | 1% | 1% | * | - | 1% | 1% | * | * |
| NET: Less likely | | 54 | 30 | 25 | 9 | 7 | 7 | 8 | 8 | 14 | 15 | 11 | 12 | 17 | 10 | 3 | 5 | 8 | 3 | 5 | 1 | 5 | 4 | 10 | 1 |
| | | 3% | 3% | 2% | 4% | 2% | 2% | 2% | 3% | 3% | 3% | 2% | 3% | 4% | 6% | 3% | 2% | 5% | 2% | 3% | 1% | 3% | 2% | 4% | 1% |
| Mean | | 0.89 | 0.98 | 0.81 | 0.86 | 0.93 | 0.93 | 0.80 | 0.90 | 0.93 | 0.98 | 0.92 | 0.87 | 0.78 | 0.76 | 0.92 | 1.05 | 0.92 | 0.87 | 0.90 | 0.91 | 0.79 | 0.92 | 0.89 | 0.86 |
| Standard deviation | | 0.82 | 0.85 | 0.78 | 0.84 | 0.80 | 0.83 | 0.79 | 0.85 | 0.83 | 0.82 | 0.79 | 0.83 | 0.85 | 0.91 | 0.83 | 0.83 | 0.86 | 0.84 | 0.87 | 0.76 | 0.78 | 0.78 | 0.80 | 0.77 |
| Standard error | | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.05 | 0.04 | 0.05 | 0.04 | 0.03 | 0.03 | 0.05 | 0.04 | 0.07 | 0.09 | 0.05 | 0.06 | 0.07 | 0.07 | 0.07 | 0.06 | 0.05 | 0.05 | 0.06 |

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Absolutes/col percents

Table 38

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

High Speed 2 will generate £2 for the economy for every £1 spent on its construction

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: More likely | | 1371 | 200 | 574 | 1221 | 70 | 64 | 467 | 40 | 106 | 82 | 80 | 597 |
| | | 68% | 73% | 67% | 67% | 76% | 81% | 70% | 66% | 67% | 64% | 67% | 67% |
| Much more likely to support | (+2) | 499 | 65 | 230 | 440 | 26 | 30 | 169 | 14 | 40 | 32 | 40 | 204 |
| | | 25% | 24% | 27% | 24% | 27% | 38% | 26% | 23% | 25% | 25% | 33% | 23% |
| More likely to support | (+1) | 872 | 136 | 344 | 781 | 45 | 34 | 297 | 26 | 66 | 50 | 40 | 393 |
| | | 43% | 50% | 40% | 43% | 48% | 42% | 45% | 43% | 42% | 39% | 34% | 44% |
| No difference | (0) | 588 | 65 | 256 | 541 | 20 | 14 | 183 | 18 | 44 | 42 | 34 | 266 |
| | | 29% | 24% | 30% | 30% | 21% | 17% | 28% | 30% | 28% | 34% | 29% | 30% |
| Less likely to support | (-1) | 39 | 6 | 19 | 35 | 1 | 2 | 12 | 1 | 7 | - | 5 | 14 |
| | | 2% | 2% | 2% | 2% | 1% | 2% | 2% | 2% | 5% | - | 4% | 2% |
| Much less likely to support | (-2) | 15 | 2 | 5 | 13 | 2 | - | 2 | 1 | * | 3 | * | 9 |
| | | 1% | 1% | 1% | 1% | 2% | - | * | 2% | * | 2% | * | 1% |
| NET: Less likely | | 54 | 8 | 24 | 48 | 3 | 2 | 14 | 2 | 7 | 3 | 5 | 22 |
| | | 3% | 3% | 3% | 3% | 3% | 2% | 2% | 4% | 5% | 2% | 4% | 3% |
| Mean | | 0.89 | 0.93 | 0.91 | 0.88 | 0.98 | 1.17 | 0.93 | 0.84 | 0.87 | 0.86 | 0.96 | 0.87 |
| Standard deviation | | 0.82 | 0.79 | 0.84 | 0.82 | 0.85 | 0.78 | 0.79 | 0.88 | 0.85 | 0.87 | 0.90 | 0.82 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.09 | 0.09 | 0.03 | 0.12 | 0.07 | 0.07 | 0.09 | 0.03 |

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Table 39

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

British business leaders are backing High Speed 2 to help boost our international competitiveness

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | | Region | | | | | | | | | | |
|-----------------------------|--------|------|--------|-------|-------|-------|-------|-------|------|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| NET: More likely | 1077 | 572 | 506 | 113 | 178 | 194 | 193 | 164 | 236 | 321 | 310 | 225 | 222 | 89 | 51 | 121 | 110 | 99 | 79 | 60 | 93 | 146 | 139 | 91 | |
| | 54% | 58% | 49% | 47% | 55% | 51% | 57% | 54% | 56% | 59% | 53% | 53% | 48% | 51% | 57% | 51% | 62% | 53% | 50% | 56% | 49% | 58% | 54% | 50% | |
| Much more likely to support | (+2) | 338 | 212 | 125 | 28 | 69 | 69 | 45 | 53 | 74 | 99 | 94 | 77 | 67 | 25 | 18 | 52 | 28 | 36 | 30 | 16 | 23 | 45 | 41 | 23 |
| | 17% | 22% | 12% | 12% | 21% | 18% | 13% | 17% | 18% | 18% | 16% | 18% | 15% | 14% | 20% | 22% | 16% | 19% | 19% | 15% | 12% | 18% | 16% | 12% | |
| More likely to support | (+1) | 740 | 360 | 380 | 85 | 109 | 125 | 149 | 111 | 162 | 221 | 216 | 148 | 154 | 63 | 33 | 70 | 82 | 63 | 48 | 44 | 70 | 101 | 97 | 68 |
| | 37% | 36% | 37% | 35% | 34% | 33% | 44% | 37% | 38% | 41% | 37% | 35% | 33% | 36% | 36% | 30% | 46% | 34% | 31% | 41% | 37% | 40% | 38% | 37% | |
| No difference | (0) | 847 | 369 | 478 | 112 | 136 | 179 | 138 | 125 | 159 | 199 | 251 | 178 | 220 | 74 | 37 | 107 | 65 | 73 | 70 | 43 | 83 | 99 | 113 | 82 |
| | 42% | 37% | 47% | 46% | 42% | 47% | 40% | 41% | 38% | 37% | 43% | 42% | 47% | 42% | 41% | 45% | 36% | 39% | 45% | 40% | 44% | 39% | 44% | 45% | |
| Less likely to support | (-1) | 57 | 26 | 31 | 11 | 8 | 8 | 4 | 7 | 19 | 17 | 18 | 12 | 10 | 5 | 1 | 5 | 3 | 7 | 5 | 4 | 11 | 5 | 6 | 5 |
| | 3% | 3% | 3% | 4% | 3% | 2% | 1% | 2% | 5% | 3% | 3% | 3% | 2% | 3% | 1% | 2% | 2% | 4% | 3% | 3% | 3% | 6% | 2% | 2% | 3% |
| Much less likely to support | (-2) | 31 | 20 | 12 | 6 | 1 | 2 | 7 | 6 | 9 | 7 | 5 | 8 | 12 | 7 | 1 | 3 | - | 6 | 3 | - | 2 | 4 | 1 | 5 |
| | 2% | 2% | 1% | 3% | * | 1% | 2% | 2% | 2% | 1% | 1% | 2% | 3% | 4% | 1% | 1% | - | 3% | 2% | - | 1% | 2% | * | 3% | |
| NET: Less likely | | 88 | 45 | 43 | 17 | 9 | 10 | 11 | 14 | 28 | 24 | 23 | 20 | 22 | 12 | 2 | 8 | 3 | 14 | 8 | 4 | 13 | 8 | 7 | 11 |
| | 4% | 5% | 4% | 7% | 3% | 3% | 3% | 5% | 7% | 4% | 4% | 5% | 5% | 7% | 2% | 3% | 2% | 7% | 5% | 3% | 7% | 3% | 3% | 6% | |
| Mean | 0.64 | 0.73 | 0.56 | 0.49 | 0.74 | 0.65 | 0.64 | 0.65 | 0.65 | 0.72 | 0.65 | 0.65 | 0.55 | 0.54 | 0.73 | 0.69 | 0.76 | 0.62 | 0.63 | 0.68 | 0.54 | 0.70 | 0.67 | 0.53 | |
| Standard deviation | 0.85 | 0.89 | 0.79 | 0.86 | 0.83 | 0.82 | 0.80 | 0.87 | 0.89 | 0.84 | 0.82 | 0.87 | 0.86 | 0.91 | 0.83 | 0.87 | 0.73 | 0.95 | 0.89 | 0.77 | 0.82 | 0.83 | 0.78 | 0.85 | |
| Standard error | 0.02 | 0.03 | 0.02 | 0.06 | 0.05 | 0.05 | 0.04 | 0.05 | 0.04 | 0.03 | 0.03 | 0.05 | 0.04 | 0.07 | 0.09 | 0.06 | 0.05 | 0.07 | 0.07 | 0.07 | 0.07 | 0.05 | 0.05 | 0.06 | |

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Table 39

Q.8 For each of the following statements, please say whether it makes you more likely to support High Speed 2, less likely to support it, or it makes no difference?

British business leaders are backing High Speed 2 to help boost our international competitiveness

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------|------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: More likely | | 1077 | 162 | 451 | 947 | 67 | 49 | 368 | 32 | 86 | 57 | 71 | 465 |
| | | 54% | 59% | 53% | 52% | 73% | 62% | 56% | 52% | 54% | 45% | 60% | 52% |
| Much more likely to support | (+2) | 338 | 49 | 158 | 297 | 20 | 19 | 124 | 7 | 33 | 15 | 28 | 131 |
| | | 17% | 18% | 18% | 16% | 22% | 24% | 19% | 11% | 21% | 12% | 23% | 15% |
| More likely to support | (+1) | 740 | 113 | 294 | 650 | 47 | 30 | 244 | 25 | 53 | 41 | 43 | 334 |
| | | 37% | 41% | 34% | 36% | 51% | 38% | 37% | 41% | 33% | 32% | 36% | 38% |
| No difference | (0) | 847 | 100 | 373 | 784 | 22 | 28 | 266 | 27 | 70 | 64 | 45 | 375 |
| | | 42% | 37% | 44% | 43% | 24% | 36% | 40% | 45% | 44% | 51% | 38% | 42% |
| Less likely to support | (-1) | 57 | 9 | 17 | 51 | 3 | 2 | 18 | 1 | 2 | 4 | 2 | 31 |
| | | 3% | 3% | 2% | 3% | 3% | 3% | 3% | 1% | 1% | 3% | 1% | 4% |
| Much less likely to support | (-2) | 31 | 3 | 13 | 29 | 1 | - | 11 | 1 | - | 3 | 1 | 15 |
| | | 2% | 1% | 2% | 2% | 1% | - | 2% | 2% | - | 2% | 1% | 2% |
| NET: Less likely | | 88 | 12 | 30 | 80 | 4 | 2 | 29 | 2 | 2 | 6 | 3 | 47 |
| | | 4% | 4% | 4% | 4% | 4% | 3% | 4% | 3% | 1% | 5% | 2% | 5% |
| Mean | | 0.64 | 0.72 | 0.66 | 0.63 | 0.89 | 0.83 | 0.68 | 0.57 | 0.74 | 0.50 | 0.79 | 0.60 |
| Standard deviation | | 0.85 | 0.83 | 0.85 | 0.85 | 0.81 | 0.83 | 0.86 | 0.78 | 0.80 | 0.82 | 0.85 | 0.84 |
| Standard error | | 0.02 | 0.05 | 0.03 | 0.02 | 0.09 | 0.10 | 0.04 | 0.10 | 0.07 | 0.07 | 0.08 | 0.03 |

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Absolutes/col percents

Table 40

What is the primary mode of travel you use to get to work?

Base: All respondents who work

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|------------|------------|------------|-----------|------------|------------|------------|-----------|-----------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|-----------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 1022 | 503 | 519 | 111 | 206 | 242 | 242 | 155 | 66 | 261 | 376 | 201 | 184 | 77 | 36 | 132 | 101 | 83 | 72 | 55 | 68 | 186 | 122 | 90 |
| Weighted base | 1127 | 596 | 531 | 144 | 256 | 286 | 254 | 149 | 40 | 265 | 406 | 278 | 178 | 96 | 40 | 141 | 107 | 100 | 78 | 64 | 93 | 183 | 120 | 105 |
| Car | 663 59% | 344 58% | 319 60% | 59 41% | 154 60% | 169 59% | 158 62% | 98 66% | 24 61% | 144 54% | 246 61% | 169 61% | 103 58% | 58 61% | 26 64% | 98 70% | 72 67% | 68 69% | 51 66% | 42 65% | 65 70% | 46 25% | 68 57% | 69 66% |
| Bus | 158 14% | 75 13% | 82 16% | 39 27% | 37 14% | 33 11% | 31 12% | 17 11% | 1 4% | 43 16% | 64 16% | 29 11% | 21 12% | 15 16% | 7 17% | 16 12% | 7 7% | 7 7% | 8 11% | 9 13% | 7 8% | 59 32% | 11 9% | 11 10% |
| Walk | 127 11% | 61 10% | 65 12% | 19 13% | 25 10% | 27 9% | 34 13% | 17 12% | 4 10% | 30 11% | 30 7% | 31 11% | 35 20% | 10 11% | 6 14% | 10 7% | 15 14% | 17 17% | 8 10% | 4 6% | 11 12% | 10 6% | 18 15% | 18 18% |
| Train | 61 5% | 35 6% | 26 5% | 11 8% | 10 4% | 25 9% | 7 3% | 6 4% | 2 4% | 16 6% | 27 7% | 10 4% | 8 4% | 5 5% | - - | 6 4% | 6 6% | 2 2% | 1 1% | 1 1% | 6 6% | 25 14% | 8 7% | 1 1% |
| Cycle | 39 3% | 35 6% | 4 1% | 2 2% | 9 4% | 13 5% | 9 3% | 4 3% | 2 4% | 7 2% | 11 3% | 17 6% | 4 3% | 3 3% | 1 3% | 6 4% | 4 4% | - - | 8 11% | 6 10% | - - | 4 2% | 5 5% | 1 1% |
| Underground | 37 3% | 21 3% | 17 3% | 11 8% | 11 4% | 8 3% | 3 1% | 3 2% | 1 1% | 15 6% | 14 3% | 7 2% | 2 1% | 2 2% | 1 2% | - - | - - | - - | - - | - - | - - | 33 18% | 2 2% | - - |
| Motorbike | 10 1% | 7 1% | 4 1% | 1 1% | 4 1% | 4 1% | 1 1% | 1 1% | - - | 3 1% | 1 * | 6 2% | 1 1% | 1 1% | - - | - - | 1 1% | 1 1% | - - | - - | - - | 4 2% | 2 2% | 1 1% |
| Tram | 4 * | 2 * | 2 * | 1 * | 1 1% | 2 1% | - - | - - | - - | - - | 2 * | 1 1% | 1 * | - - | - - | 1 1% | - - | - - | 1 1% | - - | - - | 1 1% | - - | - - |
| Other | 28 2% | 16 3% | 12 2% | - - | 4 2% | 5 2% | 10 4% | 2 1% | 6 16% | 7 3% | 10 2% | 8 3% | 2 1% | 1 1% | * 1% | 4 3% | 2 2% | 4 4% | - - | 3 5% | 4 4% | * * | 6 5% | 3 3% |

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Absolutes/col percents

Table 40

What is the primary mode of travel you use to get to work?

Base: All respondents who work

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|-----|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 1022 | 246 | 776 | 895 | 50 | 50 | 570 | 57 | 145 | 140 | 110 | - |
| Weighted base | 1127 | 273 | 854 | 988 | 56 | 61 | 663 | 61 | 158 | 127 | 119 | - |
| Car | 663 | 183 | 481 | 607 | 21 | 22 | 663 | - | - | - | - | - |
| | 59% | 67% | 56% | 61% | 38% | 36% | 100% | - | - | - | - | - |
| Bus | 158 | 31 | 127 | 114 | 21 | 19 | - | - | 158 | - | - | - |
| | 14% | 11% | 15% | 12% | 38% | 31% | - | - | 100% | - | - | - |
| Walk | 127 | 26 | 101 | 120 | 1 | 4 | - | - | - | 127 | - | - |
| | 11% | 9% | 12% | 12% | 1% | 7% | - | - | - | 100% | - | - |
| Train | 61 | 11 | 50 | 46 | 7 | 7 | - | 61 | - | - | - | - |
| | 5% | 4% | 6% | 5% | 12% | 11% | - | 100% | - | - | - | - |
| Cycle | 39 | 10 | 30 | 35 | - | 4 | - | - | - | - | 39 | - |
| | 3% | 4% | 3% | 4% | - | 6% | - | - | - | - | 33% | - |
| Underground | 37 | 11 | 27 | 29 | 4 | 3 | - | - | - | - | 37 | - |
| | 3% | 4% | 3% | 3% | 7% | 6% | - | - | - | - | 31% | - |
| Motorbike | 10 | 3 | 8 | 6 | 1 | 2 | - | - | - | - | 10 | - |
| | 1% | 1% | 1% | 1% | 2% | 3% | - | - | - | - | 9% | - |
| Tram | 4 | - | 4 | 2 | 1 | - | - | - | - | - | 4 | - |
| | * | - | * | * | 3% | - | - | - | - | - | 3% | - |
| Other | 28 | 1 | 27 | 28 | - | - | - | - | - | - | 28 | - |
| | 2% | * | 3% | 3% | - | - | - | - | - | - | 24% | - |

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Absolutes/col percents

Table 41
Gender
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Male | 987 | 987 | - | 84 | 135 | 186 | 169 | 150 | 262 | 299 | 281 | 216 | 191 | 94 | 50 | 120 | 85 | 91 | 84 | 51 | 96 | 125 | 106 | 85 |
| | 49% | 100% | - | 35% | 42% | 49% | 49% | 50% | 62% | 55% | 48% | 51% | 41% | 54% | 55% | 51% | 48% | 49% | 54% | 47% | 51% | 49% | 41% | 46% |
| Female | 1026 | - | 1026 | 157 | 187 | 196 | 174 | 152 | 160 | 244 | 303 | 207 | 272 | 81 | 41 | 117 | 92 | 96 | 72 | 56 | 92 | 128 | 152 | 98 |
| | 51% | - | 100% | 65% | 58% | 51% | 51% | 50% | 38% | 45% | 52% | 49% | 59% | 46% | 45% | 49% | 52% | 51% | 46% | 53% | 49% | 51% | 59% | 54% |

HS2 General Public Survey ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 41
Gender
Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------|-------------------|---------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Male | 987 | 118 | 478 | 898 | 38 | 33 | 344 | 35 | 75 | 61 | 81 | 390 |
| | 49% | 43% | 56% | 50% | 41% | 41% | 52% | 57% | 48% | 48% | 68% | 44% |
| Female | 1026 | 155 | 376 | 912 | 55 | 47 | 319 | 26 | 82 | 65 | 38 | 495 |
| | 51% | 57% | 44% | 50% | 59% | 59% | 48% | 43% | 52% | 52% | 32% | 56% |

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Absolutes/col percents

Table 42

Age**Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|------------|-----------|------------|-----------|------------|------------|------------------------|---------------|---------------|-----------|-----------|-----------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scotland | North East | North West | Yorkshire & Humberside | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| 18-24 | 242 12% | 84 9% | 157 15% | 242 100% | - | - | - | - | - | 52 10% | 104 18% | 35 8% | 51 11% | 11 6% | 15 17% | 19 8% | 23 13% | 20 11% | 12 7% | 12 12% | 20 11% | 56 22% | 29 11% | 25 13% |
| 25-34 | 322 16% | 135 14% | 187 18% | - | 322 100% | - | - | - | - | 67 12% | 110 19% | 77 18% | 67 15% | 21 12% | 17 19% | 43 18% | 26 15% | 39 21% | 24 15% | 19 18% | 15 8% | 70 28% | 33 13% | 15 8% |
| 35-44 | 383 19% | 186 19% | 196 19% | - | - | 383 100% | - | - | - | 83 15% | 117 20% | 94 22% | 88 19% | 33 19% | 13 15% | 36 15% | 40 23% | 34 18% | 33 21% | 13 12% | 40 21% | 60 23% | 47 18% | 34 19% |
| 45-54 | 342 17% | 169 17% | 174 17% | - | - | - | 342 100% | - | - | 54 10% | 82 14% | 92 22% | 114 25% | 41 23% | 17 19% | 43 18% | 29 16% | 33 18% | 31 20% | 16 15% | 43 23% | 19 7% | 35 13% | 36 19% |
| 55-64 | 302 15% | 150 15% | 152 15% | - | - | - | - | 302 100% | - | 82 15% | 78 13% | 65 15% | 77 17% | 23 13% | 8 8% | 48 20% | 33 19% | 26 14% | 19 12% | 22 21% | 27 14% | 21 8% | 40 15% | 34 19% |
| 65+ | 422 21% | 262 27% | 160 16% | - | - | - | - | - | 422 100% | 206 38% | 92 16% | 59 14% | 66 14% | 46 26% | 21 23% | 48 20% | 26 15% | 34 18% | 37 24% | 23 23% | 44 23% | 28 11% | 75 29% | 40 22% |
| Average age | 46.90 | 49.40 | 44.49 | 21.63 | 30.02 | 39.90 | 49.80 | 59.46 | 69.23 | 51.93 | 43.46 | 45.70 | 46.40 | 49.92 | 45.26 | 48.56 | 46.09 | 45.57 | 48.01 | 48.26 | 49.38 | 38.23 | 49.47 | 48.86 |

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Absolutes/col percents

Table 42

Age**Base: All respondents**

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------------------|-----------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| 18-24 | 242 12% | 21 8% | 123 14% | 189 10% | 35 38% | 14 18% | 59 9% | 11 19% | 39 25% | 19 15% | 15 12% | 98 11% |
| 25-34 | 322 16% | 74 27% | 181 21% | 247 14% | 32 34% | 37 47% | 154 23% | 10 17% | 37 23% | 25 20% | 29 25% | 67 8% |
| 35-44 | 383 19% | 63 23% | 223 26% | 329 18% | 20 21% | 19 24% | 169 26% | 25 40% | 33 21% | 27 21% | 32 27% | 97 11% |
| 45-54 | 342 17% | 73 27% | 181 21% | 326 18% | 4 4% | 9 11% | 158 24% | 7 12% | 31 20% | 34 27% | 23 20% | 89 10% |
| 55-64 | 302 15% | 35 13% | 114 13% | 300 17% | 1 1% | - - | 98 15% | 6 9% | 17 11% | 17 14% | 11 9% | 153 17% |
| 65+ | 422 21% | 8 3% | 32 4% | 420 23% | 1 2% | 1 1% | 24 4% | 2 3% | 1 1% | 4 3% | 9 7% | 382 43% |
| Average age | 46.90 | 41.94 | 40.82 | 48.52 | 30.27 | 33.10 | 42.26 | 38.59 | 37.20 | 41.38 | 40.66 | 54.29 |

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Absolutes/col percents

Table 43
Social Grade
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|------|------|------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| AB | 543 | 299 | 244 | 52 | 67 | 83 | 54 | 82 | 206 | 543 | - | - | - | 50 | 18 | 57 | 43 | 51 | 38 | 25 | 58 | 72 | 79 | 51 |
| | 27% | 30% | 24% | 21% | 21% | 22% | 16% | 27% | 49% | 100% | - | - | - | 29% | 20% | 24% | 24% | 27% | 24% | 24% | 31% | 29% | 31% | 28% |
| C1 | 584 | 281 | 303 | 104 | 110 | 117 | 82 | 78 | 92 | - | 584 | - | - | 45 | 27 | 69 | 49 | 56 | 39 | 35 | 48 | 91 | 72 | 53 |
| | 29% | 28% | 30% | 43% | 34% | 30% | 24% | 26% | 22% | - | 100% | - | - | 26% | 30% | 29% | 28% | 30% | 25% | 33% | 25% | 36% | 28% | 29% |
| C2 | 423 | 216 | 207 | 35 | 77 | 94 | 92 | 65 | 59 | - | - | 423 | - | 38 | 14 | 55 | 52 | 33 | 34 | 26 | 32 | 46 | 53 | 37 |
| | 21% | 22% | 20% | 15% | 24% | 25% | 27% | 22% | 14% | - | - | 100% | - | 22% | 16% | 23% | 29% | 18% | 22% | 25% | 17% | 18% | 21% | 20% |
| DE | 463 | 191 | 272 | 51 | 67 | 88 | 114 | 77 | 66 | - | - | - | 463 | 42 | 31 | 55 | 33 | 46 | 46 | 20 | 51 | 43 | 54 | 42 |
| | 23% | 19% | 27% | 21% | 21% | 23% | 33% | 25% | 16% | - | - | - | 100% | 24% | 34% | 23% | 19% | 25% | 29% | 19% | 27% | 17% | 21% | 23% |

HS2 General Public Survey
ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 43
Social Grade
Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------|-------------------|---------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| AB | 543 | 86 | 179 | 491 | 26 | 20 | 144 | 16 | 43 | 30 | 32 | 278 |
| | 27% | 31% | 21% | 27% | 28% | 25% | 22% | 26% | 27% | 24% | 27% | 31% |
| C1 | 584 | 118 | 287 | 513 | 27 | 34 | 246 | 27 | 64 | 30 | 38 | 178 |
| | 29% | 43% | 34% | 28% | 29% | 43% | 37% | 45% | 41% | 24% | 32% | 20% |
| C2 | 423 | 37 | 241 | 386 | 18 | 13 | 169 | 10 | 29 | 31 | 39 | 145 |
| | 21% | 14% | 28% | 21% | 19% | 17% | 25% | 16% | 19% | 25% | 33% | 16% |
| DE | 463 | 32 | 146 | 420 | 22 | 12 | 103 | 8 | 21 | 35 | 10 | 285 |
| | 23% | 12% | 17% | 23% | 24% | 16% | 16% | 13% | 13% | 28% | 9% | 32% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 44
GO Region
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|------------------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Scotland | 175 | 94 | 81 | 11 | 21 | 33 | 41 | 23 | 46 | 50 | 45 | 38 | 42 | 175 | - | - | - | - | - | - | - | - | - | - |
| | 9% | 9% | 8% | 4% | 7% | 9% | 12% | 8% | 11% | 9% | 8% | 9% | 9% | 100% | - | - | - | - | - | - | - | - | - | - |
| North East | 91 | 50 | 41 | 15 | 17 | 13 | 17 | 8 | 21 | 18 | 27 | 14 | 31 | - | 91 | - | - | - | - | - | - | - | - | - |
| | 5% | 5% | 4% | 6% | 5% | 4% | 5% | 3% | 5% | 3% | 5% | 3% | 7% | - | 100% | - | - | - | - | - | - | - | - | - |
| North West | 237 | 120 | 117 | 19 | 43 | 36 | 43 | 48 | 48 | 57 | 69 | 55 | 55 | - | - | 237 | - | - | - | - | - | - | - | - |
| | 12% | 12% | 11% | 8% | 13% | 9% | 13% | 16% | 11% | 10% | 12% | 13% | 12% | - | - | 100% | - | - | - | - | - | - | - | - |
| Yorkshire & Humberside | 178 | 85 | 92 | 23 | 26 | 40 | 29 | 33 | 26 | 43 | 49 | 52 | 33 | - | - | - | 178 | - | - | - | - | - | - | - |
| | 9% | 9% | 9% | 10% | 8% | 11% | 8% | 11% | 6% | 8% | 8% | 12% | 7% | - | - | - | 100% | - | - | - | - | - | - | - |
| West Midlands | 186 | 91 | 96 | 20 | 39 | 34 | 33 | 26 | 34 | 51 | 56 | 33 | 46 | - | - | - | - | 186 | - | - | - | - | - | - |
| | 9% | 9% | 9% | 8% | 12% | 9% | 10% | 9% | 8% | 9% | 10% | 8% | 10% | - | - | - | - | 100% | - | - | - | - | - | - |
| East Midlands | 156 | 84 | 72 | 12 | 24 | 33 | 31 | 19 | 37 | 38 | 39 | 34 | 46 | - | - | - | - | - | 156 | - | - | - | - | - |
| | 8% | 9% | 7% | 5% | 7% | 9% | 9% | 6% | 9% | 7% | 7% | 8% | 10% | - | - | - | - | - | 100% | - | - | - | - | - |
| Wales | 107 | 51 | 56 | 12 | 19 | 13 | 16 | 22 | 24 | 25 | 35 | 26 | 20 | - | - | - | - | - | - | 107 | - | - | - | - |
| | 5% | 5% | 5% | 5% | 6% | 3% | 5% | 7% | 6% | 5% | 6% | 6% | 4% | - | - | - | - | - | - | 100% | - | - | - | - |
| Eastern | 189 | 96 | 92 | 20 | 15 | 40 | 43 | 27 | 44 | 58 | 48 | 32 | 51 | - | - | - | - | - | - | - | 189 | - | - | - |
| | 9% | 10% | 9% | 8% | 5% | 10% | 13% | 9% | 10% | 11% | 8% | 8% | 11% | - | - | - | - | - | - | - | 100% | - | - | - |
| London | 253 | 125 | 128 | 56 | 70 | 60 | 19 | 21 | 28 | 72 | 91 | 46 | 43 | - | - | - | - | - | - | - | - | 253 | - | - |
| | 13% | 13% | 12% | 23% | 22% | 16% | 5% | 7% | 7% | 13% | 16% | 11% | 9% | - | - | - | - | - | - | - | - | 100% | - | - |
| South East | 258 | 106 | 152 | 29 | 33 | 47 | 35 | 40 | 75 | 79 | 72 | 53 | 54 | - | - | - | - | - | - | - | - | - | 258 | - |
| | 13% | 11% | 15% | 12% | 10% | 12% | 10% | 13% | 18% | 15% | 12% | 13% | 12% | - | - | - | - | - | - | - | - | - | 100% | - |
| South West | 184 | 85 | 98 | 25 | 15 | 34 | 36 | 34 | 40 | 51 | 53 | 37 | 42 | - | - | - | - | - | - | - | - | - | - | 184 |
| | 9% | 9% | 10% | 10% | 5% | 9% | 10% | 11% | 10% | 9% | 9% | 9% | 9% | - | - | - | - | - | - | - | - | - | - | 100% |

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Absolutes/col percents

Table 44
GO Region
Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|------------------------|-------------------|-----------|--------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Scotland | 175 9% | 30 11% | 66 8% | 170 9% | - - | 3 4% | 58 9% | 5 8% | 15 10% | 10 8% | 7 6% | 79 9% |
| North East | 91 5% | 12 4% | 29 3% | 87 5% | 3 4% | - - | 26 4% | - - | 7 4% | 6 4% | 2 2% | 51 6% |
| North West | 237 12% | 39 14% | 102 12% | 222 12% | 7 8% | 6 7% | 98 15% | 6 9% | 16 10% | 10 8% | 11 9% | 96 11% |
| Yorkshire & Humberside | 178 9% | 34 13% | 73 9% | 163 9% | 9 9% | 5 7% | 72 11% | 6 10% | 7 5% | 15 12% | 7 6% | 70 8% |
| West Midlands | 186 9% | 20 7% | 80 9% | 168 9% | 8 9% | 5 6% | 68 10% | 2 4% | 7 4% | 17 13% | 5 5% | 86 10% |
| East Midlands | 156 8% | 23 8% | 55 6% | 148 8% | 2 2% | 6 8% | 51 8% | 1 1% | 8 5% | 8 6% | 10 8% | 78 9% |
| Wales | 107 5% | 22 8% | 42 5% | 98 5% | 2 2% | 7 9% | 42 6% | 1 1% | 9 5% | 4 3% | 9 8% | 42 5% |
| Eastern | 189 9% | 21 8% | 72 8% | 174 10% | 7 8% | 4 5% | 65 10% | 6 9% | 7 5% | 11 9% | 4 3% | 95 11% |
| London | 253 13% | 31 11% | 152 18% | 164 9% | 44 47% | 31 39% | 46 7% | 25 42% | 59 37% | 10 8% | 43 36% | 70 8% |
| South East | 258 13% | 16 6% | 103 12% | 238 13% | 11 11% | 8 10% | 68 10% | 8 13% | 11 7% | 18 14% | 15 13% | 139 16% |
| South West | 184 9% | 26 9% | 79 9% | 179 10% | - - | 4 6% | 69 10% | 1 2% | 11 7% | 18 15% | 5 5% | 79 9% |

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Absolutes/col percents

Table 45

Have you taken a foreign holiday in the last 3 years?

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|-----|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West | |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 | |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 | |
| Yes | 1248 | 624 | 624 | 160 | 205 | 206 | 183 | 180 | 314 | 407 | 377 | 251 | 213 | 103 | 56 | 164 | 113 | 109 | 85 | 68 | 113 | 161 | 171 | 105 | |
| | | 62% | 63% | 61% | 66% | 64% | 54% | 54% | 60% | 74% | 75% | 64% | 59% | 46% | 59% | 61% | 69% | 64% | 59% | 54% | 64% | 60% | 63% | 66% | 57% |
| No | 765 | 363 | 402 | 81 | 117 | 177 | 159 | 122 | 109 | 136 | 207 | 172 | 250 | 72 | 35 | 72 | 65 | 77 | 71 | 39 | 75 | 92 | 87 | 79 | |
| | | 38% | 37% | 39% | 34% | 36% | 46% | 46% | 40% | 26% | 25% | 36% | 41% | 54% | 41% | 39% | 31% | 36% | 41% | 46% | 36% | 40% | 37% | 34% | 43% |

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Absolutes/col percents

Table 45

Have you taken a foreign holiday in the last 3 years?**Base: All respondents**

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|-------|-------------------|---------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Yes | 1248 | 180 | 527 | 1113 | 66 | 55 | 434 | 44 | 83 | 68 | 78 | 541 |
| | 62% | 66% | 62% | 61% | 71% | 69% | 65% | 73% | 53% | 54% | 65% | 61% |
| No | 765 | 93 | 327 | 698 | 27 | 24 | 230 | 17 | 75 | 58 | 41 | 345 |
| | 38% | 34% | 38% | 39% | 29% | 31% | 35% | 27% | 47% | 46% | 35% | 39% |

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Absolutes/col percents

Table 46
Tenure
Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------------------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Homeowners | 1369 | 700 | 669 | 102 | 180 | 243 | 243 | 230 | 371 | 466 | 387 | 282 | 234 | 110 | 49 | 163 | 127 | 136 | 121 | 73 | 154 | 112 | 188 | 136 |
| | 68% | 71% | 65% | 42% | 56% | 63% | 71% | 76% | 88% | 86% | 66% | 67% | 51% | 63% | 54% | 69% | 71% | 73% | 77% | 68% | 82% | 44% | 73% | 74% |
| Owned outright - without mortgage | 664 | 359 | 305 | 39 | 32 | 51 | 81 | 144 | 318 | 273 | 162 | 122 | 108 | 54 | 24 | 89 | 53 | 66 | 47 | 35 | 77 | 46 | 105 | 68 |
| | 33% | 36% | 30% | 16% | 10% | 13% | 24% | 48% | 75% | 50% | 28% | 29% | 23% | 31% | 26% | 38% | 30% | 35% | 30% | 33% | 41% | 18% | 40% | 37% |
| Owned with a mortgage or loan | 705 | 341 | 364 | 63 | 149 | 192 | 162 | 86 | 53 | 193 | 225 | 160 | 127 | 56 | 25 | 73 | 74 | 70 | 73 | 38 | 77 | 66 | 84 | 68 |
| | 35% | 35% | 35% | 26% | 46% | 50% | 47% | 29% | 12% | 36% | 38% | 38% | 27% | 32% | 28% | 31% | 41% | 38% | 47% | 35% | 41% | 26% | 32% | 37% |
| NET: Renters | 628 | 281 | 347 | 135 | 139 | 136 | 97 | 70 | 51 | 73 | 193 | 137 | 225 | 65 | 41 | 73 | 49 | 46 | 35 | 33 | 34 | 137 | 70 | 45 |
| | 31% | 29% | 34% | 56% | 43% | 35% | 28% | 23% | 12% | 13% | 33% | 32% | 49% | 37% | 45% | 31% | 28% | 25% | 23% | 31% | 18% | 54% | 27% | 25% |
| Rented from the council | 262 | 112 | 149 | 42 | 46 | 51 | 54 | 41 | 28 | 17 | 50 | 67 | 128 | 37 | 25 | 23 | 27 | 21 | 14 | 12 | 9 | 53 | 23 | 18 |
| | 13% | 11% | 15% | 17% | 14% | 13% | 16% | 14% | 7% | 3% | 9% | 16% | 28% | 21% | 27% | 10% | 15% | 11% | 9% | 11% | 5% | 21% | 9% | 10% |
| Rented from a housing association | 114 | 53 | 61 | 25 | 14 | 28 | 19 | 15 | 13 | 13 | 32 | 25 | 44 | 11 | 5 | 17 | 8 | 11 | 5 | 5 | 15 | 16 | 17 | 5 |
| | 6% | 5% | 6% | 10% | 4% | 7% | 5% | 5% | 3% | 2% | 5% | 6% | 10% | 6% | 6% | 7% | 4% | 6% | 3% | 5% | 8% | 6% | 7% | 3% |
| Rented from someone else | 252 | 116 | 136 | 68 | 79 | 57 | 24 | 15 | 10 | 44 | 111 | 44 | 53 | 18 | 11 | 33 | 14 | 14 | 16 | 15 | 10 | 68 | 30 | 22 |
| | 13% | 12% | 13% | 28% | 24% | 15% | 7% | 5% | 2% | 8% | 19% | 11% | 11% | 10% | 12% | 14% | 8% | 8% | 11% | 14% | 5% | 27% | 12% | 12% |
| Rent free | 16 | 6 | 11 | 4 | 3 | 4 | 2 | 2 | 1 | 5 | 4 | 4 | 4 | - | 1 | 1 | 2 | 4 | 1 | 1 | - | 4 | * | 2 |
| | 1% | 1% | 1% | 2% | 1% | 1% | 1% | 1% | * | 1% | 1% | 1% | 1% | - | 1% | * | 1% | 2% | * | 1% | - | 2% | * | 1% |

HS2 General Public Survey

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Absolutes/col percents

Table 46
Tenure
Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Homeowners | 1369 | 192 | 559 | 1264 | 49 | 46 | 509 | 43 | 59 | 64 | 76 | 618 |
| | 68% | 70% | 65% | 70% | 53% | 58% | 77% | 71% | 37% | 51% | 64% | 70% |
| Owned outright - without mortgage | 664 | 47 | 184 | 637 | 10 | 13 | 143 | 11 | 20 | 25 | 32 | 434 |
| | 33% | 17% | 22% | 35% | 11% | 16% | 21% | 18% | 13% | 20% | 27% | 49% |
| Owned with a mortgage or loan | 705 | 145 | 375 | 627 | 39 | 33 | 366 | 33 | 39 | 39 | 44 | 184 |
| | 35% | 53% | 44% | 35% | 42% | 42% | 55% | 54% | 24% | 31% | 37% | 21% |
| NET: Renters | 628 | 81 | 286 | 534 | 42 | 32 | 152 | 17 | 98 | 59 | 41 | 260 |
| | 31% | 30% | 34% | 29% | 45% | 40% | 23% | 27% | 62% | 47% | 35% | 29% |
| Rented from the council | 262 | 29 | 109 | 230 | 16 | 12 | 55 | 4 | 48 | 22 | 8 | 124 |
| | 13% | 11% | 13% | 13% | 17% | 16% | 8% | 6% | 31% | 17% | 7% | 14% |
| Rented from a housing association | 114 | 13 | 41 | 96 | 7 | 6 | 22 | 5 | 12 | 8 | 7 | 60 |
| | 6% | 5% | 5% | 5% | 7% | 7% | 3% | 8% | 8% | 7% | 6% | 7% |
| Rented from someone else | 252 | 39 | 136 | 207 | 20 | 13 | 75 | 8 | 38 | 29 | 26 | 77 |
| | 13% | 14% | 16% | 11% | 21% | 17% | 11% | 14% | 24% | 23% | 22% | 9% |
| Rent free | 16 | - | 9 | 13 | 2 | 2 | 2 | 1 | 1 | 3 | 2 | 8 |
| | 1% | - | 1% | 1% | 2% | 2% | * | 1% | 1% | 2% | 1% | 1% |

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Absolutes/col percents

Table 47

At what age did you finish your full time education?**Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------------------------|------------|------------|------------|-----------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|-----------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Under 16 | 662 33% | 350 35% | 312 30% | 35 15% | 45 14% | 110 29% | 146 43% | 151 50% | 173 41% | 97 18% | 152 26% | 182 43% | 230 50% | 58 33% | 32 36% | 87 37% | 80 45% | 73 39% | 67 43% | 33 31% | 54 29% | 43 17% | 80 31% | 55 30% |
| 17-18 | 417 21% | 186 19% | 231 22% | 44 18% | 46 14% | 104 27% | 82 24% | 62 21% | 79 19% | 99 18% | 137 23% | 100 24% | 81 17% | 37 21% | 14 16% | 51 22% | 37 21% | 23 12% | 32 20% | 24 22% | 56 30% | 45 18% | 56 22% | 42 23% |
| 19-24 | 590 29% | 299 30% | 291 28% | 62 26% | 145 45% | 108 28% | 79 23% | 64 21% | 131 31% | 256 47% | 184 32% | 74 17% | 75 16% | 45 26% | 30 33% | 56 24% | 37 21% | 65 35% | 38 25% | 27 26% | 57 30% | 82 33% | 81 31% | 71 39% |
| 25-34 | 81 4% | 47 5% | 33 3% | - - | 32 10% | 20 5% | 7 2% | 6 2% | 15 4% | 34 6% | 22 4% | 12 3% | 12 3% | 7 4% | 2 2% | 14 6% | 7 4% | 10 5% | 2 1% | 8 8% | 5 3% | 16 6% | 8 3% | 3 2% |
| 35+ | 38 2% | 7 1% | 31 3% | - - | - - | 6 1% | 15 4% | 10 3% | 7 2% | 8 2% | 7 1% | 10 2% | 13 3% | 10 5% | - - | 5 2% | 1 * | 1 1% | 3 2% | 4 4% | 1 * | 2 1% | 7 3% | 5 3% |
| Still in full time education | 100 5% | 39 4% | 60 6% | 77 32% | 13 4% | 7 2% | 2 1% | - - | - - | 22 4% | 46 8% | 12 3% | 19 4% | 11 6% | 5 5% | 12 5% | 13 7% | 7 4% | 9 6% | 5 5% | 6 3% | 17 7% | 14 5% | 3 1% |
| Never had any full time education | 9 * | 5 * | 5 * | 1 * | 4 1% | 3 1% | 1 * | - - | 1 * | 1 * | 1 * | 4 1% | 4 1% | - - | - - | 3 1% | - - | 2 1% | 1 * | - - | - - | 2 1% | 2 1% | - - |
| Don't know | 66 3% | 27 3% | 39 4% | 17 7% | 26 8% | 8 2% | 4 1% | 3 1% | 7 2% | 9 2% | 24 4% | 15 4% | 17 4% | 6 4% | 4 5% | 6 2% | 3 2% | 2 1% | 1 1% | 5 4% | 1 * | 35 14% | 3 1% | 1 * |
| Prefer not to answer | 51 3% | 26 3% | 25 2% | 5 2% | 10 3% | 17 4% | 5 2% | 5 2% | 9 2% | 15 3% | 11 2% | 13 3% | 12 3% | 2 1% | 4 4% | 3 1% | 1 * | 4 2% | 5 3% | 1 1% | 9 5% | 12 5% | 7 3% | 4 2% |

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Absolutes/col percents

Table 47

At what age did you finish your full time education?**Base: All respondents**

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------------------------|-------------------|------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Under 16 | 662 33% | 60 22% | 248 29% | 647 36% | 5 6% | 6 7% | 205 31% | 5 8% | 34 22% | 41 32% | 24 20% | 354 40% |
| 17-18 | 417 21% | 45 16% | 215 25% | 392 22% | 11 12% | 10 13% | 154 23% | 18 30% | 34 21% | 31 25% | 23 19% | 157 18% |
| 19-24 | 590 29% | 111 41% | 262 31% | 532 29% | 30 33% | 23 28% | 221 33% | 25 41% | 41 26% | 37 29% | 48 40% | 217 25% |
| 25-34 | 81 4% | 23 8% | 33 4% | 53 3% | 10 11% | 15 19% | 37 6% | 3 5% | 6 4% | 6 4% | 4 3% | 25 3% |
| 35+ | 38 2% | 5 2% | 10 1% | 37 2% | - - | 1 2% | 10 2% | 1 2% | 2 1% | * * | 1 1% | 23 3% |
| Still in full time education | 100 5% | 12 5% | 21 3% | 75 4% | 13 14% | 10 13% | 8 1% | 1 2% | 9 6% | 7 5% | 9 7% | 66 7% |
| Never had any full time education | 9 * | 1 * | 4 * | 4 * | 2 2% | 3 3% | 2 * | - - | - - | 1 1% | 2 2% | 5 1% |
| Don't know | 66 3% | 10 4% | 39 5% | 36 2% | 21 22% | 8 10% | 12 2% | 5 8% | 24 15% | 2 2% | 5 4% | 17 2% |
| Prefer not to answer | 51 3% | 7 3% | 23 3% | 36 2% | * * | 3 4% | 15 2% | 2 3% | 8 5% | 1 1% | 4 4% | 21 2% |

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Absolutes/col percents

Table 48

What is the highest educational level that you have achieved to date?

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---|------------|------------|------------|-----------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|-----------|------------|------------|------------------------|---------------|---------------|-----------|-----------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scotland | North East | North West | Yorkshire & Humberside | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| No formal education | 21 1% | 9 1% | 11 1% | 4 2% | 4 1% | 3 1% | 3 1% | 5 2% | 1 * | - - | - - | 8 2% | 12 3% | 1 * | - - | 3 1% | 2 1% | 2 1% | 5 3% | 1 1% | 1 * | 1 * | 3 1% | 4 2% |
| Primary | 10 * | 2 * | 8 1% | 1 1% | 2 1% | - - | 5 1% | 1 * | - - | 2 * | - - | 5 1% | 2 * | - - | 2 2% | 1 * | 1 * | - - | - - | 1 1% | 2 1% | 1 * | 1 * | 1 1% |
| Secondary school, high school, NVQ levels 1 to 3, etc. | 989 49% | 456 46% | 533 52% | 99 41% | 122 38% | 205 54% | 209 61% | 164 54% | 190 45% | 152 28% | 255 44% | 278 66% | 304 66% | 81 46% | 50 55% | 121 51% | 116 65% | 91 49% | 83 53% | 52 49% | 95 50% | 94 37% | 127 49% | 80 44% |
| University degree or equivalent professional qualification, NVQ level 4, etc. | 692 34% | 373 38% | 319 31% | 63 26% | 125 39% | 134 35% | 100 29% | 105 35% | 164 39% | 260 48% | 239 41% | 84 20% | 108 23% | 53 30% | 23 25% | 84 35% | 39 22% | 72 39% | 47 30% | 34 31% | 71 38% | 110 43% | 90 35% | 70 38% |
| Higher university degree, doctorate, MBA, NVQ level 5, etc. | 206 10% | 108 11% | 97 9% | 20 8% | 53 17% | 30 8% | 21 6% | 25 8% | 56 13% | 113 21% | 51 9% | 24 6% | 17 4% | 31 18% | 12 13% | 14 6% | 11 6% | 13 7% | 15 10% | 11 11% | 12 6% | 33 13% | 28 11% | 24 13% |
| Still in full time education | 56 3% | 21 2% | 35 3% | 48 20% | 5 2% | 2 1% | 1 * | - - | - - | 11 2% | 29 5% | 7 2% | 8 2% | 6 4% | 4 4% | 8 3% | 7 4% | 6 3% | 3 2% | 2 2% | 3 1% | 8 3% | 7 3% | 3 1% |
| Don't know | 11 1% | 7 1% | 4 * | 3 1% | 5 2% | - - | - - | - - | 4 1% | - - | 5 1% | 6 1% | 1 * | - - | - - | 3 1% | 2 1% | 1 * | 1 1% | 4 4% | - - | 1 * | - - | - - |
| Prefer not to answer | 30 1% | 12 1% | 18 2% | 4 2% | 5 2% | 9 2% | 4 1% | 2 1% | 7 2% | 4 1% | 4 1% | 11 3% | 11 2% | 3 2% | 1 1% | 3 1% | 1 1% | 2 1% | 2 1% | 1 1% | 5 3% | 7 3% | 3 1% | 2 1% |

HS2 General Public Survey

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Absolutes/col percents

Table 48

What is the highest educational level that you have achieved to date?

Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---|------------|-------------------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| No formal education | 21 1% | 1 * | 9 1% | 18 1% | 1 1% | - | 6 1% | 1 1% | - | 2 1% | 1 1% | 11 1% |
| Primary | 10 * | 1 * | 4 * | 10 1% | - | - | 4 1% | - | - | 1 1% | - | 4 * |
| Secondary school, high school, NVQ levels 1 to 3, etc. | 989 49% | 97 36% | 435 51% | 928 51% | 33 36% | 22 27% | 325 49% | 26 42% | 66 42% | 70 55% | 46 38% | 456 52% |
| University degree or equivalent professional qualification, NVQ level 4, etc. | 692 34% | 116 42% | 296 35% | 611 34% | 34 37% | 36 46% | 241 36% | 26 43% | 61 39% | 35 27% | 49 41% | 280 32% |
| Higher university degree, doctorate, MBA, NVQ level 5, etc. | 206 10% | 49 18% | 81 9% | 176 10% | 12 13% | 14 18% | 71 11% | 6 9% | 21 13% | 12 10% | 19 16% | 76 9% |
| Still in full time education | 56 3% | - | 14 2% | 40 2% | 11 11% | 5 6% | 2 * | 1 2% | 4 2% | 6 4% | 2 2% | 41 5% |
| Don't know | 11 1% | 6 2% | 1 * | 10 1% | 1 1% | - | 6 1% | 1 1% | - | - | - | 4 * |
| Prefer not to answer | 30 1% | 3 1% | 14 2% | 17 1% | 1 1% | 2 2% | 9 1% | 1 1% | 5 3% | 1 1% | 1 1% | 13 1% |

HS2 General Public Survey

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Absolutes/col percents

Table 49

Thinking about your household's food and grocery shopping, are you personally responsible for selecting half or more of the items to be bought from supermarkets and food shops?

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Yes - responsible for half or more of the items bought | 1777 88% | 805 82% | 972 95% | 187 77% | 295 92% | 358 94% | 319 93% | 276 91% | 341 81% | 457 84% | 521 89% | 371 88% | 427 92% | 154 88% | 81 88% | 217 92% | 154 87% | 160 86% | 127 81% | 98 91% | 165 87% | 231 91% | 231 89% | 159 86% |
| No - not responsible for most of the items bought | 236 12% | 182 18% | 54 5% | 54 23% | 27 8% | 24 6% | 24 7% | 26 9% | 81 19% | 87 16% | 63 11% | 51 12% | 36 8% | 20 12% | 10 12% | 19 8% | 23 13% | 26 14% | 30 19% | 9 9% | 24 13% | 22 9% | 27 11% | 25 14% |

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ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 49

Thinking about your household's food and grocery shopping, are you personally responsible for selecting half or more of the items to be bought from supermarkets and food shops?

Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--|-------------|-------------------|--------------|-------------|-----------|-----------|--------------------------------|-----------|------------|------------|------------|------------|
| | | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Yes - responsible for half or more of the items bought | 1777 88% | 256 94% | 760 89% | 1594 88% | 84 90% | 74 93% | 590 89% | 55 90% | 147 93% | 118 93% | 106 89% | 761 86% |
| No - not responsible for most of the items bought | 236 12% | 18 6% | 94 11% | 217 12% | 9 10% | 5 7% | 73 11% | 6 10% | 11 7% | 9 7% | 13 11% | 125 14% |

HS2 General Public Survey

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Absolutes/col percents

Table 50

How many cars are there in your household?**Base: All respondents**

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| No cars in the household | 407 20% | 175 18% | 232 23% | 89 37% | 84 26% | 77 20% | 62 18% | 48 16% | 46 11% | 52 10% | 144 25% | 56 13% | 154 33% | 33 19% | 24 27% | 47 20% | 27 15% | 30 16% | 23 15% | 21 19% | 23 12% | 112 44% | 47 18% | 20 11% |
| NET: Any | 1606 80% | 812 82% | 795 77% | 152 63% | 238 74% | 305 80% | 280 82% | 254 84% | 377 89% | 491 90% | 440 75% | 366 87% | 309 67% | 142 81% | 67 73% | 190 80% | 150 85% | 156 84% | 134 85% | 86 81% | 166 88% | 141 56% | 211 82% | 164 89% |
| 1 | 834 41% | 433 44% | 401 39% | 48 20% | 119 37% | 167 44% | 146 43% | 139 46% | 215 51% | 207 38% | 218 37% | 211 50% | 197 43% | 100 57% | 45 49% | 92 39% | 81 45% | 69 37% | 74 47% | 35 33% | 84 45% | 94 37% | 87 34% | 74 40% |
| 2 | 590 29% | 292 30% | 297 29% | 59 24% | 90 28% | 116 30% | 103 30% | 81 27% | 141 33% | 220 40% | 157 27% | 124 29% | 89 19% | 42 24% | 16 18% | 82 35% | 55 31% | 58 31% | 48 30% | 39 36% | 58 30% | 39 16% | 84 33% | 69 38% |
| 3+ | 183 9% | 87 9% | 96 9% | 45 19% | 29 9% | 23 6% | 31 9% | 34 11% | 21 5% | 65 12% | 65 11% | 31 7% | 22 5% | - - | 6 6% | 15 6% | 14 8% | 29 16% | 12 8% | 13 12% | 24 13% | 8 3% | 40 15% | 21 12% |

HS2 General Public Survey ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 50

How many cars are there in your household?**Base: All respondents**

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------|-------------|-------------------|------------|-------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| No cars in the household | 407 20% | 43 16% | 172 20% | 338 19% | 31 34% | 29 37% | 14 2% | 21 35% | 92 58% | 49 39% | 40 33% | 191 22% |
| NET: Any | 1606 80% | 230 84% | 682 80% | 1472 81% | 62 66% | 50 63% | 650 98% | 40 65% | 66 42% | 77 61% | 79 67% | 695 78% |
| 1 | 834 41% | 107 39% | 349 41% | 763 42% | 30 32% | 25 32% | 279 42% | 28 46% | 43 27% | 57 45% | 48 40% | 378 43% |
| 2 | 590 29% | 92 34% | 246 29% | 535 30% | 27 29% | 20 25% | 273 41% | 12 19% | 16 10% | 15 12% | 22 19% | 251 28% |
| 3+ | 183 9% | 31 11% | 87 10% | 174 10% | 4 5% | 5 6% | 97 15% | - - | 7 4% | 5 4% | 9 7% | 66 7% |

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Absolutes/col percents

Table 51

To which of the following ethnic groups do you consider you belong?

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|----------------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| White | 1811 | 898 | 912 | 189 | 247 | 329 | 326 | 300 | 420 | 491 | 513 | 386 | 420 | 170 | 87 | 222 | 163 | 168 | 148 | 98 | 174 | 164 | 238 | 179 |
| | 90% | 91% | 89% | 78% | 77% | 86% | 95% | 99% | 99% | 90% | 88% | 91% | 91% | 97% | 96% | 94% | 92% | 90% | 94% | 91% | 92% | 65% | 92% | 97% |
| NET: Non-white | 172 | 71 | 101 | 49 | 69 | 39 | 13 | 1 | 2 | 46 | 61 | 31 | 34 | 3 | 3 | 13 | 14 | 13 | 8 | 9 | 11 | 75 | 18 | 4 |
| | 9% | 7% | 10% | 20% | 21% | 10% | 4% | * | * | 8% | 11% | 7% | 7% | 2% | 4% | 5% | 8% | 7% | 5% | 9% | 6% | 30% | 7% | 2% |
| Mixed | 40 | 23 | 17 | 8 | 19 | 8 | 4 | - | 1 | 12 | 15 | 8 | 5 | 1 | - | 3 | 3 | - | 4 | 7 | 3 | 14 | 2 | 3 |
| | 2% | 2% | 2% | 3% | 6% | 2% | 1% | - | * | 2% | 2% | 2% | 1% | 1% | - | 1% | 2% | - | 3% | 7% | 2% | 6% | 1% | 1% |
| Asian | 93 | 38 | 55 | 35 | 32 | 20 | 4 | 1 | 1 | 26 | 27 | 18 | 22 | - | 3 | 7 | 9 | 8 | 2 | 2 | 7 | 44 | 11 | - |
| | 5% | 4% | 5% | 15% | 10% | 5% | 1% | * | * | 5% | 5% | 4% | 5% | - | 4% | 3% | 5% | 4% | 1% | 2% | 4% | 17% | 4% | - |
| Black | 23 | 5 | 18 | 4 | 10 | 6 | 3 | - | - | 8 | 8 | 3 | 4 | - | - | 2 | - | 2 | - | - | 1 | 14 | 3 | 2 |
| | 1% | * | 2% | 2% | 3% | 2% | 1% | - | - | 1% | 1% | 1% | 1% | - | - | 1% | - | 1% | - | - | * | 6% | 1% | 1% |
| Chinese | 7 | 1 | 6 | 3 | 2 | 1 | 1 | - | - | - | 7 | - | - | 2 | - | - | - | - | 3 | - | - | 1 | 2 | - |
| | * | * | 1% | 1% | 1% | * | * | - | - | - | 1% | - | - | 1% | - | - | - | - | 2% | - | - | * | 1% | - |
| Other ethnic group | 9 | 4 | 6 | - | 5 | 4 | - | - | - | - | 4 | 2 | 3 | - | - | 1 | 2 | 3 | - | - | - | 2 | 1 | - |
| | * | * | 1% | - | 2% | 1% | - | - | - | - | 1% | * | 1% | - | - | 1% | 1% | 2% | - | - | - | 1% | * | - |
| Prefer not to answer | 30 | 17 | 13 | 4 | 7 | 14 | 3 | 1 | 1 | 7 | 10 | 5 | 8 | 1 | 1 | 1 | 1 | 5 | 1 | - | 4 | 13 | 2 | 1 |
| | 1% | 2% | 1% | 2% | 2% | 4% | 1% | * | * | 1% | 2% | 1% | 2% | 1% | 1% | 1% | 1% | 3% | * | - | 2% | 5% | 1% | * |

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Absolutes/col percents

Table 51

To which of the following ethnic groups do you consider you belong?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|----------------------|-------------------|--------|--------------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| White | 1811 | 253 | 734 | 1811 | - | - | 607 | 46 | 114 | 120 | 101 | 823 |
| | 90% | 93% | 86% | 100% | - | - | 92% | 75% | 72% | 95% | 85% | 93% |
| NET: Non-white | 172 | 16 | 101 | - | 93 | 79 | 43 | 14 | 40 | 5 | 15 | 56 |
| | 9% | 6% | 12% | - | 100% | 100% | 6% | 22% | 25% | 4% | 13% | 6% |
| Mixed | 40 | 3 | 30 | - | - | 40 | 13 | 2 | 9 | 1 | 7 | 7 |
| | 2% | 1% | 3% | - | - | 50% | 2% | 4% | 6% | 1% | 6% | 1% |
| Asian | 93 | 7 | 49 | - | 93 | - | 21 | 7 | 21 | 1 | 6 | 37 |
| | 5% | 3% | 6% | - | 100% | - | 3% | 11% | 13% | 1% | 5% | 4% |
| Black | 23 | 2 | 15 | - | - | 23 | 4 | 3 | 7 | 2 | 1 | 6 |
| | 1% | 1% | 2% | - | - | 29% | 1% | 5% | 4% | 2% | 1% | 1% |
| Chinese | 7 | 2 | 4 | - | - | 7 | 4 | 2 | 1 | - | - | 1 |
| | * | 1% | * | - | - | 9% | 1% | 3% | 1% | - | - | * |
| Other ethnic group | 9 | 2 | 3 | - | - | 9 | 1 | - | 2 | 1 | 1 | 5 |
| | * | 1% | * | - | - | 12% | * | - | 1% | 1% | 1% | 1% |
| Prefer not to answer | 30 | 5 | 19 | - | - | - | 13 | 1 | 4 | 2 | 3 | 7 |
| | 1% | 2% | 2% | - | - | - | 2% | 2% | 3% | 1% | 2% | 1% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 52

To which of the following religious groups do you consider yourself to be a member of?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-------------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Christian | 1137 | 568 | 568 | 81 | 138 | 206 | 204 | 204 | 303 | 317 | 331 | 236 | 253 | 90 | 48 | 148 | 98 | 118 | 88 | 63 | 110 | 128 | 144 | 102 |
| | 56% | 58% | 55% | 33% | 43% | 54% | 60% | 68% | 72% | 58% | 57% | 56% | 55% | 51% | 53% | 62% | 55% | 64% | 56% | 59% | 59% | 51% | 56% | 55% |
| NET: Other | 166 | 70 | 96 | 47 | 46 | 31 | 17 | 14 | 12 | 41 | 46 | 30 | 49 | 8 | 4 | 14 | 14 | 11 | 11 | 4 | 19 | 54 | 19 | 8 |
| | 8% | 7% | 9% | 20% | 14% | 8% | 5% | 5% | 3% | 8% | 8% | 7% | 11% | 5% | 4% | 6% | 8% | 6% | 7% | 3% | 10% | 21% | 8% | 4% |
| Muslim | 70 | 32 | 38 | 31 | 27 | 9 | 2 | 1 | 1 | 11 | 24 | 14 | 21 | 2 | 3 | 7 | 7 | 8 | 3 | 1 | 4 | 28 | 6 | 1 |
| | 3% | 3% | 4% | 13% | 8% | 2% | 1% | * | * | 2% | 4% | 3% | 5% | 1% | 3% | 3% | 4% | 4% | 2% | 1% | 2% | 11% | 2% | 1% |
| Hindu | 19 | 6 | 14 | 5 | 8 | 6 | 1 | - | - | 7 | 2 | 5 | 4 | - | - | - | - | - | 1 | 1 | 4 | 10 | 3 | - |
| | 1% | 1% | 1% | 2% | 2% | 1% | * | - | - | 1% | * | 1% | 1% | - | - | - | - | - | * | 1% | 2% | 4% | 1% | - |
| Jewish | 14 | 7 | 7 | 1 | * | 2 | 5 | 1 | 4 | 4 | 4 | 2 | 5 | 1 | - | 2 | 2 | - | * | - | 2 | 3 | 5 | - |
| | 1% | 1% | 1% | 1% | * | 1% | 1% | * | 1% | 1% | 1% | * | 1% | * | - | 1% | 1% | - | * | - | 1% | 1% | 2% | - |
| Sikh | 5 | 4 | 2 | 2 | * | 3 | - | - | - | - | - | 3 | 2 | - | - | - | 1 | - | - | - | - | 4 | - | - |
| | * | * | * | 1% | * | 1% | - | - | - | - | - | 1% | * | - | - | - | 1% | - | - | - | - | 2% | - | - |
| Buddhist | 12 | 4 | 7 | 2 | 3 | - | 2 | 2 | 2 | 7 | 3 | 1 | 1 | 2 | - | 1 | - | - | 1 | 1 | - | 3 | 1 | 3 |
| | 1% | * | 1% | 1% | 1% | - | 1% | 1% | * | 1% | * | * | * | 1% | - | * | - | - | 1% | 1% | - | 1% | * | 2% |
| Other | 45 | 17 | 28 | 6 | 7 | 11 | 6 | 10 | 5 | 12 | 14 | 5 | 15 | 4 | 1 | 5 | 5 | 4 | 5 | 1 | 9 | 5 | 4 | 3 |
| | 2% | 2% | 3% | 3% | 2% | 3% | 2% | 3% | 1% | 2% | 2% | 1% | 3% | 2% | 1% | 2% | 3% | 2% | 3% | 1% | 5% | 2% | 2% | 2% |
| None | 654 | 316 | 338 | 105 | 118 | 130 | 114 | 82 | 106 | 176 | 182 | 151 | 146 | 69 | 36 | 68 | 64 | 49 | 56 | 40 | 57 | 54 | 90 | 71 |
| | 33% | 32% | 33% | 43% | 37% | 34% | 33% | 27% | 25% | 32% | 31% | 36% | 32% | 39% | 40% | 29% | 36% | 26% | 36% | 37% | 30% | 21% | 35% | 39% |
| Prefer not to say | 56 | 32 | 24 | 8 | 20 | 16 | 7 | 2 | 2 | 10 | 24 | 7 | 15 | 8 | 3 | 6 | 1 | 7 | 2 | - | 2 | 18 | 5 | 3 |
| | 3% | 3% | 2% | 3% | 6% | 4% | 2% | 1% | * | 2% | 4% | 2% | 3% | 5% | 3% | 3% | 1% | 4% | 1% | - | 1% | 7% | 2% | 2% |

HS2 General Public Survey

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Absolutes/col percents

Table 52

To which of the following religious groups do you consider yourself to be a member of?

Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | | |
|-------------------|-------|-------------------|--------------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|-----|
| | | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A | |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 | |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 | |
| Christian | 1137 | 150 | 458 | 1080 | 6 | 46 | 385 | 34 | 78 | 53 | 59 | 528 | |
| | | 56% | 55% | 54% | 60% | 7% | 59% | 58% | 56% | 49% | 42% | 50% | 60% |
| NET: Other | 166 | 23 | 73 | 72 | 80 | 12 | 39 | 12 | 25 | 5 | 15 | 70 | |
| | | 8% | 8% | 9% | 4% | 86% | 15% | 6% | 20% | 16% | 4% | 13% | 8% |
| Muslim | 70 | 9 | 36 | 9 | 54 | 5 | 15 | 3 | 19 | 1 | 6 | 25 | |
| | | 3% | 3% | 4% | * | 58% | 6% | 2% | 5% | 12% | 1% | 5% | 3% |
| Hindu | 19 | 1 | 9 | - | 16 | 3 | 5 | 3 | - | - | 2 | 10 | |
| | | 1% | * | 1% | - | 17% | 4% | 1% | 5% | - | - | 2% | 1% |
| Jewish | 14 | 1 | 6 | 14 | - | - | 5 | * | - | * | 1 | 7 | |
| | | 1% | * | 1% | 1% | - | - | 1% | 1% | - | * | 1% | 1% |
| Sikh | 5 | - | 4 | - | 5 | - | - | 3 | 1 | - | - | 1 | |
| | | * | - | * | - | 6% | - | - | 5% | 1% | - | - | * |
| Buddhist | 12 | 5 | 2 | 9 | 3 | - | 5 | 1 | 1 | - | 2 | 4 | |
| | | 1% | 2% | * | * | 3% | - | 1% | 1% | 1% | - | 1% | * |
| Other | 45 | 7 | 15 | 40 | 1 | 4 | 9 | 2 | 4 | 3 | 4 | 23 | |
| | | 2% | 2% | 2% | 2% | 1% | 5% | 1% | 3% | 2% | 3% | 3% | 3% |
| None | 654 | 82 | 300 | 629 | 6 | 14 | 214 | 12 | 51 | 66 | 38 | 272 | |
| | | 33% | 30% | 35% | 35% | 6% | 18% | 32% | 20% | 33% | 52% | 32% | 31% |
| Prefer not to say | 56 | 18 | 23 | 30 | 1 | 6 | 25 | 2 | 4 | 3 | 7 | 15 | |
| | | 3% | 7% | 3% | 2% | 1% | 8% | 4% | 3% | 3% | 2% | 5% | 2% |

HS2 General Public Survey

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Absolutes/col percents

Table 53

Which of the following best describes where you live?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | | Region | | | | | | | | | |
|--------------------------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Urban | 1564 | 771 | 793 | 205 | 274 | 321 | 262 | 216 | 285 | 399 | 457 | 330 | 377 | 128 | 72 | 208 | 135 | 157 | 107 | 65 | 121 | 250 | 197 | 125 |
| | 78% | 78% | 77% | 85% | 85% | 84% | 77% | 71% | 68% | 73% | 78% | 78% | 82% | 73% | 79% | 88% | 76% | 84% | 69% | 61% | 64% | 99% | 76% | 68% |
| Urban - Population over 10,000 | 760 | 433 | 327 | 115 | 170 | 157 | 103 | 91 | 124 | 196 | 258 | 138 | 168 | 62 | 37 | 81 | 53 | 68 | 42 | 36 | 52 | 195 | 78 | 55 |
| | 38% | 44% | 32% | 48% | 53% | 41% | 30% | 30% | 29% | 36% | 44% | 33% | 36% | 36% | 41% | 34% | 30% | 36% | 27% | 34% | 28% | 77% | 30% | 30% |
| Town and Fringe | 803 | 338 | 466 | 90 | 104 | 164 | 159 | 125 | 161 | 203 | 198 | 193 | 209 | 65 | 35 | 127 | 82 | 90 | 65 | 29 | 68 | 55 | 118 | 69 |
| | 40% | 34% | 45% | 37% | 32% | 43% | 46% | 41% | 38% | 37% | 34% | 46% | 45% | 37% | 38% | 53% | 46% | 48% | 42% | 27% | 36% | 22% | 46% | 38% |
| NET: Rural | 449 | 216 | 233 | 36 | 48 | 62 | 80 | 86 | 137 | 144 | 127 | 92 | 86 | 47 | 19 | 29 | 43 | 29 | 49 | 42 | 68 | 3 | 62 | 59 |
| | 22% | 22% | 23% | 15% | 15% | 16% | 23% | 29% | 32% | 27% | 22% | 22% | 18% | 27% | 21% | 12% | 24% | 16% | 31% | 39% | 36% | 1% | 24% | 32% |
| Village | 388 | 183 | 205 | 31 | 43 | 54 | 72 | 76 | 112 | 119 | 106 | 82 | 81 | 33 | 18 | 28 | 42 | 21 | 47 | 32 | 54 | 3 | 59 | 52 |
| | 19% | 19% | 20% | 13% | 13% | 14% | 21% | 25% | 26% | 22% | 18% | 20% | 17% | 19% | 20% | 12% | 24% | 11% | 30% | 30% | 29% | 1% | 23% | 28% |
| Hamlet & Isolated Dwelling | 61 | 33 | 28 | 5 | 5 | 7 | 8 | 10 | 26 | 25 | 21 | 10 | 5 | 14 | 1 | 1 | 1 | 8 | 2 | 10 | 14 | - | 3 | 7 |
| | 3% | 3% | 3% | 2% | 1% | 2% | 2% | 3% | 6% | 5% | 4% | 2% | 1% | 8% | 1% | 1% | * | 4% | 1% | 9% | 7% | - | 1% | 4% |

HS2 General Public Survey

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Absolutes/col percents

Table 53

Which of the following best describes where you live?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--------------------------------|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Urban | 1564 | 217 | 695 | 1376 | 83 | 75 | 504 | 57 | 137 | 111 | 104 | 652 |
| | 78% | 79% | 81% | 76% | 89% | 95% | 76% | 93% | 87% | 88% | 87% | 74% |
| Urban - Population over 10,000 | 760 | 117 | 364 | 638 | 51 | 50 | 219 | 34 | 99 | 57 | 71 | 280 |
| | 38% | 43% | 43% | 35% | 55% | 63% | 33% | 57% | 63% | 45% | 60% | 32% |
| Town and Fringe | 803 | 100 | 331 | 737 | 31 | 25 | 285 | 22 | 38 | 54 | 32 | 372 |
| | 40% | 37% | 39% | 41% | 34% | 31% | 43% | 37% | 24% | 42% | 27% | 42% |
| NET: Rural | 449 | 56 | 159 | 435 | 10 | 4 | 159 | 4 | 21 | 16 | 15 | 234 |
| | 22% | 21% | 19% | 24% | 11% | 5% | 24% | 7% | 13% | 12% | 13% | 26% |
| Village | 388 | 54 | 133 | 374 | 10 | 4 | 141 | 3 | 19 | 14 | 11 | 201 |
| | 19% | 20% | 16% | 21% | 11% | 5% | 21% | 5% | 12% | 11% | 9% | 23% |
| Hamlet & Isolated Dwelling | 61 | 2 | 27 | 61 | - | - | 19 | 1 | 2 | 2 | 4 | 33 |
| | 3% | 1% | 3% | 3% | - | - | 3% | 2% | 1% | 2% | 3% | 4% |

HS2 General Public Survey

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Absolutes/col percents

Table 54

Which of the following best describes your current working status?

Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| NET: Working | 1127 | 596 | 531 | 144 | 256 | 286 | 254 | 149 | 40 | 265 | 406 | 278 | 178 | 96 | 40 | 141 | 107 | 100 | 78 | 64 | 93 | 183 | 120 | 105 |
| | 56% | 60% | 52% | 59% | 79% | 75% | 74% | 49% | 9% | 49% | 69% | 66% | 38% | 55% | 44% | 59% | 60% | 54% | 50% | 60% | 49% | 72% | 46% | 57% |
| Working full time - working 30 hours per week or more | 886 | 521 | 365 | 102 | 223 | 240 | 206 | 102 | 13 | 212 | 330 | 225 | 118 | 70 | 35 | 114 | 84 | 77 | 62 | 48 | 72 | 152 | 88 | 83 |
| | 44% | 53% | 36% | 42% | 69% | 63% | 60% | 34% | 3% | 39% | 57% | 53% | 26% | 40% | 39% | 48% | 48% | 42% | 39% | 45% | 38% | 60% | 34% | 45% |
| Working part time - working between 8 and 29 hours per week | 242 | 75 | 166 | 41 | 33 | 46 | 48 | 46 | 27 | 53 | 76 | 53 | 60 | 26 | 5 | 26 | 23 | 22 | 16 | 16 | 21 | 32 | 32 | 22 |
| | 12% | 8% | 16% | 17% | 10% | 12% | 14% | 15% | 6% | 10% | 13% | 13% | 13% | 15% | 6% | 11% | 13% | 12% | 10% | 15% | 11% | 12% | 12% | 12% |
| NET: Not working | 886 | 390 | 495 | 98 | 67 | 97 | 89 | 153 | 382 | 278 | 178 | 145 | 285 | 79 | 51 | 96 | 70 | 86 | 78 | 42 | 95 | 70 | 139 | 79 |
| | 44% | 40% | 48% | 41% | 21% | 25% | 26% | 51% | 91% | 51% | 31% | 34% | 62% | 45% | 56% | 41% | 40% | 46% | 50% | 40% | 51% | 28% | 54% | 43% |
| Not working but seeking work or temporarily unemployed or sick | 121 | 53 | 68 | 31 | 16 | 27 | 30 | 16 | 2 | 17 | 14 | 12 | 78 | 12 | 6 | 8 | 9 | 15 | 11 | 4 | 14 | 16 | 16 | 9 |
| | 6% | 5% | 7% | 13% | 5% | 7% | 9% | 5% | 1% | 3% | 2% | 3% | 17% | 7% | 7% | 3% | 5% | 8% | 7% | 4% | 7% | 6% | 6% | 5% |
| Not working and not seeking work | 106 | 35 | 71 | 58 | 6 | 13 | 13 | 16 | 1 | 14 | 41 | 9 | 41 | 10 | 5 | 11 | 10 | 15 | 12 | 6 | 6 | 8 | 17 | 7 |
| | 5% | 4% | 7% | 24% | 2% | 3% | 4% | 5% | * | 3% | 7% | 2% | 9% | 6% | 5% | 5% | 6% | 8% | 7% | 6% | 3% | 3% | 7% | 4% |
| Retired on a state pension only | 96 | 32 | 64 | - | - | - | - | 21 | 76 | 11 | 8 | 11 | 67 | 11 | 5 | 13 | 5 | 7 | 7 | 7 | 11 | 6 | 19 | 7 |
| | 5% | 3% | 6% | - | - | - | - | 7% | 18% | 2% | 1% | 3% | 14% | 6% | 5% | 5% | 3% | 4% | 4% | 7% | 6% | 2% | 7% | 4% |
| Retired with a private pension | 388 | 260 | 128 | - | - | - | 8 | 78 | 302 | 213 | 93 | 62 | 21 | 39 | 20 | 42 | 32 | 34 | 32 | 20 | 42 | 22 | 62 | 42 |
| | 19% | 26% | 12% | - | - | - | 2% | 26% | 71% | 39% | 16% | 15% | 4% | 22% | 22% | 18% | 18% | 18% | 21% | 19% | 22% | 9% | 24% | 23% |
| House person, housewife, househusband, etc. | 174 | 10 | 164 | 9 | 45 | 57 | 37 | 23 | 2 | 24 | 22 | 50 | 78 | 7 | 14 | 22 | 15 | 16 | 16 | 5 | 22 | 17 | 25 | 14 |
| | 9% | 1% | 16% | 4% | 14% | 15% | 11% | 8% | * | 4% | 4% | 12% | 17% | 4% | 16% | 9% | 9% | 9% | 10% | 5% | 12% | 7% | 10% | 8% |

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Absolutes/col percents

Table 54

Which of the following best describes your current working status?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|------|------|-------|------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| NET: Working | 1127 | 273 | 854 | 988 | 56 | 61 | 663 | 61 | 158 | 127 | 119 | - |
| | 56% | 100% | 100% | 55% | 60% | 76% | 100% | 100% | 100% | 100% | 100% | - |
| Working full time - working 30 hours per week or more | 886 | 222 | 663 | 767 | 47 | 53 | 529 | 51 | 120 | 83 | 103 | - |
| | 44% | 81% | 78% | 42% | 50% | 67% | 80% | 84% | 76% | 65% | 87% | - |
| Working part time - working between 8 and 29 hours per week | 242 | 51 | 191 | 221 | 9 | 7 | 134 | 10 | 38 | 44 | 16 | - |
| | 12% | 19% | 22% | 12% | 10% | 9% | 20% | 16% | 24% | 35% | 13% | - |
| NET: Not working | 886 | - | - | 823 | 37 | 19 | - | - | - | - | - | 886 |
| | 44% | - | - | 45% | 40% | 24% | - | - | - | - | - | 100% |
| Not working but seeking work or temporarily unemployed or sick | 121 | - | - | 102 | 12 | 6 | - | - | - | - | - | 121 |
| | 6% | - | - | 6% | 13% | 7% | - | - | - | - | - | 14% |
| Not working and not seeking work | 106 | - | - | 90 | 11 | 4 | - | - | - | - | - | 106 |
| | 5% | - | - | 5% | 12% | 5% | - | - | - | - | - | 12% |
| Retired on a state pension only | 96 | - | - | 95 | 1 | - | - | - | - | - | - | 96 |
| | 5% | - | - | 5% | 1% | - | - | - | - | - | - | 11% |
| Retired with a private pension | 388 | - | - | 387 | 1 | - | - | - | - | - | - | 388 |
| | 19% | - | - | 21% | 1% | - | - | - | - | - | - | 44% |
| House person, housewife, househusband, etc. | 174 | - | - | 148 | 12 | 9 | - | - | - | - | - | 174 |
| | 9% | - | - | 8% | 13% | 12% | - | - | - | - | - | 20% |

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Absolutes/col percents

Table 55

Do you work in any of the following occupations?

Base: All respondents who work

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---|------------|------------|------------|-----------|-----------|-----------|-----------|-----------|----------|--------------|------------|-----------|-----------|-----------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|-----------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 1022 | 503 | 519 | 111 | 206 | 242 | 242 | 155 | 66 | 261 | 376 | 201 | 184 | 77 | 36 | 132 | 101 | 83 | 72 | 55 | 68 | 186 | 122 | 90 |
| Weighted base | 1127 | 596 | 531 | 144 | 256 | 286 | 254 | 149 | 40 | 265 | 406 | 278 | 178 | 96 | 40 | 141 | 107 | 100 | 78 | 64 | 93 | 183 | 120 | 105 |
| NET: Public Sector | 273 24% | 118 20% | 155 29% | 21 14% | 74 29% | 63 22% | 73 29% | 35 23% | 8 20% | 86 32% | 118 29% | 37 13% | 32 18% | 30 31% | 12 29% | 39 28% | 34 32% | 20 20% | 23 29% | 22 34% | 21 23% | 31 17% | 16 14% | 26 24% |
| Central government including all administrative departments and central government agencies such as the Bank of England | 34 3% | 16 3% | 18 3% | 1 * | 12 5% | 5 2% | 12 5% | 4 3% | - - | 9 3% | 14 3% | 7 2% | 5 3% | 2 2% | 3 8% | 4 3% | 4 4% | 2 2% | 1 2% | 9 14% | 3 3% | 6 3% | - - | - - |
| HM Forces | 6 1% | 4 1% | 2 * | 1 1% | 3 1% | - - | 3 1% | - - | - - | 2 1% | 4 1% | 1 * | - - | - - | - - | - - | 2 2% | - - | - - | 1 1% | - - | - - | - - | 3 3% |
| National Health Service | 73 6% | 28 5% | 45 9% | 7 5% | 19 7% | 22 8% | 15 6% | 8 5% | 2 4% | 21 8% | 29 7% | 12 4% | 11 6% | 13 14% | 3 8% | 8 6% | 12 11% | 4 4% | 7 9% | 2 3% | 2 2% | 6 3% | 7 6% | 9 8% |
| Universities and Academies funded by government | 16 1% | 12 2% | 3 1% | * * | 6 2% | 1 * | 1 * | 4 3% | 2 6% | 7 3% | 4 1% | 5 2% | - - | 1 1% | - - | 1 1% | 2 2% | 2 2% | - - | 4 7% | 3 3% | * * | 1 1% | 1 1% |
| Courts service | 3 * | 1 * | 2 * | - - | - - | 2 1% | 1 * | - - | - - | - - | 3 1% | - - | - - | - - | - - | - - | - - | 2 2% | - - | - - | 1 1% | - - | - - | - - |
| Local government administration | 34 3% | 17 3% | 17 3% | 2 1% | 4 2% | 13 5% | 9 4% | 3 2% | 2 5% | 9 4% | 22 5% | 1 * | 2 1% | 5 5% | 1 2% | 6 4% | 2 2% | 3 3% | 3 4% | 1 2% | 2 2% | 6 3% | 1 1% | 4 3% |
| Police service | 3 * | - - | 3 * | - - | - - | 1 * | - - | 1 1% | - - | 1 * | 1 * | - - | - - | - - | - - | - - | - - | - - | - - | - - | 1 2% | 1 1% | - - | - - |
| Public sector housing | 9 1% | 3 * | 6 1% | - - | 4 1% | 3 1% | 2 1% | 1 1% | - - | 2 1% | 6 1% | 1 * | 1 1% | 2 2% | - - | - - | 2 1% | 1 1% | - - | 1 2% | - - | 3 2% | 1 1% | - - |
| Teaching employed by local education authority including voluntary aided schools and foundation schools | 45 4% | 11 2% | 35 6% | 6 4% | 11 4% | 7 3% | 10 4% | 9 6% | 1 3% | 22 8% | 19 5% | 2 1% | 2 1% | 4 4% | 3 8% | 11 8% | 4 3% | 2 2% | 6 8% | 2 2% | 4 4% | 2 1% | 4 3% | 4 3% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 55

Do you work in any of the following occupations?

Base: All respondents who work

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|------------|-----------|--------------|------------|------------|------------|-----------|------------|------------|--------------------------|----------------|----------------|-----------|-----------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Weighted base | 1127 | 596 | 531 | 144 | 256 | 286 | 254 | 149 | 40 | 265 | 406 | 278 | 178 | 96 | 40 | 141 | 107 | 100 | 78 | 64 | 93 | 183 | 120 | 105 |
| Public corporations such as the Royal Mail or British Nuclear fuels or Driving Standards agency | 7 1% | 6 1% | 1 * | 1 1% | 1 * | 1 * | 4 1% | - | - | - | 3 1% | - | 4 2% | - | - | 1 1% | 1 1% | - | - | - | - | 2 1% | - | 3 3% |
| Bradford and Bingley or Northern Rock Building societies | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other public sector occupation (please specify as much detail as possible) | 44 4% | 20 3% | 24 4% | 2 2% | 14 6% | 6 2% | 15 6% | 5 3% | 1 3% | 13 5% | 13 3% | 9 3% | 8 5% | 3 3% | 1 3% | 8 6% | 4 4% | 5 5% | 6 7% | 2 3% | 5 6% | 5 3% | 3 2% | 2 2% |
| None of the above (Private Sector) | 854 76% | 478 80% | 376 71% | 123 86% | 181 71% | 223 78% | 181 71% | 114 77% | 32 80% | 179 68% | 287 71% | 241 87% | 146 82% | 66 69% | 29 71% | 102 72% | 73 68% | 80 80% | 55 71% | 42 66% | 72 77% | 152 83% | 103 86% | 79 76% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 55

Do you work in any of the following occupations?**Base: All respondents who work**

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---|-------------------|--------|---------|-----------|-------|-------|--------------------------------|-------|-----|------|-------|-----|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 1022 | 246 | 776 | 895 | 50 | 50 | 570 | 57 | 145 | 140 | 110 | - |
| Weighted base | 1127 | 273 | 854 | 988 | 56 | 61 | 663 | 61 | 158 | 127 | 119 | - |
| NET: Public Sector | 273 | 273 | - | 253 | 7 | 9 | 183 | 11 | 31 | 26 | 24 | - |
| | 24% | 100% | - | 26% | 13% | 14% | 28% | 18% | 20% | 20% | 20% | - |
| Central government including all administrative departments and central government agencies such as the Bank of England | 34 | 34 | - | 30 | 1 | 2 | 16 | 4 | 10 | 1 | 3 | - |
| | 3% | 12% | - | 3% | 1% | 3% | 2% | 6% | 6% | 1% | 2% | - |
| HM Forces | 6 | 6 | - | 6 | - | - | 5 | 1 | - | - | - | - |
| | 1% | 2% | - | 1% | - | - | 1% | 1% | - | - | - | - |
| National Health Service | 73 | 73 | - | 65 | 4 | 2 | 45 | 1 | 9 | 14 | 4 | - |
| | 6% | 27% | - | 7% | 7% | 4% | 7% | 2% | 6% | 11% | 3% | - |
| Universities and Academies funded by government | 16 | 16 | - | 13 | * | 2 | 10 | 2 | 1 | * | 2 | - |
| | 1% | 6% | - | 1% | 1% | 4% | 2% | 3% | 1% | * | 2% | - |
| Courts service | 3 | 3 | - | 3 | - | - | 3 | - | - | - | - | - |
| | * | 1% | - | * | - | - | * | - | - | - | - | - |
| Local government administration | 34 | 34 | - | 33 | - | * | 29 | 1 | - | 1 | 3 | - |
| | 3% | 12% | - | 3% | - | 1% | 4% | 2% | - | 1% | 3% | - |
| Police service | 3 | 3 | - | 3 | - | - | 1 | - | - | - | 1 | - |
| | * | 1% | - | * | - | - | * | - | - | - | 1% | - |
| Public sector housing | 9 | 9 | - | 8 | - | 2 | 5 | - | 3 | - | 2 | - |
| | 1% | 3% | - | 1% | - | 3% | 1% | - | 2% | - | 2% | - |
| Teaching employed by local education authority including voluntary aided schools and foundation schools | 45 | 45 | - | 45 | - | - | 33 | - | 4 | 4 | 5 | - |
| | 4% | 17% | - | 5% | - | - | 5% | - | 2% | 3% | 4% | - |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 55

Do you work in any of the following occupations?

Base: All respondents who work

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---|-------------------|-----------|-------------|------------|-----------|-----------|--------------------------------|-----------|------------|------------|-----------|-----|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Weighted base | 1127 | 273 | 854 | 988 | 56 | 61 | 663 | 61 | 158 | 127 | 119 | - |
| Public corporations such as the Royal Mail or British Nuclear fuels or Driving Standards agency | 7 1% | 7 3% | - | 6 1% | 1 2% | - | 4 1% | 1 2% | - | - | 2 2% | - |
| Bradford and Bingley or Northern Rock Building societies | - | - | - | - | - | - | - | - | - | - | - | - |
| Other public sector occupation (please specify as much detail as possible) | 44 4% | 44 16% | - | 41 4% | 1 1% | - | 31 5% | 1 1% | 4 3% | 5 4% | 3 2% | - |
| None of the above (Private Sector) | 854 76% | - | 854 100% | 734 74% | 49 87% | 52 86% | 481 72% | 50 82% | 127 80% | 101 80% | 95 80% | - |

HS2 General Public Survey

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Absolutes/col percents

Table 56

Do you have any children aged 18 or under? If so, how old are they?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | | Region | | | | | | | | | |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| No children aged 18 or under | 1422 71% | 715 72% | 707 69% | 200 83% | 173 54% | 150 39% | 209 61% | 274 91% | 416 99% | 414 76% | 425 73% | 258 61% | 325 70% | 122 70% | 61 67% | 166 70% | 112 63% | 131 70% | 108 69% | 84 79% | 142 75% | 169 67% | 192 74% | 135 73% |
| NET: Yes | 576 29% | 264 27% | 312 30% | 38 16% | 150 46% | 227 59% | 130 38% | 27 9% | 5 1% | 128 24% | 158 27% | 161 38% | 129 28% | 51 29% | 30 33% | 70 30% | 64 36% | 53 29% | 49 31% | 23 21% | 44 23% | 77 30% | 66 26% | 49 27% |
| NET: Under 16 | 519 26% | 238 24% | 281 27% | 36 15% | 150 46% | 212 55% | 101 29% | 18 6% | 2 1% | 116 21% | 141 24% | 149 35% | 113 24% | 46 27% | 25 28% | 62 26% | 58 33% | 51 27% | 44 28% | 20 18% | 39 21% | 74 29% | 59 23% | 40 22% |
| Yes - children aged under 5 years old | 205 10% | 74 7% | 131 13% | 21 9% | 105 33% | 70 18% | 8 2% | - | * | 48 9% | 61 10% | 55 13% | 40 9% | 19 11% | 7 8% | 20 8% | 30 17% | 19 10% | 19 12% | 11 10% | 7 4% | 36 14% | 26 10% | 12 6% |
| Yes - children aged 5 to 10 years old | 238 12% | 101 10% | 137 13% | 9 4% | 70 22% | 118 31% | 36 11% | 5 2% | - | 51 9% | 66 11% | 67 16% | 54 12% | 23 13% | 13 14% | 27 11% | 23 13% | 26 14% | 18 12% | 7 7% | 21 11% | 30 12% | 34 13% | 16 9% |
| Yes - children aged 11 to 15 years old | 238 12% | 140 14% | 98 10% | 11 4% | 31 10% | 103 27% | 75 22% | 16 5% | 2 1% | 53 10% | 54 9% | 79 19% | 52 11% | 19 11% | 15 17% | 34 15% | 30 17% | 24 13% | 14 9% | 6 6% | 21 11% | 30 12% | 19 8% | 24 13% |
| Yes - children aged 16 to 18 years old | 140 7% | 68 7% | 72 7% | 5 2% | 11 3% | 53 14% | 57 17% | 12 4% | 3 1% | 28 5% | 30 5% | 42 10% | 39 9% | 9 5% | 12 13% | 20 8% | 15 8% | 11 6% | 13 8% | 4 4% | 11 6% | 14 5% | 15 6% | 16 9% |
| Refused | 15 1% | 8 1% | 7 1% | 3 1% | - | 6 2% | 3 1% | 2 1% | 1 * | 2 * | 2 * | 4 1% | 8 2% | 1 1% | - | - | 2 1% | 2 1% | - | - | 3 2% | 7 3% | - | - |

HS2 General Public Survey

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Absolutes/col percents

Table 56

Do you have any children aged 18 or under? If so, how old are they?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|--|-------------------|------------|------------|-------------|-----------|-----------|--------------------------------|-----------|------------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| No children aged 18 or under | 1422 71% | 170 62% | 554 65% | 1312 72% | 57 61% | 47 60% | 382 58% | 46 75% | 119 75% | 95 75% | 84 70% | 697 79% |
| NET: Yes | 576 29% | 102 37% | 294 34% | 493 27% | 34 36% | 32 40% | 276 42% | 15 25% | 39 25% | 31 25% | 34 29% | 180 20% |
| NET: Under 16 | 519 26% | 90 33% | 262 31% | 437 24% | 34 36% | 29 37% | 246 37% | 11 19% | 38 24% | 27 21% | 29 24% | 167 19% |
| Yes - children aged under 5 years old | 205 10% | 35 13% | 97 11% | 159 9% | 19 20% | 18 23% | 85 13% | 3 5% | 16 10% | 9 7% | 19 16% | 73 8% |
| Yes - children aged 5 to 10 years old | 238 12% | 39 14% | 119 14% | 197 11% | 19 21% | 11 14% | 114 17% | 7 11% | 19 12% | 9 7% | 9 8% | 80 9% |
| Yes - children aged 11 to 15 years old | 238 12% | 38 14% | 134 16% | 212 12% | 8 9% | 10 13% | 120 18% | 9 15% | 19 12% | 17 13% | 7 6% | 65 7% |
| Yes - children aged 16 to 18 years old | 140 7% | 24 9% | 73 9% | 125 7% | 3 3% | 9 11% | 65 10% | 5 8% | 8 5% | 10 8% | 9 8% | 43 5% |
| Refused | 15 1% | 1 * | 6 1% | 6 * | 2 3% | - - | 5 1% | - - | - - | 1 * | 1 1% | 9 1% |

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Absolutes/col percents

Table 57

Which of the following ITV regions do you live in?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Anglia | 205 | 102 | 102 | 20 | 22 | 46 | 44 | 28 | 45 | 57 | 51 | 39 | 57 | - | - | 1 | 1 | 1 | 16 | - | 167 | - | 18 | - |
| | 10% | 10% | 10% | 8% | 7% | 12% | 13% | 9% | 11% | 10% | 9% | 9% | 12% | - | - | * | * | 1% | 10% | - | 89% | - | 7% | - |
| Central | 299 | 146 | 153 | 24 | 56 | 57 | 58 | 46 | 57 | 76 | 85 | 57 | 81 | 2 | 1 | 1 | - | 180 | 107 | - | 1 | - | 3 | 3 |
| | 15% | 15% | 15% | 10% | 17% | 15% | 17% | 15% | 13% | 14% | 14% | 14% | 18% | 1% | 1% | * | - | 97% | 69% | - | * | - | 1% | 2% |
| Grampian | 23 | 17 | 6 | 1 | 1 | 2 | 6 | 6 | 7 | 4 | 8 | 8 | 2 | 22 | - | - | - | - | - | - | - | - | 1 | - |
| | 1% | 2% | 1% | * | * | 1% | 2% | 2% | 2% | 1% | 1% | 2% | 1% | 13% | - | - | - | - | - | - | - | - | * | - |
| Granada | 241 | 127 | 114 | 25 | 39 | 38 | 42 | 48 | 48 | 61 | 69 | 57 | 54 | - | 3 | 228 | - | 3 | - | 4 | - | 2 | - | - |
| | 12% | 13% | 11% | 10% | 12% | 10% | 12% | 16% | 11% | 11% | 12% | 13% | 12% | - | 4% | 96% | - | 1% | - | 4% | - | 1% | - | - |
| London | 344 | 161 | 183 | 66 | 81 | 76 | 32 | 35 | 53 | 113 | 118 | 57 | 56 | - | - | - | - | - | 3 | - | 17 | 251 | 72 | - |
| | 17% | 16% | 18% | 27% | 25% | 20% | 9% | 12% | 13% | 21% | 20% | 14% | 12% | - | - | - | - | - | 2% | - | 9% | 99% | 28% | - |
| Meridian | 191 | 81 | 110 | 22 | 22 | 33 | 24 | 30 | 60 | 54 | 55 | 39 | 43 | - | - | - | - | 1 | 1 | - | - | - | 164 | 25 |
| | 9% | 8% | 11% | 9% | 7% | 9% | 7% | 10% | 14% | 10% | 9% | 9% | 9% | - | - | - | - | * | 1% | - | - | - | 63% | 14% |
| Scottish | 143 | 73 | 70 | 9 | 19 | 29 | 31 | 15 | 39 | 44 | 33 | 27 | 38 | 143 | - | - | - | - | - | - | - | - | - | - |
| | 7% | 7% | 7% | 4% | 6% | 8% | 9% | 5% | 9% | 8% | 6% | 6% | 8% | 82% | - | - | - | - | - | - | - | - | - | - |
| Tyne Tees | 100 | 55 | 45 | 13 | 19 | 15 | 23 | 9 | 21 | 21 | 29 | 19 | 31 | 8 | 85 | 5 | 3 | - | - | - | - | - | - | - |
| | 5% | 6% | 4% | 6% | 6% | 4% | 7% | 3% | 5% | 4% | 5% | 5% | 7% | 5% | 93% | 2% | 2% | - | - | - | - | - | - | - |
| Wales & West | 164 | 82 | 81 | 16 | 24 | 25 | 27 | 31 | 40 | 37 | 56 | 32 | 40 | - | - | 1 | - | - | - | 102 | 1 | - | - | 59 |
| | 8% | 8% | 8% | 7% | 8% | 7% | 8% | 10% | 9% | 7% | 10% | 7% | 9% | - | - | * | - | - | - | 96% | 1% | - | - | 32% |
| Westcountry | 98 | 40 | 58 | 21 | 11 | 13 | 20 | 17 | 16 | 29 | 25 | 29 | 15 | - | - | * | - | 1 | - | - | - | - | - | 96 |
| | 5% | 4% | 6% | 9% | 3% | 3% | 6% | 6% | 4% | 5% | 4% | 7% | 3% | - | - | * | - | 1% | - | - | - | - | - | 52% |
| Yorkshire | 206 | 103 | 103 | 22 | 27 | 48 | 35 | 37 | 37 | 48 | 55 | 59 | 44 | - | 2 | - | 174 | - | 28 | - | 2 | - | - | - |
| | 10% | 10% | 10% | 9% | 9% | 12% | 10% | 12% | 9% | 9% | 9% | 14% | 10% | - | 2% | - | 98% | - | 18% | - | 1% | - | - | - |
| UTV | 1 | - | 1 | - | 1 | - | - | * | - | 1 | - | - | * | - | * | 1 | - | - | - | - | - | - | - | - |
| | * | - | * | - | * | - | - | * | - | * | - | - | * | - | * | * | - | - | - | - | - | - | - | - |

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Absolutes/col percents

Table 57

Which of the following ITV regions do you live in?

Base: All respondents

| | Total | Employment Sector | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-----------------|------------|-------------------|--------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Public | Pri- vate | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Anglia | 205 10% | 20 7% | 80 9% | 186 10% | 4 5% | 9 11% | 68 10% | 3 5% | 10 6% | 11 9% | 7 6% | 105 12% |
| Central | 299 15% | 37 14% | 126 15% | 275 15% | 11 12% | 9 11% | 112 17% | 3 4% | 15 10% | 23 18% | 9 8% | 136 15% |
| Grampian | 23 1% | 3 1% | 8 1% | 23 1% | - | - | 6 1% | - | - | 5 4% | - | 12 1% |
| Granada | 241 12% | 41 15% | 103 12% | 226 13% | 7 7% | 7 9% | 99 15% | 6 9% | 18 11% | 10 8% | 13 11% | 96 11% |
| London | 344 17% | 39 14% | 186 22% | 246 14% | 51 55% | 32 40% | 73 11% | 28 47% | 58 37% | 17 14% | 49 41% | 118 13% |
| Meridian | 191 9% | 17 6% | 69 8% | 181 10% | 6 6% | 4 5% | 49 7% | 8 14% | 6 4% | 13 10% | 9 8% | 105 12% |
| Scottish | 143 7% | 24 9% | 54 6% | 138 8% | - | 3 4% | 46 7% | 5 8% | 15 10% | 5 4% | 7 6% | 65 7% |
| Tyne Tees | 100 5% | 11 4% | 37 4% | 96 5% | 3 4% | - | 31 5% | - | 8 5% | 6 4% | 3 3% | 53 6% |
| Wales & West | 164 8% | 30 11% | 64 7% | 154 9% | 2 2% | 7 9% | 65 10% | 1 1% | 15 10% | 6 4% | 7 6% | 70 8% |
| Westcountry | 98 5% | 13 5% | 47 5% | 94 5% | * 1% | 3 4% | 35 5% | 1 1% | 6 4% | 14 11% | 4 4% | 38 4% |
| Yorkshire | 206 10% | 39 14% | 81 9% | 190 10% | 9 9% | 6 8% | 79 12% | 6 10% | 7 5% | 18 14% | 9 8% | 86 10% |
| UTV | 1 * | - | - | * * | - | - | - | - | - | - | - | 1 * |

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Absolutes/col percents

Table 58
Marital Status
Base: All respondents

| | Gender | | Age | | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|------------|------------|------------|------------|------------|------------|--------------------------|----------------|----------------|-----------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Single | 489 24% | 249 25% | 240 23% | 179 74% | 109 34% | 82 21% | 64 19% | 39 13% | 16 4% | 91 17% | 188 32% | 89 21% | 121 26% | 41 23% | 24 26% | 48 20% | 39 22% | 44 24% | 34 22% | 20 19% | 35 19% | 102 40% | 62 24% | 41 22% |
| NET: Married/ Civil partnership/ co habiting | 1302 65% | 665 67% | 636 62% | 60 25% | 206 64% | 270 71% | 239 70% | 201 67% | 325 77% | 400 74% | 331 57% | 314 74% | 257 56% | 107 61% | 61 67% | 168 71% | 122 68% | 121 65% | 107 69% | 72 68% | 132 70% | 121 48% | 161 62% | 131 71% |
| Married | 1027 51% | 565 57% | 463 45% | 7 3% | 137 43% | 206 54% | 193 56% | 172 57% | 312 74% | 346 64% | 242 41% | 252 60% | 187 40% | 90 52% | 45 49% | 127 54% | 103 58% | 92 49% | 76 49% | 56 52% | 105 56% | 101 40% | 132 51% | 101 55% |
| Civil Partnership | 17 1% | 5 * | 12 1% | 2 1% | 7 2% | 3 1% | 1 * | - - | 3 1% | 4 1% | 6 1% | 4 1% | 3 1% | - - | 1 1% | 5 2% | 2 1% | 1 1% | - - | 2 1% | - - | 2 1% | 1 * | 1 1% |
| Co Habiting | 257 13% | 96 10% | 161 16% | 50 21% | 62 19% | 61 16% | 45 13% | 29 10% | 10 2% | 50 9% | 82 14% | 58 14% | 67 15% | 16 9% | 15 17% | 35 15% | 17 10% | 28 15% | 29 19% | 17 16% | 25 13% | 18 7% | 28 11% | 29 16% |
| NET: Widowed/ separated/ divorced | 208 10% | 64 6% | 144 14% | - - | 3 1% | 26 7% | 38 11% | 60 20% | 82 19% | 50 9% | 64 11% | 17 4% | 76 16% | 23 13% | 6 7% | 20 9% | 17 9% | 18 9% | 16 10% | 13 13% | 20 11% | 28 11% | 35 14% | 12 6% |
| Widowed | 53 3% | 16 2% | 37 4% | - - | 2 1% | 3 1% | 1 * | 12 4% | 35 8% | 16 3% | 19 3% | 2 1% | 15 3% | 5 3% | 1 2% | 8 4% | 2 1% | 4 2% | 3 2% | 3 3% | 6 3% | 4 1% | 13 5% | 3 2% |
| Separated | 21 1% | 12 1% | 9 1% | - - | - - | 9 2% | 6 2% | 5 2% | 1 * | 1 * | 9 2% | 2 * | 9 2% | 1 1% | 1 1% | 2 1% | 1 1% | 2 1% | 1 1% | 1 1% | 2 1% | 3 1% | 5 2% | * * |
| Divorced | 135 7% | 36 4% | 99 10% | - - | * * | 14 4% | 31 9% | 44 15% | 45 11% | 33 6% | 36 6% | 13 3% | 52 11% | 16 9% | 4 4% | 10 4% | 14 8% | 11 6% | 11 7% | 9 9% | 12 7% | 21 8% | 18 7% | 9 5% |
| Prefer not to answer | 14 1% | 9 1% | 6 1% | 3 1% | 5 2% | 4 1% | 2 * | 1 * | - - | 3 * | 1 * | 3 1% | 8 2% | 5 3% | - - | 1 * | - - | 3 2% | - - | 1 1% | 1 1% | 3 1% | 1 * | - - |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 58
Marital Status
Base: All respondents

| | Total | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | |
|--|-------------|-------------------|--------------|-------------|-----------|-----------|------------|--------------------------------|-----------|-----------|-----------|------------|
| | | Public | Pri- vate | | White | Asian | Other | Car | Train | Bus | Walk | Other |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Single | 489 24% | 69 25% | 250 29% | 411 23% | 43 46% | 33 42% | 131 20% | 27 45% | 72 46% | 49 38% | 39 33% | 171 19% |
| NET: Married/ Civil partnership/ co habiting | 1302 65% | 180 66% | 534 63% | 1192 66% | 50 54% | 42 53% | 483 73% | 30 49% | 71 45% | 65 52% | 64 54% | 588 66% |
| Married | 1027 51% | 134 49% | 389 46% | 931 51% | 44 48% | 35 44% | 353 53% | 25 40% | 47 30% | 47 37% | 52 44% | 504 57% |
| Civil Partnership | 17 1% | 2 1% | 6 1% | 15 1% | - - | 2 2% | 5 1% | - - | 2 1% | * * | 1 1% | 9 1% |
| Co Habiting | 257 13% | 43 16% | 139 16% | 246 14% | 5 6% | 5 7% | 125 19% | 5 9% | 23 14% | 18 14% | 11 9% | 76 9% |
| NET: Widowed/ separated/ divorced | 208 10% | 23 9% | 59 7% | 202 11% | 1 1% | 4 5% | 40 6% | 3 5% | 14 9% | 12 10% | 14 11% | 125 14% |
| Widowed | 53 3% | 3 1% | 14 2% | 50 3% | - - | 2 3% | 4 1% | - - | 4 2% | 3 3% | 7 6% | 35 4% |
| Separated | 21 1% | 2 1% | 12 1% | 20 1% | - - | - - | 7 1% | 1 2% | 1 1% | 1 * | 3 3% | 8 1% |
| Divorced | 135 7% | 18 7% | 34 4% | 132 7% | 1 1% | 1 2% | 29 4% | 2 3% | 9 6% | 8 6% | 4 3% | 83 9% |
| Prefer not to answer | 14 1% | 2 1% | 11 1% | 5 * | - - | - - | 9 1% | 1 1% | * * | * * | 2 2% | 2 * |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 59

Which of the following cities do you live in, or nearest to?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-----------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humber-side | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Glasgow | 91 | 45 | 46 | 5 | 10 | 29 | 17 | 9 | 21 | 22 | 27 | 19 | 23 | 91 | - | - | - | - | - | - | - | - | - | - |
| | 5% | 5% | 5% | 2% | 3% | 8% | 5% | 3% | 5% | 4% | 5% | 4% | 5% | 52% | - | - | - | - | - | - | - | - | - | - |
| Edinburgh | 53 | 29 | 24 | 1 | 10 | 3 | 14 | 9 | 16 | 14 | 13 | 13 | 14 | 53 | - | - | - | - | - | - | - | - | - | - |
| | 3% | 3% | 2% | * | 3% | 1% | 4% | 3% | 4% | 3% | 2% | 3% | 3% | 31% | - | - | - | - | - | - | - | - | - | - |
| Newcastle | 90 | 55 | 36 | 12 | 15 | 13 | 19 | 11 | 20 | 18 | 31 | 16 | 25 | - | 79 | 8 | - | - | - | - | 3 | - | - | - |
| | 4% | 6% | 3% | 5% | 5% | 3% | 6% | 4% | 5% | 3% | 5% | 4% | 5% | - | 87% | 3% | - | - | - | - | 2% | - | - | - |
| Leeds | 100 | 47 | 53 | 13 | 17 | 22 | 20 | 12 | 16 | 28 | 24 | 32 | 16 | - | - | - | 100 | - | - | - | - | - | - | - |
| | 5% | 5% | 5% | 5% | 5% | 6% | 6% | 4% | 4% | 5% | 4% | 7% | 3% | - | - | - | 56% | - | - | - | - | - | - | - |
| Hull | 30 | 17 | 12 | 2 | 3 | 4 | 4 | 13 | 4 | 6 | 11 | 6 | 7 | - | - | - | 27 | - | 2 | - | - | - | - | |
| | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 4% | 1% | 1% | 2% | 1% | 1% | - | - | - | 15% | - | 2% | - | - | - | - | |
| Sheffield | 60 | 25 | 35 | 8 | 13 | 17 | 7 | 8 | 9 | 10 | 18 | 14 | 18 | - | 1 | - | 44 | 1 | 14 | - | - | - | - | |
| | 3% | 3% | 3% | 3% | 4% | 4% | 2% | 3% | 2% | 2% | 3% | 3% | 4% | - | 1% | - | 25% | 1% | 9% | - | - | - | - | |
| Manchester | 181 | 93 | 88 | 18 | 35 | 28 | 32 | 32 | 36 | 49 | 48 | 42 | 42 | - | 3 | 165 | 2 | 11 | - | - | - | - | 1 | |
| | 9% | 9% | 9% | 8% | 11% | 7% | 9% | 11% | 9% | 9% | 8% | 10% | 9% | - | 4% | 70% | 1% | 6% | - | - | - | - | * | |
| Liverpool | 61 | 29 | 32 | 4 | 11 | 6 | 10 | 19 | 12 | 11 | 23 | 16 | 11 | - | - | 50 | - | 1 | - | 10 | - | - | - | |
| | 3% | 3% | 3% | 1% | 3% | 2% | 3% | 6% | 3% | 2% | 4% | 4% | 2% | - | - | 21% | - | 1% | - | 10% | - | - | - | |
| Nottingham | 104 | 59 | 45 | 9 | 14 | 23 | 20 | 17 | 22 | 25 | 26 | 26 | 28 | - | - | - | 1 | 3 | 98 | - | 2 | - | - | |
| | 5% | 6% | 4% | 4% | 4% | 6% | 6% | 6% | 5% | 5% | 4% | 6% | 6% | - | - | - | * | 1% | 63% | - | 1% | - | - | |
| Birmingham | 165 | 80 | 84 | 13 | 32 | 30 | 32 | 21 | 36 | 45 | 46 | 31 | 43 | - | - | - | - | 154 | 9 | 1 | - | - | - | |
| | 8% | 8% | 8% | 6% | 10% | 8% | 9% | 7% | 8% | 8% | 8% | 7% | 9% | - | - | - | - | 83% | 6% | 1% | - | - | - | |
| Norwich | 102 | 56 | 46 | 9 | 14 | 23 | 19 | 13 | 24 | 33 | 18 | 20 | 32 | - | 2 | - | - | - | - | - | 99 | - | 2 | |
| | 5% | 6% | 5% | 4% | 4% | 6% | 6% | 4% | 6% | 6% | 3% | 5% | 7% | - | 2% | - | - | - | - | - | 52% | - | 1% | |
| Milton Keynes | 47 | 23 | 24 | 6 | 7 | 7 | 11 | 2 | 13 | 14 | 18 | 2 | 13 | - | - | - | - | 1 | 16 | - | 21 | - | 9 | |
| | 2% | 2% | 2% | 2% | 2% | 2% | 3% | 1% | 3% | 3% | 3% | 1% | 3% | - | - | - | - | 1% | 10% | - | 11% | - | 3% | |
| Brighton | 50 | 20 | 30 | 4 | 6 | 6 | 8 | 9 | 17 | 16 | 8 | 15 | 11 | - | - | - | - | - | - | - | - | 50 | - | |
| | 2% | 2% | 3% | 2% | 2% | 2% | 2% | 3% | 4% | 3% | 1% | 4% | 2% | - | - | - | - | - | - | - | - | 19% | - | |
| Oxford | 27 | 15 | 11 | 3 | 4 | 6 | * | 6 | 8 | 13 | 5 | 3 | 6 | - | - | - | - | 5 | 1 | - | - | 16 | 5 | |
| | 1% | 2% | 1% | 1% | 1% | 1% | * | 2% | 2% | 2% | 1% | 1% | 1% | - | - | - | - | 2% | 1% | - | - | 6% | 3% | |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 59

Which of the following cities do you live in, or nearest to?

Base: All respondents

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|---------------|--------|------|--------|-------|-------|-------|-------|-------|-----|--------------|-----|-----|-----|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| London | 401 | 187 | 215 | 78 | 83 | 88 | 45 | 44 | 63 | 122 | 136 | 71 | 72 | - | - | - | - | - | 1 | - | 38 | 253 | 107 | 1 |
| | 20% | 19% | 21% | 32% | 26% | 23% | 13% | 15% | 15% | 22% | 23% | 17% | 16% | - | - | - | - | - | 1% | - | 20% | 100% | 41% | 1% |
| Southampton | 85 | 33 | 52 | 12 | 8 | 17 | 8 | 14 | 25 | 29 | 24 | 18 | 15 | - | - | - | - | - | - | - | - | - | 55 | 30 |
| | 4% | 3% | 5% | 5% | 3% | 4% | 2% | 5% | 6% | 5% | 4% | 4% | 3% | - | - | - | - | - | - | - | - | - | 21% | 16% |
| Bristol | 77 | 44 | 33 | 11 | 10 | 16 | 11 | 11 | 19 | 17 | 27 | 9 | 24 | - | - | - | - | * | - | 1 | - | - | 1 | 74 |
| | 4% | 4% | 3% | 4% | 3% | 4% | 3% | 4% | 4% | 3% | 5% | 2% | 5% | - | - | - | - | * | - | 1% | - | - | * | 40% |
| Plymouth | 55 | 22 | 33 | 8 | 3 | 8 | 15 | 11 | 9 | 16 | 16 | 17 | 6 | - | - | - | - | - | - | - | - | - | - | 55 |
| | 3% | 2% | 3% | 3% | 1% | 2% | 4% | 4% | 2% | 3% | 3% | 4% | 1% | - | - | - | - | - | - | - | - | - | - | 30% |
| Cardiff | 73 | 36 | 37 | 9 | 18 | 6 | 11 | 14 | 16 | 16 | 27 | 15 | 16 | - | - | - | - | 1 | - | 71 | - | - | - | - |
| | 4% | 4% | 4% | 4% | 5% | 1% | 3% | 5% | 4% | 3% | 5% | 4% | 3% | - | - | - | - | 1% | - | 67% | - | - | - | - |
| None of these | 159 | 72 | 87 | 16 | 9 | 31 | 40 | 26 | 36 | 40 | 41 | 35 | 43 | 31 | 6 | 14 | 3 | 9 | 14 | 22 | 25 | - | 18 | 17 |
| | 8% | 7% | 9% | 7% | 3% | 8% | 12% | 9% | 9% | 7% | 7% | 8% | 9% | 17% | 7% | 6% | 2% | 5% | 9% | 21% | 13% | - | 7% | 9% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 59

Which of the following cities do you live in, or nearest to?

Base: All respondents

| | Total | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | |
|-----------------|-----------|-------------------|-----------|-----------|-----------|---------|-----------|--------------------------------|----------|-----------|---------|----------|
| | | Public | Private | | White | Asian | Other | Car | Train | Bus | Walk | Other |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| Glasgow | 91 5% | 15 5% | 39 5% | 91 5% | - | - | 32 5% | 5 8% | 9 6% | 5 4% | 3 2% | 37 4% |
| Edinburgh | 53 3% | 13 5% | 16 2% | 51 3% | - | 1 2% | 18 3% | - | 3 2% | 4 3% | 4 3% | 24 3% |
| Newcastle | 90 4% | 10 4% | 35 4% | 86 5% | 3 4% | - | 30 5% | - | 8 5% | 5 4% | 2 2% | 45 5% |
| Leeds | 100 5% | 18 7% | 44 5% | 89 5% | 7 7% | 3 4% | 40 6% | 6 10% | 3 2% | 7 6% | 6 5% | 38 4% |
| Hull | 30 1% | 5 2% | 16 2% | 30 2% | - | - | 17 3% | - | - | 2 1% | 2 1% | 9 1% |
| Sheffield | 60 3% | 15 6% | 15 2% | 57 3% | 2 2% | 2 3% | 19 3% | - | 4 2% | 7 6% | - | 31 3% |
| Manchester | 181 9% | 28 10% | 83 10% | 167 9% | 8 9% | 5 6% | 79 12% | 3 5% | 12 7% | 9 7% | 9 8% | 70 8% |
| Liverpool | 61 3% | 14 5% | 22 3% | 60 3% | 1 1% | 1 1% | 24 4% | 3 4% | 2 2% | 3 2% | 3 2% | 26 3% |
| Nottingham | 104 5% | 15 5% | 40 5% | 97 5% | 1 1% | 5 6% | 33 5% | 1 1% | 8 5% | 5 4% | 8 7% | 49 6% |
| Birmingham | 165 8% | 16 6% | 71 8% | 150 8% | 7 8% | 3 4% | 57 9% | 2 4% | 7 4% | 16 12% | 5 5% | 78 9% |
| Norwich | 102 5% | 12 5% | 40 5% | 99 5% | - | 2 2% | 37 6% | 2 3% | 3 2% | 6 5% | 4 3% | 50 6% |
| Milton Keynes | 47 2% | 4 2% | 18 2% | 38 2% | 3 4% | 4 5% | 18 3% | - | 2 1% | 3 2% | - | 24 3% |
| Brighton | 50 2% | 2 1% | 20 2% | 48 3% | 2 2% | - | 15 2% | 2 3% | 1 1% | 3 2% | 2 1% | 28 3% |
| Oxford | 27 1% | 3 1% | 10 1% | 27 1% | - | - | 9 1% | - | 3 2% | 2 2% | - | 13 1% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 59

Which of the following cities do you live in, or nearest to?

Base: All respondents

| | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|---------------|-------------------|-----------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 |
| London | 401 20% | 44 16% | 217 25% | 297 16% | 53 57% | 35 44% | 89 13% | 35 58% | 64 40% | 21 17% | 53 44% | 140 16% |
| Southampton | 85 4% | 11 4% | 24 3% | 82 5% | 1 1% | 2 2% | 20 3% | - | 4 2% | 7 5% | 5 4% | 50 6% |
| Bristol | 77 4% | 8 3% | 36 4% | 74 4% | - | 3 4% | 25 4% | - | 7 4% | 8 6% | 5 4% | 33 4% |
| Plymouth | 55 3% | 11 4% | 27 3% | 54 3% | - | 1 2% | 29 4% | 1 1% | 2 1% | 6 5% | 1 1% | 17 2% |
| Cardiff | 73 4% | 13 5% | 28 3% | 65 4% | 2 2% | 6 8% | 33 5% | 1 1% | 3 2% | 3 2% | 2 2% | 32 4% |
| None of these | 159 8% | 16 6% | 52 6% | 151 8% | 2 2% | 6 7% | 41 6% | 1 2% | 14 9% | 7 6% | 5 4% | 91 10% |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 60

What is the combined annual income of your household, prior to tax being deducted?

Base: All respondents

| | | Gender | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | | |
|----------------------|--------|--------|------|--------|-------|-------|-------|-------|-------|--------------|-----|-----|-----|--------|-----------|------------|------------|--------------------------|----------------|----------------|-------|----------|--------|------------|------------|
| | | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scot-land | North East | North West | York-shire & Humb-erside | West Mid-lands | East Mid-lands | Wales | East-ern | London | South East | South West |
| Unweighted base | | 2013 | 955 | 1058 | 199 | 273 | 327 | 343 | 319 | 552 | 582 | 592 | 336 | 503 | 153 | 92 | 248 | 181 | 167 | 166 | 112 | 156 | 269 | 296 | 173 |
| Weighted base | | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Up to £7,000 | (3.5) | 86 | 37 | 49 | 25 | 13 | 16 | 14 | 13 | 5 | 5 | 21 | 7 | 53 | 15 | 5 | 6 | 3 | 13 | 4 | 9 | 10 | 8 | 9 | 3 |
| | | 4% | 4% | 5% | 10% | 4% | 4% | 4% | 4% | 1% | 1% | 4% | 2% | 11% | 8% | 6% | 3% | 2% | 7% | 3% | 8% | 5% | 3% | 4% | 2% |
| £7,001 to £14,000 | (10.5) | 229 | 91 | 138 | 26 | 30 | 31 | 40 | 52 | 49 | 21 | 53 | 28 | 127 | 20 | 16 | 29 | 20 | 21 | 26 | 15 | 20 | 15 | 32 | 15 |
| | | 11% | 9% | 13% | 11% | 9% | 8% | 12% | 17% | 12% | 4% | 9% | 7% | 27% | 11% | 18% | 12% | 11% | 11% | 17% | 14% | 10% | 6% | 12% | 8% |
| £14,001 to £21,000 | (17.5) | 300 | 130 | 170 | 23 | 44 | 60 | 58 | 49 | 66 | 43 | 98 | 78 | 81 | 26 | 13 | 47 | 32 | 29 | 33 | 9 | 24 | 22 | 35 | 30 |
| | | 15% | 13% | 17% | 10% | 14% | 16% | 17% | 16% | 16% | 8% | 17% | 18% | 18% | 15% | 14% | 20% | 18% | 16% | 21% | 9% | 13% | 9% | 14% | 16% |
| £21,001 to £28,000 | (24.5) | 253 | 134 | 118 | 17 | 41 | 43 | 40 | 43 | 69 | 55 | 86 | 59 | 52 | 27 | 15 | 31 | 22 | 21 | 21 | 13 | 19 | 27 | 29 | 27 |
| | | 13% | 14% | 12% | 7% | 13% | 11% | 12% | 14% | 16% | 10% | 15% | 14% | 11% | 15% | 16% | 13% | 12% | 12% | 14% | 13% | 10% | 10% | 11% | 15% |
| £28,001 to £34,000 | (31) | 239 | 127 | 112 | 14 | 26 | 54 | 48 | 36 | 61 | 62 | 86 | 60 | 31 | 27 | 12 | 21 | 22 | 26 | 16 | 10 | 27 | 22 | 33 | 23 |
| | | 12% | 13% | 11% | 6% | 8% | 14% | 14% | 12% | 14% | 11% | 15% | 14% | 7% | 15% | 13% | 9% | 13% | 14% | 10% | 9% | 14% | 9% | 13% | 13% |
| £34,001 to £41,000 | (37.5) | 220 | 118 | 102 | 22 | 43 | 37 | 40 | 45 | 33 | 68 | 65 | 57 | 30 | 22 | 5 | 20 | 27 | 20 | 15 | 6 | 26 | 33 | 23 | 23 |
| | | 11% | 12% | 10% | 9% | 13% | 10% | 12% | 15% | 8% | 13% | 11% | 14% | 6% | 12% | 6% | 8% | 15% | 11% | 9% | 5% | 14% | 13% | 9% | 13% |
| £41,001 to £48,000 | (44.5) | 174 | 84 | 90 | 30 | 44 | 42 | 26 | 12 | 21 | 62 | 64 | 37 | 12 | 10 | 9 | 17 | 13 | 12 | 11 | 13 | 12 | 41 | 21 | 15 |
| | | 9% | 8% | 9% | 12% | 14% | 11% | 8% | 4% | 5% | 11% | 11% | 9% | 2% | 6% | 10% | 7% | 7% | 6% | 7% | 13% | 6% | 16% | 8% | 8% |
| £48,001 to £55,000 | (51.5) | 112 | 64 | 49 | 9 | 35 | 20 | 20 | 6 | 21 | 55 | 16 | 24 | 16 | 6 | 3 | 17 | 9 | 16 | 6 | 15 | 4 | 19 | 11 | 7 |
| | | 6% | 6% | 5% | 4% | 11% | 5% | 6% | 2% | 5% | 10% | 3% | 6% | 4% | 4% | 3% | 7% | 5% | 9% | 4% | 14% | 2% | 7% | 4% | 4% |
| £55,001 to £62,000 | (58.5) | 49 | 34 | 14 | 6 | 7 | 9 | 7 | 8 | 12 | 29 | 15 | 3 | 2 | 1 | 2 | 7 | 1 | 1 | - | 3 | 2 | 15 | 12 | 4 |
| | | 2% | 3% | 1% | 2% | 2% | 2% | 2% | 3% | 3% | 5% | 3% | 1% | * | * | 3% | 3% | 1% | * | - | 3% | 1% | 6% | 5% | 2% |
| £62,001 to £69,000 | (65.5) | 45 | 31 | 14 | 4 | 6 | 14 | 9 | 5 | 8 | 27 | 9 | 9 | - | 5 | 2 | 12 | 1 | - | 1 | 3 | 3 | 7 | 4 | 6 |
| | | 2% | 3% | 1% | 2% | 2% | 4% | 3% | 2% | 2% | 5% | 2% | 2% | - | 3% | 2% | 5% | 1% | - | 1% | 3% | 2% | 3% | 2% | 3% |
| £69,001 to £76,000 | (72.5) | 18 | 10 | 9 | 2 | 1 | 3 | 3 | 3 | 6 | 13 | 3 | 2 | - | - | - | - | 2 | 4 | 1 | 1 | 2 | 3 | 1 | 4 |
| | | 1% | 1% | 1% | 1% | * | 1% | 1% | 1% | 2% | 2% | 1% | * | - | - | - | - | 1% | 2% | 1% | 1% | 1% | 1% | * | 2% |
| £76,001 to £83,000 | (79.5) | 23 | 13 | 10 | - | 5 | 4 | 4 | 8 | 1 | 15 | 5 | 2 | - | - | - | 5 | - | - | 3 | - | 2 | 3 | 6 | 4 |
| | | 1% | 1% | 1% | - | 2% | 1% | 1% | 3% | * | 3% | 1% | 1% | - | - | - | 2% | - | - | 2% | - | 1% | 1% | 2% | 2% |
| £83,001 or more | (86) | 29 | 19 | 10 | 6 | 6 | 8 | 3 | - | 6 | 20 | 8 | 2 | - | - | - | 2 | 1 | 6 | - | - | 4 | 5 | 10 | - |
| | | 1% | 2% | 1% | 2% | 2% | 2% | 1% | - | 1% | 4% | 1% | * | - | - | - | 1% | * | 3% | - | - | 2% | 2% | 4% | - |
| Prefer not to answer | | 237 | 95 | 142 | 57 | 21 | 44 | 31 | 21 | 64 | 70 | 54 | 55 | 59 | 17 | 10 | 23 | 24 | 16 | 19 | 9 | 34 | 33 | 31 | 22 |
| | | 12% | 10% | 14% | 23% | 6% | 12% | 9% | 7% | 15% | 13% | 9% | 13% | 13% | 10% | 11% | 10% | 13% | 9% | 12% | 8% | 18% | 13% | 12% | 12% |

HS2 General Public Survey ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 60

What is the combined annual income of your household, prior to tax being deducted?**Base: All respondents**

| | Gender | | | Age | | | | | | Social Grade | | | | Region | | | | | | | | | | |
|-------------------------|--------|-------|--------|-------|-------|-------|-------|-------|-------|--------------|-------|-------|-------|----------|------------|------------|------------------------|---------------|---------------|-------|----------|--------|------------|------------|
| | Total | Male | Female | 18-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | AB | C1 | C2 | DE | Scotland | North East | North West | Yorkshire & Humberside | West Midlands | East Midlands | Wales | East-ern | London | South East | South West |
| Weighted base | 2013 | 987 | 1026 | 242 | 322 | 383 | 342 | 302 | 422 | 543 | 584 | 423 | 463 | 175 | 91 | 237 | 178 | 186 | 156 | 107 | 189 | 253 | 258 | 184 |
| Average income (£000's) | 30.81 | 32.96 | 28.64 | 30.01 | 33.48 | 32.46 | 30.24 | 27.85 | 30.22 | 41.51 | 30.31 | 30.50 | 19.18 | 26.32 | 25.91 | 31.38 | 28.82 | 29.85 | 26.42 | 31.16 | 30.35 | 37.10 | 32.93 | 32.20 |

HS2 General Public Survey

ONLINE Fieldwork : 18th-20th January 2013

Absolutes/col percents

Table 60

What is the combined annual income of your household, prior to tax being deducted?

Base: All respondents

| | | Employment Sector | | | Ethnicity | | | Primary Mode of Travel to Work | | | | | |
|-------------------------|--------|-------------------|-----------|------------|------------|-----------|-----------|--------------------------------|-----------|-----------|-----------|-----------|------------|
| | | Total | Public | Private | White | Asian | Other | Car | Train | Bus | Walk | Other | N/A |
| Unweighted base | 2013 | 246 | 776 | 1825 | 85 | 68 | 570 | 57 | 145 | 140 | 110 | 991 | |
| Weighted base | 2013 | 273 | 854 | 1811 | 93 | 79 | 663 | 61 | 158 | 127 | 119 | 886 | |
| Up to £7,000 | (3.5) | 86 4% | 4 1% | 22 3% | 79 4% | 4 4% | 3 3% | 11 2% | - | 7 4% | 6 5% | 2 1% | 60 7% |
| £7,001 to £14,000 | (10.5) | 229 11% | 8 3% | 61 7% | 215 12% | 9 10% | 4 6% | 33 5% | 2 3% | 15 10% | 13 10% | 6 5% | 160 18% |
| £14,001 to £21,000 | (17.5) | 300 15% | 44 16% | 118 14% | 277 15% | 12 13% | 10 13% | 88 13% | 8 13% | 21 13% | 29 23% | 16 13% | 138 16% |
| £21,001 to £28,000 | (24.5) | 253 13% | 24 9% | 112 13% | 237 13% | 1 2% | 12 15% | 71 11% | 8 13% | 21 13% | 19 15% | 16 14% | 117 13% |
| £28,001 to £34,000 | (31) | 239 12% | 30 11% | 105 12% | 224 12% | 6 6% | 9 11% | 91 14% | 10 17% | 9 5% | 13 10% | 13 11% | 104 12% |
| £34,001 to £41,000 | (37.5) | 220 11% | 44 16% | 110 13% | 210 12% | 6 6% | 4 6% | 113 17% | 6 10% | 15 9% | 11 9% | 9 7% | 65 7% |
| £41,001 to £48,000 | (44.5) | 174 9% | 46 17% | 100 12% | 139 8% | 24 26% | 9 11% | 82 12% | 10 17% | 33 21% | 8 6% | 12 10% | 28 3% |
| £48,001 to £55,000 | (51.5) | 112 6% | 28 10% | 55 6% | 92 5% | 8 9% | 11 13% | 49 7% | 5 7% | 7 5% | 8 6% | 14 12% | 29 3% |
| £55,001 to £62,000 | (58.5) | 49 2% | 10 4% | 22 3% | 43 2% | 1 2% | - | 21 3% | 2 3% | 2 1% | 1 1% | 6 5% | 17 2% |
| £62,001 to £69,000 | (65.5) | 45 2% | 7 3% | 24 3% | 39 2% | 4 4% | 1 2% | 21 3% | - | 4 3% | 1 1% | 5 5% | 13 2% |
| £69,001 to £76,000 | (72.5) | 18 1% | - | 8 1% | 17 1% | 1 1% | - | 5 1% | 1 2% | 1 * | 1 1% | * * | 11 1% |
| £76,001 to £83,000 | (79.5) | 23 1% | 8 3% | 12 1% | 22 1% | 1 1% | - | 12 2% | 1 2% | - | 2 2% | 4 3% | 3 * |
| £83,001 or more | (86) | 29 1% | - | 20 2% | 25 1% | 1 1% | 3 4% | 14 2% | 1 1% | 3 2% | * * | 2 1% | 9 1% |
| Prefer not to answer | | 237 12% | 21 8% | 86 10% | 192 11% | 15 16% | 13 16% | 52 8% | 7 11% | 19 12% | 14 11% | 14 12% | 131 15% |
| Average income (£000's) | | 30.81 | 36.40 | 34.16 | 30.31 | 36.07 | 34.38 | 36.01 | 36.34 | 32.29 | 27.55 | 37.16 | 25.53 |