

NatCen

Social Research that works for society

National Travel Survey 2017

Technical Report

Authors: Peter Cornick, Christos Byron, Iain Templeton and John Hurn

Date: July 2018

Prepared for: The Department for Transport

Contents

Contents.....	iii
Tables.....	vi
Figures.....	vii
Key.....	viii
Symbols and conventions.....	viii
Acknowledgements	ix
1 INTRODUCTION	1
1.1 Background...1	
1.2 Uses of the NTS data	1
1.3 Review of fieldwork sequence	3
1.3.1 Sample selection	3
1.3.2 The interview	3
1.3.3 Data input and editing	4
1.3.4 Data file protection.....	5
1.4 Response.....	5
2 SAMPLE SELECTION	6
2.1 Sample size and structure	6
2.2 Quasi-panel design	6
2.3 Selection of sample points	6
2.4 Oversampling of London	8
2.5 Selection of addresses	8
2.6 Self-completion section (CASI)	8
2.7 Allocation of PSUs to months.....	9
2.8 Selection of households at sampled addresses	9
2.9 Ineligible (deadwood) addresses	10
2.10 PSU level variables	10
2.11 Fieldwork start dates	11
3 FIELDWORK PROCEDURES AND RESPONSE RATE	12
3.1 Introduction... ..	12
3.2 Interviewer briefings	12
3.3 Questionnaire and document despatch to interviewers	13
3.4 Contacting respondents	13
3.5 Confidentiality	14
3.6 Allocation of Travel Weeks	14

3.7	The placement interview	15
3.7.1	The 2017 NTS questionnaire.....	17
3.7.2	Harmonised questions.....	19
3.7.3	Placing the travel diary and other documents	20
3.7.4	Length of the placement call.....	23
3.8	The reminder call.....	24
3.9	The mid-week check call.....	25
3.10	The pick-up call.....	27
3.11	Gazetteer.....	28
3.12	Outcome coding.....	28
3.13	The £5 gift voucher incentive	30
3.14	Response rates	31
3.15	Back-checking and quality control	32
4	DATA PROCESSING	33
4.1	Post-processing	33
4.1.1	Creating the NTS database	33
4.1.2	Importing the questionnaire data into tables	33
4.1.3	Parameterisation.....	33
4.1.4	Imputation	33
4.1.5	Adding weights.....	34
4.1.6	Creating trip and stage numerics	34
4.1.7	Combining long-distance journey data	35
4.1.8	Creating household income semi-deciles and quintiles	35
4.1.9	Adding holidays data	35
4.1.10	Adding concessionary travel data.....	35
5	WEIGHTING	37
5.1	Introduction.....	37
5.2	The interview sample weights.....	37
5.2.1	Selection weights for multiple dwelling units and households	38
5.2.2	Weighting for household participation.....	38
5.2.3	Weighting for the removal of households with missing individual interviews.....	38
5.2.4	Calibration weighting	39
5.3	Fully responding sample weights	39
5.3.1	Weighting for the removal of households which did not fully respond.....	40
5.3.2	Calibration weighting	40
5.4	Weighting the travel data	40
5.4.1	The travel diary	40
5.4.2	Short walks	42
5.4.3	Long distance travel records	42
5.5	CASI weights	44
5.5.1	Weighting for the exclusion of not present individuals.....	44
5.5.2	Weighting for the selection of one adult per household	45

5.5.3 Calibration weighting	45
6 Glossary.....	46
Appendix A. Questionnaire documentation 2017	49
Appendix B. Advance letter	173
Appendix C. Non-contact letter	175
Appendix D. Survey leaflet	177
Appendix E. Adult and young person’s travel diaries	179
Appendix F. Memory jogger	187
Appendix G. Mileage chart	189
Appendix H. Show cards	190
Appendix I. ‘Where do you work’ lookup table	237
Appendix J. 2017 allocation of PSUs to quota months.....	238
Appendix K. Logistic regression model for household participation. 239	
Appendix L. Calibration weighting control totals: interview sample.....	240
Appendix M. Logistic regression model for removing households that did not fully respond	241
Appendix N. Calibration weighting.....	243
Appendix O. Logistic regression model for excluding non-present adults.....	244
Appendix P. Calibration weighting control totals: CASI sample..... 246	
Appendix Q. NTS satisfaction & segmentation questions: sampling and weighting review	247

Tables

Table 3.1	Mean number of calls, by outcome	13
Table 3.2	NTS 2017 quota month dates	15
Table 3.3	Method of individual interview at placement.....	16
Table 3.4	Timing of the placement interview in relation to the Travel Week.....	17
Table 3.5	Placement interview topics in 2017	18
Table 3.6	Harmonised questions used in the 2017 NTS	19
Table 3.7	Seven-day travel diaries	22
Table 3.8	Mean length of placement call (mins) by household size in 2017	24
Table 3.9	Proportion of productive households where a reminder was conducted.....	25
Table 3.10	Proportion of productive households where a mid-week check conducted .	26
Table 3.11	Pick-up interview topics	27
Table 3.12	Mean length of pick up interview in minutes, from 2002 to 2017	28
Table 3.13	NTS outcome codes	29
Table 3.14	NTS National response rates in 2017 (England).....	31
Table 3.15	NTS Inner London response rates in 2017	31
Table 3.16	NTS Outer London response rates in 2017	31
Table 3.17	NTS England excluding London response rates in 2017	32
Table 4.5	NTS SQL database schemas.....	33
Table 4.6	Importing weights.....	34
Table 4.7	Grossing factors for trip and stage imputation tables.....	35
Table 4.8	Concessionary travel data variables	36
Table 5.1	Average number of journeys recorded on each day of the travel diary.....	40
Table 5.2	Average number of journeys recorded on each day of the travel diary by purpose of journey	41
Table 5.3	Weighting for short walks.....	42
Table 5.4	Number of long distance journeys made during the Travel Week.....	42

Figures

Figure 1-1	Examples of the uses of NTS data	2
Figure 1-2	The sequence of NTS tasks	3
Figure 1-3	NTS fieldwork procedures	5
Figure 2-1	NTS regional stratification variable	7
Figure 3-1	Rotated questions 2017	19

Key

Symbols and conventions

In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total shown.

The following symbols have been used throughout.

.. = Not available

. = Not applicable

- = Negligible (less than half the final digit shown)

0 = Nil

Acknowledgements

We owe a great deal to the NTS team at the Department for Transport for their support and guidance. Particular thanks go to Darren Stillwell, John Cummings, Matthew Slocombe, Adam Evans and Francesca Corvaglia at the Department for Transport. At NatCen, the NTS is very much a team effort and thanks are due to the programmers, operations staff and interviewers who have worked so well together to make the survey a success. Finally, we are very grateful to all the respondents who gave their time to participate in the survey.

1 INTRODUCTION

1.1 Background

The National Travel Survey (NTS) provides up-to-date and regular information about personal travel within Great Britain and monitors trends in travel behaviour. The Ministry of Transport commissioned the first NTS in 1965/1966, and it was repeated on an ad-hoc basis in 1972/1973, 1975/1976, 1978/1979 and 1985/1986. In July 1988 the NTS became a continuous survey (i.e. fieldwork was conducted on a monthly basis) with an annual set sample size of 5,040 addresses. This increased to 5,796 by 2001. In 2002 the annual set sample size increased to 15,048 addresses.

Since January 2002, the Department for Transport (DfT) has commissioned NatCen Social Research (NatCen), an independent social research institute, as the contractor for the NTS. NatCen is responsible for questionnaire development, sample selection, data collection and editing, data file production and building the database. The DfT is responsible for data analysis, publication and archiving.

During 2011, DfT undertook a consultation exercise to review the methodology and content of the NTS for 2013 onwards. The review explored sample coverage, data collection methodology, interview question content and items recorded as part of the travel diary. Full details of the review can be found at <https://www.gov.uk/government/publications/future-developments-for-the-nts>.

As a result of the review, in 2013 a number of items were removed from the interview questionnaire and the travel diary. In addition, the sample was restricted to cover England only with Scotland and Wales no longer included. The sample size for England remained at its previous level, meaning that the overall sample size for the survey was reduced.

This report describes the methodology for sample design, fieldwork procedures, data preparation and data provision for the 2017 NTS.

1.2 Uses of the NTS data

The NTS is one of DfT's main sources of data on personal travel patterns in Great Britain. The survey collects detailed information on the key characteristics of each participating household and any vehicle to which they have access. In addition, each individual within the household is interviewed and then asked to complete a seven-day travel diary. The survey therefore produces a rich dataset for analysis with information recorded at a number of different levels (household, individual, vehicle, long-distance journey, day, trip and stage).

Data from the NTS is used extensively by DfT to monitor changes in travel patterns and to inform the development of policy. The findings and data are also used by a variety of other organisations including: other government departments (such as HM Revenue and Customs, HM Treasury, the Department for Environment, Food and Rural Affairs); university academics and students; transport consultants; local authorities and voluntary sector organisations representing a wide range of interests including motorists, cyclists, the elderly, rural communities and children. Figure 1-1 gives examples of the uses of NTS data.

Key results from the 2017 NTS are published by DfT in the statistical release, 'National Travel Survey: 2017', which is available on the Department's website at <https://www.gov.uk/government/publications/national-travel-survey-2017>.

DfT deposit a non-disclosive version of the NTS dataset at the UK Data Service, which is available at <http://ukdataservice.ac.uk>.

Figure 1-1 Examples of the uses of NTS data

NTS data has or will be used:
<ul style="list-style-type: none"> To help forecast future trends in road traffic as part of the National Transport Model¹
<ul style="list-style-type: none"> To monitor the number of cycle stages per person per year for an indicator in the Department's Single Departmental Plan²
<ul style="list-style-type: none"> As an input into the Cycling and Walking Investment Strategy³
<ul style="list-style-type: none"> To answer Parliamentary Questions and other Ministerial Correspondence⁴
<ul style="list-style-type: none"> As a possible supplement to rail demand forecasting models in DfT⁵
<ul style="list-style-type: none"> In the development of the National Cycling Propensity Tool for DfT⁶
<ul style="list-style-type: none"> For monitoring road accident rates amongst different road users, especially pedestrians⁷
<ul style="list-style-type: none"> To assess the take-up of concessionary passes and the impact on bus use and help development of concessionary travel reimbursement guidance for DfT⁸
<ul style="list-style-type: none"> To understand how people travel to the shops and the impact of home deliveries⁹
<ul style="list-style-type: none"> To understand how travel patterns vary according to area type, e.g. in urban or rural areas¹⁰
<ul style="list-style-type: none"> To examine travel among different groups, such as elderly people and people with mobility difficulties¹¹
<ul style="list-style-type: none"> To get information about users of modes of transport¹²
<ul style="list-style-type: none"> To produce free annual reports that allow analysis of changes in personal travel over time¹³
<ul style="list-style-type: none"> To study how children travel to school and how this has changed over time¹⁴
<ul style="list-style-type: none"> By academics and consultants to produce research reports by accessing data via the UK Data Archive¹⁵ and the ONS Research Service
<ul style="list-style-type: none"> To provide analysis and advice for 350 requests to the NTS team each year

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/514912/road-use-statistics.pdf

² <https://www.gov.uk/government/publications/dft-single-departmental-plan-2015-to-2020/single-departmental-plan-2015-to-2020>

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

⁴ E.g. <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Commons/2017-01-06/58963/> and <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Commons/2015-11-04/14679/>

⁵ <https://www.gov.uk/government/publications/rail-demand-forecasting-estimation-study-phase-reports>

⁶ <https://www.gov.uk/government/publications/national-propensity-to-cycle-first-phase-development-study>

⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533293/rrcgb-main-results-2015.pdf

⁸ http://webarchive.nationalarchives.gov.uk/20150205133935/https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/248597/busoperators-2014-15.pdf

⁹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/604103/why-people-travel-shopping-2015.pdf

¹⁰ [https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/597901/Statistical Digest of Rural England 2017 March edition v2.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/597901/Statistical_Digest_of_Rural_England_2017_March_edition_v2.pdf)

¹¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533345/disability-and-travel-factsheet.pdf

¹² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/694965/motorcycle-use-in-england.pdf

¹³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633077/national-travel-survey-2016.pdf

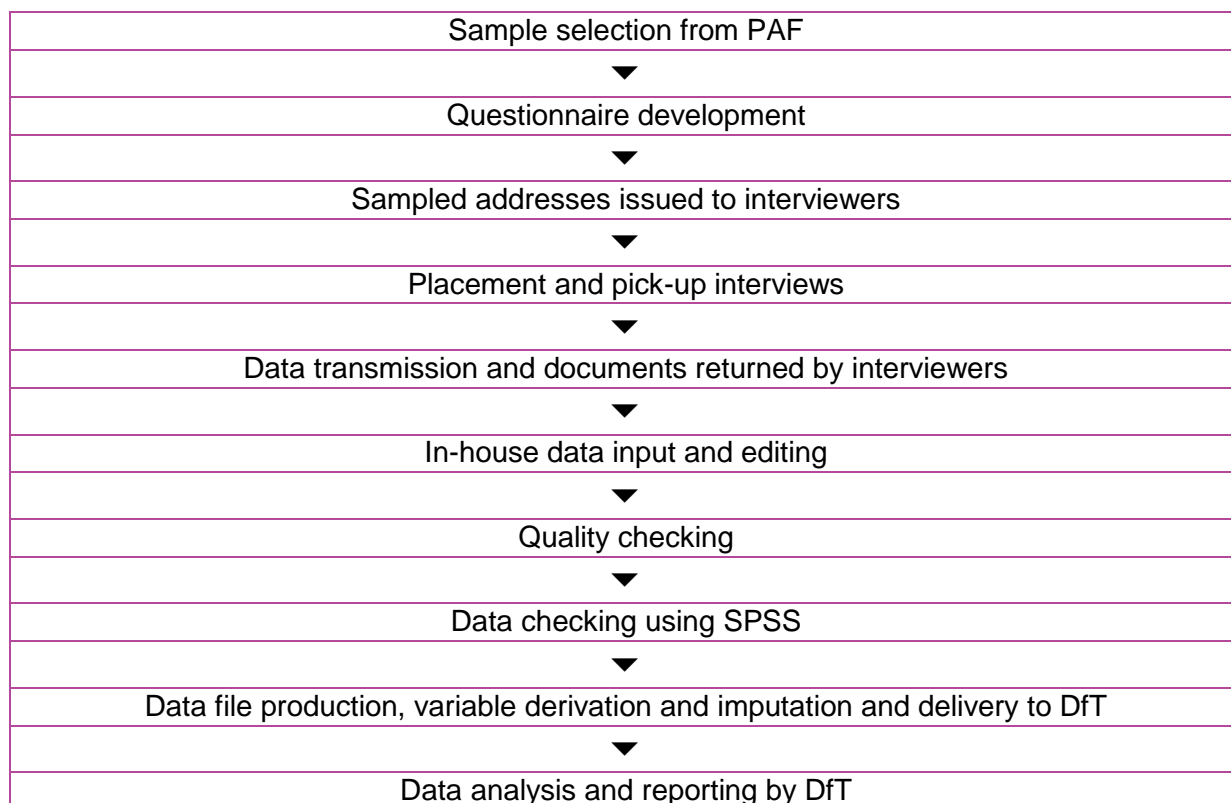
¹⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

¹⁵ <http://www.data-archive.ac.uk/> and <https://www.ons.gov.uk/aboutus/whatwedo/paidservices/virtualmicrodatalaboratoryvml>

1.3 Review of fieldwork sequence

The NTS uses two data collection methods: face-to-face interviewing using computer assisted personal interviewing (CAPI) and self-completion of a seven-day travel diary. Figure 1-2 outlines the sequence of NTS tasks.

Figure 1-2 The sequence of NTS tasks



1.3.1 Sample selection

The 2017 NTS was based on a stratified, clustered random sample of 12,852 private households in England, drawn from the Postcode Address File (PAF). Since 2013, Wales and Scotland have not been sampled and the sample was reduced proportionally meaning the number of addresses sampled in England is comparable to previous survey years (see section 2.1).

1.3.2 The interview

Before 2014, interviewers were instructed to begin fieldwork at the beginning of the quota month. Travel Week start dates were allocated within quota months, which ran from mid-month to mid-month. In 2014 the fieldwork protocols were updated following analysis showing an uneven spread of travel week start dates across the month due to interviewers following similar fieldwork patterns. Interviewer assignment start dates were therefore spread across the month rather than all interviewers starting their assignments at the beginning of the month.

Until 2016 interviewer assignments were distributed evenly across the year, with the same number of assignments each month. However, this approach meant that certain months, particularly February, were over-represented in the data. As such, in 2016 a small

refinement was made so that interviewer assignments were allocated evenly across a quarter, rather than by month. When allocating assignments to quota months it is done in such a way that a naturally representative sample is distributed for each quarter.

The fieldwork procedure is outlined in Figure 1-3 and began with the interviewer sending **advance letters** to the sampled addresses. These letters briefly explained the purpose of the NTS, and mentioned that an interviewer would contact them. It also stated that each respondent would receive a **£5 gift voucher** if all household members completed every section of the survey. From June 2004, a **book of six first-class stamps** has also been included with the advance letter as an unconditional incentive.

Interviewers followed up the advance letter by making **face-to-face contact** with the household to arrange a placement interview. The **placement interview** generally took place before the Travel Week started. This interview was conducted with all household members and gathered information about the household, its individual members, household vehicles and long-distance journeys that the household members had recently made. At the end of this interview the interviewer explained and placed the **seven-day travel diaries** with all household members.

If respondents agreed to it, they were sent an automated text reminder on the morning of the first day of the travel week to remind them to start completing their diary. If there was a gap of more than a few days between the placement interview and the start of the Travel Week, interviewers made a **reminder call** or sent a **reminder card** to the household to remind them that their Travel Week was about to start. This was followed by a **mid-week check call** (either by telephone or face-to-face) during the Travel Week to check on the household's progress in completing their diaries.

Within six days of the end of the Travel Week a **pick-up interview** was conducted and the diaries were collected and checked. The pick-up interview was used to complete any outstanding sections of the placement interview and to check whether any key factors had changed since the placement, such as the purchase of a new car.

The fieldwork in 2017 started on 1 January 2017 and lasted until 3 March 2018.

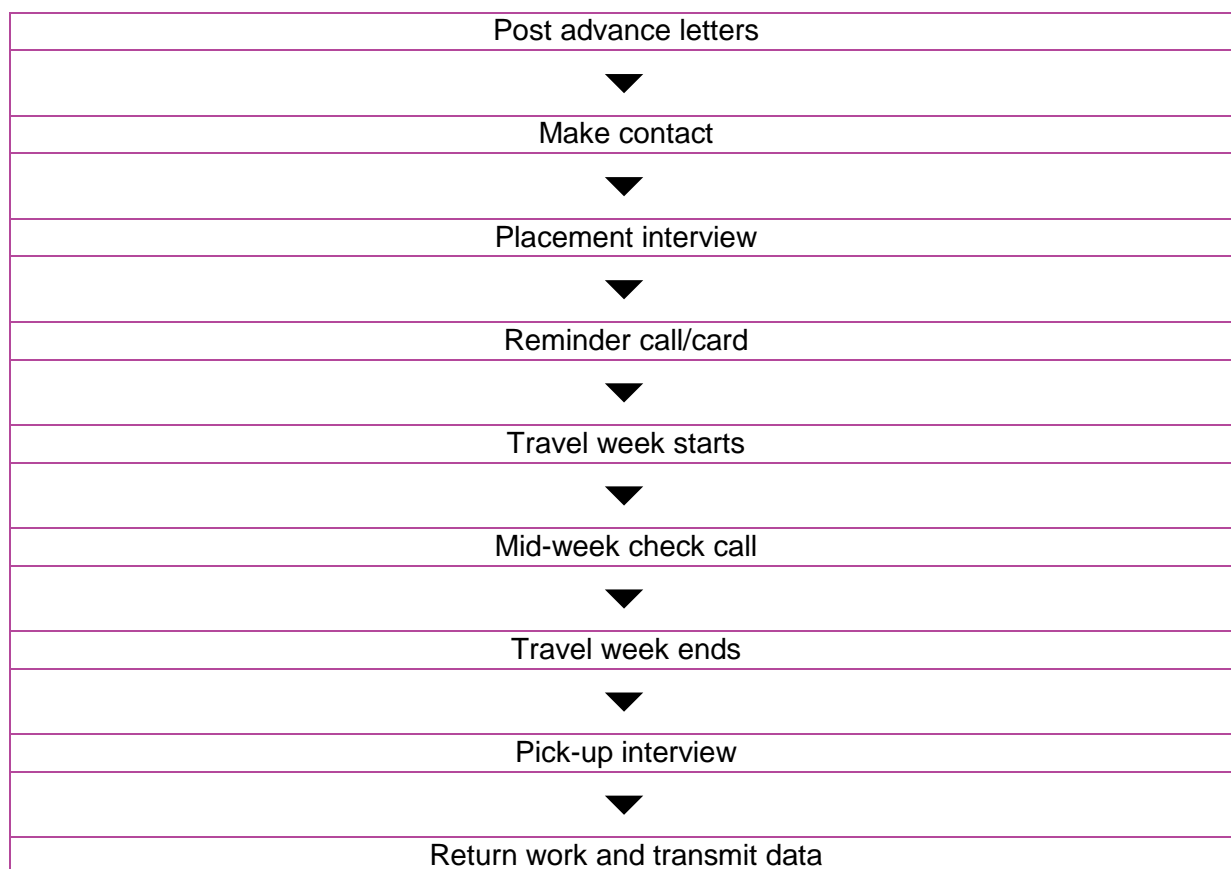
1.3.3 Data input and editing

The CAPI data was **transmitted** back to the NatCen operations department, usually on the day after the pick-up call, and all paper documents were **returned** by post. Once the documents had been received, a team of NTS coders booked the diaries into the control system, and coded, keyed and edited the travel diary information using the **Diary Entry System**. The **contents of the CAPI questionnaire** were edited and checked and all interviewer notes examined. The interviewers were contacted if there were any queries that could not be resolved by the coders. If necessary, the interviewer re-contacted respondents to resolve any issues.

Interviewers' progress was monitored on a weekly basis. The in-office deadline for fieldwork completion was approximately 13 weeks after the start of the first Travel Week for the quota month in question. Since 2014 the fieldwork period has lasted a month longer due to the staggering of interviewer start dates across the quota month. For example, the cut off deadline for the January quotas was around 3 April. Quality checks were also made on

selected interviewers on a rota basis and 10 per cent of addresses were back-checked.¹⁶ Back-checking highlighted no systematic errors in the way interviewers were working.

Figure 1-3 NTS fieldwork procedures



1.3.4 Data file protection

The data were organised into levels: household, individuals, vehicles, long-distance journeys made in the seven days before the placement interview or before the Travel Week which ever date was earliest, days within the Travel Week, journeys made during the Travel Week, and the stages of these journeys. Lastly, NatCen provided DfT with Primary Sampling Unit (PSU) level variables associated with each household but which were not collected directly from households. See section 2.10 for a detailed description of PSU-level variables.

1.4 Response

Only households classed as ‘fully co-operating’¹⁷ are included in the response calculations. A national response rate of 53% was achieved in 2017. This is equivalent to an achieved sample rate (ASR) of 48%. The ASR includes those households classified as ineligible in the denominator.

¹⁶ Back-checking involves contacting participating households by telephone to ensure that they were happy with the way that the interview was conducted.

¹⁷ See Section 3.12 for a definition of ‘fully co-operating’ and for full response details.

2 SAMPLE SELECTION

2.1 Sample size and structure

The NTS 2017 was designed to provide a representative sample of households in England and was based on a stratified two-stage random probability sample of private households. The sampling frame was the 'small user' Postcode Address File (PAF), a list of all addresses (delivery points) in the country.

The sample for the 2017 survey was drawn firstly by selecting the Primary Sampling Units (PSUs), and then by selecting addresses within PSUs. The sample design employs postcode sectors as PSUs. There were 756 PSUs and 12,852 addresses selected in 2017.

2.2 Quasi-panel design

Following a review of the NTS methodology¹⁸ in 2000, it was decided that the NTS should introduce a quasi-panel design from 2002 onwards. According to this design, half the PSUs in a given year's sample are retained for the next year's sample and the other half are replaced. This has the effect of reducing the variance of estimates of year-on-year change.

Therefore 378 of the PSUs selected for the 2016 sample were retained for the 2017 sample, supplemented with 378 new PSUs. The PSUs carried over from the 2016 sample for inclusion in 2017 were excluded from the 2017 sample frame, so they could not appear twice in the sample. However, the dropped PSUs from 2016 were included.

Whilst the same PSU sectors might appear in different survey years, no single addresses were allowed to be included in three consecutive years to minimise the chances of the same address being selected again. Each year, NatCen provides the sampling company with a list of the addresses selected for the previous three survey years. These addresses were excluded from the sampling frame before the addresses for 2017 were selected. This means respondents to the three previous year's surveys in the carried over PSUs could not be contacted again.

2.3 Selection of sample points

A list of all postcode sectors in England was generated (excluding those in the Isles of Scilly due to cost of interviewing). Sectors carried over from the previous year were also excluded. Sectors with fewer than 500 delivery points were grouped with an adjacent sector. Grouped sectors were then treated as one PSU. On average each PSU contained about 2,900 delivery points.

This list of grouped postcode sectors in England was stratified using a regional variable, an urban/rural indicator, car ownership and a working from home indicator.¹⁹ This was done in order to increase the precision of the sample and to ensure that the different strata in the

¹⁸ Elliott, D. (2000) ONS Quality Review of the National Travel Survey: Some Aspects of Design and Estimation Methods.

¹⁹ This stratification approach was first implemented in NTS 2015 following a stratification review that NatCen carried out in 2014.

population are correctly represented. Random samples of PSUs were then selected within each stratum.

The regional strata for England are based on the NUTS2 areas, grouped in a few cases where single areas are too small. NUTS or Nomenclature of Units for Territorial Statistics is a European-wide geographical classification developed by the European Office for Statistics (Eurostat). NUTS2 roughly relates to counties or groups of counties in England. The 30 regional strata for the survey are shown in Figure 2-1.

Within each region, postcode sectors were allocated to “urban” or “rural” based on the urban/rural indicator²⁰ creating 51 “expanded” regions. Within each “expanded” region, postcode sectors were listed in increasing order of the proportion of households with no car (according to the 2011 Census). Cut-off points were then drawn approximately one third and two thirds (in terms of delivery points) down the ordered list, to create three roughly equal-sized bands. Within each of the 153 bands thus created (51x3), sectors were listed in order of the percentage of people working from home (based on the 2011 Census). 378 postcode sectors were then systematically selected with probability proportional to delivery point count. Differential sampling fractions were used in Inner London, Outer London and the rest of England in order to oversample London (see Section 2.4 for further details). These sectors were then added to the 378 sectors carried over from the previous year’s survey to make the final sample of 756 sectors.

Figure 2-1 NTS regional stratification variable

	England	REGION code
1	Inner London – East	7 Greater London
2	Inner London – West	7 Greater London
3	Outer London – East and North East	7 Greater London
4	Outer London – South	7 Greater London
5	Outer London West and North West	7 Greater London
6	Devon and Cornwall	9 South West
7	North Somerset, North East Somerset, Bath, Somerset and Dorset	9 South West
8	Bristol, South Gloucestershire, Gloucestershire and Wiltshire	9 South West
9	Oxfordshire, Buckinghamshire and Berkshire	8 South East
10	Hampshire and Isle of Wight	8 South East
11	Kent	8 South East
12	West Sussex and East Sussex	8 South East
13	Surrey	8 South East
14	Essex	6 Eastern
15	Cambridgeshire, Suffolk and Norfolk	6 Eastern
16	Hertfordshire and Bedfordshire	6 Eastern
17	Leicestershire, Lincolnshire and Northamptonshire	4 East Midlands
18	Warwickshire and Hereford & Worcester	5 West Midlands
19	West Midlands	5 West Midlands
20	Shropshire and Staffordshire	5 West Midlands
21	Nottinghamshire and Derbyshire	4 East Midlands
22	Cheshire	2 North West and Merseyside

²⁰ Based on the 2011 Census and derived from the ten-category urban/rural classification. For details, see: <https://www.gov.uk/government/collections/rural-urban-definition>

England		REGION code
23	Merseyside	2 North West and Merseyside
24	Greater Manchester	2 North West and Merseyside
25	Lancashire and Cumbria	2 North West and Merseyside
26	South Yorkshire	3 Yorkshire and Humberside
27	West Yorkshire	3 Yorkshire and Humberside
28	North Yorkshire and Humberside	3 Yorkshire and Humberside
29	Cleveland, County Durham and Northumberland	1 North East
30	Tyne & Wear	1 North East

2.4 Oversampling of London

Each year, London PSUs are oversampled. Response rates tend to be much lower in London compared with the rest of England, with rates being lowest in Inner London. The NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes in London and elsewhere which are proportional to their population. Estimates of response rates were made in order to oversample Inner and Outer London: 49% for Inner London, 58% for Outer London and 67% for the rest of England. These estimates were based on NTS response rates from 2011-2015 plus our own experience of achieving full household co-operation in these areas. Of the 756 sectors in the sample, 73 were in Outer London and 54 in Inner London.

2.5 Selection of addresses

Seventeen (17) addresses were systematically selected from each of the 756 PSUs, giving a total 12,852 selected addresses.²¹

About 23.4 million delivery points were available for selection in England as a whole, with about 3.3 million delivery points in Greater London. Consequently, the probability of an address in England being selected for the 2017 NTS was about one in 1,819; in Inner London this was about one in 1,460 and in Outer London about one in 1,574.

2.6 Self-completion section (CASI)

Starting in NTS 2017, a Computer Assisted Self Interviewing (CASI) module for transport satisfaction questions was added, where one adult from those present during the household interview is asked to complete the satisfaction questions.

The introduction of the CASI module added a new element to the sample design. The satisfaction questions are, by nature, individual as opposed to household questions (different members of the same household may hold different opinions). Previously satisfaction questions had been asked of the main household respondent, which tends to disproportionately comprise older and female household members. Furthermore, responses to satisfaction questions tend to vary by these same demographic characteristics. It was therefore important to transfer these questions such that they were asked by a randomly selected individual within the household. The methodology for incorporating the CASI module into the NTS sample was based on the methodological development work that NatCen carried out in 2016 (see Appendix Q).

²¹ In 2013 a split sample design was trialled whereby some PSUs had 17 addresses selected from them and others had 22. This was to test the impact of clustering on survey estimates. As a result of this trial, from 2014 onwards the number of addresses in an interviewer assignment was reduced to 17.

This development work showed that inclusion of the satisfaction questions in this way requires the selection of one adult per household among those present during the interview. Selecting only from those present, however, introduces a non-random element in the sampling process, as some individuals (those who are absent) would have a zero probability of selection, thus introducing bias to the selected sample.

One way to overcome the zero probability of selection for the absent individuals is to treat them as non-respondents to the satisfaction questions and weight the satisfaction sample accordingly to make it representative of the total NTS interview sample (and by extension representative of the adult population in England).

The development work also showed that younger men and women are under-represented in the sub-sample of NTS household members who are present during the interview. Given that younger people are less likely to live alone, this under-representation is likely to increase if one person per household is selected at random amongst those who are present.

This imbalance by age could be reduced by varying the probabilities of selection so that the number of young men and women selected is increased. Following the recommendation from the development work the satisfaction sample for NTS 2017 was recruited using an equal probability, except in households where both people aged 16-29 and 30+ are present. In such households, those aged 16-29 were selected with an 80% probability.

2.7 Allocation of PSUs to months

The survey year is divided into 12 quota (fieldwork) months and equal numbers of PSUs (189) are assigned to each quarter, resulting in an average of 63 assignments being issued each month. Allocating PSUs evenly across a quarter (rather than a month) results in a more even spread of the average number of assignments and hence interviews and travel diaries per day across months.²² This allows us to control for variation across seasons. Furthermore, PSUs were allocated to quota months such that a nationally representative sample would be obtained for each quarter. See Appendix J for the allocation of PSUs to quota months.

2.8 Selection of households at sampled addresses

At some addresses, interviewers may find that there is more than one dwelling unit, such as a house (for example, no. 15) which has been split into two flats (say, 15a and 15b). (A dwelling unit is a living space with its own front door – this can be either a street door or a door within a house or block of flats.) They may also encounter dwelling units with multiple resident households, for example there could be two families living as two separate households in one house. (A household is defined as one person or a group of people living in a dwelling unit, who either share a meal a day or share living accommodation.)

In England such addresses are not reliably identified on the PAF and will not be identified until the interviewer has visited the address. As a result households residing at addresses with multiple dwelling units and/or households will have had a lower chance of selection than others. While there are relatively few such addresses (one per cent), they account for a larger proportion of households, and these households tend to be rather different to others (poorer, younger, and smaller), so consequent biases may not be entirely trivial.

²² Until 2016, an equal number of assignments (63) were issued each month which meant that shorter months (particularly February) were slightly overrepresented in the data.

Interviewers must select one household to approach to take part at each sampled address. Interviewers are instructed to first establish the number of dwelling units at each sampled address. If there is more than one, interviewers use a selection grid on the Address Record Form to select one. They then establish the number of households residing within the selected dwelling unit. Once again, if there is more than one, interviewers use a selection grid to make a random selection.

Corrective weighting is then used to remove any bias arising from the lower chance of selection among dwelling units and/or households residing at multi-household addresses.

Prior to 2009, the selection process at multi-household addresses was to list all households at the address and randomly select up to three in England and Wales, and only one in Scotland. This limitation on the number of extra households left some residual bias that was similarly removed using corrective weighting.

2.9 Ineligible (deadwood) addresses

The following types of address were classified as ineligible in 2017. (See also Section 3.12):

- *Houses not yet built or under construction.*
- *Demolished or derelict buildings* or buildings where the address has "disappeared" when 2 addresses were combined into one.
- *Vacant/empty housing unit* - housing units known not to contain any resident household on the date of the first contact attempt.
- *Non-residential address* - an address occupied solely by a business, school, government office or other organisation with no resident persons
- *Residential accommodation not used as the main residence of any of the residents.* This is likely to apply to second homes/seasonal/vacation/temporary residences. These were excluded to avoid double counting - the households occupying the address had a chance of selection at their permanent address.
- *Communal establishment/institution* - an address at which four or more unrelated people sleep; while they may or may not eat communally, the establishment must be run or managed by the owner or a person (or persons) employed for this purpose.
- *Address is residential and occupied by a private household(s), but does not contain any household eligible for the survey* - it is very rare for a residential household not to be eligible for the NTS interview, exceptions include 'Household of foreign diplomat or foreign serviceman living on a base', addresses which are not the 'Main residence' of any of the residents and addresses where there are no residents aged 16 or over.
- *Address out of sample* - cases where interviewers were directed not to approach a particular address. This is very rare and usually only occurs where an address should not have been listed on the original sampling frame.

2.10 PSU level variables

In addition to the information provided by members of the sampled households, the NTS also collects information measured at the PSU level (P-level). The value of a P-level variable applies to all households living within that PSU. The P-level is therefore the highest level at which the data may be analysed, coming just above the H (Household) level in the analysis hierarchy.

2.11 Fieldwork start dates

Since 2014, an additional process followed the selection of sample points. Start dates are evenly spread across each month and then assigned to the points per month at random. (See Section 3.1 for further information.)

3 FIELDWORK PROCEDURES AND RESPONSE RATE

3.1 Introduction

The NTS is a continuous survey with fieldwork taking place throughout the year. In 2017, as in previous years, respondents were interviewed face-to-face using Computer-Assisted Personal Interviewing (CAPI), and recorded their travel details in a paper seven-day self-completion travel diary.

The fieldwork involved making contact with households, conducting the placement interview, placing the travel diaries and conducting the pick up interview at the end of the Travel Week. Travel Week start dates were allocated based on interviewer start dates with the first Travel Week starting around 12 days after the interviewer start date and the last around a month later than that. The CAPI data and NTS documents were returned to NatGen's Operations Department for in-house data input and editing.

The 2017 CAPI questionnaires were designed and implemented using the software system Blaise. A single Blaise instrument was used for the household, individual, vehicle and administrative sections of the questionnaire. A separate Diary Entry System (DES) was written in Visual Basic. Selected CAPI variables were extracted and loaded into the NatGen field management system from where they were referenced by the DES. This process provides contextual information from the CAPI interview for those people inputting and editing travel diary data.

Since 2014 interviewers have been assigned to start on different dates across the month to ensure that the interviewing and travel week start dates are evenly spread across the month.²³ Until 2016 interviewer assignments were distributed evenly across the year, with the same number of assignments each month. However, this approach meant that certain months, particularly February, were over-represented in the data. As such, in 2016 a small refinement was made so that interviewer assignments were allocated evenly across a quarter, rather than by month. When allocating assignments to quota months it is done in such a way a naturally representative sample is distributed for each quarter.

3.2 Interviewer briefings

Interviewers were briefed by the lead researchers during a series of two-day briefings. The briefings covered all aspects of the survey and included the completion of a dummy interview on interviewer laptops, as well as role-play exercises to practise doorstep technique and the placing and picking up of the travel diaries. Interviewers were also given a pre-briefing exercise. This involved completing their own travel diary using their own journey details for a week, studying the definitions manual and completing a short test on the NTS process.

²³ Prior to 2014, interviewers began fieldwork at the start of each month. However, analysis using 2012 data showed that this design led to an uneven spread of Travel Week start dates across the month due to interviewers following similar fieldwork patterns. In 2014 a new design was implemented to address this issue where interviewer assignment start dates were spread across the month rather than all interviewers starting their assignments at the beginning of the month. Please see section 3.1 in the 2014 technical report for full details on this.

Interviewers who had completed an NTS assignment over the previous 12 months attended a one-day refresher briefing shortly before the start of the survey year, to be trained on any changes to the next year's survey.

3.3 Questionnaire and document despatch to interviewers

Before the start of each quota month, the Operations Department made the sampled addresses and the questionnaire available to the interviewers for collection via a secure broadband connection. The relevant NTS materials were despatched to the interviewers by post.

Any queries about transmission or other technical matters were dealt with by a helpline run from the Operations Department during working hours, and by a team of experienced interviewers working from home outside of working hours. Laptop maintenance was handled by a separate department within NatCen. The interviewers were also able to contact staff within the Operations Department who deal with the administration of fieldwork.

3.4 Contacting respondents

Interviewers were given **advance letters** to send to the selected addresses in advance of their first call (see Appendix B). The advance letter gave some general background to the survey and explained its importance, some of its uses and how the household had been selected. It also stated that each respondent would receive a **£5 gift voucher** if all household members completed every section of the survey. See section 3.13 for more details on the £5 incentive payment for respondents.

The letter included a space for interviewers to write in their name so that respondents knew who would be calling and to make the letters more personal. The letters were sent in '**On Her Majesty's Service**' envelopes and, from June 2004 onwards, a **book of six first-class stamps** has been included with the advance letter as a gesture of goodwill to encourage respondents to take part.

Interviewers were notified of any refusals made direct to the Operations Department as a result of the advance letter. Interviewers were not required to visit these addresses and they did not count against interviewers' individual response rates. However, they were classified as non-response (office refusals) in calculating the overall response to the survey.

A few days after the advance letters had been sent, interviewers made contact with respondents by personal visit. Interviewers were required to make a minimum of 6 calls, up to a maximum of 12. These calls had to be at different times of day and on different days of the week. If there was still no contact, only then could an interviewer return a case as a 'non-contact'. The average number of calls made for each type of outcome for the 2015-2017 surveys is shown in Table 3.1

Mean number of calls, by outcome

Table 3.1 Mean number of calls, by outcome			
Outcome ²⁴	2015	2016	2017

²⁴ Please refer to section 3.12 for outcome definitions.

Fully co-operating	5.3	5.1	4.9
Partially co-operating	6.2	6.0	5.7
Non-contact	9.2	8.7	8.3
Refusal	5.3	5.0	4.9
Other unproductive	4.8	4.5	4.4
Unknown eligibility	7.4	6.4	5.6
Ineligible	3.6	3.5	3.4
Overall average	5.3	5.2	5.0

Interviewers were also given a non-contact letter from November 2008 onwards, to post through the door of addresses where contact had still not been made after 6 or more calls (see Appendix C).

Interviewers had a **survey leaflet** to use on the doorstep (see Appendix D). This contained information about the reasons for carrying out the survey, how households were chosen and selected findings from previous surveys. Interviewers could leave this with respondents who were not sure if they wanted to take part, and call back at a later date. They also left it if they made an appointment to come back and do the interview. Interviewers could also use the **DfT Statistical Release Summary** to demonstrate to possible respondents the type of data collected by the NTS and how it was used. For any young children, themed **fun packs** (which included games and pens) were provided for their amusement whilst adults completed the survey.

3.5 Confidentiality

Respondents were informed in the advance letter that their participation was voluntary and that any information they provided would remain confidential and would not be passed on to anyone outside NatCen or the statistics section at DfT in a form that could be used to identify them. Respondents were provided with a telephone number for NatCen's Operations Department that they could telephone if they had any queries. Any substantive queries or complaints were subsequently passed on to researchers to deal with.

3.6 Allocation of Travel Weeks

Each household had to be allocated a Travel Week during which they kept their travel diary and entered details into the **mileage chart** (see Appendix G). Travel Week start dates were randomly allocated and were based on interviewer start dates with the first Travel Week starting around 12 days after the interviewer start date and the last around a month later. The travel recording starting periods for each fieldwork month are shown in Table 3.2

Table 3.2 NTS 2017 quota month dates

Month	From	To
January	12-Jan-2017	14-Mar-2017
February	12-Feb-2017	11-Apr-2017
March	12-Mar-2017	13-May-2017
April	13-Apr-2017	12-Jun-2018
May	14-May-2017	13-Jul-2017
June	14-Jun-2017	12-Aug-2017
July	13-Jul-2017	11-Sep-2017
August	13-Aug-2017	12-Oct-2017
September	13-Sep-2017	11-Nov-2017
October	13-Oct-2017	12-Dec-2017
November	12-Nov-2017	10-Jan-2018
December	12-Dec-2017	10-Feb-2018

It was important that the choice of Travel Week was not left to the discretion of the respondent or interviewer as this could lead to bias. To prevent bias, it was necessary to ensure that the Travel Weeks were evenly spread over the days of the week as well as the weeks of the quota month. The method for doing this was to give each interviewer a **Travel Week allocation card** listing 17 Travel Week start dates for the month, depending on the size of the interviewer’s assignment (see Section 2.1). The Travel Week start dates were randomly selected from all the dates from mid-month to mid-month, thus giving each interviewer a slightly different set of dates.

The interviewer had to allocate a start date to every address in their assignment, whether or not it was productive. They did this by allocating the first address at which they had a definite outcome (either a placement interview, deadwood, refusal or non-contact) to the first date available on the list, the next address to the second date and so on. In exceptional circumstances where interviewers could not contact a household in time to allocate any of the original Travel Weeks (such as a household being away on holiday), interviewers were able to request additional Travel Weeks during the week after the original travel recording period (the ‘5th week’). The Operations Department controlled use of these additional dates.

3.7 The placement interview

The first stage of interviewing consisted of the placement interview. This was conducted with all household members and consisted of three sections:

- The **household questionnaire** was asked of the Household Reference Person (HRP), which is the householder with the highest income, or their spouse or partner. In exceptional cases the household questionnaire can be asked of another responsible adult aged 16 or over.
- The **individual questionnaire** was asked of each household member, including children (although proxy information was collected for children under 11). A maximum of 10 people could be included. On the extremely rare occasions when interviewers encountered a household with more than 10 members, they were instructed to select the oldest 10 to take part in the interview, and to ensure that all vehicle owners were included.

- The **vehicle questionnaire** was asked of the main driver for each vehicle in the household. A maximum of 10 vehicles could be recorded.

It was not always possible to interview all household members in person and so proxy interviews were allowed for adults who were difficult to contact. The percentage who were interviewed face-to-face, by proxy and not interviewed in 2017 is shown in **Error! Reference source not found.** alongside comparable figures for 2015 and 2016. Interviewers were instructed to interview those under 11 by proxy, which is why most interviews with children were proxy interviews.

	Aged <16	Aged 16+	Total
2017	%	%	%
Face-to-face	14	69	58
Proxy	85	30	41
Not interviewed	1	0	0
<i>Base (individuals)</i>	3,328	13,264	16,592
2016	%	%	%
Face-to-face	19	72	61
Proxy	80	28	39
Not interviewed	0	0	0
<i>Base (individuals)</i>	3,621	14,106	17,727
2015	%	%	%
Face-to-face	22	74	63
Proxy	78	26	36
Not interviewed	1	-	
<i>Base (individuals)</i>	3,628	14,518	18,146

In the majority of cases, the placement interview took place before the start of the Travel Week. Table 3.4 shows the gap between the placement interview and the start of the Travel Week in 2015-2017 (see section 3.12 for a definition of full and partial response). In 81% of households, the placement interview was started and travel diaries placed before the Travel Week started. A further 9% in 2017 were started on the first day of the Travel Week, 6% were started on the second day and 3% were started on the third day. Interviewers were instructed not to allocate Travel Weeks more than 2 days prior to the date of the placement interview hence very few placement interviews were started after this time.

Table 3.4 Timing of the placement interview in relation to the Travel Week

	Full response	Partial response	Total
2017			
Placement interview was...	%	%	%
... 8 or more days before start of Travel Week	35	29	34
... 1-7 days before start of Travel Week	47	53	47
... on day 1 of Travel Week	9	7	9
... on day 2 of Travel Week	6	5	6
... on day 3 of Travel Week	3	3	3
... after day 3 of the Travel Week	0	2	1
<i>Base (households)</i>	<i>6,137</i>	<i>759</i>	<i>6,894</i>
2016	%	%	%
Placement interview was...			
... 8 or more days before start of Travel Week	35	32	35
... 1-7 days before start of Travel Week	47	48	47
... on day 1 of Travel Week	9	9	9
... on day 2 of Travel Week	5	4	5
... on day 3 of Travel Week	3	4	3
... after day 3 of the Travel Week	0	2	0
<i>Base (households)</i>	<i>6,656</i>	<i>694</i>	<i>7,350</i>
2015	%	%	%
Placement interview was...			
... 8 or more days before start of Travel Week	40	37	39
... 1-7 days before start of Travel Week	45	47	46
... on day 1 of Travel Week	7	7	7
... on day 2 of Travel Week	5	3	4
... on day 3 of Travel Week	3	4	3
... after day 3 of the Travel Week	0	2	0
<i>Base (households)</i>	<i>7,005</i>	<i>578</i>	<i>7,583</i>

3.7.1 The 2017 NTS questionnaire

The topics covered by each section of the placement interview are shown in Table 3.5

The changes made to the NTS questionnaire in 2017 included:

- Instructions for placement and collection of a self-completion booklet were removed while computer assisted self-completion questions were added (see section 2.6).
- Harmonised questions on health, tenure and length of residence were added.
- A new series of questions on internet use was added
- Questions were added on the reasons for cycling and walking to work/shopping
- Interviewer’s instructions on how to place the diary were updated to remove the reference to the short walk experiment run in 2016.

All changes to the questionnaire are shown in Appendix A.

Table 3.5 Placement interview topics in 2017

HOUSEHOLD	INDIVIDUAL	VEHICLE
Household grid	Disabilities that affect travel	Registration number
Accommodation	Methods of transport used	Make and model
Home deliveries and food shopping	Cycling	Vehicle details
Children's travel to school	Driving licences	Parking
Household vehicles	Internet use	Vehicle use outside of GB
	Self completion – satisfaction with transport services	Mileage
	Education, paid work and journey planning	SatNav
	Transport-related barriers to work	
	Job details	
	Income	
	Location of work	
	Travel to work	
	Working at home	
	Ease / difficulty of travelling to work	
	Transport difficulties	
	Road accidents involving adults	
	Road accidents involving children	
	Special tickets / passes	
	Long-distance journeys	
	Permission for re-contact for follow up	

From 2002, some questions were designated to be 'rotated', such that they would be asked every other year. However, in 2006 questions on the frequency of use of bicycles, local bus and domestic air, which had previously been 'odd year' modular questions, were introduced on a permanent basis. In addition, a small number of 'even year' modular questions were deleted (questions on pavement conditions, cycle lane provision, availability of combined bus and rail ticket and whether vehicles had been driven in Northern Ireland in the last 12 months).

For the 2009 survey, the questionnaire was reviewed by DfT and NatCen. This resulted in further changes to the rotated questions and the introduction of sub-sample questions. The previously rotated questions on frequency of use of certain modes of transport, accessibility of services, reliability and frequency of trains and buses were introduced on a permanent basis – with some being asked of a sub-group of the sample only. From 2009, all households were randomly assigned to two sub-groups. One group were asked about attitudes to local services and the other were asked about accessibility of services. In 2013 the questions in sub-sample B covering accessibility of local services were removed. It was agreed that the sub-sample A questions on attitudes to local transport would be asked of the full NTS sample.

In 2017, attitudinal questions on satisfaction with transport services were asked from one member of the household aged over 16, administered by CASI. This member was randomly selected by the Computer Assisted Personal Interviewing program among the members of the household present during the interview (proxy respondents couldn't be selected). The

respondent completed the section on their own, using the interviewer’s laptop. See section 5.5 for more details on how this selection was made.

Figure 3-1 Rotated questions 2017

Module A (2016 and even years)	Module B (2017 and odd years)
<p>Mobility aids and special transport Whether have wheelchair, scooter or walking stick How often use wheelchair, scooter or walking stick Awareness of types of special transport Use of types of special transport</p> <p>Ease/Difficulty of travelling to work Difficulty of travelling to work Whether possible to go to work without current mode of transport Whether alternative modes of transport exist to go to work Type of difficulties faced going to work</p> <p>Transport difficulties Types of journeys with which have transport difficulties Transport difficulties encountered on those journeys</p> <p>Parking Where is the vehicle parked overnight</p> <p>Vehicle use outside GB Whether vehicle has been driven outside GB in last 12 months Estimated mileage outside GB Purpose of trip outside GB</p>	<p>Children’s travel to school Mode of transport used by children to go home from school Whether children are accompanied to and from school Why children are accompanied to and from school</p> <p>Children’s travel safety Whether children are allowed to cross roads unaccompanied Type of roads children are allowed to cross unaccompanied</p> <p>Travel to work Types of roads used to travel to work Whether driver or passenger when travelling to work Whether gives anyone a lift to work Where car is parked at work</p> <p>Working at home Day of the week worked from home Whether has the possibility to work at home Why doesn’t work at home Equipment used to work at home</p>

3.7.2 Harmonised questions

A number of harmonised questions are used in the NTS to allow users of the data to compare NTS data with those from other social surveys. These questions are documented in Table 3.6

Harmonised question	NTS question name	Year introduced
Sex	Sex	1998
Age	Agelf	1998
Date of birth	Birth	2000
Marital status	MaritalStat ⁶	2013
Living arrangements	LiveWithN	2013
Ownership of accommodation	Hhldr ¹	2002
Joint ownership	HiHNum	2002

Ethnic group	EthGroup ²	2001
Length of residence	HLong	1998
Relationship to head of household	RelHoH ⁷	1998
Relationships of household members	Relation ⁶	2013
Accommodation type	Accom	2000
House type	HseType	2000
Flat type	FltTyp	2000
Other accommodation	AccOth	2000
Housing tenure	Ten1 ⁶	1998
Type of landlord	Landlord	2017
Car ownership ¹	UseVcl ³	1998
Vehicle type ¹	TypeVcl ⁴	1998
Company car	PrivVcl ⁵	1998
General health	GenHeal	2017
Length of residence	HLongInd	2017
In employment	Wrking	1998
Training scheme	SchemeET	1998
Away from work	JbAway	1998
Own business	OwnBus	1998
Relative business	RelBus	1998
Looking for work	Looked	1998
Starting work	StartJ	1998
Inactive	YinAct	1998
Industry	IndD	1998
Job title	OccT	1998
Job description	OccD	1998
Job status	Stat	1998
Paid employment	EverWk	1998
Date of leaving last job	DtJbl	1998
Supervising employees	SVise	2001
Supervision responsibilities	SViseDesc	2001
Organisation size	EmpNo	1998
Self-employed	Solo	1998
Number of employees	SENo ¹	1998
Full or part time work	FtPtWk	1998
Long-term unemployed	HowLong	2004
Educational qualifications	EdAttn1	2005
Professional/vocational qualifications	EdAttn2	2005
Highest qualification	EdAttn4	2005
Internet access	OnlineN ⁶	2013

1 Answer categories amended in 2003

2 Answer categories amended in 2011

3 Question text amended in 2004

4 This question was deleted in 2004, it has since been imputed using TypeVcl2

5 Question text amended in 2009

6 Answer categories amended in 2013

7 This question is now asked as relationships of household members

3.7.3 Placing the travel diary and other documents

At the end of the placement interview, the interviewer placed:

-
- the seven-day travel diaries (Appendix E); and
 - the mileage chart (Appendix G);

The seven-day travel diary

Each individual in a household was issued with a seven-day travel diary, in which they were to record details of their travel activity. There are two versions, one for adults (respondents aged 16 and over) and one for children (the young person's travel diary).

The travel diary was redesigned in 2007 following an extensive development study. Full details of this study are available on the Department for Transport's website.²⁵

Each trip was recorded, and the respondent provided details of origin and destination, purpose, mode, distance travelled, time, number travelling in their party, vehicles used, tickets used and cost. In addition, the adult version of the travel diary asked respondents to detail any parking costs as well as indicating whether they were a passenger or driver.

Interviewers explained to respondents in detail how to complete the travel diary.

They generally did this by entering the details of some typical journeys made by the respondent in the blank example pages provided, often using the respondent's previous day's journeys. Some interviewers used the **NTS definitions manual** to help describe the level and type of details required.²⁶ Since 2014 interviewers have been also provided with a list of key points to cover when placing and checking a travel diary.

Simplified pocket size diaries or **memory joggers** (see Appendix F), into which respondents could briefly note down their journeys, were placed with respondents if the interviewer felt they would be helpful.

From September to December 2008, a slightly different design of travel diary was trialled with half of the sample. The revised travel diary had rows for seven journeys on days 1 to 6, rather than six, and slightly revised text to remind respondents to include short trips and short walks on day 7. This was done to examine the impact of these changes on trip reporting, following changes being observed in the diary data between 2006 and 2007. No significant effects were detected. From 2009 the revised travel diary was used.

The travel diary underwent a further small redesign in 2013, with the removal of the column for recording the cost of road tolls or congestion charges where applicable, and the removal of the column for recording the share of any taxi costs. In 2014 a note was added to the top of the recording pages for day 1 and day 7 to remind respondents to complete the mileage chart.

In 2016, two versions of the diary were trialled, one in which respondents were asked to record their short trips (under 1 mile) on day one and one in which respondents were asked to record their short trips on day seven. As this experiment showed that recording was more accurate on day one than on day seven, in 2017 only one version of the diary was used with short walk recording on day one. A full list of changes that have been made to the travel diary since 2002 can be found in Appendix A.

²⁵ For further detail see McGee A, Gray M & Collins D (2006), NTS Travel Record Review Stage 1; and (McGee A, Gray M, Andrews F, Legard R, Wood N and Collins D (2006) NTS Travel Record Review Stage 2

²⁶ All survey definitions are given in the NTS definitions manual, copies of which are available on request.

Table 3.7 Seven-day travel diaries

Adult version of the diary (Respondents aged 16 and over)	Young person’s version of the diary (Respondents under 16)
Days 2-7	Days 2-7
<ul style="list-style-type: none"> • Purpose of journey 	<ul style="list-style-type: none"> • Purpose of journey
<ul style="list-style-type: none"> • Time left 	<ul style="list-style-type: none"> • Time left
<ul style="list-style-type: none"> • Time arrived 	<ul style="list-style-type: none"> • Time arrived
<ul style="list-style-type: none"> • Origin - Where the journey started (From village/town/local area) 	<ul style="list-style-type: none"> • Origin - Where the journey started (From village/town/local area)
<ul style="list-style-type: none"> • Destination - Where the journey ended (To village/town/local area) 	<ul style="list-style-type: none"> • Destination - Where the journey ended (To village/town/local area)
<ul style="list-style-type: none"> • Method of travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included) 	<ul style="list-style-type: none"> • Method of travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included)
<ul style="list-style-type: none"> • Distance (miles) 	<ul style="list-style-type: none"> • Distance (miles)
<ul style="list-style-type: none"> • Time travelling (in minutes) 	<ul style="list-style-type: none"> • Time travelling (in minutes)
<ul style="list-style-type: none"> • Number in party 	<ul style="list-style-type: none"> • Number in party (split into adults and children)
<ul style="list-style-type: none"> • Which car/motorcycle etc. used (if journey was made not by public transport, but by car/motorcycle etc) 	<ul style="list-style-type: none"> • Which car/motorcycle etc. used (if journey was made by car/ motorcycle etc.)
<ul style="list-style-type: none"> • Driver or passenger? (only if journey was made not by public transport, but by car/motorcycle etc.) 	
<ul style="list-style-type: none"> • How much paid for parking (only if journey was made by car/motorcycle etc.) 	
<ul style="list-style-type: none"> • Ticket type (Single/return/travel card etc.) (only if journey made by public transport) 	<ul style="list-style-type: none"> • Ticket type (Single/return/travel card etc.) (only if journey made by public transport)
<ul style="list-style-type: none"> • Cost (only if journey made by public transport) 	<ul style="list-style-type: none"> • Cost (only if journey made by public transport)
<ul style="list-style-type: none"> • Number of boardings (the number of trains/buses etc. used to reach journey destination) (only if journey made by public transport) 	<ul style="list-style-type: none"> • Number of boardings (the number of trains/buses etc. used to reach journey destination) (only if journey made by public transport)
Day 1 additional information requested	Day 1 additional information requested
<ul style="list-style-type: none"> • All walks over 50 yards (including those less than one mile, or twenty minutes in length) 	<ul style="list-style-type: none"> • All walks over 50 yards (including those less than one mile, or twenty minutes in length)

Long-distance journeys

The NTS also collects details about any long-distance journeys, defined as trips of 50 miles or more made within Great Britain. In 2006, the period for which respondents were asked about long-distance journeys was changed from three weeks to one week (in addition to the Travel Week). This change was made in order to decrease the burden on respondents and increase the reliability of the data.²⁷

The week for which respondents were asked about long-distance journeys was normally the seven days preceding the placement interview. In cases where the placement interview was conducted part way through the Travel Week, the seven days were instead taken to be the week preceding the start of the Travel Week.

Long-distance journeys that took place during the Travel Week were covered in the travel diary. In total, a maximum of 40 long-distance journeys could be recorded during the interview.

The mileage chart

In addition to the diaries, a mileage chart was placed at the end of the placement interview for each household vehicle. The driver was encouraged to keep this chart in their vehicle. The chart required the driver to record the milometer reading at the start and end of the Travel Week. See Appendix G for a copy of the **mileage chart**.

3.7.4 Length of the placement call

The average length of the placement call (that is, the placement interview plus the time taken to place and explain the various documents) was 51.9 minutes in 2017. The time it takes to do a placement interview varied according to household size (see Table 3.8

²⁷ Until 2015, a long-distance journey card was left behind to be filled in by respondents, and which was collected at the pick-up interview. Removing the need to leave this card behind means that the data can be entered straight into the CAPI, and so allowing potential queries to be resolved when respondents are actually present.

Table 3.8 Mean length of placement call (mins) by household size in 2017

Number of people	Mean length	Base	Mean length	Base	Mean length	Base
	2015		2016		2017	
1	34.3	2,073	35.8	2,012	39.0	1,937
2	48.5	2,790	48.9	2,650	52.9	2,438
3	52.6	1,148	53.1	1,116	57.8	1,044
4	57.1	1,049	55.9	1,063	61.0	974
5	60.1	361	57.9	332	62.8	333
6	66.9	110	60.2	121	75.1	119
7	58.2	33	77.8	35	71.2	30
8	52.5	15	51.6	9	79.0	16
9	78.3	3	74.8	8	68.7	4
10	91.0	1	61.5	4	-	-
All	47.3	7,583	47.7	7,350	51.9	6,895

3.8 The reminder call

Once the travel diary had been placed, the next stage was to remind the household to start recording their journeys on the date allocated to them. Interviewers did this either by sending a **reminder card**, or by making a **reminder phone call** one or two days before the start of the Travel Week. See Table 3.9

for details of reminder calls and the sending of reminder cards in 2017.

Table 3.9 Proportion of productive households where a reminder was conducted

	Fully co-operating	Partially co-operating	Total
2017	%	%	%
Reminder phone call	58	44	56
Reminder card sent	11	10	11
No reminder card or phone call	31	45	33
<i>Base (households)</i>	6,135	759	6,894
2016	%	%	%
Reminder phone call	57	46	56
Reminder card sent	11	9	11
No reminder card or phone call	31	44	32
<i>Base (households)</i>	6,656	694	7,350
2015			
Reminder phone call	58	47	57
Reminder card sent	13	13	13
No reminder card or phone call	29	40	30
<i>Base (households)</i>	7,005	578	7,583

Reminder phone calls were generally short, lasting 3.1 minutes on average in 2017 (in line with 2.9 minutes in 2016 and 3.5 minutes in 2015). Interviewers were instructed to make the call when they were particularly concerned about the household's commitment to filling in their travel diaries, or when there was a gap of several days between the placement call and the Travel Week.

3.9 The mid-week check call

Interviewers also had the option of conducting a call halfway through the Travel Week, in order to encourage and help respondents with any difficulties they might be having filling out their travel diaries. This could be either a phone call or a personal visit and was at the interviewer's discretion, although they were strongly encouraged to conduct a face-to-face check for elderly participants. The proportion and type of mid-week checking calls conducted are shown in Table 3.10

In 2017 80% of households had a mid-week check, compared with 80% in 2016 and 81% in 2015.

Table 3.10 Proportion of productive households where a mid-week check conducted

	Fully co-operating	Partially co-operating	Total
	%	%	%
2017			
Mid-week check conducted by phone	52	37	50
Mid-week check conducted in person	28	19	27
No mid-week check	20	43	22
<i>Base (households)</i>	<i>6,135</i>	<i>759</i>	<i>6,894</i>
2016			
Mid-week check conducted by phone	50	36	48
Mid-week check conducted in person	32	25	31
No mid-week check	18	39	20
<i>Base (households)</i>	<i>6,656</i>	<i>694</i>	<i>7,350</i>
2015			
Mid-week check conducted by phone	50	39	49
Mid-week check conducted in person	32	25	31
No mid-week check	18	36	20
<i>Base (households)</i>	<i>7,005</i>	<i>578</i>	<i>7,583</i>

As shown above, in 2017 the majority of fully productive households received a mid-week check, either by phone or face-to-face. Partially co-operating households were less likely to receive one. This is likely to be because interviewers would not conduct a check for those who refused the travel diary directly after the placement interview. The mid-week check call lasted 4.4 minutes on average in 2017 (compared with 4.5 minutes in 2016 and 4.7 in 2015).

3.10 The pick-up call

At the end of the Travel Week, the interviewer called at the household (generally within a few days) to pick up and check the Travel Diaries and to carry out another much shorter interview, known as the **pick-up interview**. The topics covered by this interview are shown in Table 3.11

HOUSEHOLD	INDIVIDUAL	VEHICLE
New vehicles acquired since placement	New driving licences acquired since placement	Mileage details
Disposal of vehicles recorded at placement	New season tickets acquired since placement	

At the pick-up interview, the mileage chart was collected and the details transferred into the CAPI questionnaire either during the interview or later on by the interviewer at home.

Before 2013, if all household members had completed a travel diary and the placement questionnaire was complete, the household was issued with a **promissory note** which informed them of the number of **£5 gift vouchers** they would receive. These vouchers would then be sent to them by the Operations Department. Since 2013, respondents were instead given a **gift card** by interviewers during the pick-up call. Interviewers explained to respondents that the giftcard would be activated by the office within two working days.

The pick-up interview could be done either on the laptop, or using a paper questionnaire which was transferred into the CAPI questionnaire by the interviewer afterwards or by the operations team when paperwork was returned to the office.²⁸

On average, the pick-up call (including the interview and checking the travel diaries) lasted just under 15 minutes for fully productive households in 2017. This call was made within six days of the end of the Travel Week.

The mean length of the pick-up interview reported here is calculated using the amount of time entered by the interviewer into the CAPI program. Although the length of pick-up is also calculated within the CAPI programme, this is not a reliable source because the pick-up interview is sometimes conducted on paper with the interviewer entering the information into the program at home. In previous technical reports, the pick-up length has not been calculated in a consistent manner. The pick-up interview lengths shown in Table 3.12

replace those in previous NTS technical reports and are based on the interviewer-reported length.

²⁸ A paper version of the pick-up questionnaire was introduced in 2002 to enable interviewers do the pick-up interview on the doorstep where respondents were unwilling to let them into the property again.

Table 3.12 Mean length of pick up interview in minutes, from 2002 to 2017

Year	Fully co-operating	Fully and partially co-operating
2017	14.7	14.6
2016	15.1	15.2
2015	15.5	15.3
2014	15.4	15.3
2013	15.1	15.0
2012	15.9	15.7
2011	16.4	16.3
2010	16.0	15.9
2009	16.4	16.2
2008	16.2	16.0
2007	16.6	16.4
2006	16.3	16.1
2005	18.6	18.5
2004	19.0	18.7
2003	18.6	16.3
2002	18.4	18.0

3.11 Gazetteer

A new placename gazetteer was introduced in 2007.²⁹ The new gazetteer holds a much more complete list of locations in Great Britain which is based on 1km grid references.

During the interview and the data checking stage, the CAPI and Diary Entry System uses the gazetteer's grid references to calculate reasonably precise distances between each named location using checks based on straight line distances. For trips of 15 miles or over, respondents' estimates of distance are flagged for checking if they are not between 0.75 and 1.75 as the crow fly miles at the data processing stage. Discrepancies in distance estimates are not flagged where respondent and crow fly miles are both below 15 miles. (Up to 2006, when the previous gazetteer was used, distance checks were based on minimum and maximum distances for a journey within a county or between any pair of counties. These checks were therefore less sensitive than the current checks.)

3.12 Outcome coding

Interviewers were required to assign an outcome code to every address in their assignment. The range of possible fieldwork outcomes is shown in Table 3.13

The fully and partially co-operating codes (11-13 and 24-26) were automatically computed by the CAPI questionnaire. (These fieldwork outcome codes are different to the participation categories that are used for the purposes of weighting.) For a household to be classed as fully co-operating, the placement interview had to be fully completed and filled in travel diaries had to be collected for all household members. To be classed as fully completed, the

²⁹ The gazetteer is used to code the location of where respondents work and the origin and destination of any long-distance journeys during the CAPI interview. It is also used to code the location of journeys made in the travel record using the Diary Entry System.

placement interview needed the household section, all individual interviews (whether in person or by proxy), and at least one vehicle section (if applicable) to be completed. If some household members were interviewed but full travel diaries were not gained from everyone, the household was coded as partially co-operating.

Table 3.13 NTS outcome codes

Outcome	Code
FULLY CO-OPERATING	
Fully productive: All desired respondent(s) in person	11
Fully productive: Partly by desired respondent(s), partly by proxy	12
Fully productive: By proxy	13
PARTIALLY CO-OPERATING	
Partial productive: Desired respondent(s)	24
Partial productive: Partly by desired respondent(s), partly by proxy	25
Partial productive: By proxy	26
NON-CONTACT	
No contact with anyone at address	31
Contact made at address, but not with member of selected household / responsible adult	32
Contact made at selected household but not with any responsible member	33
REFUSAL	
Office refusal	41
Contact made but information refused about number of HHS or DUs	42
Refusal at introduction/before interview / proxy refusal	43
Refusal during interview	44
Broken appointment – no recontact	45
OTHER UNPRODUCTIVE	
Illness at home during survey period	51
Absence from home/in hospital all survey period	52
Physical or mental incapacity	53
Language difficulties	54
OFFICE APPROVAL ONLY - Lost productive	55
Interview completed but respondent requested deletion	56
OFFICE APPROVAL ONLY - Other unproductive	59
UNKNOWN ELIGIBILITY	
OFFICE APPROVAL ONLY - Not attempted	61
OFFICE APPROVAL ONLY – Inaccessible	62
OFFICE APPROVAL ONLY - Unable to locate address	63
Unknown whether address contains residential housing – no contact made	64
Residential address – unknown whether occupied by eligible household – no contact	65
Other unknown eligibility	69
INELIGIBLE/DEADWOOD	
Not yet built/under construction	71
Demolished/derelict	72
Vacant/empty	73
Non-residential address e.g. business, school, office factory etc.	74
Address occupied, no resident household e.g. holiday or weekend home	75
Communal Establishment/Institution (no private dwellings)	76
Residential, but no eligible respondent (e.g. no-one aged 16 and over)	77
OFFICE USE ONLY - Address out of sample	78
Other ineligible	79
Unknown whether address contains residential housing – info refused	81
Contact made but not with someone who could confirm whether occupied/residential	82
Residential address, unknown whether occupied by eligible hholds/persons – info refused	83

Table 3.13 NTS outcome codes

Outcome	Code
Unable to confirm eligibility due to language difficulties	85
Other unknown eligibility	89

The household was coded as partially co-operating if any of the following applied:

- The household section of the placement questionnaire was not completed
- Anyone was coded as 'not available' for the individual section
- No vehicle questionnaire sections were complete (if applicable)
- Travel diaries were not collected for all household members at pick-up
- Any of the travel diaries were incomplete (e.g. missing days)

3.13 The £5 gift voucher incentive

In 2002 an experiment to test the effect of offering incentives to NTS sample members was conducted from the beginning of the July 2002 quota until the end of the December 2002 quota.³⁰ This experiment found that offering an incentive did significantly increase the likelihood of gaining full household co-operation. At the end of 2002, it was decided that the incentive payment would be offered as a part of the NTS survey for 2003 onwards.

Interviewers gave each household a signed **promissory note** if all household members had completed the placement interview and completed a travel diary. These notes promised the delivery (by post) of £5 vouchers by the Operations Department. Interviewers then sent their copy of the promissory note to the Operations Department. On receipt of the signed promissory notes, the Travel Diaries were inspected, and high street vouchers were sent to the household if the documents met the specified criteria of completeness.

From 2013 onward, interviewers were given the task to check the completion of the diaries when they were coming back to the respondents' home for the pick-up interview and to issue the vouchers themselves. Interviewers would issue a £5 voucher per fully completed diary only if all members of the household had filled their diary. **The 2009 incentive experiment**

Following a period of lower than usual response rates during 2008, an incentive experiment was conducted on NTS using the sample issued in May to October 2009. The purpose of this incentive experiment was to review the impact of higher value incentives and different incentive structures on response, potential non-response bias and data quality.

Two alternative incentive structures were tested alongside the current incentive structure:

- An unconditional £5 voucher with advance letter plus £10 voucher per person if the household is fully productive.
- An unconditional £5 voucher with advance letter plus £5 voucher after completion of CAPI interview, plus £5 voucher per person if the household is fully productive.

Neither of the higher value incentive structures trialled in this experiment achieved a significantly higher response rate than the pre-existing incentive structure. There was also

³⁰ See section 3.12 in the 2002 NTS Technical report, and Stratford et al. (2003), Incentives experiment report both available on request from DfT

little difference between the incentive options in terms of the composition of the achieved sample or the quality of the data collected. In light of these findings, no changes to the incentives structure were recommended.

3.14 Response rates

Tables 3.14 - 3.17 show the national response rates for 2017, as well as the Inner and Outer London and National (excluding London) response rates for the same periods. The overall response rate in 2017 was 53 % but this was lower in Inner London (45%) and Outer London (47%), and higher in the rest of the country (55%).

Table 3.14 NTS National response rates in 2017 (England)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	12,852		
Ineligible/deadwood	1,313	10	
Unknown eligibility	113	1	
Eligible households ³¹	11,527		100
Fully co-operating	6,135	48	53
Partially co-operating	759	6	7
Refusal to co-operate and other unproductive	3,825	30	34
Non-contact	707	6	6

Table 3.15 NTS Inner London response rates in 2017

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	918		
Ineligible/deadwood	152	17	
Unknown eligibility	24	3	
Eligible households	762		100
Fully co-operating	356	39	47
Partially co-operating	58	6	8
Refusal to co-operate and other unproductive	252	27	35
Non-contact	76	8	11

Table 3.16 NTS Outer London response rates in 2017

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	1,241		
Ineligible/deadwood	121	10	
Unknown eligibility	2	0	
Eligible households	1,120		100

³¹ The number of eligible households is estimated by assuming that the proportion eligible among those of 'unknown eligibility' is the same as the proportion known to be eligible among the rest of the sample.

Table 3.16 NTS Outer London response rates in 2017

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Fully co-operating	504	41	45
Partially co-operating	84	7	8
Refusal to co-operate and other unproductive	444	36	40
Non-contact	86	7	8

Table 3.17 NTS England excluding London response rates in 2017

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	10,693		
Ineligible/deadwood	1,040	10	
Unknown eligibility	87	1	
Eligible households	9,644		100
Fully co-operating	5,275	49	55
Partially co-operating	617	6	6
Refusal to co-operate and other unproductive	3,129	29	33
Non-contact	545	5	6

As mentioned in section 2.4 the NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes that reflect the regional distribution without the need for corrective weighting. The degree of oversampling in 2017 was based on estimates of differences in response rates between Inner London, Outer London and the rest of England.

From 2006 onwards, weights were introduced in order to correct for non-response (see Section 5 for a detailed description of the weighting). Data back to 1995 have been weighted retrospectively.

3.15 Back-checking and quality control

Like all NatCen projects in the field, the NTS was back-checked to ensure that interviewers were working to the standards to which they were trained and in accordance with the specific project requirements on which they were briefed.

A minimum of 10% of the total productive interviews were back-checked, the majority (usually 90%) by telephone but where this was not possible (usually 10%) by letter. If the responses received indicated significant deviations from the standards set, a supervisor was asked to revisit the address(es) concerned personally. Back-checking was carried out usually within 2 weeks, and always within 4 weeks, of the interview date.

All interviewers working on the NTS are also subject to twice yearly supervisions (one of which is a review supervision) to confirm that they are working to the highest standards.

4 DATA PROCESSING

4.1 Post-processing

4.1.1 Creating the NTS database

The edited survey data was prepared for analysis and reporting before being delivered to DfT. This section outlines the protocols followed during post-processing based on methods and scripts originally created by DfT.

The data for the survey year was imported into an annual database where a series of processing tasks were carried out to prepare the data for analysis. The database was divided into separate sections as follows:

Name	Purpose
Data	For importing questionnaire data
Param	For parameterising data
DVLA	For processing data from the DVLA database
Imptn	For imputing data
Weights	For importing the weighting data
Random	For storing random numbers used in imputations

In addition to creating the NTS annual database, two across-years databases were added to or amended as required: the NTS_Info database which stores information such as Retail Prices Index (RPI), school & bank holiday data and concessionary travel schemes, and the NTS_Lookup database that stores each of the look up tables that are used to attach description labels during analysis.

4.1.2 Importing the questionnaire data into tables

The metadata documents were used to create SQL scripts to import the questionnaire data into the NTS annual database. A script was created for each analysis level of the database (PSU, Household, Vehicle, Individual, LDJ, Trip & Stage) and for each multi-coded question. This stage was automated using SQL Server Integration Services (SSIS), which creates the tables and imports the data files without the need for user intervention.

Each record of each table was assigned a unique identifier during the import process. Once the import was complete the identifiers were cascaded down to the lower levels, allowing tables to be linked using a single identifier field.

4.1.3 Parameterisation

Parameterisation is the process of converting variables into a format that is more useful for analysis. Before the parameterisation routines were run, year-on-year changes to variables were identified and the routines amended to deal with the changes. Updates to the routines were reflected in the post-processing documentation. The majority of the variables were

passed unprocessed into the parameterised tables. For the remainder a number of different transformations were applied, such as:

- i) Creating a banded version of continuous variables;
- ii) Combining several variables into a single analysis variable; and
- iii) Creating summary variables.

Some variables that were parameterised were themselves used in the construction of subsequent variables, so these were created first. This stage was also automated using SSIS to run the parameterisation scripts in the required order. The relationship between the data in the import and parameterisation tables was recorded in the dependency documentation.

As part of this process, data from the DVLA database was linked to vehicles for which a registration mark was provided.

4.1.4 Imputation

Several variables underwent an imputation process where missing values were derived by looking at other known data. Again, this stage of the post-processing was automated using SSIS, which ran the imputation routines in a specific order due to the dependencies between variables. A variety of techniques were used in the imputation routines. Each routine was documented individually giving details of the methods used. Some routines required the use of random numbers to determine how cases should be allocated. These routines used random number tables that were created at the beginning of the process and retained, so that the results would be repeatable should the imputations need to be carried out again.

4.1.5 Adding weights

The weighting data was imported into the NTS annual database. Each set of weights was imported into a separate table as follows:

Name	Level	Table
Interview sample weights	Household	Weights.Interview Sample
Fully responding weights	Household	Weights.FC Sample
Long-distance journey weights	LDJ	Weights.LDJ
Short walk weights	Trip	Weights.Short Walks
Diary drop off weights	Trip	Weights.Diary
Self-completion weights	Individual	Weights.Self completion

4.1.6 Creating trip and stage numerics

To enable analysis of trip and stage level data with the correct handling of short walks and series of calls, the following grossing factors were attached to the trip and stage imputation tables:

Table 4.3 Grossing factors for trip and stage imputation tables

Table	Variable	Description
Imptn.Stage	SSXSC	No. of stages, grossed for short walks, excluding 'series of calls' trips
Imptn.Stage	SD	Stage distance travelled, grossed for short walks
Imptn.Stage	STTXSC	Travelling time grossed for short walks, excl. 'series of calls' trips
Imptn.Trip	JJXSC	No. of trips, grossed for short walks, excluding 'series of calls' trips
Imptn.Trip	JD	Trip distance travelled, grossed for short walks
Imptn.Trip	JOTXSC	Overall trip time, grossed for short walks, excl. 'series of calls' trips
Imptn.Trip	JTTXSC	Travelling time, grossed for short walks, excluding 'series of calls'

4.1.7 Combining long-distance journey data

Due to the infrequency of longer distance trips, additional long-distance journey (LDJ) data is collected for the week preceding the placement interview. To allow analysis of all long-distance trips, these LDJ trips were combined with those trips over 50 miles from the diary data into a single table.

4.1.8 Creating household income semi-deciles and quintiles

To allow analysis of trip behaviour by income on a comparable basis, households were categorised into income bands based on a measure of household affluence known as real household income equivalence. This adjusts a household's stated income so that the household's size and composition are taken into account. This adjustment was carried out using a measure called the McClements Scale.

Incomes were also adjusted for inflation to facilitate analysis across time periods.

To adjust for inflation the equivalised income was multiplied by the RPI value from the month the interview was carried out.

The conversion from household income band to value used the median values from the household income bands of the 2015/16 Family Resources Survey.

4.1.9 Adding holidays data

The holidays database was extended to incorporate dates up to the end of March 2018, using data supplied by DfT. Prior to 2016 this data was provided for each local authority, but this level of detail is no longer available. Consequently the school holiday dates from 2016 onwards represent the national average.

A code to indicate holiday status (i.e. weekend, bank holiday, school holiday or term time) was then added to each day record in the annual NTS database to enable analysis of trip data by travel day type.

4.1.10 Adding concessionary travel data

The following variables from the DfT's latest annual concessionary travel survey were added to the NTS_Info database for each Local Authority:

Table 4.4 Concessionary travel data variables

Variable	Description
ConcTravElig	Eligibility for elderly person concessionary travel scheme
ConcTravFare	Type of bus fare concession (free since 2008)
ConcTravTimes	Times offered for concessionary bus travel
ConcTravAreas	Areas offered for concessionary bus travel (national concession since 2008)
ConcTravOther	Any other concessions offered to elderly people
ConcTravModes	Any additional modes offered to elderly people (multi-coded)

These variables were then appended to the records of the Household table of the annual NTS database using the Local Authority code to link to the relevant data.

5 WEIGHTING

5.1 Introduction

Following a recommendation in the 2000 National Statistics Quality Review of the NTS, a strategy for weighting the NTS data to reduce the effect of non-response bias was developed using NTS data for 2002. The weighting methodology was published in 2005, together with a report showing comparisons between weighted and unweighted data for 2002. The methodology was subsequently revised slightly and applied to data back to 1995. The revised methodology, together with a report comparing weighted and unweighted trend data from 1995 to 2004 was published in 2006. These reports are available from DfT. As well as adjusting for non-response bias, the weighting strategy also adjusts for the drop-off in the number of trips recorded by respondents during the course of the Travel Week.

The weighting strategy was reviewed in 2013 (in advance of the NTS 2013 weighting) using data from the NTS 2012 survey.³²

5.2 The interview sample weights

The interview sample weights were developed to be used for analyses of all participating households with completed individual interviews for all household members (either in person or by proxy), regardless of the amount of travel diary information collected. We refer to this sample as the 'interview sample'. In 2017, the number of households included in the interview sample was 6,848 and the number of individuals and vehicles covered were 16,425 and 8,689 respectively.

The approach for generating weights for the interview sample was to:

- Generate the weights (w1) for the selection of the dwelling unit and/or household at the sampled address (if sampling was required) (Section 5.2.1).
- Produce weights for household-level non-participation (w2) (Section 5.2.2).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview (w3) (Section 5.2.3).
- Select the interview sample households.
- Compute the composite weights for selection and participation with the interview survey, $w5 = w1 \times w2 \times w3$.
- Generate calibration weights (wt_int) which adjust the household/individuals in the interview sample to known household population estimates for age/sex and region, using the final composite weights (w5) as initial estimates (Section 5.2.4).
- The calibration weights (wt_int) were then the final weights for households, individuals and vehicles in the interview sample.

³² Morris, S, et al. (2014). National Travel Survey 2013 Technical Report.

5.2.1 Selection weights for multiple dwelling units and households

At addresses at which more than one dwelling unit or household is identified, there is a defined procedure for selecting the dwelling units and households to be included (Section 2.7).

Most addresses consist of a single dwelling unit and for these no selection is required. For the relatively few addresses (<1%) that contain more than one dwelling unit, interviewers list the dwelling units identified (on the Address Record Form) and randomly sample one of them. This selection needs to be corrected by applying an appropriate selection weight, otherwise dwelling units at split address would be under-represented in the final sample. The dwelling unit weight (w_{DU}) was calculated to be equal to the number of dwelling units identified at the address.

An adjustment also needs to be made for addresses/dwelling units that contain more than one household. Again, where more than one household is identified, the interviewer lists the households and selects one at random. A household selection weight (w_{HH}) is calculated as the number of households identified at the address/dwelling unit.

The dwelling unit and household weight are then combined ($w_1 = w_{DU} \times w_{HH}$) to give the composite household/dwelling unit selection weight.³³

5.2.2 Weighting for household participation

The aim of the household participation weights is to attempt to reduce bias caused by systematic differences between the households that participated (i.e. for which a household interview was obtained) in the NTS and those that did not. To generate the non-response weights, a logistic regression model was fitted with whether or not an eligible household participated as the outcome measure and terms associated with household participation as the covariates.³⁴ From this model, the predicted propensity to participate was estimated for each household. The weights for household participation (w_2) were calculated as the reciprocal of these propensities.

The model for household participation is shown in Appendix K – items in the model were: region, Acorn group, an urban/rural measure (ru11ind), the month that the address was issued for the NTS (this is to allow for seasonal bias), and the accessibility measure of ‘distance to railway station’. This model was developed based on analysis of the NTS 2002 (see Pickering et al., 2006) and was reviewed for the NTS 2013 weighting.³⁵

5.2.3 Weighting for the removal of households with missing individual interviews

The aim of these weights is to reduce the bias from the removal of households that did not have a completed individual interview for all household members. The proportion of households that did not have a complete individual interview for all household members was small. Therefore it was decided to base the weights solely on the size of household, the main predictor of complete household participation. To generate the weights, a logistic

³³ The selection weight w_1 was trimmed at 4 to avoid a small number of very high weights which would inflate the standard errors, reduce the precision of the survey estimates and cause the weighted sample to be less efficient.

³⁴ All non-response models were fitted unweighted, as a result of the weighting review.

³⁵ Morris, S, et al. (2014). National Travel Survey 2013 Technical Report.

regression model was fitted which included the size of the household³⁶ as the only covariate. The weights (w_3) were again calculated as the reciprocal of the propensities (for having complete individual interviews for all household members) estimated from this model.

5.2.4 Calibration weighting

The final stage of the weighting procedure for the interview sample was to adjust the weights using calibration weighting (Deville & Sarndal, 1992³⁷) in Stata. Calibration weighting adjusts the weights so that characteristics of the weighted achieved sample match population estimates. This reduces (but does not completely remove) any residual non-response bias and (less so) any impact of sampling and coverage error.

One of the advantages of calibration weighting is that it generates household-level weights that are actually based on the characteristics of the household members. A second advantage of calibration weighting is that the household-level weight produced can also be applied for analyses of household members (i.e. at the individual level).

For NTS 2017, we adjusted the composite (household-level) weight from the previous stages (w_5) so that the distribution for groups defined by age and sex and region matched 2015 mid-year population estimates of household residents (see Appendix L).³⁸ The population estimates used were based on Census data in England, with an adjustment to estimate household residents only.

5.3 Fully responding sample weights

Weights were also produced for the analyses of the fully responding (co-operating) sample. In the NTS 2017, 6,135 households were defined as fully co-operating with completed individual interviews and travel diaries for 14,541 household members and 7,711 vehicle questionnaires.

The approach for generating weights for the fully responding sample was to:

- Generate the weights (w_1) for the selection of the dwelling unit / household at the sampled address (if sampling was required) (Section 5.2.1).
- Produce weights for household-level non-participation (w_2) (Section 5.2.2).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview (w_3) (Section 5.2.3).
- Select the interview sample households.
- Generate weights for the removal of households which did not fully respond (w_4) (Section 5.3.1).
- Select the fully responding sample.
- Compute the composite weights for selection and being fully productive,

$$W_6 = W_1 \times W_2 \times W_3 \times W_4.$$

³⁶ Note that because interviews for the participating single-person households were completed for all household members, these were assigned a weight of 1 and excluded from the logistic regression model.

³⁷ Deville, J and Sarndal, C (1992). 'Calibration Estimators in Survey Sampling,' *Journal of the American Statistical Association*, Volume 87, 376-382.

³⁸ The calibration adjustment was trimmed at the top and bottom 0.5%.

- Generate calibration weights (wt_fully) which adjust the household/individuals in the fully responding sample to known household population estimates for age/sex and region, using the final composite weights (w6) as initial estimates (Section 5.3.3).
- The calibration weights (wt_fully) were then the final weights for households, individuals and vehicles in the fully responding sample.

5.3.1 Weighting for the removal of households which did not fully respond

The aim of these weights is to reduce the bias from the removal of households that did not fully respond. Of the 6,848 interview sample households in NTS 2017, 713 (10.4%) would be excluded from the analyses of the fully responding households (i.e. 6,137 were defined as fully responding).

A non-response model was fitted with whether a household in the interview sample fully responded as the response variable and pre-determined measures as covariates. These measures had been originally identified from analysis of the NTS 2002 (see Pickering et al., 2006), and updated based on the review for NTS 2013.³⁹ Measures included in the model were: region, tenure, number of adults, any married couples, any cohabiting couples, use of a vehicle, age category of youngest household member, ethnic groups of household members, an urban/rural measure (ru11ind), and month that address was issued (to control for any seasonal effects). (See Appendix M.)

The weights (w_4) were calculated as the reciprocal of the propensity to fully respond estimated from this model.

5.3.2 Calibration weighting

The final stage of the weighting procedure was to adjust the weights using calibration weighting in Stata. For NTS 2017, we adjusted the composite (household-level) weight from the previous stages (w_6) so that the distribution for groups defined by age and sex and region matched 2015 mid-year population estimates of household residents (see Appendix N).⁴⁰ The population estimates used were based on Census data in England, with an adjustment to estimate household residents only.

5.4 Weighting the travel data

5.4.1 The travel diary

Table 5.1 shows the average number of journeys recorded for each day of the travel diary (excluding short walks which were collected the first day only). This indicates that there was a gradual reduction in the (weighted) number of journeys recorded throughout the travel diary week from an average of 2.14 per person on the first day to 1.86 on the seventh – a fall of about 13.0%. In order to reduce any biases from the under-reporting of journeys during the course of the travel diary week, appropriate weights were produced.

Table 5.1 Average number of journeys recorded on each day of the travel diary

³⁹ Morris, S, et al. (2014). National Travel Survey 2013 Technical Report.

⁴⁰ The calibration adjustment was trimmed at the top and bottom 0.5%.

Day of travel diary	Average number of journeys:	
	Weighted ⁴¹	Unweighted
1 st day	2.14	2.16
2 nd day	2.07	2.09
3 rd day	2.01	2.03
4 th day	1.96	1.98
5 th day	1.90	1.92
6 th day	1.88	1.90
7 th day	1.86	1.88
<i>Base: Individuals</i>	<i>14,806</i>	<i>14,541</i>

The strategy to reduce the bias from the drop-off in reporting in the travel diary was to generate weights so that the weighted total number of journeys made on a particular day of the travel diary always equalled the number reported for the first day of the Travel Diary. This was done separately for each journey purpose, because the rate of drop-off varied by journey purpose (see Table 5.2) - for example, the number of journeys reported for shopping fell from 0.40 to 0.30 over the seven days, whereas for commuting the number of journeys remained fairly constant. This approach assumes that the reporting on the first day of the Travel Diary is the most accurate and that the drop-off on the following days of the Travel Diary is only a result of under-reporting.

There were a couple of special cases for the weighting. First, because the number of journeys reported for business remained constant through the diary week for all years of the NTS (1995 to 2017), the weights were set to 1 for the whole week for this journey purpose⁴². Second, the weights for journeys made at the weekend for education and escort education, which are relatively rare, were also set to 1.

Table 5.2 Average number of journeys recorded on each day of the travel diary by purpose of journey

Day of travel diary	Average number of journeys ⁴³							
	Commuting	Business	Education	Escort Education	Shopping	Other	Social	Holiday
1 st day	0.366	0.068	0.124	0.091	0.403	0.420	0.482	0.187
2 nd day	0.359	0.067	0.116	0.098	0.361	0.409	0.482	0.172
3 rd day	0.355	0.068	0.113	0.093	0.342	0.395	0.480	0.167
4 th day	0.355	0.072	0.114	0.088	0.324	0.375	0.475	0.160
5 th day	0.354	0.071	0.114	0.090	0.315	0.367	0.427	0.161
6 th day	0.348	0.072	0.114	0.089	0.306	0.346	0.447	0.159
7 th day	0.348	0.069	0.115	0.089	0.296	0.348	0.449	0.149
<i>Bases (individuals):</i>								
<i>Weighted</i>	<i>14,806</i>							
<i>Unweighted</i>	<i>14,541</i>							

⁴¹ Weighted by wt_fully.

⁴² Up to NTS 2016, the weights for holidays were also set to 1 because the number of holiday journeys remained constant through the diary week. As shown in Table 5.2, in NTS 2017, there appears to be a drop-off in the number of journeys reported for holidays, therefore the weights were not set to 1.

⁴³ Weighted by wt_fully.

5.4.2 Short walks

For the 2017 survey, short walks were only recorded on the first day of the Travel Diary. Analyses of short walks are not carried out at the individual level, only aggregated information is produced; therefore, the fact that the information on short walks is collected on different days for different people should, in theory, average out for the aggregated estimates produced, assuming that the information collected is distributed approximately evenly over the seven days of the week. However, this is not the case in reality, mainly due to differential non-response between those allocated different start days.

Table 5.3 shows the distribution of the days on which the information on short walks was collected (weighted by the fully responding weights). To balance the analyses over the days of the week, weights were generated that adjusted the number of respondents providing data on short walks for each day of the week to be equal to the weighted mean across the seven days (2,115). These adjustments and the resulting weights are shown in the last two columns of Table 5.3.

Day of the week	Information collected	Percentage	Adjustment	Weight
Sunday	1,977	13.4	1.070	7.490
Monday	2,085	14.1	1.015	7.103
Tuesday	2,243	15.1	0.943	6.602
Wednesday	2,215	15.0	0.955	6.683
Thursday	2,138	14.4	0.989	6.925
Friday	2,107	14.2	1.004	7.029
Saturday	2,042	13.8	1.036	7.250
<i>Bases (individuals):</i>				
Total (weighted)	14,806			
Total (unweighted)	14,541			

5.4.3 Long distance travel records

Information about all journeys is collected in the travel diary week. In order to obtain additional information about long distance journeys (LDJs), defined as journeys of 50 miles or more within Great Britain, the NTS collects information on long distance journeys made in the one week period prior to the travel diary week (see Section 3.7.3). However, the number of LDJs reported in that week (3,167) was lower than the number reported in the travel diary (5,225). As the information collected in the travel diary was likely to be more accurate, the LDJ records were weighted so that the number of LDJs reported on each day equalled the average number (for a day) reported in the travel diary (see Table 5.4). This was done separately for the following categories of journey length: 50 to 75 miles; 75 to 100 miles; and 100 miles or more. (Revised weights using this methodology have also been calculated for LDJ data from NTS 2006. Prior to this, the weighting did not take journey length into account.)

	Long distance journeys reported:		Weight
	Travel Diary	LDJs	
Journeys: 50 to 75 miles			
1 st day	285	119	2.70

Table 5.4 Number of long distance journeys made during the Travel Week

	Long distance journeys reported:		Weight
2 nd day	278	155	2.07
3 rd day	310	178	1.80
4 th day	322	207	1.55
5 th day	356	228	1.41
6 th day	358	207	1.55
7 th day	340	168	1.91
Average	321		
Journeys: 75 to 100 miles			
1 st day	139	75	2.02
2 nd day	160	83	1.81
3 rd day	118	87	1.75
4 th day	177	66	2.29
5 th day	117	101	1.50
6 th day	166	76	1.98
7 th day	183	74	2.05
Average	151		
Journeys: 100 miles or more			
1 st day	247	137	1.99
2 nd day	280	159	1.73
3 rd day	315	209	1.31
4 th day	281	190	1.44
5 th day	284	233	1.18
6 th day	259	197	1.39
7 th day	250	218	1.26
Average	274		

5.5 CASI weights

Starting in NTS 2017, a Computer Assisted Self Interviewing (CASI) module for transport satisfaction questions was added, where one adult from those present during the household interview is asked to complete the satisfaction questions. The methodology for incorporating the CASI module into the NTS sample was based on the methodological development work that NatCen carried out in 2016.⁴⁴

Respondents to the transport satisfaction questions (the “satisfaction sample”) need to be weighted to be representative of the NTS interview sample (and by extension representative of the adult population in England).

The satisfaction sample comprises of one adult per household randomly selected from those present during the interview. The satisfaction sample was recruited using an equal probability, except in households where both people aged 16-29 and 30+ were present. In such households, those aged 16-29 were selected with an 80% probability (the sampling methodology is described in Section 2.6). Sampling in this way introduces bias, as some individuals (those who are absent) have a zero probability of selection. To overcome the zero probability of selection, absent individuals can be treated as non-respondents with the application of appropriate non-response weights.

The CASI weights were developed to be used for analyses of the satisfaction sample (i.e. all individuals in the interview sample who have completed the self-completion questionnaire regardless of the amount of travel diary information collected). Of the 6,848 households in the interview sample, 6,793 were eligible for the CASI questionnaire. One adult per eligible household was selected and the satisfaction sample comprised of the 6,616 individuals who responded to the CASI questionnaire.

The approach to generating the CASI weights was to:

- Generate weights (*casi_w1*) for the exclusion of individuals who were not present during the interview (section 5.5.1).
- Produce weights (*casi_w2*) for the selection of one present individual per household (section 5.5.2).
- Compute the composite weights for selection and CASI participation, $casi_wt3=casi_wt1 \times casi_wt2$.
- Select the responding individuals.
- Generate calibration weights (*casi_wt*) which adjust the individuals in the CASI sample to known household population estimates for age/sex and region, using the composite weights (*casi_w3*) as initial estimates (Section 5.5.3).
- The calibration weights (*casi_wt*) were then the final weights for analysis of satisfaction sample.

5.5.1 Weighting for the exclusion of not present individuals

The aim of weighting is to reduce bias caused by systematic differences between those adults who were present during the interview and those that were not. Of the 13,132 adults in the NTS 2017 interview sample, 9,225 (70.2%) were present during the interview.

To correct for differences between the profiles of the two groups, a stepwise logistic regression model was fitted with whether or not an interview sample (adult) respondent was present during the interview as the outcome measure and terms associated with being

⁴⁴ See Appendix Q

present as covariates. These included: age-by-gender, region, household size, an urban/rural measure (ru11ind), tenure, income group, marital status, economic status, whether the person has a disability or health problem that limits activities, frequency of traveling by car, and ethnicity.

The variables that were found to be significantly associated with being present were included in the final logistic regression model. From this final model, the predicted propensity of being present was estimated for each individual. The weights (casi_w1) to adjust for non-presence bias were calculated as the reciprocal of these propensities for those who were present.⁴⁵ Weighting in this way would remove any bias from the “present” sample that is linked to the variables included in the model (so that any remaining bias can be considered ignorable) and make it representative of the total NTS interview sample.

The final model is shown in **Error! Reference source not found.**

5.5.2 Weighting for the selection of one adult per household

The satisfaction sample was recruited using an equal probability, except in households where both people aged 16-29 and 30+ were present. In such households, those aged 16-29 were selected with an 80% probability.

To correct for the unequal probabilities of selection, selection weights (casi_w2) were defined as the inverse of each person’s selection probability.⁴⁶

5.5.3 Calibration weighting

The final stage of the weighting procedure was to adjust the weights using calibration weighting in Stata. Specifically, the composite weight from the previous stages (casi_w3) was adjusted so that the distribution for groups defined by age/sex and region matched 2016 mid-year population estimates of household residents (see **Error! Reference source not found.**). The population estimates used were based on Census data in England, with an adjustment to estimate household residents only.

⁴⁵ The model was restricted to households with two or more adults; those present in single-adult households were assigned a probability (and a weight) of 1; the weights were trimmed at the top 0.5% to reduce excess variance inflation due to a small number of large weights.

⁴⁶ In households with only people 16-29 or 30+, the selection weight was simply the number of present adults per household ; casi_w2 was trimmed at 6 to avoid a small number of very high weights which would inflate the standard errors, reduce the precision of the survey estimates and cause the weighted sample to be less efficient.

6 Glossary

Boarding

A boarding is when someone changes from one vehicle to another of the same type, using the same ticket. (If a new ticket is required this would be a new stage of the trip.)

Escort trip

An *escort* trip is a trip made for the purpose of accompanying someone else.

Excluded trips: leisure pursuits

Yachting and other water/air trips are excluded, where they are made for the pleasure of going out in a boat or plane rather than to get somewhere.

Excluded trips: off the public highway

Travel off the public highway (e.g. in private gardens, across open country, on private land) is excluded. Hence if someone were to drive their car on dirt tracks, cycle off-road or walk across fields, data about the off-road parts of their journey are not collected.

Excluded trips: some travel in the course of work

The NTS focuses on personal travel. Therefore some journeys made in the course of work are excluded as they are commercial travel:

- trips made specifically to deliver/collect goods in the course of work are excluded
- trips made by professional drivers or crew in the course of their work (e.g. buses, ambulances, cranes, refuse vehicles etc) are excluded
- walking and cycling trips made in the course of work by employees who are paid to walk or cycle (e.g. postmen, policemen) are excluded
- trips made by taxi drivers are excluded if they are paid or charge a fare for making a trip
- trips made by professional driving instructors whilst teaching or driving their vehicles in the course of their work are excluded

Long-distance journeys

A long-distance journey is a trip of 50 miles or more in one direction and with a single main purpose.

Non-escort trip

A *non-escort* trip is a trip made by someone on their own behalf, rather than *escort* purposes (trips people make in order to accompany someone else).

Public highway

The public highway is defined as roads and footpaths that are “metalled” (i.e. tarmac or paved) and have unrestricted access.

Purpose

Trips are coded according to the main reason why they were made. Each trip is assigned two codes reflecting the “purpose to” (i.e. the reason the respondent went to somewhere) and the “purpose from” (i.e. the reason the respondent was at the place where they are travelling from). The overall purpose of a trip is normally taken to be the activity at the destination, unless that destination is ‘home’ in which case the purpose is defined by the origin of the trip. The classification of trips to ‘work’ is also dependent on the origin of the trip.

Trips codes used are as follows:

Code	Non-escort Purposes	
01	Home	<i>To go home</i>
02	Work	<i>To go to main place of work</i>
03	In course of work	<i>Travel in the course of work</i>
04	Education	<i>To go to school/college etc</i>
05	Food/grocery shopping	<i>To go food or grocery shopping</i>
06	All other types of shopping	<i>To do non-food shopping</i>
07	Personal business: medical	<i>For personal medical reasons</i>
08	Other personal business	<i>For personal non-medical reasons</i>
09	Eat or drink: alone or at work	<i>To eat or drink alone or related to work</i>
10	Eat or drink: all other occasions	<i>To eat or drink – all other occasions</i>
11	Visit friends/relatives at home	<i>To visit friends or relatives at their home</i>
12	Other social	<i>To go out for other social reasons</i>
13	Entertainment/public social activities	<i>For entertainment or public/community activity</i>
14	Sport (participate)	<i>To take part in sport</i>
15	Holiday base	<i>To go to a holiday base</i>
16	Day trip/just walk	<i>To go out for a day trip or just for a walk</i>
17	Other non-escort	<i>To go out for some other non-escort reason</i>
Code	Escort Purposes	
18	Escort home (not own)	<i>To take someone to their home</i>
19	Escort work	<i>To take someone to their main place of work</i>
20	Escort in course of work	<i>To accompany someone travelling in the course of their work</i>
21	Education	<i>To take someone to school/college etc</i>
22	Escort shopping/personal business	<i>To take someone shopping or to carry out personal business (medical or otherwise)</i>
23	Other escort	<i>To escort someone for some other reason</i>

Round trips

Round trips are split into two separate journeys, one outward and one return. The destination of the outward journey is recorded as the midpoint of the round trip.

Series of calls

In order to reduce the burden on respondents, travel involving a number of stops for the same main purpose and using the same form of transport can be treated as one continuous series of calls from the first such call to the last one unless there is a significant break at any stop. Only shopping and travel in the course of work are treated in this way.

Short walk

A short walk is a walk of less than one mile. Very short walks (of less than 50 yards) are always excluded. On the first day of the travel diary, details of all walks which are 50 yards or more are recorded. On the following six days of the travel diary only walks of one mile or more are recorded.

Stage (of trip)

A trip can also consist of a number of stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Trip

A trip (or journey) is a one-way course of travel from one place to another with a single main purpose.

Appendix A. Questionnaire documentation 2017

Introduction to questionnaire documentation

Questionnaire changes for the 2017 survey year are shown in Table A.1 below. The full text of the questionnaire is presented after this table. Interviewer instructions are given in capitals and question names are in bold. For changes that occurred to the questionnaire and the travel diaries in the 2002 to 2017 survey years, the user should refer to the tables at the end of the questionnaire and the Technical Reports for those years for full details of the changes.

Introduction to questionnaire documentation: Block routing

The NTS questionnaire comprises several distinct sections; the household questionnaire, individual questionnaire, the vehicle questionnaire, pick-up questionnaire and the Admin block. In the Blaise programme used to create the CAPI, the whole programme is created out of blocks that tend to hold related questions on a particular topic or theme. In the questionnaire documentation below, the block name is given in a text box at the beginning of each block of questions.

Where a block of questions is asked of a subset of the full sample, the relevant routing, known as the block routing, is also shown in the text box. If any questions within the block apply to a narrower subset, additional routing instructions are given before the individual question. If no routing is noted in the text box, assume there is no overall routing which applies to the whole block.

Please note that no block routing is provided for the Admin block or the Diary Entry System. Also note that the block routing is not exhaustive as there are other blocks contained within the NTS programme that do not contain any questions (and so they are not listed).

Within each text box below, the specific question block and its module name within Blaise (the CAPI software) are displayed, separated by a forward slash. Below this sub-block names are displayed and finally the rules governing each block. For example:

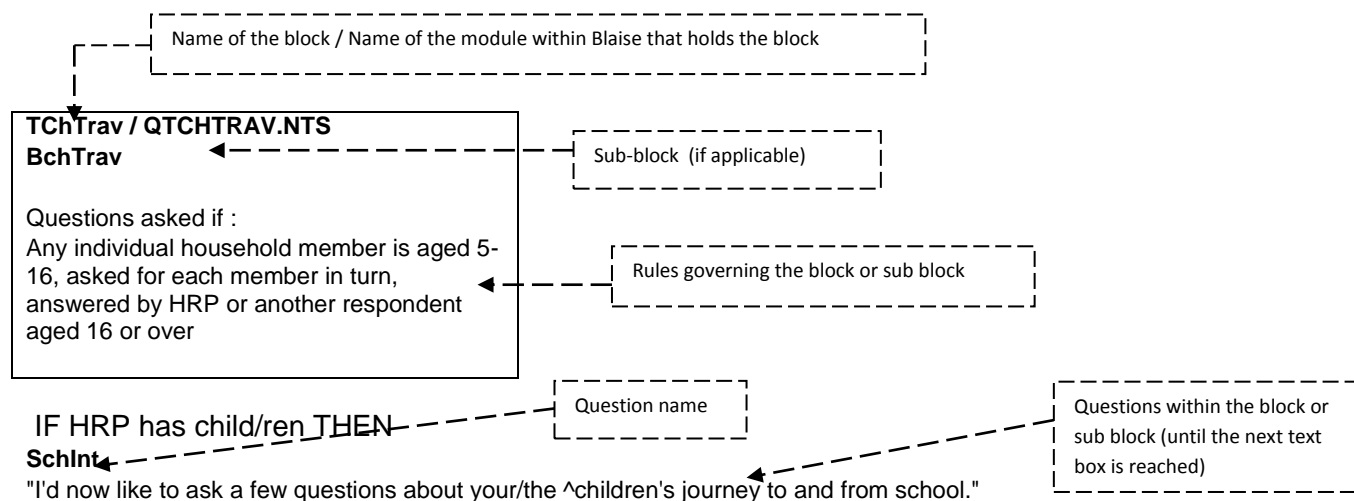


Table A.1 All questionnaire changes made in 2017

Question	Summary	Details of change	Changed	Notes
Household questionnaire				
BHComp / QTHCOMP.INC				
*New question for interviewer: HHIndQn	whether face to face interview / proxy interview or person not available	<p><i>Add the following to enable CASI selection:</i></p> <p>HHIndQn CODE WHETHER FACE TO FACE, PROXY INTERVIEW, OR PERSON NOT AVAILABLE.</p> <p>INTERVIEWER: IN GENERAL, FOR CHILDREN UNDER ELEVEN, INTERVIEW AN ADULT AND CODE AS 'PROXY'.</p> <ol style="list-style-type: none"> 1. Face to face 2. Proxy 3. Not available 	2017	
Household questionnaire				
BTenure / QTENURE.INC				
*New question: Landlord	Type of Landlord	<p><i>New question – to be asked after Ten1.</i></p> <p><i>If HRP rents accommodation (Ten1=4)</i></p> <p>Landlord Who is your landlord?</p> <p>INTERVIEWER CODE (ONLY READ OUT IF NECESSARY)</p> <ol style="list-style-type: none"> 1. The local authority/council/new town development 2. A housing association, charitable trust or local housing company 3. Employer (organisation) of a household member 4. Another organisation 5. Relative/friend (before you lived here) of household member 6. Employer (individual) of a household member 7. Another individual, private landlord or letting agency 	2017	
Household questionnaire				
BHDSshop / QHDSshop.INC				
*New questions: TrShFo, TrShBi	Reasons main shopper walks or cycles for food shopping	<p><i>New questions – to be asked after TravSh</i></p> <p><i>If main food shopper usually travels on foot (TravSh=8)</i></p> <p>TrShFo SHOW CARD 7 What are the reasons the main food shopper walks when doing the food shopping? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <p>INTERVIEWER: If needed, ask respondent to answer to their best knowledge.</p> <ol style="list-style-type: none"> 1. It is quick 2. It is cheap / the cheapest way / free 3. It is the most convenient way 4. Enjoys walking 	2017	

Question	Summary	Details of change	Changed	Notes
		<p>5. To keep fit / exercise 6. There is a choice of routes / can take routes which couldn't otherwise be taken 7. It's better for the environment / reduces CO2 emissions 8. Flexibility / freedom / no waiting around 9. Don't own / have access to a car 10. No parking available 11. Can't cycle to destination 12. Public transport services don't meet needs 13. No particular reason 14. Don't know (Spontaneous only) 97. Other (Please specify)</p> <p><i>If other reason why usually travels by foot (If TrShFo=97)</i> TRShFoO PLEASE SPECIFY OTHER REASON. :STRING[60]</p> <p><i>If main food shopper usually travels by bicycle (TravSh=7)</i> TrShBi SHOW CARD 8 What are the reasons the main food shopper cycles when doing the food shopping? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <p>INTERVIEWER: If needed, ask respondent to answer to their best knowledge.</p> <p>1. It is quick 2. It is cheap / the cheapest way / free 3. It is the most convenient way 4. It is easy to park / lock up 5. Enjoys cycling 6. To keep fit / exercise 7. There is a choice of routes / can take routes which couldn't otherwise be taken 8. It's better for the environment / reduces CO2 emissions 9. Flexibility / freedom / no waiting around 10. Don't own / have access to a car 11. No parking available 12. Can't walk to destination 13. Public transport services don't meet needs 14. No particular reason 15. Don't know (Spontaneous only) 97. Other (Please specify)</p> <p><i>If other reason why usually travels by bicycle (If TrShBi=97)</i> TRShBiO PLEASE SPECIFY OTHER REASON. :STRING[60]</p>		
Household questionnaire				
BAttitud / QATTITUD.INC				
SatServ, Relibus,	Remove the satisfaction	*Remove Attitudes to local services (BAttitud / QATTITUD.INC module	2017	Questions on satisfaction to

Question	Summary	Details of change	Changed	Notes
Frqbus, ClosRail, Trainsat, Relmetro, Frqmetro, Ncyclelane, Pavement	questions from the household interview	<p>ATTITUDE TO LOCAL SERVICES</p> <p><input type="text" value="BAttitud / QATTITUD.INC"/></p> <p>ASK ALL NSatServ SHOW CARD 7 Now I would like to ask some questions about your local bus services. By local I mean services which operate near your home. How satisfied are you with your local bus services?</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't use buses <p>ASK ALL NReliBus SHOW CARD 8 And, how would you rate the reliability of local buses?</p> <ol style="list-style-type: none"> 1. Very reliable 2. Fairly reliable 3. Neither reliable nor unreliable 4. Fairly unreliable 5. Very unreliable 6. (No local service) 7. (Do not use) 8. (No opinion/Don't know) <p><i>IF there is a local service (ReliaBus = 1,2, 3, 4, 5, OR 7)</i></p> <p>NFrqBus SHOW CARD 9 How would you rate the frequency of local buses?</p> <ol style="list-style-type: none"> 1. Very frequent 2. Fairly frequent 3. Neither frequent nor infrequent 4. Fairly infrequent 5. Very infrequent 6. (No local service) 7. (Do not use) 8. (No opinion/Don't know) <p>ASK ALL ClosRail SHOW CARD 10 Now thinking about local train services, which of these types of railway station or stop is closest to your home?</p> <ol style="list-style-type: none"> 1. National or local rail 2. London Underground 3. Metro 4. Light rail 5. Tram 6. National rail and London Underground/metro/light rail/tram station in same place <p>Helpscreen: Light rail includes for example, Docklands Light Railway and Nottingham Net. It does NOT include</p>		transport services in general have been moved to the Self-completion part described further below

Question	Summary	Details of change	Changed	Notes
		<p>toy/miniature railways such as the Bluebell Line, Romney, Hythe and Dymchurch and the Ffestiniog.</p> <p><i>ASK ALL</i> Trainsat SHOW CARD 11 Now I would like to ask some questions about your train/underground/metro/light rail/tram services. How satisfied are you with train/underground/metro/light rail/tram services? 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Do not use</p> <p><i>ASK ALL</i> RelMetro SHOW CARD 12 How would you rate the reliability of the train/underground/metro/light rail/tram? 1. Very reliable 2. Fairly reliable 3. Neither reliable nor unreliable 4. Fairly unreliable 5. Very unreliable 6. (No local service) 7. (Do not use) 8. (No opinion/Don't know)</p> <p><i>IF there is a local service (RelMetro = 1, 2, 3, 4, 5 OR 7)</i> FrqMetro SHOW CARD 13 How would you rate the frequency of the train/underground/metro/light rail/tram? 1. Very frequent 2. Fairly frequent 3. Neither frequent nor infrequent 4. Fairly infrequent 5. Very infrequent 6. (No local service) 7. (Do not use) 8. (No opinion/Don't know)</p> <p><i>ASK ALL</i> NCycLane SHOW CARD 14 How would you rate the provision of cycle lanes/cycle paths locally? INTERVIEWER: "LOCALLY" REFERS TO WITHIN 5 MILES OF THE RESPONDENT'S HOME. 1. Very good 2. Fairly good 3. Neither good nor poor 4. Fairly poor 5. Very poor 6. (No local cycle lanes) 7. (Do not use) 8. (No opinion/Don't know)</p>		

Question	Summary	Details of change	Changed	Notes
		<p>Helpscreen: This question relates to provision, not enforcement of cycle lanes/paths</p> <p>ASK ALL Pavement SHOW CARD 15 How would you rate the condition of pavements locally where you live?</p> <ol style="list-style-type: none"> 1. Very good 2. Fairly good 3. Neither good nor poor 4. Fairly poor 5. Very poor 6. (Not many pavements in the area) 7. (Do not use) 8. (No opinion/Don't know) <p>Helpscreen: This question relates to all aspects of the condition of the pavements. eg cleanliness, unevenness etc. All pavements are included, not just those that are paved</p>		
Individual questionnaire				
BDisab / QTDIsab.INC				
*New question: Genheal	Respondent's general health	<p><i>New question – To be asked before MobDiff.</i></p> <p>ASK ALL GenHeal First of all I want to ask some questions about your health to understand how it might affect your travel.</p> <p>How is your health in general?</p> <ol style="list-style-type: none"> 1. Very good 2. Good 3. Fair 4. Bad 5. Very bad 	2017	
*New question: CycDiff	Any disability or other long-standing health problem that makes it difficult to cycle	<p><i>New question – To be asked after Mobdiff</i></p> <p><i>If respondent is aged 16 or over (dvage>=16) and face-to-face interview (indqn=1)</i></p> <p>CycDiff And do you have any disability or other long-standing health problem that makes it difficult or impossible for you to ride a bicycle?</p> <p>INTERVIEWER: INCLUDE PROBLEMS DUE TO OLD AGE.</p> <p>IF RESPONDENT SAYS YES, PROBE FOR WHETHER IT WOULD BE DIFFICULT OR IMPOSSIBLE FOR THE RESPONDENT TO RIDE A BICYCLE</p> <ol style="list-style-type: none"> 1. Yes – impossible 2. Yes – difficult 3. No 4. I can't ride a bicycle but not due to poor health (Spontaneous only) 	2017	

Question	Summary	Details of change	Changed	Notes
Individual interview				
BIntUse / QTIntUse.INC				
*New question : IntUse	New module (BIntUse) to ask about internet use	<p><i>New questions – To be asked in a separate module after CarClubF</i></p> <p>ASK ALL IntUse</p> <p>I will now ask you some questions about your personal use of the internet. Personal use is anything that is not for business or work.</p> <p>Please use this show card to give me your answer.</p> <p>SHOW CARD 21</p> <p>READ OUT.</p> <p>ASK ALL HomeUse</p> <p>How often do you usually access the internet for personal use at home?</p> <ol style="list-style-type: none"> 1. Several times a day 2. Once or twice a day 3. Several times a week 4. Several times a month 5. Less often 6. Never <p>ASK ALL WorkUse</p> <p>How often do you usually access the internet for personal use at work or school or university?</p> <ol style="list-style-type: none"> 1. Several times a day 2. Once or twice a day 3. Several times a week 4. Several times a month 5. Less often 6. Never <p>ASK ALL OnGoUse</p> <p>How often do you usually access the internet for personal use on the go (e.g., on the street, on public transport, while shopping)?</p> <ol style="list-style-type: none"> 1. Several times a day 2. Once or twice a day 3. Several times a week 4. Several times a month 5. Less often 6. Never <p>ASK ALL ElseUse</p> <p>...Elsewhere where the internet is available (e.g. public library, internet café, coffee shops)?</p> <ol style="list-style-type: none"> 1. Several times a day 2. Once or twice a day 3. Several times a week 4. Several times a month 5. Less often 6. Never 	2017	

Question	Summary	Details of change	Changed	Notes
		<p>ASK ALL InDev Which devices do you use to access the internet via any device for personal use?</p> <p>CODE ALL THAT APPLY.</p> <ol style="list-style-type: none"> 1. Laptop computer 2. Desktop computer 3. Smart phone 4. Tablet 5. Games console 6. Smart TV 7. None of the above 97. Other (Please specify) <p><i>If other device respondent uses to access the internet (If InDev=97)</i> InDevO PLEASE SPECIFY OTHER DEVICE. :STRING[60]</p>		
Individual Questionnaire				
BAttitud / QATTITUD.INC				
*NEW CASInt - CASiEndX	CASI self-completion module containing questions asking about satisfaction with public transport services and segmentation questions	<p><i>New self-completion module after InDev</i></p> <p>ASK ALL CASInt I now have some questions for you to answer yourself, on the computer. The questions are about your personal opinions on transport services.</p> <p>Instructions about which keys to press will be shown on the computer screen. If you press the wrong key I can tell you how to change the answer. Before we start, I'll show you how to use the computer programme.</p> <p>When you get to the end, please tell me and we will complete the rest of the interview with me asking you questions again.</p> <p>INTERVIEWER: IF ASKED, THIS SECTION SHOULD TAKE AROUND 5 MINUTES PER PERSON TO COMPLETE.</p> <p>INTERVIEWER: IF ASKED, THESE QUESTIONS ARE ASKED BY SELF-COMPLETION BECAUSE THEY ARE ABOUT YOUR PERSONAL OPINIONS AND VIEWS SO WE'D LIKE RESPONDENTS TO COMPLETE THEM IN PRIVATE.</p> <p>INTERVIEWER: Only where necessary, ask respondent if they would like you to read the questions out to them.</p> <p>INTERVIEWER: PLEASE CODE WHETHER SELF-COMPLETION ACCEPTED.</p> <ol style="list-style-type: none"> 1. Self-completion by respondent 2. Self-completion by interviewer 	2017	

Question	Summary	Details of change	Changed	Notes
		<p>3. Self-completion refused</p> <p><i>If CASInt = Self-completion by respondent</i> CASInstr INTERVIEWER:</p> <p>You'll need to look at this card for one of the questions. The computer will tell you when to use the card.</p> <p>INTERVIEWER: GIVE RESPONDENT THE CARD ON MOTORWAYS AND MAJOR A ROADS.</p> <p>INTERVIEWER: Press 1 and Enter, then turn the screen to the respondent and let them enter their answers while you observe and help if necessary.</p> <ol style="list-style-type: none"> 1. Press 1 and <Enter> to continue. <p><i>If CASInt = Self-completion by respondent</i> CASIPra1 Practice question</p> <p>The first two questions are practice questions.</p> <p>Have you used a computer before?</p> <p>Please choose one answer. Press the number next to the answer you want to give then press 'enter' to move on.</p> <ol style="list-style-type: none"> 1. Yes 2. No <p><i>If CASInt = Self-completion by respondent</i> CASIPra2 Practice question</p> <p>This is the second practice question.</p> <p>Which of these do you think should be fitted as standard in new cars?</p> <p>This time you can choose more than one answer if you want.</p> <p>After each answer you need to press the space bar (the large bar at the bottom of the keyboard). When you have given all of your answers, press 'enter' to move on.</p> <ol style="list-style-type: none"> 1. Driver airbag 2. Passenger airbags 3. Satellite navigation system 4. Cruise control 5. Air conditioning 6. Electric windows 7. None of these <p><i>If CASInt = Self-completion by respondent</i> CASExpl {NAME}</p>		

Question	Summary	Details of change	Changed	Notes
		<p>That is the end of the practice questions. Now please answer the next set of questions by yourself.</p> <p>If at any point you would like to change your answers you can go back to previous questions using the arrow keys.</p> <p>Please ask the interviewer if you want any help. Now press 1 and 'enter' to continue.</p> <p>1. Press 1 and < then enter> to continue.</p> <p><i>ASK ALL</i> SatisInt First of all, we would like to ask you about your satisfaction with different types of transport, both near your home and across England.</p> <p>1. Press 1 and < then enter> to continue.</p> <p><i>ASK ALL</i> NTrnSat Overall, how satisfied or dissatisfied are you with train services?</p> <p>By train services we mean national or local rail, but not including the underground, trams or light rail.</p> <p>We are interested in your views, even if you do not use trains.</p> <p>1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer</p> <p><i>ASK ALL</i> RelTrain And how satisfied or dissatisfied are you with the reliability of trains?</p> <p>1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer</p> <p><i>ASK ALL</i> FrqTrain How satisfied or dissatisfied are you with the frequency of trains?</p> <p>1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer</p> <p><i>ASK ALL</i> SatServ</p>		

Question	Summary	Details of change	Changed	Notes
		<p>Overall, how satisfied or dissatisfied are you with local bus services? By local I mean services which operate near your home.</p> <p>We are interested in your views, even if you do not use buses.</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. No local bus services in my area 7. Don't know 8. Prefer not to answer <p><i>If there is a local service (SatServ <> 6)</i></p> <p>ReliaBus And how satisfied or dissatisfied are you with the reliability of local buses?</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. No local bus services in my area 7. Don't know 8. Prefer not to answer <p><i>If there is a local service (SatServ <> 6)</i></p> <p>FrqBus How satisfied or dissatisfied are you with the frequency of local buses?</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. No local bus services in my area 7. Don't know 8. Prefer not to answer <p>ASK ALL SRNRdSat Please look at the card on 'Motorways and major A roads in England'. These are maps showing motorways and major A roads in England and London.</p> <p>How satisfied or dissatisfied are you with motorways and these major A roads? This includes motorways - blue roads on the map and major A roads - shown in red on the map.</p> <p>We are interested in your views, even if you do not use motorways and major A roads.</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer 		

Question	Summary	Details of change	Changed	Notes
		<p><i>ASK ALL</i> LocRdSat Overall, how satisfied or dissatisfied are you with your local roads? By local roads we mean all the roads in your local area that aren't motorways or major A roads.</p> <p>We are interested in your views, even if you do not use these roads.</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer <p><i>ASK ALL</i> NCyclane Overall, how satisfied or dissatisfied are you with provision for cycling in your local area?</p> <p>We are interested in your views, even if you do not cycle.</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer <p><i>ASK ALL</i> WalkProv Overall, how satisfied or dissatisfied are you with provision for walking in your local area?</p> <p>We are interested in your views, even if you do not walk in your local area.</p> <ol style="list-style-type: none"> 1. Very satisfied 2. Fairly satisfied 3. Neither satisfied nor dissatisfied 4. Fairly dissatisfied 5. Very dissatisfied 6. Don't know 7. Prefer not to answer <p><i>ASK ALL</i> CASISegIn The next few questions are about your opinions on transport in relation to everyday life.</p> <ol style="list-style-type: none"> 1. Press 1 and < then enter> to continue. <p><i>If the household owns or has continuous use of at least one vehicle (UseVcl=Yes)</i> CarStyle Looking at this list, which of these things are important to you when buying a car or van?</p> <p>You can type in more than one number by pressing the space bar between each number.</p>		

Question	Summary	Details of change	Changed	Notes
		<p>When you have given all of your answers, press 'enter' to move on.</p> <ol style="list-style-type: none"> 1. Comfort 2. Costs – purchase / running / resale value / tax / insurance 3. Size of engine 4. Environmentally friendly / low carbon emissions 5. Brand or model – e.g. Volkswagen Golf 6. Interior space / boot size 7. Reliability 8. Safety 9. Speed / performance 10. Style / design 11. Colour 12. Features – things like sat nav; music system; power steering; electric windows etc 13. Mileage 14. Proximity of dealership to me 15. I don't have any say in which car or van to buy 16. Other 17. Don't know 18. Prefer not to answer <p>ASK ALL PracNec Here are some statements people have made. Please tell me to what extent you agree or disagree with them.</p> <p>For each, please try to give your initial feeling rather than thinking about it too much.</p> <p>'Car use is a practical necessity for me'</p> <ol style="list-style-type: none"> 1. Definitely agree 2. Tend to agree 3. Neither agree nor disagree 4. Tend to disagree 5. Definitely disagree <p>ASK ALL LivCit Here are some statements people have made. Please tell me to what extent you agree or disagree with them.</p> <p>For each, please try to give your initial feeling rather than thinking about it too much.</p> <p>'I wish to live in an urban area'</p> <ol style="list-style-type: none"> 1. Definitely agree 2. Tend to agree 3. Neither agree nor disagree 4. Tend to disagree 5. Definitely disagree <p>ASK ALL CASIEndX Thank you very much for answering these questions.</p> <p>TYPE IN '1' AND PRESS 'ENTER TO LOCK-UP YOUR ANSWERS.</p>		

Question	Summary	Details of change	Changed	Notes
		<p>ASK ALL CASIEndY</p> <p>PLEASE HAND THE COMPUTER BACK TO THE INTERVIEWER. INTERVIEWER: PLEASE PRESS 1 AND <ENTER> TO CONTINUE</p>		
Individual questionnaire				
BILO / QTILO.INC				
NEW – EdAttn4	Educational or school qualifications	<p><i>New question – to be asked after EdAttn2</i></p> <p><i>IF has a qualification (EdAttn1 = 1 OR EdAttn2 = 1)</i></p> <p>EdAttn4 SHOW CARD 22</p> <p>Please look at this card and tell me whether you have any of the educational or school qualifications listed. Start at the top of list and tell me the first one you come to that you have.</p> <ol style="list-style-type: none"> Higher degree or postgraduate qualifications (e.g. M.A., MSc., M.Ed, Ph.D. etc) First degree level qualification Degree, or degree level equivalent (e.g. BA; BSc,) including foundation degrees; such as PGCE Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE) A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent GCSE grade A - C; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent GCSE grade D – G; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent None of these <p>Helpscreen: Do not attempt to give any guidance, or express any opinion of your own about any of the terms used. If respondents say they are unsure what counts as a 'certificate' or 'degree-level' (or any other term), reassure them that we would like them to make their own best judgement of how to answer.</p>	2017	
*NEW - HLongInd	How long has lived in the address	<p><i>New question – to be asked after EdAttn3</i></p> <p><i>IF respondent is not the HRP and interview is completed by face-to-face (IndQN) and is aged 16 and over (DVAGE>=16)</i></p> <p>HLongInd How long have you personally lived at this address?</p> <p>INTERVIEWER CODE</p> <ol style="list-style-type: none"> Less than 12 months 12 months but less than 2 years 2 years but less than 3 years 3 years but less than 5 years 5 years but less than 10 years 10 years but less than 20 years 20 years or longer <p>Helpscreen:</p>		

Question	Summary	Details of change	Changed	Notes
		<p>Enter the number of completed years at the address. Note that the question relates to address rather than place. It may be possible that an individual is living at a different address from 12 months ago but is living in the same town and county.</p> <p>We are interested in knowing whether people have moved house recently because that could affect their travel behaviour, especially if they have moved out of the immediate neighbourhood</p> <p>In case respondent has moved away from the current address either for school, work or relationship and then returned to the same address, code in the continuous period of time since their return.</p>		
Individual questionnaire				
BWkMeth / QTWkMeth.INC				
*NEW – WkTrFo	Reasons respondent walks to work	<p><i>New question – to be added after WkTrav</i></p> <p><i>If usually travel to work on foot (WkTrav=8)</i> WkTrFo SHOW CARD 26 What are the reasons why you walk to work? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <ol style="list-style-type: none"> 1. It is quick 2. It is the cheap / cheapest way / free 3. It is the most convenient way 4. I enjoy walking 5. To keep fit / exercise 6. There is a choice of routes / can take routes which I couldn't otherwise 7. It's better for the environment / reduces CO2 emissions 8. Flexibility / freedom / no waiting around 9. I don't own / have access to a car 10. No parking where I need to go 11. I can't cycle where I need to go 12. Public transport services don't meet my needs 13. No particular reason 97. Other (Please specify) <p><i>If other reason why usually travels on foot (If WkTravFo=97)</i> WkTrFoO PLEASE SPECIFY OTHER REASON. :STRING[60]</p>	2017	
*NEW – WkTrBi	Reasons respondent cycles to work	<p><i>New question – to be added after WkTrFo</i></p> <p><i>If usually travels to work by bicycle (WkTrav=7)</i> WkTrBi SHOW CARD 27 What are the reasons why you cycle to work? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <ol style="list-style-type: none"> 1. It is quick 2. It is the cheap / cheapest way / free 3. It is the most convenient way 	2017	

Question	Summary	Details of change	Changed	Notes
		<p>4. It is easy to park / lock up 5. I enjoy cycling 6. I use my bicycle for work 7. To keep fit / exercise 8. There is a choice of routes / can take routes which I couldn't otherwise 9. It's better for the environment / reduces CO2 emissions 10. Flexibility / freedom / no waiting around 11. I don't own / have access to a car 12. No parking where I need to go 13. I can't walk where I need to go 14. Public transport services don't meet my needs 15. No particular reason 97. Other (Please specify)</p> <p><i>If other reason why usually travels by bicycle (If WkTravBi=97)</i> WkTrBiO PLEASE SPECIFY OTHER REASON. :STRING[60]</p>		
Individual questionnaire				
BDrLic / QDrLic.INC				
SComp, SCIntro, SCLeave, SCCheck, SCompOC, SCAcc, SCReas, SCReasO	Remove self-completion booklet questions	<p><i>*Remove SComp, SCIntro, SCLeave, SCCheck:</i></p> <p><i>If selected adult for self-completion is being interviewed face to face or by proxy (IndQnSC=1 or 2).</i> SComp [NAME OF SELECTED RESPONDENT] I would [textfill: if IndQnSC=1 "now like you" / if IndQnSC=2 "like [NAME]] to answer some more questions by completing this booklet on [textfill: if IndQnSC=1 "your" / if IndQnSC=2 "their"] own. INTERVIEWER: Explain how to complete booklet and show example in booklet.</p> <p>1. Press 1 and enter</p> <p><i>If selected adult for self-completion is being interviewed face to face or by proxy (IndQnSC=1 or 2).</i> SCIntro PREPARE SELF-COMPLETION BOOKLET FOR [NAME].</p> <p>SERIAL NUMBER: NAME:</p> <p>CHECK YOU HAVE WRITTEN THE CORRECT PERSON NUMBER.</p> <p>1. Press 1 and enter</p> <p><i>If selected adult for self-completion is being interviewed by proxy (IndQnSC=2).</i> SCLeave ASK PROXY RESPONDENT TO GIVE BOOKLET TO [NAME] TO COMPLETE.</p> <p>1. Press 1 and enter</p>	2017	

Question	Summary	Details of change	Changed	Notes
		<p><i>If selected adult for self-completion is being interviewed face to face (IndQnSC=1).</i> SCCheck INTERVIEWER: PLACE BOOKLET WITH [NAME] AND WAIT FOR THEM TO COMPLETE IT THERE AND THEN. IF REQUIRED, YOU CAN ASK THEM TO COMPLETE THE BOOKLET AT ANOTHER POINT DURING THE INTERVIEW.</p> <p>IF COMPLETING NOW, PLEASE WAIT UNTIL BOOKLET COMPLETED BEFORE PRESSING 1 AND ENTER FOR TIMINGS INFORMATION.</p> <p>WHEN RESPONDENT HAS FINISHED, CHECK WHETHER BOOKLET HAS BEEN COMPLETED. IF NOT, ASK IF QUESTIONS MISSED IN ERROR. IF IN ERROR, ASK RESPONDENT TO COMPLETE.</p> <ol style="list-style-type: none"> 1. Press 1 and enter <p><i>If selected adult for self-completion is being interviewed face to face (IndQnSC=1)</i> SCompOC INTERVIEWER CODE WHETHER SELF COMPLETION BOOKLET COMPLETED BY [NAME].</p> <ol style="list-style-type: none"> 1. Fully completed 2. Partially completed 3. Not completed <p><i>If self-completion booklet is fully or partially-completed (If SCompOC = 1 or 2)</i> SCAcc INTERVIEWER: WAS BOOKLET COMPLETED WITHOUT ASSISTANCE?</p> <ol style="list-style-type: none"> 1. Completed independently 2. Assistance from other household member 3. Assistance from interviewer 4. Interviewer administered <p><i>If self-completion booklet is partially-completed or not completed (If SCompOC = 2 or 3).</i> SCReas INTERVIEWER: RECORD WHY BOOKLET NOT COMPLETED / PARTIALLY COMPLETED. CODE ALL THAT APPLY:</p> <ol style="list-style-type: none"> 1. Eyesight problems 2. Language problems 3. Reading/writing/comprehension problems 4. Respondent bored/fed up/tired 5. Questions too sensitive/invasion of privacy 6. Too long/too busy/taken long enough already 7. Refused to complete booklet (no other reason given) 8. Illness/disability (physical or mental) 9. Not in/not available 10. Proxy refusal 11. No self completion booklet available 95. Other (SPECIFY) <p><i>If other reason why self-completion isn't complete (If SCReas=95)</i> SCReaso</p>		

Question	Summary	Details of change	Changed	Notes
		PLEASE SPECIFY OTHER REASON. :STRING[60]		
Admin block				
Bconname/ QPenult.INC				
Penult	Remove references to Day 7 and the short walks experiment	<p><i>*Remove references to Day 7 and the short walks experiment so that it reads as follows:</i></p> <p><i>IF Placement Interview completed (StatusQ = 1)</i> Penult INTERVIEWER: NOW INTRODUCE AND EXPLAIN THE DIARY REMEMBER THAT SHORT WALKS SHOULD BE RECORDED ON DAY 1 ONLY <i>If expsamp=yes and DVAge >=16</i> PREPARE ADULT DIARIES FOR: [Names] <i>If expsamp=yes and DVAge <16</i> PREPARE YOUNG PERSONS DIARIES FOR: [Names] Diary dates are as follows: 1 [DAY, DATE] 2 [DAY, DATE] 3 [DAY, DATE] 4 [DAY, DATE] 5 [DAY, DATE] 6 [DAY, DATE] 7 [DAY, DATE] CIRCLE THE DAYS OF THE WEEK AND WRITE YOUR OWN NAME AND THE DATE YOU WILL BE CALLING BACK AT THE BOTTOM OF THE DIARIES Press 1 and <Enter> to continue.</p>	2017	
PenultCh	Remove question linked to the short walk experiment	<p><i>IF Placement Interview completed (StatusQ = 1)</i> PenultCh INTERVIEWER: WHICH COLOUR DIARIES DID YOU HAND OUT FOR THIS HOUSEHOLD? 1, Blue Day 1 2. Orange Day 7</p>	2017	
* New questions – MobNumOK, MobNum, DialRem	Text reminder consent question added	<p><i>*New questions – to be added after Penult</i></p> <p>ASK ALL MobNumOK Can I please have a mobile phone number so that we can send you a text reminder to remind you to start recording your travel? 1. Yes 2. No</p> <p><i>If gives a mobile number (MobNumOK=1)</i> MobNum INTERVIEWER: ENTER MOBILE NUMBER FOR TEXT REMINDERS": string[20]</p> <p>DialRem INTERVIEWER: REMEMBER TO DIAL IN WHEN YOU GET HOME TO ENSURE THAT TEXT REMINDERS CAN BE SENT BY THE OFFICE IN TIME.</p> <p>Dialdone INTERVIEWER: PRESS 1 AND ENTER TO</p>	2017	

Question	Summary	Details of change	Changed	Notes
		CONTINUE.		
*New – Casiprob and CasiProbWh	New questions for interviewer on respondent's experience of the self-completion section	<p><i>New questions – to be added after BlnkWhy</i></p> <p><i>If CASI module completed</i> CasiProb Did the respondent experience any problems completing the self-completion questions on their own using the laptop? 1. Yes 2. No</p> <p><i>If experienced problems (Casiprob = 1)</i> CasiPrWh What problems did they experience? 1. Reading/comprehension problems 2. Difficulties using the laptop 3. Illness/disability (physical or mental) 4. Eyesight problems 5. Other (Please specify)</p> <p><i>If other problems experienced with CASI (CasProbWh = 5)</i> CasProbWhO PLEASE SPECIFY OTHER PROBLEM :STRING [60]</p>	2017	
SCColl, SCCompPr, SCProb, SCProbW	Remove questions to do with self-completion booklet collection	<p>*Remove SCColl, SComPr, SCprob, SCProbw</p> <p><i>If selected adult for self-completion is being interviewed by proxy (IndQnSC=2).</i> SCColl Did you collect a self-completion booklet for [Name]? 1. Yes 2. No</p> <p><i>If self-completion was left at placement and was collected at diary pick-up visit (SCColl=1).</i> SCCompPr INTEVIEWER CODE WHETHER SELF COMPLETION BOOKLET COMPLETED 1. Fully completed 2. Partially completed 3. Not completed</p> <p><i>If selected adult for self-completion is being interviewed face to face or by proxy (IndQnSC=1 or 2)</i> SCProb The self-completion is a new element to the National Travel Survey 2016.</p> <p>Were there any issues with the placement or collection of the self-completion for this household? 1. Yes 2. No</p> <p><i>If interviewer perceived problems experienced with self-completion (SCProb=1)</i> SCProbW Please describe the issue(s). :STRING[150]</p>	2017	



Block summary

Household questionnaire

Demographics Page 71

Bnames, THComp, BHRP, THRelS,
BsPout

Accommodation Page 74

BAccom, BTenure, BResLen

Home delivery and food shopping Page 76

BHDSHop

Children's travel to school Page 77

TchTrav

Vehicle grid (Make, model) Page 79

BVehNum TVehTab

Individual questionnaire

Disabilities that affect travel Page 82

TDisab

Methods of transport used Page 84

TMethod

Cycling Page 85

TCycle

Driving licence Page 86

TDrLic, Tpickup

Internet Use Page 90

TIntUse

Attitude to transport services (self-completion, CASI) Page 90

BAttitud

Education, paid work and journey planning Page 94

TILO, Teduc

Transport-related barriers to work Page 96

TTrEmp

Last paid job Page 96

TLastJb

Main job details Page 97

TMainJb

Income Page 98

TIncme

Location of work Page 99

TWorkPI

Travel to work Page 100

TWkMeth

Working at home Page 102

TWkHome

Ease/difficulty of travelling to work Page 103

TWkDiff

Transport difficulties Page 105

TDemTr

Road accidents involving adults Page 107

Accid

Road accidents involving children Page 108

ChAcc, BSubAcc

Special tickets/passes Page 109

BnoTick, TTicket, Tpickup

Long-distance journeys Page 111

TWhoLDJ, BLDJINT, TLDJQs, Tpickup

Follow up Page 113

BFollowUp

Individual Pick-up interview Page 115

TPickup

Vehicle questionnaire

Registration number Page 117

BVehInt, RegIntr

Vehicle details Page 119

EngFts

Parking Page 119

Bpark

Mileage Page 119

BMILEAG

Vehicle pick-up interview Page 122

TVPickU

Admin block Page 124

Household questionnaire

BID/QID.INC

Area

AREA NUMBER.
JUST PRESS <Enter>.

Address

ADDRESS NUMBER.
JUST PRESS <Enter>.

Hhold

HOUSEHOLD NUMBER.
JUST PRESS <Enter>.

BSignIn/ QSIGNIN.INC

RECORD ALWAYS

AdrField

PLEASE ENTER THE FIRST TEN CHARACTERS OF THE FIRST LINE OF THE ADDRESS TAKEN FROM A.R.F. ADDRESS LABEL FOR THE FIRST HOUSEHOLD AT THIS ADDRESS. MAKE SURE TO TYPE IT EXACTLY AS IT IS PRINTED.
No DK, No refusal

RECORD ALWAYS

StatusQ

What is the status of this interview?
INTERVIEWER: IF YOU ARE NOW STARTING THE PICK-UP INTERVIEW,
CHANGE THE CODE TO '2' THEN PRESS <ENTER> AND <END> TO GO TO THE FIRST PICK UP QUESTION.
YOU CANNOT GO BACK TO CODE '1' ONCE YOU HAVE CODED '2'
1. Placement interview
2. Pick-up interview
No DK, No refusal

RECORD ALWAYS

StartDat

DATE PLACEMENT INTERVIEW WITH THIS HOUSEHOLD WAS STARTED
PRESS ENTER TO CONFIRM DATE
: DATATYPE

RECORD ALWAYS

FirstQ

INTERVIEWER: IS THIS THE FIRST TIME YOU HAVE OPENED THIS QUESTIONNAIRE?
(TO UPDATE ADMIN DETAILS PRESS <CTRL + ENTER>)
1. the first time you've opened this questionnaire
2. or the second or later time?
5. EMERGENCY CODE IF COMPUTER'S DATE IS WRONG AT LATER CHECK

RECORD ALWAYS

TravDate

INTERVIEWER: ENTER START DATE OF TRAVEL WEEK FOR THIS HOUSEHOLD.
: DATATYPE
NO DK, No Refusal

RECORD ALWAYS

Summary

INTERVIEWER: Summary of PLACEMENT interviewing (Placement Interviewing not done yet in red):
Session 1: Name unfinished / reached end
Session 2: Name unfinished / reached end
Session 3: Name unfinished / reached end
Session 4: Name unfinished / reached end
Make a note of the session for anyone coded as unavailable. Use <CTRL+ENTER> at any point and select the appropriate session to complete individual interviews for people if they become available.
Vehicles: Name unfinished / reached end.
When you press the END key you will be stopped at any place where you coded 'later'
1. Press 1 and <Enter> to continue.

RECORD ALWAYS

Whohere

I am just going to ask you some questions about the members of your household to help us understand your travel patterns. What are the first names or initials of the people who normally lives at this address?
1. Press <ENTER> to continue

HELPSCREEN:

Collecting this information allows the DfT to look at how travel differs between different households sizes and people of different ages and backgrounds.

BBNames/ QNAMES.HAR

ASK ALWAYS

Name

RECORD NAME/IDENTIFIER FOR EACH MEMBER OF THE HOUSEHOLD.

Helpscreen:

WHEN ALL HOUSEHOLD MEMBERS HAVE BEEN ENTERED, PRESS PgDn
PRIMARY SET OF QUESTIONS ON HOUSEHOLD COMPOSITION AND RELATIONSHIPS ASKED ON ALL SURVEYS.

HOUSEHOLD COMPOSITION

Stage 1: Establish Residency - only/main residence 6 month rule/ Check Adult Children
Stage 2: One or more households - 'Do you all share cooking facilities and share living accommodation?'
Stage 3: Establish Household Reference Person (HRP) - 'In whose name is the accommodation owned or rented?'

INTERVIEWER: If joint owners then enter one of the joint owners. HRP will be established later

DEMOGRAPHICS

BHComp / QTHCOMP.INC

ASK ALWAYS

Sex

NAME

INTERVIEWER: CODE SEX OF RESPONDENT

1. Male
2. Female

ASK ALWAYS

Birth

NAME

What is your date of birth?

FOR DAY NOT GIVEN....ENTER 15 FOR DAY.

FOR MONTH NOT GIVEN....ENTER 6 FOR MONTH

ENTER FULL YEAR, eg. 9/11/1952 RATHER THAN 52

: DATETYPE

IF respondent does not know their date of birth or refuses to provide it (Birth = DK OR refusal)

Agelf

NAME

What was your age last birthday?

98 or more = CODE 97

: 00..97

No DK, No refusal

Helpscreen:

IF YEAR OF BIRTH NOT GIVEN

What was your age last birthday?

Interviewer note:

If respondents refuse to give their age, or cannot, then give your best estimate.

DVAge

(Computed variable) Age for whole sample, from Birth and Agelf

DM510

(Computed variable) How many people in the house aged 5 to 10 at 31 August last.

DM1115

(Computed variable) How many people in the house aged 11 to 15 at 31 August last.

DM1619

(Computed variable) How many people in the house aged 16 to 19 at 31 August last.

DM713

(Computed variable) How many people in the house aged 7 to 13.

Asked if 16 or older (DVage=>16)

MaritalStat

ASK OR RECORD

Are you ...

1. single, that is, never married and never registered in a same-sex civil partnership
2. married
3. separated, but still legally married
4. divorced
5. widowed
6. in a registered same-sex civil partnership
7. separated, but still legally in a same-sex civil partnership
8. formerly in a same-sex civil partnership which is now legally dissolved
9. surviving partner from a same-sex civil partnership

Helpscreen:

A person whose spouse/same-sex civil partner has been working away from home for over six months, for example on a contract overseas or in the armed forces, should still be coded as married or same-sex civil partner if the separation is not permanent.

Asked if more than 1 person in household and not married or civil partnered (MaritalStat<>2 AND MaritalStat<>6)

LiveWithN

ASK OR RECORD

May I just check, are you living with someone in this household as a couple?

Helpscreen:

Only respondents who are living with their partner in this household should be coded as living together as a couple. You may code No without asking the question ONLY if all members of the household are too closely related for any to be living together in a de facto marital relationship.

1. Yes
2. No

Ask ALL

COB

In which country were you born?

CODE ALL THAT APPLY

1. England
2. Wales
3. Scotland
4. Northern Ireland
5. UK, Britain
6. Republic of Ireland
7. Other (specify)

Ask if 'other' country of birth (COB=7)

XCOB

In which country were you born?

INTERVIEWER: please type in name of country

ASK ALWAYS

EthGroup

SHOW CARD 1

To which of these ethnic groups do you consider you belong? Please choose from this card...

1. English/Welsh/Scottish/Northern Irish/British
2. Irish
3. Gypsy or Irish Traveller
4. Any Other White background
5. White and Black Caribbean
6. White and Black African
7. White and Asian
8. Any other Mixed / multiple ethnic background (
9. Indian
10. Pakistani
11. Bangladeshi
12. Chinese
13. Any other Asian background
14. African
15. Caribbean
16. Any other Black / African / Caribbean background
17. Arab
18. Any other ethnic group

Helpscreen:

We need to know what ethnic group the respondent thinks he or she is in (or, if you are taking proxy information, what group the respondent thinks another household member is in). Never attempt any judgement of your own

IF ethnic group = another white background (Ethgroup = 4)

OthWht

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other mixed background (Ethgroup = 8)

OthMxd

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other asian background (Ethgroup = 13)

OthAsn

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other black background (Ethgroup = 16)

OthBlk

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other (Ethgroup = 18)

OthETH

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF more than 1 person in household and age is 16 or over (DVAge >= 16)

Hhldr

NAME

In whose name is the accommodation owned or rented?

ASK OR RECORD.

1. This person alone
2. This person jointly
3. NOT owner/renter

Helpscreen:

You can ask this question once, covering the whole household, the first time it comes up on screen. Then ASK or RECORD for individuals as necessary.

HHIndQn

CODE WHETHER FACE TO FACE, PROXY INTERVIEW, OR PERSON NOT AVAILABLE.

INTERVIEWER: IN GENERAL, FOR CHILDREN UNDER ELEVEN, INTERVIEW AN ADULT AND CODE AS 'PROXY'.

1. Face to face
2. Proxy
3. Not available

BHRP / QHRP.INC

IF the accommodation is jointly owned or rented/there is more than one householder (NumHHldr > 1)

HiHNum

You have told me that [Names] jointly own or rent the accommodation. Of these, who has the highest income (from earnings, benefits, pensions and any other sources)?

IF THEY HAVE THE SAME INCOME, CODE 11

INTERVIEWER: THESE ARE THE JOINT HOUSEHOLDERS

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
11. Joint householders

ENTER PERSON NUMBER

Helpscreen:

IF THE RESPONDENT ASKS, EXPLAIN THAT WE ARE ASKING THIS QUESTION AS A CONSISTENT METHOD OF DETERMINING WHO WILL ANSWER SOME OF THE QUESTIONS WHICH FOLLOW.

IF TWO OR MORE JOINT HOUSEHOLDERS HAVE THE SAME INCOME, SELECT THE ELDEST.

IF RESPONDENT ASKS FOR PERIOD TO AVERAGE OVER – LAST 12 MONTHS, AS CONVENIENT.

PROMPT AS NECESSARY IS ONE JOINT
HOUSEHOLDER THE SOLE PERSON WITH:
- PAID WORK?
- OCCUPATIONAL PENSION?

*IF the joint householders have the same income
(HiHNum = 11)*

JntEldA

ENTER PERSON NUMBER OF THE ELDEST
JOINT HOUSEHOLDER FROM THOSE WITH THE
SAME HIGHEST INCOME.

ASK OR RECORD

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10

No DK, No refusal

*IF the highest income of joint householders is
refused or not known (HiHNum = DK OR Refusal)*

JntEldB

ENTER PERSON NUMBER OF THE ELDEST
JOINT HOUSEHOLDER

ASK OR RECORD

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10

No DK, No refusal

BHRels / QTHRELS.HAR

IF more than 1 person in household

Relation

CODE RELATIONSHIP OF EACH HOUSEHOLD
MEMBER TO THE OTHERS - [Name] is [Name]'s...

1. Spouse
2. Civil Partner **
3. Cohabiting partner *
4. Son/daughter (incl. adopted)
5. Step-son/daughter
6. Foster child
7. Son-in-law/daughter-in-law
8. Parent/guardian
9. Step-parent
10. Foster parent
11. Parent-in-law
12. Brother/sister (incl. adopted)
13. Step-brother/sister
14. Foster brother/sister

15. Brother/sister-in-law
16. Grandchild
17. Grandparent
18. Other relative
19. Other non-relative

Helpscreen:

The list is detailed, but interviewers should not probe for relationships that are not volunteered or queried by respondents. The full relationships grid, showing relationship of each household member to all the others, will enable the computation of units within the household, such as family units and benefit units. Coding of such units directly by interviewers is error prone and it is difficult to correct errors later in the office.

Notes

* Includes same-sex couples who are not in a registered civil partnership. Treat relatives of cohabiting couples in the same way as relatives of spouses.

** Treat relatives of Civil Partners in the same way as relatives of spouses.

You may want to introduce this section. A possible introduction is:

“There are a lot of changes taking place in the make-up of households/families and this section is to help find out what these changes are. I'd like you to tell me the relationship of each member of the household to every other member.”

The section must be asked for all households consisting of more than one person. Please ask in every case. You should not make assumptions about any relationship.

Treat relatives of cohabiting members of the household (both opposite and same sex) as though the cohabiting couple were married. That is, the mother of a partner is coded as mother-in-law. Other relatives include cousins, nieces, nephews, aunts and uncles.

You should probe on this question, but be sensitive. It may be that someone described as a 'son' or 'brother' earlier is actually a stepson or half-brother. Where possible, we want to know the true relationship. If you have doubts about any relationship, record as much information as possible to allow changes to coding later if appropriate. Half brothers/sisters should be coded with step-brothers/sisters.

BSPout / QSPOUT.INC

*IF respondent has said they are married but they
are without a spouse in the household (MarStat = 2
AND (Spouses [Loop1] = 0))*

SpOut

INTERVIEWER:

You've recorded [Name] as 'Married, but without a spouse in the household. PLEASE CHECK THIS. If spouse is away for six months or more, press 1 and enter to continue.

BUT IF NOT (eg if separated), ENTER 2 AND AMEND HOUSEHOLD GRID.

1. Married, spouse not in household
 2. Other - AMEND HOUSEHOLD GRID
- No DK, No Refusal

BTenure / QTENURE.INC

ACCOMMODATION

BAccom / QACCOM.INC

RECORD ALWAYS

Accom

INTERVIEWER CODE: IS THE HOUSEHOLD'S ACCOMMODATION:

1. a house or bungalow
2. a self-contained flat, maisonette or apartment
3. a room/rooms (e.g. bedsit or flatlet)
4. ...other?

Helpscreen:

If the household occupies a flat in a converted house, code 2

For a household to be included in category 3, it has to share either kitchen, bath/shower or WC with another household space

IF Household accommodation is a house or bungalow (Accom = 1)

HseType

INTERVIEWER CODE: IS THE HOUSE/BUNGALOW:

1. detached
2. semi-detached
3. or terraced/end of terrace?

Helpscreen:

A semi-detached house is one of a pair which are joined together.

A house at the end of a terrace must be coded 3 even if there are only three houses in the terrace.

Houses which are joined only by a garage (link-detached) should be coded as detached.

IF Household accommodation is a flat or maisonette (Accom = 2)

FltTypN

INTERVIEWER CODE: IS THE FLAT/MAISONETTE:

4. Purpose-built (including in block or tenement or over shops)
5. Part of a converted house
6. Part of other converted building (e.g. former school, church or warehouse)
7. In a commercial building (e.g. in an office building or hotel)

IF Household accommodation is another type (Accom = 4)

AccOth

INTERVIEWER CODE: IS THE ACCOMMODATION A:

1. caravan, mobile home or houseboat
2. or some other kind of accommodation?

ASK ALWAYS

Ten1

SHOW CARD 2

Do you (or your household) own or rent this accommodation?

1. Own outright
2. Buying it with the help of a mortgage or loan
3. Part own and part rent (shared ownership)
4. Rent it (includes all those who are on Housing Benefit or Local Housing Allowance)
5. Live here rent-free (including rent-free in relative's/friend's property; excluding squatting)
6. Squatting

Helpscreen:

This question is asking for the formal legal tenure of the HRP's household. If, for example, the HRP is a widow living in a house bought by her son (in his name) who is living elsewhere, she should be coded as living rent-free even though she may regard herself as an owner-occupier. Similarly, a household which is paying a contribution to upkeep but not a formal rent should be coded as rent-free. This could arise, for example, if a parent lived in a granny-flat as a separate household but paid a contribution to general expenses

Owners

Only code people as mortgagors if they have a mortgage for buying their home. Some people who have paid off their mortgage and are effectively outright owners make an arrangement with the lender to continue to pay a small amount of 'mortgage' as payment for the lender for keeping the deeds. They should be coded as outright owners.

People who own their home with a lease are counted as owners. It does not matter that they pay ground rent. Similarly people who own their own home under the new Commonhold tenure (see below) are also counted as owners.

Shared owners

Shared ownership means partly owning (or buying with a mortgage) and partly renting the property, so that, if the person moves, he/she will get some of the proceeds from the sale of the property, according to how much of the original cost has been paid off. Include people who have paid off the mortgage portion. People with shared ownership arrangements are treated as owner-occupiers in the interview. They are not local authority/housing association tenants even if their arrangement is with a local authority/housing association. Owners who pay a service charge but not rent should be counted as owners, not shared owners.

Rent free

People who live rent free do not always regard themselves as doing so, so particular care is needed in dealing with such cases.

The following types of case have caused problems. The correct coding is in brackets:

- Someone living in a 'granny-flat' owned by her son in his name (private renter living rent-free).
- Someone living in the property of a deceased partner which is held in trust (private renter living rent-free).
- A divorced/separated woman living in the house owned solely by her ex-partner who no longer lives there (rent-free if owned only in partner's name; owner if the house is owned in the name of both partners)

Sometimes respondents think they live rent-free when they do not e.g. people on full housing benefit who do not pay any rent to the landlord themselves because housing benefit is paid directly by the Department for Work and Pensions (DWP) formerly the Department of Social Security.

Tied accommodation

People in tied accommodation should be coded here as renters (code 4) or rent-free (code 5), depending on whether or not they pay any rent. This group includes people whose accommodation goes with their job e.g. Church of England employees, caretakers, army personnel, council tenants whose accommodation goes with their job, some farmers. People in tied accommodation are classified as private renters, irrespective of who they are renting from.

Unusual schemes/arrangements

Co-ownership: this is the joint ownership of residential properties (e.g. blocks of flats) by a group of people who have formed a registered co-ownership society. These schemes started in the 1970s but new legislation was passed in the 1980s so that there should not be any more.

Housing co-operatives: code as renting from a housing association (code 4 here, and code 2 at "Who is your landlord?" below)

Commonhold: a new form of land ownership in England and Wales, created by Part 1 of the Commonhold and Leasehold Reform Act 2002. It combines freehold ownership of a unit in a larger development with membership of a commonhold association that owns and is responsible for the management and upkeep of the common parts of the development. Commonhold is an alternative to long leasehold ownership of flats and other interdependent properties.

Housing Action Trusts: these are set up by local authorities and the properties rented are still owned by local authorities; their tenants are renting from a local authority.

Rents to Mortgages scheme: these are schemes available to council tenants whereby a tenant has the right to buy a share of their home for roughly the same price as the rent. These should be coded as shared owners here and "local authority" at type of landlord (below).

Private Sector Leasing: the Council leases private property for several years and lets it out to tenants. The landlord is the immediate landlord, which is the local authority.

Home Income Plans and Retirement Home Plans: these are where outright owners raise a loan on the security of the house for a regular income. They should be coded as outright owners.

Schemes for Mortgage defaulters: in these cases the property reverts to the lender and a rent is paid instead of a mortgage. Code as renters

If HRP rents accommodation (Ten1=4)

Landlord

Who is your landlord?

INTERVIEWER CODE (ONLY READ OUT IF NECESSARY)

1. The local authority/council/new town development
2. A housing association, charitable trust or local housing company
3. Employer (organisation) of a household member
4. Another organisation
5. Relative/friend (before you lived here) of household member
6. Employer (individual) of a household member
7. Another individual, private landlord or letting agency

BResLen / QRESLen.INC

ASK ALWAYS

HLong

RECORDED FOR HOUSEHOLD REFERENCE PERSON [HRP NAME] ONLY

How long have you (has [Name]) lived at this address? ...

1. Less than 12 months
2. 12 months but less than 2 years
3. 2 years but less than 3 years
4. 3 years but less than 5 years
5. 5 years but less than 10 years
6. 10 years but less than 20 years
7. 20 years or longer

Helpscreen:

Enter the number of completed years at the address. Note that the question relates to address rather than place. It may be possible that an individual is living at a different address from 12 months ago but is living in the same town and county.

We are interested in knowing whether people have moved house recently because that could affect their travel behaviour, especially if they have moved out of the immediate neighbourhood.

Ask ALL

OnlineN

Does your household have access to the Internet from home?

By access I mean whether anyone in your household could use the Internet, at home, if they wanted to, even if just to send an e-mail.

1. Yes
2. No
3. No - Respondent unable to answer
4. Don't know if the household has access

Helpscreen:

'Respondent unable to answer' should be chosen at the interviewer's discretion only if it is obvious that the respondent does not know what the Internet is. If respondent knows what the Internet is but doesn't know whether the household has access, code as 4.

BHDShop / QHDSHop.INC

HOME DELIVERIES AND FOOD SHOPPING

ASK ALL

OrderN

SHOW CARD 3

I'd now like to ask a few questions about things which you/your household might have had delivered. We ask this question because we want to see to what extent shopping by phone, post or internet reduces people's need to travel.

Nowadays, do you/does anyone in your household ever order any of these things over the phone, by post or on the internet? Do not include letters, milk, newspapers, magazines or take away meals

ONLY INCLUDE THINGS FOR DOMESTIC USE
CODE ALL THAT APPLY

IF YOU NEED HELP ABOUT WHAT COUNTS AS SHOPPING BY PHONE, BY POST OR ON THE INTERNET PRESS F9.

Helpscreen:

We ask this question because we want to see to what extent shopping by phone/post/internet reduces people's need to travel.

INCLUDE:

Any items ordered on line (on the internet) and delivered to home or work

Any items ordered on the phone and delivered to home or work

Any items ordered by post and delivered to home or work

DO NOT INCLUDE:

Takeaway meals

Magazine / newspaper subscriptions (regardless of how you ordered them)

Letters, milk

Items ordered but not yet delivered

Items ordered in the shop, which are to be delivered afterwards

Items where a special journey is made to collect them

1. Food and drink (not including take away meals)
2. Clothes or footwear

3. Books/CDs/DVDs/software
4. Furniture
5. Soft furnishings/bedding
6. Electrical appliances or items (e.g. computer/fridge/tv/kettle)
7. Holiday/travel tickets
8. Any other tickets (not for travel)
9. Plants/bulbs/flowers/seeds
10. Health goods and toiletries
11. DIY/garden equipment
96. Anything else
97. (None of these)

Asked if respondent orders goods by phone, post or internet (OrderN is not 97)

Deliv

SHOW CARD 4

Can you tell me how often [you have/your household has] any of these things delivered, which have been ordered by phone, by post or on the internet?

ONLY INCLUDE THINGS FOR DOMESTIC USE
EXCLUDE LETTERS/ MILK/
NEWSPAPERS/MAGAZINES and TAKE AWAY MEALS

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than once a year

Helpscreen:

If a self-employed person gets things for their business delivered to home, don't count this unless the items are primarily for personal use. Exclude catalogues but include anything ordered from them. Items don't have to be ordered from or delivered to home.

ASK ALWAYS

FdShp

SHOW CARD 5

Now some questions about food shopping.

How does your household usually do its main food shopping?

INTERVIEWER NOTE: IF THE RESPONDENT OR OTHER HOUSEHOLD MEMBER VISITS A SUPERMARKET TO CHOOSE AND BUY FOOD AND THEN ARRANGES FOR IT TO BE DELIVERED, CODE AS 1 (GO TO SHOPS/MARKET IN PERSON).

1. Go to shops/market in person
2. Someone outside of the household goes to shops for me (e.g friend, relative, carer)
3. Order online for home delivery
4. Order by phone for home delivery
5. Order by post for home delivery
96. Other

FdFreq

SHOW CARD 6

And how often nowadays does the main food shopper for the household go to a shop to buy food or drink for the home?

Do not include going to buy lunch or a takeaway.

- 1. 3 or more times a week
- 2. Once or twice a week
- 3. Less than that but more than twice a month
- 4. Once or twice a month
- 5. Less than that but more than twice a year
- 6. Once or twice a year
- 7. Less than that or never

If does food shopping in person (Fdshp=1)

TravSh

How does the main food shopper usually travel when doing the main food shopping?

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE USUAL JOURNEY TO THE SHOPS.

IF DIFFERENT METHOD TO GET TO SHOPS AND RETURN HOME,

CODE METHOD TO GET HOME

IF NO USUAL METHOD, ASK ABOUT THE LAST TIME

- 1. Underground, metro, light rail, tram
- 2. Train
- 3. Bus, minibus or coach
- 4. Motorcycle, scooter or moped
- 5. Car or van
- 6. Taxi/minicab
- 7. Bicycle
- 8. On foot
- 9. Does shopping online/shopping delivered
- 97. Other (please specify)

If other mode of travelling to do shopping (TravSh=97)

XTravSh

Please specify other answer

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

If main food shopper usually travels on foot (TravSh=8)

TrShFo

SHOW CARD 7

What are the reasons the main food shopper walks when doing the food shopping ?

CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]

INTERVIEWER: If needed, ask respondent to answer to their best knowledge.

- 1. It is quick
- 2. It is cheap / the cheapest way / free
- 3. It is the most convenient way
- 4. Enjoys walking
- 5. To keep fit / exercise
- 6. There is a choice of routes / can take routes which couldn't otherwise be taken

- 7. It's better for the environment / reduces CO2 emissions
- 8. Flexibility / freedom / no waiting around
- 9. Don't own / have access to a car
- 10. No parking available
- 11. Can't cycle to destination
- 12. Public transport services don't meet needs
- 13. No particular reason
- 97. Other (please specify)

If other reason why usually travels by foot (If TrShFo=97)

TrShFoO

PLEASE SPECIFY OTHER REASON.

:STRING[60]

If main food shopper usually travels by bicycle (TravSh=7)

TrShBi

SHOW CARD 8

What are the reasons the main food shopper cycles when doing the food shopping?

CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]

INTERVIEWER: If needed, ask respondent to answer to their best knowledge.

- 1. It is quick
- 2. It is cheap / the cheapest way / free
- 3. It is the most convenient way
- 4. It is easy to park / lock up
- 5. Enjoys cycling
- 6. To keep fit / exercise
- 7. There is a choice of routes / can take routes which couldn't otherwise be taken
- 8. It's better for the environment / reduces CO2 emissions
- 9. Flexibility / freedom / no waiting around
- 10. Don't own / have access to a car
- 11. No parking available
- 12. Can't walk to destination
- 13. Public transport services don't meet needs
- 14. No particular reason
- 97. Other (please specify)

If other reason why usually travels by bicycle (If TrShBi=97)

TrShBiO

PLEASE SPECIFY OTHER REASON.

:STRING[60]

CHILDREN'S TRAVEL TO SCHOOL

BChTrav / QTCHTRAV.INC

ASKED FOR EACH CHILD AGED 5-16 IN TURN, ANSWERED BY HRP OR ANOTHER RESPONDENT AGED 16 OR OVER

IF Aged 5-16.

SchInt

I'd now like to ask a few questions about your/the children's journey to and from school.

1. Press 1 and <Enter> to continue.

IF Aged 5-16.

SchDly

Does [Name] make a daily journey to and from school?

1. Makes daily journey
2. No daily journey (e.g. educated at home/boarding school)
3. Left school (e.g. 16 and just left school)

IF Aged 5-16 and child makes a daily journey to and from school (SchDly = 1)

TravSc

And how does [Name] usually travel to school?

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD'S USUAL JOURNEY TO SCHOOL

1. Underground, metro, light rail, tram
2. Train
3. Public bus, minibus or coach
4. School or local authority bus, minibus or coach
5. Motorcycle, scooter or moped
6. Car or van
7. Taxi/minicab
8. Bicycle
9. On foot
97. Other (specify)

Helpscreen:

If different methods used on different days of the week, code method used on the majority of days in the week

IF Aged 5-16 and child travels to school by 'other' method (TravSc=97)

XTravSc

Please specify other answer.

If usually travels by car or van to school (TravSc=6)

TravScW

And does [Name] usually travel to school with any children from a different household?

INTERVIEWER: ONLY INCLUDE CHILDREN ALSO GOING TO SCHOOL. THEY NEED NOT BE GOING TO THE SAME SCHOOL

1. Yes
2. No

ASK ODD YEARS ONLY (Module B).

IF Aged 5-16 and child makes a daily journey to and from school (SchDly = 1)

HowSch

And how does [Name] usually travel home from school?

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD'S USUAL JOURNEY FROM SCHOOL

1. Underground, metro, light rail, tram
2. Train
3. Public bus, minibus or coach

4. School or local authority bus, minibus or coach
5. Motorcycle, scooter or moped
6. Car or van
7. Taxi/minicab
8. Bicycle
9. On foot
97. Other (specify)

IF child travels from school by 'other' method (HowSch=97)

XHowSch

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

ASK ODD YEARS ONLY (Module B).

IF Aged 5-13 and child makes a daily journey to and from school (SchDly = 1)

AccAd

When [Name] travels to or from school is he/she ...READ OUT...

NOTE: BUS DRIVERS DO NOT COUNT AS AN ACCOMPANYING ADULT

1. ...usually accompanied by an adult,
2. not usually accompanied by an adult,
3. or sometimes accompanied and sometimes not?
4. (part of way accompanied, part of way not)

IF child is accompanied to school by an adult (AccAd = 1)

NotAlw1

SHOW CARD 9

What are the reasons [Name] usually travels to and from school with an adult?

CODE ALL THAT APPLY.

IF TOO YOUNG, PROBE: Why do you think he/she's too young?

1. Traffic danger
2. Child might get lost/doesn't know the way
3. Child might not arrive (on time)
4. Fear of assault/molestation by an adult
5. Fear of bullying by other children
6. School too far away
7. Convenient to accompany child
97. Other reason (specify)

IF there is another reason why child does not usually travel to and from school on their own (NotAlw1 = 97)

XnotAlw1

Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS.

ASK ODD YEARS ONLY (Module B).

IF Aged 5-13

Roads

Is [Name] ever allowed to cross roads without being accompanied by an adult?

IF YES, PROBE: Is that always or sometimes?

NOTE: IF ONLY ALLOWED TO CROSS SOME ROADS, CODE 'SOMETIMES'

1. Yes, (almost) always

2. Yes, sometimes/depends
3. No, never

IF child is always or sometimes allowed to cross roads without being accompanied by an adult (Roads = 1 or 2)

MainRd

And is [Name] allowed to cross main roads or only minor roads?

1. Main roads
2. Only minor roads

VEHICLE GRID

BVehNum / QVEHNUM.INC

ASK ALWAYS

IchEmp

INTERVIEWER: ASK OR RECORD

May I just check is anyone in this household (are you) in paid employment?

NOTE: INCLUDE SELF-EMPLOYMENT

1. Yes (Someone in household working)
2. No-one in household working

NO DK, NO REFUSAL

IF a household member is in paid employment (IchEmp = 1)

CarPool

Some companies have a car-pool from which employees take a car when they need one. Does your household use cars from a company car-pool?

NOTE: AS A DRIVER

1. Yes
2. No

Helpscreen:

Company pool cars are cars which are taken from an employer run pool and not necessarily the same one is taken each day. They are not counted as household vehicles and are not routed through the rest of the questionnaire.

ASK ALWAYS

UseVcl

SHOW CARD 10

Do you, or any members of your household, at present own or have continuous use of any of the motor vehicles listed on this card?

Please choose your answer from this card.

INCLUDE COMPANY CARS (IF AVAILABLE FOR PRIVATE USE)

DO NOT INCLUDE COMPANY CAR-POOL CARS – THESE ARE CARS EMPLOYEES CAN ACCESS WHEN THEY NEED ONE BUT ARE NOT AVAILABLE FOR CONTINUOUS PRIVATE USE

PLEASE REMEMBER TO INCLUDE NOT JUST CARS BUT ALSO LIGHT VANS, MOTOR BIKES, SCOOTERS AND MOPEDS

1. Yes
2. No

ASK ALWAYS

BrokenV

And are there any other motor vehicles which are broken down or not in use but which your household may begin to use in the next month?

1. Yes
2. No

Helpscreen: We ask about broken down vehicles in case they come back into use during the survey period.

IF household has continuous use of motor vehicle OR there are broken vehicles which may be used in the next month (UseVcl= 1 OR BrokenV=1)

NoPlveh

How many vehicles does your household own or have continuous use of at present?

INTERVIEWER: INCLUDE ANY BROKEN DOWN VEHICLES WHICH MAY BE IN USE WITHIN THE NEXT MONTH BUT EXCLUDE COMPANY POOL CARS

: 0..10

NO DK, NO REFUSAL

IF pick up interview is being conducted (StatusQ=2)

NewVeh

When we completed the main interview together on [Date of Placement Interview], I asked you about any vehicles that your household had regular use of:

(May I just check), have you acquired the use of any (other) vehicles since then but before the end of the travel diary week.

i.e before [end of travel week]

INCLUDE COMPANY CARS (IF AVAILABLE FOR PRIVATE USE)

DO NOT INCLUDE COMPANY CAR-POOL CARS - THESE ARE CARS EMPLOYEES CAN ACCESS WHEN THEY NEED ONE BUT ARE NOT AVAILABLE FOR CONTINUOUS PRIVATE USE

PLEASE REMEMBER TO INCLUDE NOT JUST CARS BUT ALSO LIGHT VANS, MOTOR BIKES, SCOOTERS AND MOPEDS

ENTER RESPONSE AND <ENTER>, THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION. SEE HELP SCREEN <F9> FOR HOUSEHOLD VEHICLE DEFINITION...

1. Yes
2. No

Helpscreen:

INCLUDE HOUSEHOLD OWNED available for all or part of the Travel Week, EMPLOYER OWNED available for all or part of the Travel Week.

HIRED/BORROWED if household has FULL access for the WHOLE Travel Week TEMPORARILY OUT OF ACTION.

VAN/LORRY if used or private use of any kind

IF Household has acquired new vehicle since placement interview (NewVeh = 1)

NewNo

How many other vehicles have you acquired since [start of travel week]?

ENTER RESPONSE AND <ENTER>, THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

:1..10

NO DK, NO REFUSAL

NumVeh

(computed variable) Number of vehicles.

PRECODED. PRESS ENTER TO CONTINUE

BVehTab/ QTVEHTAB.INC

IF pick up interview and household has acquired new vehicle since main interview (StatusQ=2 AND NewVeh = 1)

WhenAcq

When did you acquire the use of your [first/second etc] additional vehicle? Was it...READ OUT...

NOTE: Travel week was from [date] to [date].

1. ...before the start of the Travel Week,
2. during the Travel Week,
3. or, after the end of the Travel Week?

IF Household acquired new vehicle during the Travel Week or does not know when they acquired the vehicle in relation to the Travel Week (WhenAcq = 2 OR DK)

DateAcq

Can you tell me the date on which you acquired the vehicle?

FOR EACH HOUSEHOLD VEHICLE

Make

What is the make of vehicle number [1, 2, 3, etc].

E.G. FORD, VAUXHALL, RENAULT, PEUGEOT

FOR EACH HOUSEHOLD VEHICLE

Model

And the model? [1, 2, 3, etc].

E.G FIESTA, CLIO, MICRA, 106

IF the model is known (Model = Response)

ModSpec

Is there a model type or specification for this vehicle? If so enter it here. [Vehicle number]. E.G 1.6, XR2i, TURBO, ESTATE, CONVERTIBLE, 5 DOOR, 4x4

INTERVIEWER: If 'no' press <ENTER> to continue. IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

FOR EACH HOUSEHOLD VEHICLE

VehUse

CODE WHETHER the [Vehicle Make] [Vehicle Model]

1. is in regular use,
2. may begin to be used in the next month,

3. ONLY ASK AT PICK UP: vehicle acquired since placement?

IF household has regular use of the motor vehicle (VehUse=1)

TypeVcl2

SHOW CARD 10

I would now like to ask about the [Vehicle Make] [Vehicle Model] [Model Specification] vehicle. Can you tell me the type of vehicle this is from the list on this card.

INTERVIEWER: IF UNSURE WHETHER CAR OR VAN, VAN HAS NO SIDE WINDOWS BEHIND DRIVER

1. Four-wheel car (includes Multi Purpose Vehicles and people carriers)
2. Four-wheel drive passenger vehicle (eg Landrover, Jeep or similar)
3. Three-wheel car
4. Minibus, motor-caravan, dormobile etc
5. Light van (*no side windows behind driver*) (includes pick ups and car based vans)
6. Some other type of van or lorry
7. Motorcycle with sidecar / scooter with sidecar
8. Motorcycle/scooter
9. Moped
10. Some other motor vehicle (specify)

IF household owns some other vehicle (TypeVcl2 = 10)

XOthType

INTERVIEWER: Record other type of motor vehicle

FOR EACH HOUSEHOLD VEHICLE

IF household vehicle is a car, minibus, motor-caravan, dormobile, or van (TypeVcl2=1, 2, 3, 4, or 5)

PrivVcl

Is the [Vehicle Make] [Vehicle Model]...

1. privately owned
2. or is it a company vehicle?

Helpscreen:

PRIVATELY OWNED includes vehicles:

- being bought on hire purchase
- used continuously, i.e. for private as well as business purposes, by a self-employed respondent who owns the business and uses the vehicle as if owned, although the respondent may state that it is owned by the company

A COMPANY car is any car for which someone in the household pays company vehicle tax. It includes:

- cars supplied by an employer, spouse's employer etc.

Company cars provided exclusively for company business, i.e. where no private usage is permitted, should be excluded (at the first question on vehicle ownership or continuous use). Cars purchased from an employer should be coded as privately owned.

FOR EACH HOUSEHOLD VEHICLE

HmnDriv

Who drives the most mileage in the [Vehicle Make] [Vehicle Model] (taken over the year as a whole)?

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10

89. IF MAIN DRIVER NOT HOUSEHOLD MEMBER, ENTER 89

FOR EACH HOUSEHOLD VEHICLE

IF pick up interview (StatusQ=2)

StillGot

INTERVIEWER: CODE OR ASK:

Does the household still have the [Vehicle Make] [Vehicle Model]?

ENTER RESPONSE THEN <ENTER>, THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

1. Yes
2. No

IF the household no longer has their vehicle at pick up ((StatusQ= 2 AND StillGot = 2)

WhenDis

Was the [Vehicle Make] [Vehicle Model] sold or disposed of...READ OUT...

NOTE: Travel Week was from [Date] to [Date]

1. ...before the start of the Travel Week,
2. during the Travel Week,
3. or, after the end of the Travel Week?

IF the household disposed of their vehicle during the Travel Week or does not know when it was disposed of (Whendis=2 OR DK)

DateDis

On what date did you sell or dispose of the [Vehicle Make] [Vehicle Model]?

ASK ALL HOUSEHOLDS

BlueBdg

Does anyone in this household have a blue badge that allows them to park in disabled parking spaces?

INTERVIEWER: This badge was formerly referred to as the orange badge.

1. Yes
2. No

If a household member has a blue badge (BlueBdg=1)

WhoBlue

Which household member or members hold a blue badge?

INTERVIEWER: Code the household member(s) whose disability qualifies them for a blue badge.

CODE ALL THAT HOLD BADGES

1. Person 1
2. Person 2

3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10

IF more than 1 person in household

SeIPer

INTERVIEWER: Code person number of respondent who answered the household questions. If more than one person answered the questions record who answered the majority.

CHOOSE ONE PERSON FROM THE LIST. IF CANNOT CHOOSE ONE CODE 97

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10

SeICheck

INTERVIEWER: You have indicated person no. X. This is NAME.

If this is not correct, go back and change person no. in SeIPer above

Press <1> to continue

Individual Questionnaire

The individual questionnaire was changed in 2009 to allow 5 people per session rather than 4.

BSession/Session.INC

Ask ALL

IndInt

I now want to ask some questions about travel patterns, including any problems you might have travelling.

1. Continue

BWhoInt / QTWhoInt.INC

RECORD ALWAYS

WhoInt

ENTER THE NUMBER OF THE PERSON YOU WANT TO INTERVIEW (OR RECORD AS NOT AVAILABLE) FROM THE LIST BELOW

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10

NO DK, NO REFUSAL

RECORD ALWAYS

IndQn

CODE WHETHER FACE TO FACE INTERVIEW, PROXY INTERVIEW, OR PERSON NOT AVAILABLE.

INTERVIEWER: IN GENERAL, FOR CHILDREN UNDER ELEVEN, INTERVIEW AN ADULT AND CODE AS 'PROXY'

1. Face to face
2. Proxy
3. Not available

NO DK, NO REFUSAL

DISABILITIES THAT AFFECT TRAVEL

BDisab / QTDisab.INC

ASK OF EACH PERSON AGED 16 OR OVER IN TURN (DVAge >= 16)

ASK ALL

GenHeal

First of all I want to ask some questions about your health to understand how it might affect your travel.

How is your health in general?

1. Very good
2. Good
3. Fair
4. Bad
5. Very bad

ASK ALL

MobDiff

NAME

(First of all I want to ask some questions about any health problem or physical disability that affects travelling).

Do you have any disability or other long standing health problem that makes it difficult for you to do any of the following... READ OUT EACH IN TURN...

INTERVIEWER: INCLUDE PROBLEMS DUE TO OLD AGE.

CODE ALL THAT APPLY.

1. ...go out on foot unaided?
2. use local buses?
or get in or out of a car?
3. no difficulty with any of these (SPONTANEOUS)

If respondent is aged 16 or over (dvage>=16) and face-to-face interview (indqn=1)

CycDiff

And do you have any disability or other long-standing health problem that makes it difficult or impossible for you to ride a bicycle?

INTERVIEWER: INCLUDE PROBLEMS DUE TO OLD AGE.

IF RESPONDENT SAYS YES, PROBE FOR WHETHER IT WOULD BE DIFFICULT OR IMPOSSIBLE FOR THE RESPONDENT TO RIDE A BICYCLE

1. Yes – impossible
2. Yes – difficult
3. No
4. I can't ride a bicycle but not due to poor health (Spontaneous only)

IF does not have any mobility difficulties when using transport (MobDiff=4)

OthDis

And do you have any other disability or long standing health problem that limits your activities in any other way?

By 'long standing' I mean anything that has troubled you over a period of at least 12 months or that is likely to affect you over a period of at least 12 months.

1. Yes
2. No

IF respondent has health problem that makes it difficult for them to go out on foot (MobDiff = 1)

Footout

NAME

Do you go out on foot at all nowadays?

IF YES, PROBE: on your own or with someone to assist you

1. Yes, on own
2. Yes, only with someone to assist
3. No

NO DK, NO REFUSAL

IF respondent does not go out on foot alone (Footout = 2 or 3)

GoOut

NAME

Is it impossible for you to go out alone on foot or could you manage it but with difficulty?

1. Impossible
2. Difficult

Ask on EVEN years only

If respondent is 16 or over and has difficulty going out on foot (If DVAge=>16 AND Mobdiff=1)

WhlAid

SHOW CARD 11

Do you use any of the things on this card to help you go out?

INTERVIEWER: A POWERED WHEELCHAIR IS SIMILAR IN DESIGN TO A MANUAL

WHEELCHAIR EXCEPT IT IS POWERED.

1. Powered wheelchair
2. Manual wheelchair
3. Powered mobility scooter
4. Walking sticks
95. None of these
96. Other walking aid

Ask on EVEN years only. IF respondent has use of a wheelchair or mobility scooter (QwhlAid = 1, 2 or 3)

PowWhUse

SHOW CARD 12

How often do you go out in your wheel chair or on your mobility scooter?

1. 3 or more times a week,
2. Once or twice a week,
3. Less than that but more than twice a month,
4. Once or twice a month,
5. Less than that but more than twice a year,
6. Once or twice a year,
7. Less than that or never

IF respondent has health problem that makes it difficult for them to use local buses (MobDiff = 2)

DifBusY

NAME

How does your disability or health problem make it difficult for you to use local buses?

PROBE: How else?

CODE ALL THAT APPLY

1. Difficulty getting to and from the bus stop
2. Difficulty standing waiting at the bus stop
3. Difficulty identifying destination of bus
4. Difficulty getting on or off buses
5. Difficulty getting to and from the seat
6. Difficulty communicating with the driver/conductor
7. Difficulty finding out timetable information

97. Other (please specify)

IF respondent's disability makes it difficult to use buses for other reason

(DifBusY = 97)

XDifBusY

NAME

Please specify other answer.

IF respondent has health problem that makes it difficult for them to use local buses (MobDiff = 2)

BusOut

NAME

Can I check, do you use local buses at all nowadays?

1. Yes
2. No

IF respondent does not use local buses at all nowadays (BusOut = 2)

BusPrb95

NAME

CODE FIRST THAT APPLIES

Is it because of a disability or health problems or because the bus service is poor or for some other reasons?

1. Disability or health problem
2. Poor bus service
3. Other (specify)

IF respondent does not use local buses at all nowadays for other reasons (BusPrb95=3)

XBusPb95

NAME

INTERVIEWER: Record other reason

Ask on EVEN years only. IF respondent has disability/long standing health problem that makes it difficult to go out on foot, use a local bus or get in or out of a car (MobDiff = 1, 2 or 3)

SpecTr

NAME

SHOW CARD 13

As far as you know or have heard, are there any of these special transport services in your area for people who have difficulties in getting about?

CODE ALL THAT APPLY

1. Dial-a-ride service
2. Supermarket bus
3. Hospital car or service
4. Day centre car or service
5. Shared taxi scheme
6. Taxi voucher scheme
7. Postbus
8. Community owned minibus
97. Other special service (specify)
98. (Don't know type/name of service)
99. (Not aware of any of these services)

IF respondent has heard of other special transport service (SpecTr = 97)

XSpecTr

NAME

Please specify other answer.

Asked EVEN years only.

If respondent is aware of a special service (SpecTr is not 99)

SpecUs

NAME

SHOW CARD 13

Do you use any of these special transport services?

CODE ALL THAT APPLY

1. Dial-a-ride service
2. Supermarket bus
3. Hospital car or service
4. Day centre car or service
5. Shared taxi scheme
6. Taxi voucher scheme
7. Postbus
8. Community owned minibus
9. Use services but don't know type/name of services used
10. Other special service (please specify)
11. (None of these)

If uses another special service (if SpecUs=97)

XSpecUs

NAME

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

METHODS OF TRANSPORT USED

BMethod / QTMethod.INC

ASK ALL YEARS

IntroC

NAME

I would now like to ask you some questions about how often [you use /Name uses] various forms of transport.

1. Press 1 and <Enter> to continue.

ASK ALL YEARS

PrivCar

Name

SHOW CARD 14

How frequently [do you/ does name] travel by private car? Do not include taxi.

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO.

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

ASK ALL YEARS. IF ever use bus (Busout <>No)

Ordbus

NAME

SHOW CARD 14

How frequently do you use local buses?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO.

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

ASK ALL YEARS.

Coach

NAME

SHOW CARD 14

(How frequently do you/does name use) an express bus or coach within Great Britain?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO.

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

ASK ALL YEARS.

Train

NAME

SHOW CARD 14

(How frequently do you/does name use) a train, not including underground, tram or light rail?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO.

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

ASK ALL YEARS.

TaxiCab

NAME

SHOW CARD 14

(How frequently do you/ does name use) a taxi/minicab?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week

3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

ASK ALL YEARS

Plane

NAME

SHOW CARD 14

(How frequently do you/does name take) an **internal** air flight within Great Britain?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO.

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

ASK ALL YEARS

IF age is 1 or over and respondent goes out on foot (DVAge >1 AND Footout is not 3)

Walk

NAME

SHOW CARD 14

How frequently do you walk anywhere for 20 minutes or more without stopping. Please count each single trip as one journey and each return trip as two?

INCLUDE ALL WALKS, WHETHER FOR PLEASURE OR WITH A PURPOSE.

IF ROUND TRIP, COUNT AS ONE JOURNEY

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

Helpscreen:

Children in pushchairs do not count as walking

CYCLING

BCycle / QTCycle.INC

ALL QUESTIONS ASKED OF EACH PERSON AGED 5 OR OVER IN TURN (DVAGE=>5)

ASK ALL

GenCycle

NAME

(The next few questions are about cycling.)
Excluding exercise bikes, do you... READ OUT...

1. ...own a bicycle yourself,
2. have regular use of a bicycle owned by someone else,
3. or have no regular use of a bicycle?

IF respondent regularly uses bicycle owned by someone else (GenCycle = 2)

CycElse

NAME

Is that bicycle owned by someone in the household or someone outside the household?

1. Someone in the household
2. Someone outside the household

ASK ALL

Cycle12

NAME

(May I just check,) have you ridden a bicycle during the last 12 months, (that is since [this date last year])?

1. Yes
2. No
3. Don't know / Can't remember

Helpscreen:

This means independently riding a bicycle. Do not count riding on a child seat or bicycle attached to an adult's

If has ridden bike in last year (Cycle12=1)

Bicycle

NAME

SHOW CARD 15

How frequently do you / does name use a bicycle?

PLEASE COUNT EACH SINGLE TRIP AS ONE

JOURNEY AND EACH RETURN TRIP AS TWO

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year

Helpscreen:

This means independently riding a bicycle. Do not count riding on a child seat or bicycle attached to an adult's

IF respondent has ridden bike in last 12 months (Cycle12 = 1)

CycMore

Do you think you generally do more, less or about the same amount of cycling now as you did this time last year?:

INTERVIEWER: This can be in terms of either number of trips or distance cycled

1. More
2. Less
3. About the same

IF respondent has ridden bike in last 12 months (Cycle12 = 1)

Cycle4w

(May I just check,) and have you ridden a bicycle during the last 4 weeks, (that is since [date 4weeks ago])?

1. Yes
2. No
3. Don't know / Can't remember

If respondent has ridden bike in last 12 months (Cycle12 = 1)

CycRoute

NAME

SHOW CARD 16

When you cycled in the last 12 months, where did you usually cycle? Please choose an answer from this card.

1. Mainly on the road
2. Mainly on pavements, cycle paths or cycle lanes that were not part of a road
3. Mainly off the road in parks, open country, or private land
4. On a variety of different surfaces

YNotCycA

SHOW CARD 17 A

We are interested to know about the barriers to people cycling more. Please look at this card which shows reasons for not cycling more and tell me which apply to you?

INTERVIEWER: WE ARE INTERESTED IN FINDING OUT BARRIERS TO PEOPLE CYCLING MORE, REGARDLESS OF WHETHER THEY CURRENTLY CYCLE OR NOT.

CODE ALL THAT APPLY

1. Got a car / learnt to drive
2. Easier / quicker to go by car
3. Lack of time / too busy
4. General lack of interest / motivation
5. Too much traffic / traffic too fast
6. Drivers attitudes towards cyclists
7. Poorly maintained road surfaces
8. Poor street lighting
9. Road safety concerns
10. Personal security concerns
11. Lack of cycle routes
12. Nowhere safe to leave the bicycle at destination
13. Switched to public transport
14. Ill-health reasons
15. Too old
16. The weather
17. Bike broken / don't own a bike
18. Cycle enough already
96. Other (please specify)

If more than one reason preventing people from cycling more (YNotCyc = >1)

RsMNCyA

And, which one of these would you say was your main reason for not cycling more?

If other reason for preventing people from cycling more (YNotCycA = 96)

XYNtCycA

Interviewer, please record other reason(s)
:STRING[60]

YNotCycB

SHOW CARD 17 B

We are interested to know about the barriers to people cycling more. Please look at this card which shows reasons for not cycling more and tell me which apply to you?

INTERVIEWER: WE ARE INTERESTED IN FINDING OUT BARRIERS TO PEOPLE CYCLING MORE, REGARDLESS OF WHETHER THEY CURRENTLY CYCLE OR NOT.

CODE ALL THAT APPLY

1. Cycle enough already
2. Bike broken / don't own a bike
3. The weather
4. Too old
5. Ill-health reasons
6. Switched to public transport
7. Nowhere safe to leave the bicycle at destination
8. Lack of cycle routes
9. Personal security concerns
10. Road safety concerns
11. Poor street lighting
12. Poorly maintained road surfaces
13. Drivers attitudes towards cyclists
14. Too much traffic / traffic too fast
15. General lack of interest / motivation
16. Lack of time / too busy
17. Easier / quicker to go by car
18. Got a car / learnt to drive
96. Other (please specify)

If other reason for preventing people from cycling more (YNotCycB = 96)

XYNtCycB

Interviewer, please record other reason(s)
:STRING[60]

If more than one reason preventing people from cycling more (YNotCyc = >1)

RsMNCyB And, which one of these would you say was your main reason for not cycling more?

DRIVING LICENCE

BDrLic / QTDrLic.INC

ASKED OF EACH PERSON AGED 16 OR OVER IN TURN (DVage=> 16)

ASK ALL

DLFull

NAME

Do you hold a full driving licence valid in Great Britain to drive either a car, or a motorcycle, scooter or moped?

INCLUDE: DISQUALIFIED DRIVERS AND INTERNATIONAL PERMITS/OTHER LICENCES VALID IN THE UK.

1. Yes
2. No

If respondent has full driving licence (DLFull = 1)

DLTyp95

NAME

Is it for a car only, a motorcycle only or for both, or is it for a car with special adaptations?

THE CODES AFTER THE '/' APPLY TO LICENCES ISSUED AFTER JUNE 1990

INTERVIEWER: ASK RESPONDENT TO CHECK DRIVING LICENCE

1. Car (A or B) / (B)
2. Car (A or B) / (B) - (AUTOMATIC ONLY)
3. Both car and motorcycle (A&D)/(A&B)
4. Motorcycle (D) / (A)/P
5. Car with special adaptations (A restricted, B)
6. Moped (E) / (P)

IF driving licence is for both a car and motorcycle (DLTyp95 = 3)

CarMot95

NAME

May I just check, have you actually passed a test to drive a motorcycle of over 125CC?

1. Yes
2. No

IF respondent has licence for a car (DLTyp95 = 1, 2, 3 OR 5)

Drive95

NAME

Do you drive... READ OUT ...

CODE AUTOMATIC CAR AS AN ORDINARY CAR CODE ALL THAT APPLY

1. ...an ordinary car (without special adaptations for people with disabilities),
2. ...a car with special adaptations for people with disabilities,
3. ...or some other kind of vehicle?
4. (no longer drive)

Helpscreen:

Adaptations for babies / young children don't count unless they are for a specific disability.

IF respondent drives some other kind of vehicle (Drive95 = 3)

XOthVeh

NAME

INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

IF (respondent uses cars from a company car-pool OR owns or has continuous use of a vehicle OR household may begin to use broken down vehicle in the next month) AND (respondent drives a car or other vehicle (Carpool = 1 OR UseVcl=1 OR BrokenV=1) AND (Drive95=1, 2 or 3)

VehUsu

NAME

READ OUT IF MORE THAN ONE VEHICLE

(May I check) which is the car/(vehicle) you usually drive?

INTERVIEWER: ENTER VEHICLE NUMBER OR CODE 89 IF INFORMANT USUALLY DRIVES A NON-HOUSEHOLD CAR

1. Vehicle 1
2. Vehicle 2
3. Vehicle 3
4. Vehicle 4
5. Vehicle 5
6. Vehicle 6
7. Vehicle 7
8. Vehicle 8
9. Vehicle 9
10. Vehicle 9
11. Vehicle 10
89. Usually drives non household vehicle

If respondent has a licence for a car, automatic car, car and motorcycle, or car with adaptations AND no longer drives

(DLType95=1, 2, 3 or 5 OR Carmot95=Response AND Drive95=4)

NoDrivN

NAME

Why do you not drive at the moment?

CODE ALL THAT APPLY

1. Family or friends can drive you/him/her when necessary
2. Other forms of transport available
3. Cost of insurance
4. Cost of buying a car
5. Other general motoring costs
6. Environmental reasons
7. Safety concerns / Nervous about driving
8. Physical difficulties/disabilities/health problems
9. Too old
10. No access to a car
11. Banned
12. Not interested in driving / don't like driving
13. Busy/congested roads
96. Other (Please specify)

If respondent does not drive for some other reason (NoDrivN = 96)

XNodriv

NAME

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

IF respondent does not hold a full driving licence or only has a motorcycle or moped licence, and is older than 59 ((DLFull = 2 OR DLTyp95 = 4 OR DLTyp95 = 6) AND (DVAge > 59))

EvDLic95

NAME

Have you ever held a full driving licence valid in Great Britain to drive a car?

1. Yes
2. No

If respondent does not hold a full driving licence or only has a moped or motorcycle licence and is older than 59 and respondent did once have a licence (DLFull=2 OrR DLTyp95=6) AND (DVAge>59) AND (EvDLic95=1)

NoLicN

NAME

Why do you/does name no longer hold a licence?

CODE ALL THAT APPLY

1. Family or friends can drive me when necessary
2. Other forms of transport available
3. Cost of insurance
4. Cost of buying a car
5. Other general motoring costs
6. Safety concerns/Nervous about driving
7. Physical difficulties/disabilities/health problems
8. Too old
9. No access to a car
10. Banned
11. Not interested in driving/don't like driving
12. Licence expired
13. Other (specify)

If other reason for no longer holding a licence (NoLicN = 13)

XNoLicN

NAME

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

If respondent once held a full driving licence to drive a car or respondent no longer drives (EvDLic95 = 1 OR Drive95 = 4)

LastDr95

NAME

How old were you when you last drove?

If respondent has full driving licence for car, motorcycle, scooter, or moped (DLFull = 1)

DLAge

NAME

How old were you when you FIRST obtained a full licence?

: 12..99

If respondent does not have a full driving licence for a car, motorcycle, scooter or moped and respondent has never held a full driving licence for a car (DLFull = 2 AND EvDLic95 = 2)

DLProv

NAME

Do you hold a provisional driving licence for a car, motorcycle, scooter or moped?

1. Yes
2. No

If respondent has a provisional licence for a car, motorcycle, scooter or moped (DLProv = 1)

ProTyp95

NAME

Is it for a car only, a car and motorcycle, a car with special adaptations or something else?

CODE FIRST THAT APPLIES

1. Car only

2. Car and motorcycle
3. Car with special adaptations
5. Motorcycle, scooter or moped only
4. Something else (PLEASE SPECIFY)

If provisional licence is for some other vehicle (ProTyp95 = 4)

XProTp95

NAME

INTERVIEWER: Record other answer

If the respondent has a provisional licence for a car, automatic car or car with adaptations (ProTyp95=1,2,3)

PDrivSt

Are you currently learning to drive?

1. Yes
2. No

If respondent is 17 or over and doesn't have a provisional licence OR is not currently learning to drive (DVAge>=17 AND (DLProv=2 or PDrivSt=2)) If random subsample A then show card A (order as below).

If random subsample B then show card B (order reversed).

ResNDN

NAME

SHOW CARD 18A

We are interested to know why some people do not drive. Please look at this card which shows reasons for not driving and tell me which apply to you/name?

CODE ALL THAT APPLY

1. Family or friends can drive me when necessary
2. Other forms of transport available
3. Cost of learning to drive
4. Cost of insurance
5. Cost of buying a car
6. Other general motoring costs
7. Environmental reasons
8. Safety concerns/Nervous about driving
9. Physical difficulties/disabilities/health problems
10. Too old
11. Too busy to learn
12. Put off by theory/practical driving test
13. Not interested in driving
14. Busy/congested roads
15. Driving without a licence (Spontaneous only)
96. Other

If other reason why they do not drive (ResNDN=97)

XResNDN

Interviewer, please record other reason(s)

If more than one answer why they do not drive (ResNDN = more than one response)

ResNDNM

NAME

SHOW CARD 18B

And, which one of these would you say was your/his/her main reason for not holding a driving licence?

CODE ONE ONLY

1. Busy/congested roads

2. Not interested in driving
3. Put off by theory/practical driving test
4. Too busy to learn
5. Too old
6. Physical difficulties/disabilities/health
7. Safety concerns/Nervous about driving
8. Environmental reasons
9. Other general motoring costs
10. Cost of buying a car
11. Cost of insurance
12. Cost of learning to drive
13. Other forms of transport available
14. Family or friends can drive me when necessary
96. Other

*If other main reason why they do not drive
(ResNDNM=96)*

XResNDNM

INTERVIEWER, please record which other reason is the main reason. If there was only one other reason you can enter 'see prev' rather than typing the full reason again.

DrivLik

NAME

Are you likely to learn to drive?

INTERVIEWER: If Yes PROBE for time scale.

Code first that applies

1. within the next year
2. within the next five years
3. within the next 10 years
4. in more than ten years time
5. never

*ASK ALL YEARS. IF holds a full driving licence
(DLFull = Yes)*

CarClub

Are you a member of a Car Club such as ZipCar or Citycar?

By car club we mean a club where you can rent a vehicle to drive for a short period of time, usually hourly.

DO NOT INCLUDE RAC, AA OR VINTAGE CAR CLUB MEMBERSHIP.

1. Yes
2. No

*If currently learning to drive
(PDrivSt=1)*

ThryTak

Have you taken the driving theory test?

1. Yes
2. No

*If taken theory test
(If ThryTak=1)*

ThryWhM

When did you first take the driving theory test?

ENTER MONTH:
:1..12

If taken theory test

(If ThryTak=1)

ThryWhY

ENTER YEAR:

:1950..2030

Hard check appears if: year is later than year of interview.

If taken theory test

(If ThryTak=1)

PassThry

Have you passed the driving theory test?

1. Yes
2. No

If passed theory test

(PassThry=1)

FailThryN

How many times did you fail the theory test before passing?

INTERVIEWER: IF RESPONDENT PASSED THEIR THEORY TEST FIRST TIME THEN ENTER '0'.

0..30

If passed theory test

(PassThry=1)

PracTak

Have you taken the practical driving test?:

1. Yes
2. No

If taken practical test

(PracTak=1)

PracNum

How many times have you taken the practical test?

: 1..30

If taken practical test

(PracTak=1)

Prac1WhM

When did you first take the practical test?

ENTER MONTH:

:1..12

If taken practical test

(PracTak=1)

Prac1WhY

ENTER YEAR:

:1950..2030

{CHECK YEAR MUST NOT BE AFTER YEAR OF INTERVIEW}

If taken practical test more than once

(PracNum>=2)

Prac2WhM

When did you most recently take the practical test?

ENTER MONTH:

:1..12

If taken practical test more than once

(PracNum>=2)

Prac2WhY

ENTER YEAR:

:1950..2030

{CHECK YEAR MUST NOT BE AFTER YEAR OF INTERVIEW}

If passed theory test

(PassThry=1)

Prac3Wh

SHOWCARD 19

And when do you plan to [next] take the practical test?

1. Within the next month
2. Within the next three months
3. Within the next six months
4. Within the next year
5. Within the next two years
6. Longer than that

ASK ALL YEARS. IF Car club member (CarClub = Yes)

CarClubF

Name

SHOW CARD 20

How frequently [do you/ does name] use a Car Club vehicle?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO.

NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

INTERNET USE

BIntUse / QTIntUse.INC

ASKED OF EACH PERSON AGED 16 OR OVER IN TURN (DVage=> 16)

ASK ALL

IntUse

SHOW CARD 21

I will now ask you some questions about your personal use of the internet. Personal use is anything that is not for business or work. Please use this show card to give me your answer.

READ OUT.

HomeIUse

How often do you usually access the internet via any device for personal use **at home**?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

WorkIUse

How often do you usually access the internet via any device for personal use **at work or school or university**?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

OnGoIUse

How often do you usually access the internet via any device for personal use **on the go (e.g. on the street, on public transport, while shopping)**?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

ElseIUse

...Elsewhere where the internet is available (e.g. public library, internet café, coffee shops)?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

ASK ALL

InDev

Which devices do you use to access the internet for personal use?

CODE ALL THAT APPLY

1. Laptop computer
2. Desktop computer
3. Smart phone
4. Tablet
5. Games console
6. Smart TV
7. Other (please specify)
8. None of the above

If other device respondent uses to access the internet (If InDev=97)

InDevO

PLEASE SPECIFY OTHER REASON.

:STRING[60]

SELF-COMPLETION CASI

BAttitud / QATTITUD.INC

ASKED IF RESPONDENT IS AGED 16 OR OVER (DVAGE>=16) AND INTERVIEW IS COMPLETED FACE TO FACE (INDQN=1).

ASK ALL

CASInt

I now have some questions for you to answer yourself, on the computer. The questions are about your personal opinions on transport services.

Instructions about which keys to press will be shown on the computer screen. If you press the wrong key I can tell you how to change the answer. Before we start, I'll show you how to use the computer programme.

When you get to the end, please tell me and we will complete the rest of the interview with me asking you questions again.

INTERVIEWER: IF ASKED, THIS SECTION SHOULD TAKE AROUND 5 MINUTES PER PERSON TO COMPLETE.

INTERVIEWER: IF ASKED, THESE QUESTIONS ARE ASKED BY SELF-COMPLETION BECAUSE THEY ARE ABOUT YOUR PERSONAL OPINIONS AND VIEWS SO WE'D LIKE RESPONDENTS TO COMPLETE THEM IN PRIVATE.

INTERVIEWER: ONLY WHERE NECESSARY, ASK RESPONDENT IF THEY WOULD LIKE YOU TO READ THE QUESTIONS OUT TO THEM.

INTERVIEWER: PLEASE CODE WHETHER SELF-COMPLETION ACCEPTED.

1. Self-completion by respondent
2. Self-completion by interviewer
3. Self-completion refused

If CASInt = Self-completion by respondent

CASInstr

INTERVIEWER:

You'll need to look at this card for one of the questions. The computer will tell you when to use the card.

INTERVIEWER: GIVE RESPONDENT THE CARD ON MOTORWAYS AND MAJOR A ROADS.

INTERVIEWER: Press 1 and Enter, then turn the screen to the respondent and let them enter their answers while you observe and help if necessary.

1. Press 1 and <Enter> to continue.

If CASInt = Self-completion by respondent

CASIPra1

Practice question

The first two questions are practice questions.

Have you used a computer before?

Please choose one answer.

Press the number next to the answer you want to give then press 'enter' to move on.

1. Yes
2. No

If CASInt = Self-completion by respondent

CASIPra2

Practice question

This is the second practice question.

Which of these do you think should be fitted as standard in new cars?

This time you can choose more than one answer if you want.

After each answer you need to press the space bar (the large bar at the bottom of the keyboard). When you have given all of your answers, press 'enter' to move on.

1. Driver airbag
2. Passenger airbags
3. Satellite navigation system
4. Cruise control
5. Air conditioning
6. Electric windows
7. None of these

If CASInt = Self-completion by respondent

CASIExp1

{NAME}

That is the end of the practice questions. Now please answer the next set of questions by yourself.

If at any point you would like to change your answers you can go back to previous questions using the arrow keys.

Please ask the interviewer if you want any help. Now Press 1 and then press the 'Enter' key to continue.

1. Press 1 and < then enter> to continue.

ASK ALL

SatisInt

First of all, we would like to ask you about your satisfaction with different types of transport, both near your home and across England.

98. Press 1 and < then enter> to continue.

ASK ALL

NTrainsat

Overall, how satisfied or dissatisfied are you with train services?

By train services we mean national or local rail, but not including the underground, trams or light rail.

We are interested in your views, even if you do not use trains.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

RelTrain

And how satisfied or dissatisfied are you with the reliability of trains?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

FrqTrain

How satisfied or dissatisfied are you with the frequency of trains?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

NSatServ

Overall, how satisfied or dissatisfied are you with local bus services? By local I mean services which operate near your home.

We are interested in your views, even if you do not use buses.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. No local bus services in my area
7. Don't know
8. Prefer not to answer

If there is a local service (SatServ <> 6)

NReliBus

And how satisfied or dissatisfied are you with the reliability of local buses?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. No local bus services in my area
7. Don't know
8. Prefer not to answer

If there is a local service (SatServ <> 6)

NFrqBus

How satisfied or dissatisfied are you with the frequency of local buses?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. No local bus services in my area
7. Don't know
8. Prefer not to answer

ASK ALL

SRNRdSat

Please look at card on 'Motorways and major A roads in England'. These are maps showing motorways and major A roads in England and London.

How satisfied or dissatisfied are you with motorways and these major A roads? This includes motorways - blue roads on the map and major A roads - shown in red on the map.

We are interested in your views, even if you do not use motorways and major A roads.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

LocRdSat

Overall, how satisfied or dissatisfied are you with your local roads?

By local roads we mean all the roads in your local area that aren't motorways or major A roads.

We are interested in your views, even if you do not use these roads.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know

7. Prefer not to answer

ASK ALL

NCyclLane

Overall, how satisfied or dissatisfied are you with provision for cycling in your local area?

We are interested in your views, even if you do not cycle.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

WalkProv

Overall, how satisfied or dissatisfied are you with provision for walking in your local area?

We are interested in your views, even if you do not walk in your local area.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

CASISegIn

The next few questions are about your opinions on transport in relation to everyday life.

2. Press 1 and < then enter > to continue.

If the household owns or has continuous use of at least one vehicle (UseVcl=Yes)

CarStyle

Looking at this list, which of these things are important to you when buying a car or van?

You can type in more than one number by pressing the space bar between each number.

When you have given all of your answers, press the 'Enter' key to move on

1. Comfort
2. Costs – purchase / running / resale value / tax / insurance
3. Size of engine
4. Environmentally friendly / low carbon emissions
5. Brand or model – e.g. Volkswagen Golf
6. Interior space / boot size
7. Reliability
8. Safety
9. Speed / performance
10. Style / design

11. Colour
12. Features – things like sat nav; music system; power steering; electric windows etc
13. Mileage
14. Proximity of dealership to me
15. I don't have any say in which car or van to buy
16. Other
17. Don't know
18. Prefer not to answer

ASK ALL

PracNec

Here are some statements people have made. Please tell me to what extent you agree or disagree with them.

For each, please try to give your initial feeling rather than thinking about it too much.

'Car use is a practical necessity for me'

1. Definitely agree
2. Tend to agree
3. Neither agree nor disagree
4. Tend to disagree
5. Definitely disagree

ASK ALL

LivCit

Here are some statements people have made. Please tell me to what extent you agree or disagree with them.

For each, please try to give your initial feeling rather than thinking about it too much.

'I wish to live in an urban area'

1. Definitely agree
2. Tend to agree
3. Neither agree nor disagree
4. Tend to disagree
5. Definitely disagree

ASK ALL

CASIEndX

Thank you very much for answering these questions.

TYPE IN '1' AND PRESS 'ENTER TO LOCK-UP YOUR ANSWERS.

ASK ALL

CASIEndY

PLEASE HAND THE COMPUTER BACK TO THE INTERVIEWER.

INTERVIEWER: PLEASE PRESS 1 AND <ENTER> TO CONTINUE

EDUCATION, PAID WORK AND JOURNEY PLANNING

BILO / QTILO.INC

ASKED OF EACH PERSON AGED 16 OR OVER IN TURN (DVage=>16)

ASK ALL

EdAttn1

I would now like to ask you a few questions about your education and employment.

Do you have any educational qualifications for which you received a certificate?

1. Yes
2. No

Helpscreen:

If the respondent is unsure, then educational qualifications are usually obtained at school, college or university. Respondent need not have the certificate in their possession NOW - just must have received one once.

IF does not have any educational qualifications (EdAttn1 = 2)

EdAttn2

Do you have any professional, vocational or other work-related qualifications for which you received a certificate?

1. Yes
2. No

Helpscreen:

Respondent need not have the certificate in their possession NOW - just must have received one once.

IF has a qualification (EdAttn1 = 1 OR EdAttn2 = 1)

EdAttn4

SHOW CARD 22

Please look at this card and tell me whether you have any of the educational or school qualifications listed. Start at the top of list and tell me the first one you come to that you have.

1. Higher degree or postgraduate qualifications (e.g. M.A., MSc., M.Ed, Ph.D. etc)
2. First degree level qualification Degree, or degree level equivalent (e.g. BA; BSc,) including foundation degrees; such as PGCE
3. Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE)
4. A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent
5. GCSE grade A* - C; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent
6. GCSE grade D - G; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent
7. None of these

Helpscreen:

Do not attempt to give any guidance, or express any opinion of your own about any of the terms used. If respondents say they are unsure what counts as a 'certificate' or 'degree-level' (or any other term), reassure them that we would like them to make their own best judgement of how to answer.

IF respondent is not the HRP and interview is completed by face-to-face (IndQN) and is aged 16 and over (DVAGE>=16)

HLongInd

How long have you personally lived at this address?

...

INTERVIEWER CODE

1. Less than 12 months
2. 12 months but less than 2 years
3. 2 years but less than 3 years
4. 3 years but less than 5 years
5. 5 years but less than 10 years
6. 10 years but less than 20 years
7. 20 years or longer

Helpscreen:

Enter the number of completed years at the address. Note that the question relates to address rather than place. It may be possible that an individual is living at a different address from 12 months ago but is living in the same town and county.

We are interested in knowing whether people have moved house recently because that could affect their travel behaviour, especially if they have moved out of the immediate neighbourhood

In case respondent has moved away from the current address either for school, work or relationship and then returned to the same address, code in the continuous period of time since their return.

ASK ALL

Wrking

NAME

Did you do any paid work in the 7 days ending Sunday the [date of last Sunday], either as an employee or as self-employed?

1. Yes
2. No

Helpscreen:

Take respondent's definition, but it must be PAID work. PAID WORK means ANY work FOR PAY OR PROFIT done in the reference week, including Saturday jobs, casual work (eg baby-sitting, running a mail order club, etc.) children with a paper round etc, even though they may still be at school, work by 'retired'.

Include self-employed people if they work in their own business, professional practice, or farm for the purpose of earning a profit.

Exclude nurses in training under Project 2000 and other student nurses.

IF respondent did not do any paid work and aged less than 65 (Wrking = 2 and DVAge<65)

SchemeET

NAME

Were you on a government scheme for employment training?

1. Yes
2. No

IF respondent was not on a government training scheme OR not working and aged more than 62 if female or more than 64 if male (SchemeET = 2 or (Wrking=2 and DVAge>=63/65))

JbAway

NAME

Did you have a job or business that you were away from?

1. Yes
2. No
3. Waiting to take up a new job/business already obtained

Helpscreen:

Only code YES if there is definitely a job to return to.

Take the respondent's definition of whether they are in paid work or not. If they are unsure:

a job exists if there is a definite arrangement between an employer and an employee for work on a regular basis, whether work is full or part time.

Long term absence from work, except career breaks: if total absence exceeds 6 months, a person has a job only if full or partial pay has been received during absence and they expect to return to same employer.

Career breaks - as above except pay not necessary.

Seasonal workers 'between seasons' (ie not currently working) should be coded 2. (Note, the odd week of sick leave during the working season should be treated the same as in other work, and coded 1.

Casual workers - code No even if expect to work for employer again in future.

IF respondent was not away from a job or business OR was waiting to take up a new job (JbAway = 2 OR 3)

OwnBus

NAME

Did you do any unpaid work in that week for any business that you own?

1. Yes
2. No

Helpscreen:

The people we expect to answer Yes here are those whose work contributes directly to a business, farm, or professional practise that they own, but who

receive no pay or profits. EXCLUDE unpaid voluntary work done for charity etc.

IF not doing any unpaid work for own business (OwnBus = 2)

RelBus

NAME

...or that a relative owns?....

1. Yes
2. No

Helpscreen:

The people we expect to answer Yes here are those whose work contributes directly to a business, farm, or professional practise OWNED BY A RELATIVE, but who receive no pay or profits (e.g. a wife doing her husband's accounts or helping with family business).

EXCLUDE unpaid voluntary work done for charity etc.

IF respondent is not away from job and did not do unpaid work for own business or one that a relative owns (JbAway=2 and RelBus = 2)

Looked

NAME

Thinking of the 4 weeks ending Sunday the [Date of last Sunday], were you looking for any kind of paid work or government training scheme at any time in those 4 weeks?

1. Yes
2. No
3. Waiting to take up a new job or business already obtained

Helpscreen:

'Looked for paid work' may cover a wide range of activities and you should NOT try to interpret the phrase for the respondent.

Looking in the paper for vacancies is an active form of search.

Looking for work on government scheme requires an approach to the agency.

IF respondent was looking for a job or waiting to take up a new job or business already obtained (Looked=1 or 3, OR JbAway= 3)

HowLong

SHOW CARD 23

NAME

How long have you been looking/were you looking for paid work/a place on a government scheme

1. Not yet started
2. Less than 1 month
3. 1 month or more but less than 3 months
4. 3 months or more but less than 6 months
5. 6 months or more but less than 12 months
6. 12 Months or more

IF respondent was looking for a job or waiting to take up a new job already obtained (Looked=1, or 3 OR JbAway= 3)

StartJ

NAME

If a job or a place on a government scheme had been available in the week ending Sunday the [date of last Sunday], would you have been able to start within 2 weeks?

1. Yes
2. No

IF respondent was not looking for paid work or did not have a job that they were away from (Looked = 2 OR StartJ = 2)

YInAct
NAME

What was the main reason you (did not seek any work in the last 4 weeks/would not be able to start in the next 2 weeks?)

1. Student
2. Looking after the family/home
3. Temporarily sick or injured
4. Long-term sick or disabled
5. Retired from paid work
6. Other reasons

Helpscreen:

There is no predetermined definition of any of the categories at this question; you should accept the respondent's answer.

Do not prompt the categories. If, exceptionally, an answer covers more than one coding category, ask which is the main reason and code that one only.

Computed variable

DVIL03a

DV for ILO in employment - 3 categories

1. InEmp (employed)
2. Unemp (unemployed)
3. EclnAct (economically inactive)

Computed variable

DVIL04a

DV for ILO in employment - 4 categories

1. InEmpXuf
2. UFW
3. Unemp
4. EclnAct

BEDUC / QTEduc.INC

ASKED OF EACH PERSON, IN TURN, WHO ARE AGED 16 OR OVER, AND ARE WORKING OR ON A TRAINING SCHEME OR AWAY FROM A JOB OR WAITING TO TAKE UP A JOB OR LOOKED FOR WORK IN LAST 4 WEEKS OR ARE NOT LOOKING FOR WORK BECAUSE THEY ARE A STUDENT

(DVAGE=>16 AND (WRKING=1 OR SCHEMEET=1 OR JBAWAY=1 OR 3 OR LOOKED=1 OR YINACT=1))

EducN

NAME

Is name / are you at present attending a school or college, either full time or part time?

1. Yes - full time

2. Yes - part time
3. No

TRANSPORT RELATED BARRIERS TO WORK

BTrEmp / QTTrEmp.INC

If respondent is aged 16-70 (DVAge16-70)

PrbJobN

NAME

In the past 12 months have you/has name turned down a job or decided not to apply for a job you were interested in due to problems with transport?

1. Yes - turned down a job
2. Yes - decided not to apply for a job
3. No

If turned down job or decided not to apply for a job because of transport problems (PrbJobN = 1 or 2)

PrbTyp1

NAME

What sort of problems with transport were these?

CODE ALL THAT APPLY

1. Too far
2. Car not available
3. Don't have a current driving licence/can't drive
4. Cost of petrol
5. Lack of parking facilities
6. Cost of parking
7. Traffic congestion/roadworks
8. Inadequate public transport
9. Cost of using public transport
10. Personal physical difficulties/disability
11. Personal safety concerns
97. Other (specify)

IF respondent had other problem with transport (PrbTyp1=97)

XPrbTyp1

NAME

Please specify other answer.

LAST PAID JOB

BLastJb / QTLastJb.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND UNEMPLOYED OR ECONOMICALLY INACTIVE (DVAGE =>16 AND DVIL03a = 2 OR 3)

ASK ALL

Everwk

NAME

Have you ever had a paid job, apart from casual or holiday work?

1. Yes
2. No

IF has had a paid job (Everwk = 1)

DtJbL

NAME

When did you leave your last PAID job?
 FOR DAY NOT GIVEN.....ENTER 15 FOR DAY
 FOR MONTH NOT GIVEN....ENTER 6 FOR
 MONTH
 THIS QUESTION DOES NOT INCLUDE CASUAL
 OR HOLIDAY WORK

Helpscreen:

If day and month are not volunteered readily, only
 probe as follows:
 day....if in last 12 months
 month....if in last 24 months.

MAIN JOB DETAILS

BMainJb / QTMainJb.INC

ASKED OF ALL IN TURN, IF THEY ARE 16
 OR OVER AND EMPLOYED OR HAVE
 EVER HAD A PAID JOB (DVAge >= 16
 AND (DVIL03a = 1 OR EVERWK=1))

ASK ALL

IndD

NAME

CURRENT OR LAST JOB

What did/(does) the firm/organisation you work(ed)
 for mainly make or do (at the place where you
 work(ed))?

DESCRIBE FULLY - PROBE MANUFACTURING or
 PROCESSING or DISTRIBUTING ETC. AND MAIN
 GOODS PRODUCED, MATERIALS USED,
 WHOLESALE or RETAIL ETC.

ASK ALL

OccT

NAME

JOB TITLE CURRENT OR LAST JOB

What was/(is) your (main) job (in the week ending
 Sunday the [date of last Sunday])?

Helpscreen:

REFERENCE PERIOD: MAIN job in reference week
 or last job if ever worked.

DEFINITION OF MAIN JOB: respondents with more
 than one job should decide themselves which is
 their main job. Only if they are unable to do so
 should the LFS criterion be applied: the job which
 was the largest number of hours.

ASK ALL

OccD

NAME

CURRENT OR LAST JOB

What did/(do) you mainly do in your job?
 CHECK SPECIAL QUALIFICATIONS/TRAINING
 NEEDED TO DO THE JOB

ASK ALL

Stat

NAME

Were/(Are) you working as an employee or
 were/(are) you self-employed?

1. Employee
2. Self-employed

Helpscreen:

The division between employees and self-employed
 is based on RESPONDENTS' OWN ASSESSMENT
 of their employment status in their main job.

Freelancers can be employed or self-employed. If
 respondent cannot decide which they are, ask if
 they are invoicing another company for work carried
 out **and** are responsible for their own tax and NI. If
 so, then they are self-employed.

*IF respondent is/was an employee (Stat = 1)***SVise**

NAME

In your job, do/(did) you have formal responsibility
 for supervising the work of other employees?

DO NOT INCLUDE PEOPLE WHO ONLY
 SUPERVISE:

- children, e.g. teachers, nannies, childminders
- animals
- security or buildings, e.g. caretakers, security
 guards

1. Yes
2. No

*IF respondent did supervise other employees
(SVise = 1)***SViseDesc**

NAME

Please describe the type of responsibility you
 have/(had) for supervising the work of other
 employees.

INTERVIEWER: PROBE FOR WHO AND WHAT IS
 BEING SUPERVISED

*IF respondent is/was an employee (Stat = 1)***EmpNo**

NAME

How many people work(ed) for your employer at the
 place where you work(ed)?

Were there...READ OUT

1. ...1 to 24,
2. 25 to 499,
3. or 500 or more employees?

Helpscreen:

We are interested in the size of the local unit of the
 establishment at which the respondent works but we
 only want the number of employees working for the
same employer as the respondent. Thus at sites
 shared by several organisations we would not
 include all employees - just those working for the
 respondent's employer. The 'local unit' is considered
 to be the geographical location where their job is
 mainly carried out. Normally this will consist of a
 single building, part of a building, or at the largest a
 self-contained group of buildings.

It is the total number of employees at the respondent's workplace that we are interested in, not just the number employed within the particular section or department in which he/she works.

If a respondent works from a central depot or office (e.g. a service engineer) base, then the answer is the number of people who work at or from the central location. Note that many people who work 'from home' have a base office or depot that they communicate with. It may even be true of some people who work 'at home' (e.g. telecommuter who retains a desk or some minimal presence in an office). If in doubt, accept the respondent's view of whether or not there is a wider establishment outside the home that they belong to for work purposes.

For self-employed people who are subcontracted for any significant (respondent's definition) length of time to work in a particular place (e.g. building site), that is their place of work.

IF respondent was/is self employed (Stat = 2)

Solo

NAME

Were/(are) you working on your own or did/(do) you have employees?

ASK OR RECORD

1. on own/with partner(s) but no employees
2. with employees

Helpscreen:

The following should not be counted as employees. They should be excluded from the total number of employees at SENo:

-Any relative who is a member of the informant's household.

-Any partners in a partnership (as they would also be self employed)

For self-employed people who are subcontracted for any significant (respondent's definition) length of time to work in a particular place (e.g. building site) that is their place of work.

If the informant is unable to decide whether they employ anyone or not then code 1 ('on own/with partner(s) but no employees') should take priority.

IF respondent works/has worked with employees (Solo = 2)

SENo

NAME

How many people did/(do) you employ at the place where you work(ed)?

Were/(Are) there ... READ OUT ...

1. ...1 to 24,
2. or, 25 or more?

Helpscreen:

We are interested in the size of the 'local unit of the establishment' at which the respondent works in terms of total number of employees. The 'local unit'

is considered to be the geographical location where their job is mainly carried out. Normally this will consist of a single building, part of a building, or at the largest a self-contained group of buildings.

It is the total number of employees at the respondent's workplace that we are interested in, not just the number employed within the particular section or department in which he/she works.

The following should not be counted as employees. They should be excluded from the total number of employees at SENo:

-Any relative who is a member of the informant's household.

-Any partners in a partnership (as they would also be self employed)

For self-employed people who are subcontracted for any significant (respondent's definition) length of time to work in a particular place (e.g. building site) that is their place of work.

ASK ALL

FtPtWk

NAME

In your (main) job were/(are) you working... READ OUT ...

1. ...full time,
2. or part time?

Helpscreen:

We are interested in SELF-ASSESSMENT - let the RESPONDENT decide whether the job is full-time or part-time.

INCOME

BIncm / QTIncm.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER (DvAge >= 16)

ASK ALL

Incm

NAME

SHOW CARD 24

This card shows a number of possible sources of income. Can you tell me whether you personally receive income from any of these? I do not need to know which.

PRESS <F9> FOR SOURCES OF INCOME SHOWN ON CARD 24

CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES

CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME.

1. Income received
2. No source of income

Helpscreen:

We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about the travel patterns of people on different incomes helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live.

This question is designed to remind the respondent of all possible sources of income which are to be included in the next questions. You do not need to enter these sources - simply code 1 if they have any of the sources of income on the card (shown below) or 2 if they have no source of income.

SHOW CARD 24

Earned Income/ Salary
Income from self employment
Pension (state, private or from former employer)
Pension Credit (formerly Minimum Income Guarantee)
Child Benefit
Working Tax Credit (formerly Disabled Persons or Working Families Tax Credit)
Child Tax Credit
Disability Living Allowance
Other state benefits e.g.
- Jobseeker's Allowance
- Income Support
- Housing Benefit
- Council Tax Benefit
- Incapacity Benefit (formerly NI Sickness/Invalidity Benefit)
- Maternity Allowance/Statutory Maternity Pay
- Attendance Allowance
- Carers Allowance (formerly Invalid Care Allowance)
- Widow/Widowers/Bereavement Benefits
- Universal credit
Interest from savings, building society, investments etc.
Other regular allowances (e.g. maintenance from former partner, annuity, student grant, bursaries, scholarships etc)
Other sources

If respondent received income (Incme = 1)

IncGrp

NAME

SHOW CARD 25

Which of the letters on this card represents your own gross income from all sources mentioned? By gross income, I mean income from all sources before deductions for income tax, National Insurance etc. Please just tell me the letter.
INTEVIEWER - PLEASE TYPE IN THE LETTER

Helpscreen:

Income from shares / dividends are included.

We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about the travel patterns of people on different incomes

helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live

If respondent is the Household Reference Person AND the number of adults in the household is greater than 1 (QTHComp.NumAdult > 1)

HIncGrp

NAME

SHOW CARD 25

INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION [Letter entered at IncGrp]
And now think of the income of the household as a whole. Which of the letters on this card represents the gross income of the WHOLE household?
INTEVIEWER - PLEASE TYPE IN THE LETTER

Helpscreen:

Income from shares / dividends are included.

We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about the travel patterns of people on different incomes helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live.

LOCATION OF WORK

BWorkPI / QTWorkPI.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND EMPLOYED (DVAge >= 16 AND DVIL03a = 1)

ASK ALL

WkPlace

NAME

[Thinking about your/his/her main job] When you go to work do you... READ OUT

1. ...go to the same place every time,
2. go to the same place on at least 2 days running each week,
3. go to different places,
4. or work at home or in the same building or grounds as your home.

Helpscreen:

Informants can only have one usual place of work. This will be a place they visit on at least 2 consecutive days per week for at least 4 consecutive weeks.

If the respondent has two work places he/she visits regularly (2 consecutive days per week or more, etc), then the one visited **most frequently** is treated as the usual place of work. If both are visited with the same frequency the one **furthest away from home** is the usual place of work.

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = 1 or 2)

WkRef

NAME

Where do you go to work?

ADD IF NECESSARY: Can you tell me the town or area?

INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW)

ON EXITING CODING FRAME PRESS ENTER TO MOVE TO NEXT QUESTION.

Computed variable

WkUrbCd

City Centre code for urban areas

IF respondent works in a town (WkUrbCd = 1..22 OR WkUrbCd = 24..48)

WkTown

NAME

Is it within [X minutes walk of X]?

1. Within
2. Not within

See Appendix L for "Where do you work" lookup table.

IF respondent works in an urban area (WkUrbCd = 50, 89 AND UrbRural = 1..14, 89)

WkOthUrb

NAME

Is it within 5 mins walk of the main shopping/business centre?

1. Within
2. Not within

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = 1 or 2)

WkAdd1

NAME

What is the address of your usual place of work?

INTERVIEWER: obtain as full an address as possible, including postcode if respondent can supply this. If the respondent is unsure of exact address/ postcode, please record the Name of their employer/office and as much of the address as they can provide.

Use <CTRL + R> if respondent does not wish to provide the address.

Enter *first line of the address*.

INTERVIEWER: The journey to work is the most frequently travelled journey for many People. This information will allow the exact distance of this journey to be calculated.

If first line of work address entered (WkAdd1 = Response)

WkAdd2

NAME

Address of usual place of work.

INTERVIEWER: *enter next line of the address OR PRESS <ENTER> KEY IF NO MORE. DO NOT ENTER POSTCODE HERE.*

If second line of work address entered (WkAdd2 = Response)

WkAdd3

NAME

Address of usual place of work.

INTERVIEWER: **enter next line of the address** Or press <enter> key if no more.

DO NOT ENTER POSTCODE HERE.

If third line of work address entered (WkAdd3 = Response)

WkAdd4

NAME

Address of usual place of work.

INTERVIEWER: **enter next line of the address** Or press <enter> key if no more.

DO NOT ENTER POSTCODE HERE.

If first line of work address entered (WkAdd1 = Response)

WkPC

NAME

What is the postcode of your usual place of work?

INTERVIEWER: Use <CTRL + K> if does not know.

If work postcode given (WkPC = Response)

WkKnow

INTERVIEWER: Record whether the respondent knew their work place address, including full postcode, or whether they had to look it up.

1. Knew work place address including post code,
2. Looked it up,
3. Did not provide full postcode/Other

TRAVEL TO WORK

BWkMeth / QTWkMeth.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND WORK AT SAME PLACE EVERY TIME, AT LEAST 2 DAYS A WEEK OR GOES TO DIFFERENT PLACES (DVAge>=16 AND (WkPlace = 1, 2 or 3))

ASK ALL

WkTrav

NAME

How do you usually travel to work?

THIS QUESTION APPLIES FOR THE MAIN JOB, THAT IS THE JOB IN WHICH RESPONDENT USUALLY WORKS THE MOST HOURS. CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE RESPONDENT'S USUAL JOURNEY TO WORK.

1. Underground, metro, light rail, tram
2. Train
3. Bus, minibus or coach
4. Motorcycle, scooter or moped
5. Car or van
6. Taxi/minicab

- 7. Bicycle
- 8. On foot
- 97. Other (specify)

Helpscreen:

Only Use 'other' code at WkTrav if none of the following apply:

Code 1 (tube) for Tyne & Wear Metro, Greater Manchester Metrolink, Glasgow Underground, Croydon Tramlink, West Midlands Metro, Sheffield Supertram, and Docklands Light Railway.

Code 3 (bus) for coaches, works bus, contract buses and minibuses.

Code 5 (car) for works vans, firms car, and transit vans.

Leave following as 'other': lorry, plane, works abroad.

If the respondent has two work places he/she visits regularly (2 consecutive days per week or more, etc), then the one visited **most frequently** is treated as the usual place of work. If both are visited with the same frequency the one **furthest away from home** is the usual place of work.

If respondent travels to work some other way (WkTrav = 97)

XWkTrav

NAME

INTERVIEWER: Please record how informant usually travels to work.

Remember to recode WkTrav 1 to 8 where possible.

If respondent now says they work and live in the same premises then please go back and amend WkPlace

Helpscreen:

Only Use 'other' code at WkTrav if none of the following apply:

Code 1 (tube) for Tyne & Wear Metro, Greater Manchester Metrolink, Glasgow Underground, Croydon Tramlink, West Midlands Metro, Sheffield Supertram, and Docklands Light Railway.

Code 3 (bus) for coaches, works bus, contract buses and minibuses.

Code 5 (car) for works vans, firms car, and transit vans.

Leave following as 'other': lorry, plane, works abroad

If usually travel to work on foot (WkTrav=8)

WkTrFo

SHOW CARD 26

What are the reasons why you walk to work?

CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]

- 1. It is quick
- 2. It is the cheap / cheapest way / free
- 3. It is the most convenient way
- 4. I enjoy walking
- 5. To keep fit / exercise

- 6. There is a choice of routes / can take routes which I couldn't otherwise
- 7. It's better for the environment / reduces CO2 emissions
- 8. Flexibility / freedom / no waiting around
- 9. I don't own / have access to a car
- 10. No parking where I need to go
- 11. I can't cycle where I need to go
- 12. Public transport services don't meet my needs
- 13. No particular reason
- 98. Other (please specify)

If other reason why usually travels on foot (If WkTrvFo=97)

WkTrFoO

PLEASE SPECIFY OTHER REASON.

:STRING[60]

If usually travels to work by bicycle (WkTrav=7)

WkTrBi

SHOW CARD 27

What are the reasons why you cycle to work?

CODE ALL THAT APPLY. DO NOT PROMPT.

PROBE FULLY [ANYTHING ELSE?]

- 1. It is quick
- 2. It is the cheap / cheapest way / free
- 3. It is the most convenient way
- 4. It is easy to park / lock up
- 5. I enjoy cycling
- 6. I use my bicycle for work
- 7. To keep fit / exercise
- 8. There is a choice of routes / can take routes which I couldn't otherwise
- 9. It's better for the environment / reduces CO2 emissions
- 10. Flexibility / freedom / no waiting around
- 11. I don't own / have access to a car
- 12. No parking where I need to go
- 13. I can't walk where I need to go
- 14. Public transport services don't meet my needs
- 15. No particular reason
- 98. Other (please specify)

If other reason why usually travels by bicycle (If WkTravBi=97)

WkTrBiO

PLEASE SPECIFY OTHER REASON.

:STRING[60]

Ask ODD years only. If travels to work by motorcycle, scooter or moped, car or van or taxi/minicab (WkTrav = 4, 5 OR 6)

WkRoad

NAME

SHOW CARD 28

And on your journey to work, which of these types of road do you travel on?

INTERVIEWER NOTE: We are interested in all road types used, not just the ones covering the greatest distance.

CODE ALL THAT APPLY.

- 1. Motorway
- 2. Dual carriageway

3. Other major roads (other A roads)
4. Local road in a city or town (including B roads)
5. Local road outside a city or town (including B roads)
6. Other (please specify)

Ask ODD years only. If travels to work on other type of road (WkRoad=6)

XWkRoad

NAME

INTERVIEWER: Please record details of other type of road used"

Ask ODD years only. If respondent normally travels to work by car or van (WkTrav = 5)

WkDrive

NAME

When travelling to work are you...READ OUT

1. ...usually the driver,
2. usually the passenger
3. or sometimes driver and sometimes passenger?

Ask ODD years only. If usually travels to work by car (WkTrav=5)

WkLift

NAME

SHOW CARD 29

When travelling to work, how often, if at all do you give a lift to or receive a lift from a work colleague?

INTERVIEWER NOTE: PLEASE **DO NOT** INCLUDE GIVING PEOPLE LIFTS PART OF THE WAY (E.G. PICKING UP FROM BUS STOP).

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

Ask ODD years only. If respondent drives to work (WkDrive = 1 OR 3)

ParkWrk

NAME

SHOW CARD 30

Where do you usually park your [car/van] when you drive to work?

1. on the street
2. on a driveway
3. in a garage
4. in a park-and-ride car park
5. in another public car park
6. in a firm/work's car park
7. in another private car park
8. (DOES NOT USUALLY PARK AT/NEAR WORKPLACE)

WORKING AT HOME

BWkHome / QTWkHome.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND IN EMPLOYMENT

(DVage=>16 AND DVILO3a=1)

ASK ALL

Ofthome

NAME

SHOW CARD 29

How often, if at all, do you/does name work from home instead of going to your (usual) place of work?

INTERVIEWER: WE ARE INTERESTED IN WHETHER THE RESPONDENT IS WORKING AT HOME INSTEAD OF GOING TO THEIR (USUAL) PLACE OF WORK. DO NOT INCLUDE IF ADDITIONAL TO NORMAL WORKING HOURS (E.G. ADDITIONAL WORK AT HOME IN EVENINGS OR WEEKEND), AND DO NOT INCLUDE SELF-EMPLOYED PEOPLE (E.G. PLUMBERS) DOING ADMINISTRATIVE PAPERWORK.

DO NOT INCLUDE PEOPLE WHO WORK AT HOME FOR PART OF THE DAY AND GO TO THEIR (USUAL) PLACE OF WORK FOR PART.

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

Ask in ODD years only

If works at home once or twice a month, or more often (Ofthome=1, 2, 3, or 4)

HomedayN

NAME

On which days of the week do you usually work from home or does it vary?

CODE ALL THAT APPLY

1. Monday
2. Tuesday
3. Wednesday
4. Thursday
5. Friday
6. Saturday
7. Sunday
8. It varies

If works at home less than one or twice a year (Ofthome=7)

PossHmN

NAME

Can I check, in your (main) job, would it be possible to do any of your/his/her kind of work at home instead of travelling to work?

IF IN THEORY POSSIBLE BUT EMPLOYER DOES NOT ALLOW CODE 'YES'.

IF IN THEORY POSSIBLE IF HAD NECESSARY EQUIPMENT (E.G. LAPTOP, SEWING MACHINE), CODE YES.

IF YES: Is that all of your work, most of your work or just some of your work?

1. Yes - could do all of your/his/her work from home

2. Yes - could do most of your/his/her work from home
3. Yes - could do some of your/his/her work from home
4. No - could not do any of your/his/her work from home

Ask in ODD years only

If works at home at least once or twice a year (Ofthome=1-6)

WkMuch

How much of your/his/her kind of work could you/he/she do from home instead of travelling to work?

Could you/he/she do...READ OUT...

CONSIDER WHAT WOULD IN THEORY BE POSSIBLE IF HAD NECESSARY EQUIPMENT (E.G. LAPTOP, SEWING MACHINE) AND EMPLOYER ALLOWED HOME WORKING

1. ...all of your/his/her work,
2. ...most of your/his/her work,
3. ...or some of your/his/her work from home

Ask in ODD years only

IF respondent doesn't work from home but could or does work from home but not always (Ofthome =1-6 or PossHom=1-3)

YNotWkHN

NAME

Why do you not work at home (more often) in your present (main) job?

CODE ALL THAT APPLY

1. Work at home as much as I can given nature of work
2. Do not have a computer/modem/fax/telephone at home
3. Do not have other necessary equipment at home
4. Employer / manager does not allow it
5. Employer/manager does not encourage it
6. Just prefer not to
7. No space to work at home
8. Children at home
9. Need to meet with colleagues
10. Like contact with colleagues at place of work
11. Need to meet with customers
97. Other reason (Please specify)

Ask in ODD years only

If other reason for not working at home (YNotWkHN=97)

Ask in ODD years only

XYNotWkHN

NAME

Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

Ask in ODD years only

If works at home at least once or twice a year or works at home for part of day at least once or twice a year (OfTHome =1-6)

WkTech

NAME

SHOW CARD 31

When you works at home, do you/does name usually use any of these for work purposes?
IF YES, PROBE: Which do you/does name use?

1. Telephone or mobile phone
2. PC, laptop or PDA
3. Printer
4. Internet- broadband access
5. Internet - dial up access
6. Remote access to your employers/office network
7. Fax
8. None of these

EASE/DIFFICULTY OF TRAVELLING TO WORK

BWkDiff / QTWkDiff.INC

ASK IN EVEN YEARS ONLY

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND WORK AT SAME PLACE EVERY TIME, AT LEAST 2 DAYS A WEEK OR GOES TO DIFFERENT PLACES (DVAge>=16 AND (WkPlace = 1, 2 or 3))

If respondent travels to work by car or motorbike (WkTrav = 4 OR 5)

CarW

NAME

I'm now going to ask a few questions about how easy or difficult you find it to travel to work, and why.

Do you usually experience any difficulties with travelling to or from work by [car/van] / [motorcycle/scooter/moped]?

IF YES,PROBE: What difficulties?

CODE ALL THAT APPLY

1. No no difficulties
2. Too far
3. Car not available
4. Don't have a current driving licence/can't drive
5. Cost of petrol
6. Lack of parking facilities
7. Cost of parking
8. Traffic congestion/roadworks
9. Inadequate public transport
10. Cost of using public transport
11. Personal physical difficulties/disability
12. Personal safety concerns
97. Other (specify)

IF respondent experiences some other difficulty (CarW = 97)

XCarW

NAME

specify other answer.

If respondent has more than one difficulty (CarW > 1)

CarWM

NAME

And which **one** of these things creates most difficulty?

CODE ONE ONLY

1. No no difficulties
2. Too far
3. Car not available
4. Don't have a current driving licence/can't drive
5. Cost of petrol
6. Lack of parking facilities
7. Cost of parking
8. Traffic congestion/roadworks
9. Inadequate public transport
10. Cost of using public transport
11. Personal physical difficulties/disability
12. Personal safety concerns
97. Other (specify)

If respondent has some other difficulty (CarWM = 97)

XCarWM

NAME

Please specify other answer.

If respondent goes to work by car, van, motorbike, scooter, or moped (WkPlace=1, 2, or 3 AND WkTrav= 4 or 5)

CarsEas

SHOW CARD 32

Suppose for some reason you could no longer use a car/van/motorbike/scooter/moped for travelling to or from work. How easy or difficult would it be to make this journey some other way? Please take your answer from this card.

INTERVIEWER NOTE: THE QUESTION REFERS TO ANY PRIVATE MOTOR VEHICLE. IT IS AIMING TO FIND OUT HOW EASY IT WOULD BE FOR THE RESPONDENT TO USE OTHER FORMS OF TRANSPORT. IF THE RESPONDENT SAYS THAT IT WOULD BE IMPOSSIBLE CODE 'VERY DIFFICULT.

1. Very easy
2. Fairly easy
3. Neither easy nor difficult
4. Quite difficult
5. Very difficult

If respondent goes to work by car, van, motorbike, scooter, or moped (WkPlace=1, 2, or 3 AND WkTrav= 4 or 5)

Worknew

How would you travel to work instead?

CODE ALL THAT APPLY

1. Go by taxi/minicab
2. Go by public transport
3. Go on foot
4. Go on bicycle
5. Could not do in any other way (spontaneous only)
97. Other

If would travel in another way (Worknew=97)

XWorkNew

NAME

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

If respondent does not travel to work in a private car or motorbike (WkTrav = 1, 2, 3, 6, 7, 8, 97)

OthW

NAME

(I'm now going to ask a few questions about how easy or difficult you find it to travel to work, and why.)

Do you usually experience any difficulties with travelling to or from work by [underground/metro/light rail/tram] / [train] / [bus/minibus/coach] / [taxi/minicab] / [bicycle] / [foot]?

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY

1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. Lack of/no cycle lanes
13. The weather
97. Other (specify)

If respondent experiences some other difficulty (OthW = Other)

XOthW

NAME

Please specify other answer.

If respondent has more than one difficulty (OthW > 1)

OthWM

NAME

And which **one** of these things creates most difficulty?

CODE ONE ONLY

1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. Lack of/no cycle lanes
13. The weather
97. Other (specify)

If respondent has some other difficulty (CarWM = Other)

XOthWM

NAME

Please specify other answer.

TRANSPORT DIFFICULTIES

BDemTr / QTDemTr.INC

ASKED EVEN YEARS ONLY OF ALL IN
TURN, IF THEY ARE 16 OR OVER
(DVAge>=16)

Ask all – even years only

OthdifN

NAME

SHOW CARD 33

(Apart from anything you have already mentioned)
do you / does [name] have any transport difficulties
for any of these types of journey?

CODE ALL THAT APPLY

1. Travelling to the doctors surgery
2. Travelling to hospital
3. Visiting friends/relatives at their home
4. Travelling to other social activities,
including taking children
5. Taking the children to school
6. Travelling to school/college/university
7. Travelling for any other reason (specify)
8. No difficulties with any of these

Ask Even years only. IF respondent has transport
difficulties for some other journey purpose (OthDif =
7)

XOthDif

NAME

PLEASE SPECIFY OTHER REASON FOR
TRAVELLING.

Ask Even years only. IF respondent has transport
difficulties travelling to the doctors/hospital (OthDif =
1)

YDiff1

NAME

What difficulties do you experience when travelling
to the doctors surgery?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other
transport difficulties with travelling to the
doctors/hospital (YDiff1 = 97)

XYDiff1

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. If respondent has difficulties
travelling to the hospital (OthDifN=2)

YDiffH

What difficulties do you have when travelling to
hospital?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. If respondent has difficulties
travelling to the hospital for other reasons
(YDiffH=97)

XYDiffH

NAME

PLEASE SPECIFY OTHER ANSWER

Ask Even years only. IF respondent has transport
difficulties when visiting friends/relatives at their
home (OthDifN =3)

YDiff2

NAME

What difficulties do you experience when visiting
friends/relatives at their home?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other
transport difficulties when visiting friends/relatives at
their home (YDiff2 = 97)

XYDiff2

NAME

PLEASE SPECIFY OTHER ANSWER.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

Ask Even years only. IF respondent has transport difficulties when travelling to other social activities (OthDifN = 4)

YDiff3

NAME

What difficulties do you experience when travelling to other social activities?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when travelling to other social activities (YDiff3 = 97)

XYDiff3

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. IF respondent has transport difficulties when taking the children to school/social activities etc (OthDifN = 5)

YDiff4

NAME

What difficulties do you experience when taking the children to school?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when taking the children to school (YDiff4 = 97)

XYDiff4

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. IF respondent has transport difficulties when travelling to school/college/university (OthDifN = 6)

YDiff5

NAME

What difficulties do you experience when travelling to school/college/university?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when travelling to school/college/university (YDiff5 = 97)

XYDiff5

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. IF respondent has transport difficulties when travelling for some other journey purpose (OthDifN = 7)

YDiff6

NAME

What difficulties do you experience when travelling: [other journey purpose]?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when travelling for some other journey purpose (YDiff6 = 97)

XYDiff6

NAME

PLEASE SPECIFY OTHER ANSWER.

ROAD ACCIDENTS INVOLVING ADULTS

BAccid / QAccid.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER (DVAge>=16)

ASK ALL

AccInt

NAME

INTERVIEWER: THE NEXT QUESTIONS CONCERN ROAD ACCIDENTS. **PLEASE BE AWARE THIS MAY BE A SENSITIVE TOPIC FOR SOME RESPONDENTS.**

ASK ALL

Accident

NAME

In the last 3 years, that is since [Date], have you been in any type of road accident, no matter how minor?

Please include any accidents in which you were involved as a pedestrian, driver, passenger, cyclist or motorcyclist, even if no other party were involved. Only include incidents that happened on a public road, including pavements and cycle lanes on the public road.

1. Yes
2. No

If respondent has been in accident (Accident=1)

Acc3Yr

NAME

And how many times have you been involved in a road accident, no matter how minor, in the last 3 years?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

:1..97

If respondent has been in accident and answered question about number of accidents in past 3 years (Accident=1 AND Acc3Yr=RESPONSE, DK)

Acc12Mn

NAME

And how many times have you been involved in a road accident within the last 12 months, that is since [Date]?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

: 0..97

If respondent has been in accident (Accident=1)

Injury3

NAME

Thinking again about the last 3 years, that is since [Date], have you been in a road accident on a public road in which you were injured in some way?

Please include incidents where you were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.

INTERVIEWER ONLY INCLUDE INCIDENTS WHERE THE RESPONDENT WAS DIRECTLY INVOLVED - DO NOT INCLUDE INCIDENTS

WHERE THE RESPONDENT WAS ONLY A WITNESS.

INCIDENTS WHILE RIDING A HORSE SHOULD BE INCLUDED, EVEN IF NO OTHER PARTY WAS INVOLVED.

INCIDENTS THAT DID NOT HAPPEN ON A PUBLIC ROAD (E.G. ON PRIVATE ROADS, IN PUBLIC PARKS, IN CAR PARKS, IN PETROL STATIONS) SHOULD NOT BE INCLUDED. INCIDENTS THAT OCCURRED OUTSIDE GB SHOULD NOT BE INCLUDED.

1. Yes
2. No

If respondent has been injured in accident in the last 3 years AND has been in an accident in last 12 months (Injury3=1 AND Acc12Mn>0)

Acc3Inj

NAME

How many times have you been involved in a road accident in which you were injured in the last 3 years?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

:1..97

If respondent has been injured in more an accident in the last 3 years or does not know how many accidents they have been injured in in the last 3 years (Acc3Inj>0 or Acc3Inj=DK)

Acc12Inj

NAME

And how many times, if any, have you been involved in a road accident in which you were injured in the last 12 months, that is since [Date]?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

:0..97

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn=1)

AccInt2

NAME

I would now like to ask you some details about the (most recent) incident in which you were injured / accident you were involved in.

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn=1)

Incident

NAME

Can I just check, at the time of the incident, were you... READ OUT...

1.a car occupant,
2. a cyclist,
3. a motor cyclist,
4. a pedestrian,
5. or on/in another vehicle (including van)?

If respondent has been injured in accident and being interviewed in person (Injury3=1 and IndQn=1)

Injury

NAME

SHOW CARD 34

What type of injuries did you have? You can choose as many as apply.

1. Minor bruising or minor cuts
2. Severe cuts
3. Sprains
4. Whiplash
5. Fracture/broken bones
6. Concussion
7. Internal injuries
8. Burns
9. Crushing
10. Slight shock
11. Severe shock (required hospital treatment)
97. Other (Please specify)

If respondent sustained an other injury (Injury = 97)

Xinjury

NAME

INTERVIEWER: PLEASE RECORD OTHER INJURY.

If respondent has been injured in accident and being interviewed in person (Injury3=1 and IndQn=1)

Medical

NAME

SHOW CARD 35

Can I just check, as a result of your injuries, did you receive any medical attention at any time following the accident? You can choose as many as apply.

1. No - no medical attention received
2. Yes - first aid at roadside
3. Yes - at GP surgery
4. Yes - at a minor injuries/accidents unit
5. Yes - at Accident and Emergency
6. Yes - as an inpatient in hospital (at least one night spent on a hospital ward)
97. Yes - other (Please specify)

If other medical treatment received (Medical = 97)

XMedical

NAME

INTERVIEWER: PLEASE RECORD OTHER TYPE OF MEDICAL ATTENTION RECEIVED.

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn = 1)

OthVeh

NAME

SHOW CARD 36

Can I just check, (apart from the vehicle you were travelling in,) were any (other) vehicles or pedestrians also involved in the incident?

INTERVIEWER: IF THE ACCIDENT INVOLVED MULTIPLE CARS CODE AS 'YES, A CAR' CODE ALL THAT APPLY

1. No, no other vehicles/pedestrians were involved
2. Yes, a car
3. Yes, a bicycle
4. Yes, a motor cycle
5. Yes, a pedestrian
97. Yes, another type of vehicle

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn = 1)

Police

NAME

SHOW CARD 37

Did the police attend the scene of the accident?

1. Yes - they attended because I called them
2. Yes - they attended as a result of someone else calling them
3. Yes - they were there when it happened/they drove past just after the accident occurred
4. No

If police did not attend accident (Police=4 OR DK)

Report

NAME

Was the accident reported to the police at some point after the accident?

1. Yes - I reported the accident
2. Yes - someone else reported the accident
3. No

ROAD ACCIDENTS INVOLVING CHILDREN

BChildAcc / QChAcc.Inc

If there are household members under 16 to be asked of parent/step-parent/foster-parent.

ASK ALL

ChildAcc1

NAME

We are also interested in knowing whether any of the younger people and children in the household have been involved in any accidents.

INTERVIEWER: THIS MAY BE A SENSITIVE TOPIC FOR SOME PARENTS. IF THE RESPONDENT SEEMS DISTRESSED, PLEASE SKIP THIS SECTION.

PLEASE CONTINUE EVEN IF YOU KNOW THAT NO ONE HAD BEEN INVOLVED IN AN ACCIDENT

98. Continue
99. Respondent distressed - Skip section

If don't skip section (ChildAcc1=1)

ChildAcc2

NAME

Thinking about

[Name 1st child], {Name 2nd child etc}

In the last 3 years, that is since [Date] , Has He/She/Any been in any type of road accident, no matter how minor?

Please include any accidents in which they were involved as a pedestrian, driver, passenger, cyclist or motorcyclist, even if no other party was involved.

Only include incidents that happened on a public road, including pavements and cycle lanes on the public road.

1. Yes
2. No

If a child has been involved in an accident in th last 3 years (ChildAcc2=1)

ChildWh1

NAME

Please can you tell me which child or children.

CODE ALL THAT APPLY

1. Child 1 name
2. Child 2 name
3. Child 3 name
4. Child 4 name
5. Child 5 name
6. Child 6 name
7. Child 7 name
8. Child 8 name
9. Child 9 name
10. Child 10 name

BSubAcc / QChAcc.Inc

*Asked for each child in an accident
(ChildWh1=Response)*

CACC3Yr

NAME

And how many times has [CHILD'S NAME] been involved in a road accident, no matter how minor, in the last 3 years?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

*Asked for each child in an accident
(ChildWh1=Response)*

CACC12Mn

NAME

And how many times has [CHILD'S NAME] been involved in a road accident within the last 12 months, that is since [DATE]?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

*Asked for each child in an accident
(ChildWh1=Response)*

CINJURY3

NAME

Thinking again about the last 3 years, that is since [DATE], has [CHILD'S NAME] been in a road accident on a public road in which he/she was injured in some way?

Please include incidents where they were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.

INTERVIEWER ONLY INCLUDE INCIDENTS WHERE THE RESPONDENT WAS DIRECTLY INVOLVED - DO NOT INCLUDE INCIDENTS WHERE THE PERSON WAS ONLY A WITNESS. INCIDENTS WHILE RIDING A HORSE SHOULD BE INCLUDED, EVEN IF NO OTHER PARTY WAS INVOLVED.

INCIDENTS THAT DID NOT HAPPEN ON A PUBLIC ROAD (E.G. ON PRIVATE ROADS, IN PUBLIC PARKS, IN CAR PARKS, IN PETROL STATIONS) SHOULD NOT BE INCLUDED.

INCIDENTS THAT OCCURRED OUTSIDE GB SHOULD NOT BE INCLUDED.

1. Yes
2. No

*Asked for each child in an accident
(ChildWh1=Response)*

CACC3Inj

NAME

How many times has [CHILD'S NAME] been involved in a road accident in which he/she was injured in the last 3 years?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

Asked of each child in injured in an accident in the last 3 years AND involved in an accident in the last 12 months (CACC12Mn>0 AND CINJURY3=1)

CACC12Inj

NAME

And how many times, if any, has [CHILD'S NAME] been involved in a road accident in which he/she was injured in the last 12 months, that is since [DATE]?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

SPECIAL TICKETS/PASSES

BNoTick / QNOTICK.INC

IF age is greater than 4 (DVAge > 4)

ASK ALL

StckT

NAME

SHOW CARD 38

(Thank you. I would now like to ask you some questions about other issues related to travel.)

Do you have any of these special tickets or passes, valid for a week or longer?

INTERVIEWER: EXCLUDE ONE DAY TRAVELCARDS, CARNETS AND OYSTER CARDS (LONDON AREA) WHICH ARE SOLELY PAY-AS-YOU GO. ASK TO SEE TICKET/PASS.

1. Yes
2. No

IF respondent does have special ticket (StckT = 1)

SeeTick

NAME

INTERVIEWER: Ask Respondent to get ticket/pass if possible.

1. Ticket/Pass seen
2. Ticket/Pass NOT seen

IF respondent does have special ticket (StckT = 1)

NoTckt

NAME

How many of these do you have?

: 1..3

NO DON'T KNOW, NO REFUSAL

BTicket / QTICKET.INC

*ASKED OF EACH IN TURN, IF THEY HAVE
A SPECIAL TICKET (StckT=1)*

ASK ALL

TckT

NAME

TO RECORD DETAILS OF FIRST/SECOND/THIRD TICKET. PRESS <ENTER> AND CONTINUE

ASK ALL

SpecTk

NAME

TICKET NUMBER: [Number]

TYPE OF SPECIAL TICKET/PASS

INTERVIEWER: CODE TYPE OF TICKET

1. Season ticket
2. Area travel card
3. Combined season/area travel card
4. Railcard
5. Employee's special pass
6. Other Commercial ticket (SPECIFY)
7. Passes for older people
8. Scholar's pass
9. Disabled person's pass
10. Subsidised travel tokens
11. Other Subsidised ticket (SPECIFY)

Helpscreen:

Codes 01-06 are for special tickets / passes produced for commercial ('non-concessionary') reasons.

Code 07-11 are for tickets / passes subsidised by local or central government (hence 'concessionary').

SEASON TICKET (01) - a ticket valid for journeys between two places (or stops) on **one specified route only**, for any number of journeys within a set period.

AREA TRAVEL CARD (02) - special tickets valid on any route **within a specified area**, and for any number of journeys within a specified period (e.g. Travelcard, Rover, Runabout, Capitalcard etc)

COMBINED SEASON / AREA TRAVEL CARD (03) - a season ticket which includes unlimited travel within a special area at one end of the journey

RAILCARD (04) - include Senior Citizens Rail Card, Young Persons Railcard, Family Rail Card, Network Card etc

EMPLOYEE'S SPECIAL PASS (05) - special passes provided by employers (often transport operators) for employees (and sometimes their widows and families). e.g. National Rail, LRT, British Coal, National Bus Company

OTHER Commercial (06) - all other kinds of non-concessionary tickets not covered elsewhere

Passes for older people / SCHOLAR'S / DISABLED PERSON'S PASS (07-09) - tickets or passes issued free or at a subsidised cost, which allow free or reduced rate travel. The main ones are Passes for older people, scholars passes and passes for the disabled

SUBSIDISED TRAVEL TOKENS (10) - tokens can be issued free or they can have a charge

OTHER CONCESSIONARY (SUBSIDISED) (11) - all other kinds of concessionary tickets not covered elsewhere

If respondent has some other non-concessionary or concessionary ticket (SpecTk = 6, 11)

XSpecTk

NAME

INTERVIEWER: Please describe what kind of other concessionary or non-concessionary ticket the informant has.

ASK ALL

TkMode

NAME

TICKET NUMBER: [Number]

What forms of transport does the ticket cover?

1. Train
2. LT underground/Tyne and Wear Metro/ Glasgow underground
3. Light Rail/Tram
4. Bus only
5. Other single method
6. Combined (National Rail) train & underground
7. Combined (National Rail) train & bus (NOT IN LONDON)
8. Combined underground/bus
9. Combined (National Rail) train & underground & bus
10. Combined (National Rail) train & underground & bus & light rail/tram
11. Other combination of methods

IF ticket covers combined methods of transport (Tkmode = 6, 7, 8, 9, 10 OR 11)

MoMIs

NAME

TICKET NUMBER: [Number]

When you use your combined ticket, on which method of transport do you travel the most mileage?

1. Train
2. Underground
3. Light Rail/Tram
4. Bus
5. DK/Other

IF ticket type is anything other than a subsidised ticket (SpecTk <> 10)

TkTime

NAME

TICKET NUMBER: [Number]

How long does the ticket/pass last for?

1. 1 week
2. 1 month
3. 3 months/school term
4. 6 months
5. 1 Year
6. more than 1 year
7. unlimited
97. Other (specify)

IF ticket lasts for a different time period (TkTime = 97)

XTkTime

NAME

INTERVIEWER: Please record the length of time the ticket covers.

Remember to recode wherever possible.

IF ticket type is anything other than a subsidised ticket (SpecTk <> 10)

TkCst

NAME

TICKET NUMBER: [Number]

What was the actual (net) cost to you of the ticket? ENTER COST TO THE HOUSEHOLD IN POUNDS & PENCE. EXAMPLES

10 pounds and 6p. Enter 10.06

7 pounds and 63p. Enter 7.63

IF NIL ENTER 0

IF ticket type is anything other than a subsidised ticket (SpecTk <> 10)

NumJrn

NAME

TICKET NUMBER: [Number]

How many [light rail/tram] / [underground/metro] / [bus] / [train] / [light rail/tram] / [underground/metro] journeys per week would you expect to use the ticket/pass for. Please count each single trip as one journey and return trips as two?

INTERVIEWER: IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0

IF the respondent makes on average less than one journey a week (NumJrn = 0, Don't Know or Refusal)

YrNum

NAME

SHOW CARD 39

TICKET NUMBER: [Number]

Could you look at this card and tell me on about how many (main method) journeys you use the ticket/pass?

PLEASE COUNT THE NUMBER OF SINGLE JOURNEYS

1. More than 12 times per year/once a month
2. Up to 12 times per year/once a month
3. Three or four times a year
4. Once or twice a year
5. Less than once a year or never

IF ticket type is anything other than a subsidised ticket (SpecTk <> 10)

TkTPay

NAME

TICKET NUMBER: [Number]

When you use the ticket/pass do you usually have to pay anything at the time of travel, or do you travel free?

1. Pay something
2. Travel free

LONG DISTANCE JOURNEYS

BWhoLDJ / QTWhoLDJ.INC

ASK ALWAYS

IntPlane

How many times have you left the country *by plane* in the last 12 months?

INTERVIEWER: ONLY INCLUDE OUTWARD JOURNEYS GOING ABROAD. DO NOT INCLUDE INTERNAL FLIGHTS WITHIN GREAT BRITAIN OR FLIGHTS ORIGINATING IN OTHER COUNTRIES. ACCEPT BEST ESTIMATE IF NECESSARY. CODE 'NONE' AS 0.

ASK ALWAYS

AnyLDJ1

NAME

Now I'd like to ask you about any long distance journeys you have made in the last seven days / between DATE and DATE.

I mean journeys within Great Britain of 50 miles or more in one direction, say from here to [NAMES OF 2 OR 3 PLACES 45 MILES AWAY].

Have you made any long distance journeys within Great Britain of 50 miles or more since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

INTERVIEWER - please refer to calendar.

1. Yes
2. No

IF Respondent did not make any long distance journeys (AnyLDJ1 = 2)

Longest

NAME

How far was the longest journey you made since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

INTERVIEWER: ENTER THE LENGTH OF THE JOURNEY IN MILES. IF THE JOURNEY WAS 50 MILES OR MORE, ENTER '0' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

BLDJINT /QLDJINT.INC

If Respondent made any long distance journeyeys (AnyLDJ1 = 1)

LDJInt

NAME

INTERVIEWER: PRESS ENTER TO BEGIN RECORDING THE JOURNEYS MADE BY NAME

1. Continue

BLDJQs / QTLDJQs.INC

ASKED OF ALL IN TURN, IF THEY HAVE MADE ANY LONG DISTANCE JOURNEYS (AnyLDJ1=1 or More =1)

ASK ALL

LDJ

ENTER LONG DISTANCE JOURNEY NUMBER

ASK ALL

LDJDate

NAME

On what date did you make your [1st/2nd/3rd etc.] long distance journey of 50 miles or more since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

IF Respondent made more than one long distance journey (LTLDJQs1 > 1)

RepJ

NAME

IF **REPEAT** OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>.

OTHERWISE ENTER 0

IF Respondent made more than one long distance journey (LTLDJQs1 > 1) and journey was not a repeat (RepJ=0)

RepJR

NAME

IF **RETURN** JOURNEY OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>.

OTHERWISE ENTER 0

IF Respondent made more than one long distance journey (LTLDJQs1 > 1) and journey was not a repeat (RepJ=0) or return journey (RepJR=0)

DupP

NAME

IF **DUPLICATE** OF JOURNEY MADE BY ANOTHER HOUSEHOLD MEMBER, ENTER THEIR PERSON NUMBER

OTHERWISE ENTER 0

IF journey was a duplicate of another household members journey (DupP>0)

DupJ

NAME

ENTER [Name's] JOURNEY NUMBER FOR THE DUPLICATE JOURNEY, THEN PRESS <ENTER> THEN <END>.

ASK FOR ALL LONG DISTANCE JOURNEYS

OrigRef

NAME

From where did your journey begin?

INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER

CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW).

ON EXITING THE CODING FRAME PRESS ENTER AGAIN TO MOVE TO NEXT QUESTION.

IF placename is not in codeframe (Orig = 9999997)

XOrig

NAME

INTERVIEWER: TYPE IN NAME OF PLACE FROM WHICH JOURNEY BEGAN, INCLUDING COUNTY OR NEAREST LARGE TOWN

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigUA

NAME

Unitary Authority code of origin

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigUR

NAME

Urban/Rural code of origin

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigPI

Place of origin - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS

PurpTo

NAME

What was the purpose of your journey?

PROBE AS NECESSARY.

Was it **principally** to pick up or accompany someone else?

IF SO: What were **they** doing at the time?

INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.

TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS

PurpFro1

NAME

ASK OR RECORD

(Can I check) Did your journey start from home or from somewhere else?

1. Home
2. Somewhere else

If the journey started from somewhere else (PurpFro1 = 2)

PurpFro

NAME

Why were you at the place where your journey started from?

ADD IF NECESSARY: 'for example, were you at work/college, visiting friends, on holiday etc?'

PROBE AS NECESSARY.

Were you there **principally** to pick up or accompany someone else?

IF SO: What were **they** doing at the time?

INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.

TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS

DestRef

NAME

Where did your journey end?
INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW). ON EXITING THE CODING FRAME, PRESS ENTER AGAIN TO MOVE TO THE NEXT QUESTION.

IF placename is not in codeframe (Dest = 9999997)

XDest

NAME

INTERVIEWER: TYPE IN NAME OF PLACE WHERE JOURNEY ENDED, INCLUDING COUNTY OR NEAREST LARGE TOWN

CODE FOR ALL LONG DISTANCE JOURNEYS

DestUA

Unitary Authority code of destination
PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

DestUR

NAME

Urban/Rural code of destination
PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

DestPI

Place of destination - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS

Dist

NAME

How far did you travel (in total on this journey) between [origin] and [destination]?
IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE.
ENTER DISTANCE IN MILES

ASK FOR ALL LONG DISTANCE JOURNEYS

Meth95

NAME

What method of travel did you use for the main part of your journey? (By main part I mean the part of your journey which covered the longest distance)

1. Walk
2. Bicycle
3. Private (hire) bus
4. Car
5. Motorcycle
6. Van, lorry
7. Other private
8. Ordinary bus - London
9. Ordinary bus - elsewhere
10. Coach, express bus
11. Excursion/tour bus
12. LT Underground
13. Train
14. Light Rail
15. Aircraft (public)
16. Taxi
17. Minicab

18. Other public
19. Private (unspecified)
20. Public (unspecified)

Helpscreen:

The code are listed in your Definitions Manual.

IF aged 16 or more and LDJ was undertaken in a private vehicle (DVAge>=16 AND Meth95=4, 5, 6, 7)

DriPas

NAME

Were you the driver of this vehicle or the passenger?

1. Driver
2. Passenger

Helpscreen:

If the driving was shared, then code the person who drove the longest distance as the driver. If they drove equal distances, then the driver is the one who drove for the longest time

ASK FOR ALL LONG DISTANCE JOURNEYS

More

NAME

Did you make any other long distance journeys since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

Please include return journeys.

1. Yes
2. No

FOLLOW UP

BFollowUp/BFollup.INC

ASK IF RESPONDENT IS AGED 16 OR MORE (DVAGE>=16) AND FACE-TO-FACE INTERVIEW (INDQN=1)

ASK ALL

FollowUp

Before we continue (to some questions about household vehicles), can I ask whether it would be alright to contact you again, if at sometime in the future there were a follow-up study to this one?

1. Yes
2. No

Interviewer note:

IF YOU THINK IT WOULD BE HELPFUL, SAY ONE OR MORE OF THE FOLLOWING:

You do not have to say now whether you would actually take part in the study, just whether it would be OK to contact you about it

Any follow-up study would be quite short

Any follow-up study would focus on transport issues and would be carried out on behalf of the Department for Transport

IF THE RESPONDENT SAYS "YES" TO THE ABOVE, MAKE SURE YOU RECORD A CONTACT TELEPHONE NUMBER FOR THE HOUSEHOLD ON THE ARF

If respondent agrees to follow up (FollowUp=1)

TelNoH

NAME

And what would be the best telephone number to reach you on?

Include standard code.

INTERVIEWER: if not obtained press <CTRL R>

If respondent agrees to follow up (FollowUp=1)

TelNoM

NAME

Is there an alternative number?

if not obtained press enter to continue

If agreed to future recontact (FollowUp=1)

Email

Do you have an email address we can contact you on?"

1. Yes
2. No

If email address provided (Email=1)

EmailAdd

ENTER EMAIL ADDRESS

INTERVIEWER: ENTER EMAIL ADDRESS OR ASK RESPONDENT TO TYPE IT IN. CHECK WITH THE RESPONDENT THAT IT IS CORRECT.

: STRING[100]

INDIVIDUAL PICK UP INTERVIEW

BPickUp / QTPICKUP.INC

ASKED OF ALL IN TURN, DURING PICKUP INTERVIEW (QSignIn.StatusQ = 2)

RECORD ALWAYS

WhoPU

Which person do you want to do the individual pick up interview for? ENTER PERSON NUMBER FROM LIST BELOW.

1. Name [1]
2. Name [2]
3. Name [3]
4. Name [4]
5. Name [5]
6. Name [6]
7. Name [7]
8. Name [8]
9. Name [9]
10. Name [10]

RECORD ALWAYS

PUQn

CODE WHETHER FACE TO FACE INTERVIEW, PROXY INTERVIEW, OR PERSON NOT AVAILABLE.

INTERVIEWER: IN GENERAL, FOR CHILDREN UNDER ELEVEN, INTERVIEW AN ADULT AND CODE AS 'PROXY'

1. Face to face
2. Proxy
3. Not available

RECORD ALWAYS

Session

Session original interview in (computed)

RECORD ALWAYS

SessLine

Line number in session original interview in (computed)

IF Respondent aged over 4 (DVAge > 4)

StckPic

NAME

SHOW CARD AA

Since I interviewed you on [Date], have you bought or been given any of these special tickets or passes **for your own use**, valid for a week or longer?

INTERVIEWER: EXCLUDE ONE DAY TRAVELCARDS, CARNETS AND OYSTER CARDS (LONDON AREA) WHICH ARE SOLELY PAY-AS-YOU GO.

BLUE/ORANGE DISABLED BADGES ARE NOT INCLUDED.

ASK TO SEE TICKET/PASS.

1. Yes
2. No

IF Respondent has been bought or been given a special ticket or pass (StckPic = 1)

NewTNo

NAME

How many special tickets or passes **for your own use** have you bought or been given since then?
:1..3

IF Respondent has been bought or been given a special ticket or pass (StckPic = 1)

NewTick

NAME

And is this a replacement for the old ticket or pass, or is it a different one?

/And are these all replacements for an old ticket or pass, or are any of them different ones?

IF ANY DIFFERENT, CODE NUMBER OF **NEW** TICKETS.

IF ONLY REPLACEMENT TICKETS OBTAINED SINCE THE PLACEMENT INTERVIEW THEN CODE '0'

If anyone in the household has bought or been given any new special tickets or passes since the placement interview they are asked the questions in block BTickPU. This block includes the same questions as are asked in block BTicket in the special tickets section of the individual questionnaire. These questions are:

Tckt

SpecTk

XSpecTk

TkMode

MoMIs

TkTime

XTkTime

TkCst

NumJrn

YrNum

TkTPay

IF respondent did not have a driving licence at placement interview (DLFull=2)

DLFNew

NAME

Since I last interviewed you on [Date], have you acquired a full driving licence valid in Great Britain to drive either a car, or a motorcycle, scooter or moped?

1. Yes
2. No

If has acquired a licence (DLFnew=1)

DLTyp95

NAME

Is it for a car only, a motorcycle only or for both, or is it for a car with special adaptations?

THE CODES AFTER THE / APPLY TO LICENCES ISSUED AFTER JUNE 1990

INTERVIEWER: ASK RESPONDENT TO CHECK LICENCE

1. Car (A or B) / (B)
2. Car (A or B) / (B) - (AUTOMATIC ONLY)
3. Both car and motorcycle (A&D)/(A&B)
4. Motorcycle (D) / (A)/P
5. Car with special adaptations (A restricted, B)

6. Moped (E) / (P)

If licence is for car and motorcycle (DLTyp95=3)

CarMot95

NAME

May I just check, have you actually passed a test to drive a motorcycle of over 125CC?

1. Yes
2. No

If Respondent has a driving licence for a car (IF DLTyp95 = 1, 2, 3, 5)

Drive95

NAME

Do you drive... READ OUT ... (HELP <F9>)

CODE AUTOMATIC CAR AS AN ORDINARY CAR
CODE ALL THAT APPLY

1. ...an ordinary car (without special adaptations for people with disabilities),
2. ...a car with special adaptations for people with disabilities,
3. ...or some other kind of vehicle?
4. (no longer drive)

Helpscreen:

Adaptations for babies / young children don't count unless they are for a specific disability.

If other kind of vehicle driven (Drive95=3)

XOthVeh

NAME

INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

If acquired a licence, drives and household has access to a vehicle even if broken (DLFNew=1 AND Drive95=1,2,3 AND (Carpool = 1 OR UseVcl=1 OR BrokenV=1))

VehUsu

NAME

READ OUT IF MORE THAN ONE VEHICLE

(May I check) which is the car/(vehicle) you usually drive?

INTERVIEWER: ENTER VEHICLE NUMBER OR CODE 89 IF INFORMANT USUALLY DRIVES A NON-HOUSEHOLD CAR.

1. Vehicle 1
 2. Vehicle 2
 3. Vehicle 3
 4. Vehicle 4
 5. Vehicle 5
 6. Vehicle 6
 7. Vehicle 7
 8. Vehicle 8
 9. Vehicle 9
 10. Vehicle 10
89. Usually drives non household vehicle

If Respondent has acquired a full driving licence AND has not had a birthday since the placement interview or date of birth not known(DLFNew = 1AND (DOB>StartDat OR DOB=DK/Ref))

DLAge

NAME

How old were you/ was name when you/she/he FIRST obtained a full licence?

:12..99

If Respondent has not acquired a full driving licence, did not have a provisional licence at placement and has never had a licence (DLFNew = 2 AND DLProv=2 AND EvDLic95<>1)

DLNPro

NAME

Have you acquired a provisional driving licence since I last interviewed you on [Date]?

1. Yes
2. No

If has acquired provisional licence (DNLPro=1)

ProTyp95

NAME

Is it for a car only, a car and motorcycle, a car with special adaptations or something else?

CODE FIRST THAT APPLIES

1. Car only
2. Car and motorcycle
3. Car with special adaptations
4. Motorcycle, scooter, moped only
5. Something else

If provisional licence is for something else (ProTyp95=4)

XProTp95

INTERVIEWER: Record other answer

STRING[60]

Vehicle Questionnaire

BVehInt / QVehInt.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ALWAYS RECORD

Intro

THIS IS THE START OF THE VEHICLE QUESTIONNAIRE FOR THE [VEHICLE] INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?

INTERVIEWER: ASK THESE QUESTIONS OF THE MAIN DRIVER [Name] IF POSSIBLE. THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION

1. Now
2. Later

NO DK, NO REFUSAL

If vehicle questionnaire is to be conducted later (Intro=2)

LStop

INTERVIEWER: Please remember to come back to the vehicle questionnaire for the [VEHICLE].

Each time you exit then re-enter the questionnaire and move through it by hitting the END key you will stop at this question.

Go back to the previous question and change 'later' to 'now' when you are ready to complete the missing questions.

Press 1 and <Enter> to continue.

1. Continue

REGISTRATION NUMBER

If Intro=1

RegIntr

I'd now like to ask for some details about the [Vehicle number] so that we can collect information about the types of motor vehicles that people use. First, could you give me the registration number? ADD IF NECESSARY: If you are able to give us the registration number, we will be able to get some of the information we need from DVLA or other DfT Agencies rather than asking you for the information now.

1. Willing to give (British) registration number
2. Not willing to give registration number
3. Willing to give registration number but cannot remember it correctly
4. Foreign registration number

Helpscreen:

No information on your vehicle will be given to anyone outside the statistics section at DfT and the registration number will not be used to identify you or your household.

DVLA = Driver and Vehicle Licensing Agency

Other DfT Agencies include:

Vehicle Certification Agency (VCA)

Vehicle and Operator Services Agency (VOSA)

If Respondent is willing to give registration number (RegIntr = 1)

RegExpl

READ OUT: We will use this to look up some details already held by DVLA or other DfT agencies, such as , engine size and CO2 emissions rating.

No information on your vehicle will be given to anyone outside the statistics section at Department for Transport and the registration number will not be used to identify you or your household.

DVLA = DRIVER AND VEHICLE LICENSING AGENCY

1. Acceptable to respondent - continue
2. Not acceptable - change RegIntr

If RegIntr=1

Personal

VEHICLE

Is the registration number for this vehicle a personalised or cherished number?

1. Yes
2. No

If Respondent is willing to give registration number (RegIntr = 1)

VRegNo1

ENTER REGISTRATION NUMBER FOR THE [VEHICLE]

INTERVIEWER: PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE.

NO DK, NO REFUSAL

If Respondent is willing to give registration number (RegIntr = 1)

RFormat

INTERVIEWER: CODE FORMAT OF REGISTRATION NUMBER.

(HOW REGISTRATION YEAR OF VEHICLE IS IDENTIFIED).

1. AB 12 CDE (new format 2001 onwards, with registration year shown by 2 numbers)."
2. A123CDE, A12BCD, A1BCD (old format 1983-2001 with registration year letter at the **start**).
3. ABC123D, ABC12D, ABC1D (old pre-1983 format with registration year letter at the **end**).
4. None of these

If this is acceptable (RegExpl = 1)

RegNo

Can I ask you to repeat your registration number, so I can check it is recorded correctly.

INTERVIEWER: ENTER REGISTRATION NUMBER FOR THE [VEHICLE] AGAIN TO CONFIRM.

PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE. READ NUMBER BACK TO RESPONDENT TO VERIFY. THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION
NO DK, NO REFUSAL

IF Registration number not given (RegNo <> Response)

FuelTyp

VEHICLE
SHOW CARD 40

What fuel does the [VEHICLE]'s engine use?
INTERVIEWER Bi-fuel is a combination of any two of petrol or diesel or ethanol *with* national gas or LPG.

1. Petrol
2. Diesel
3. Electric/Battery only
4. Hybrid
5. Plug-in hybrid
6. Liquefied Petroleum Gas (LPG)
7. Bi-fuel (combination of two fuels)
97. Other (SPECIFY)

Helpscreen:

Electric/battery vehicle relies entirely on electricity for fuel and can be plugged into the mains. It has a battery pack and electric motor. The vehicle cannot be filled up with any type of fuel.

Hybrid vehicle is mostly powered by an internal combustion engine and uses electricity to help drive the wheels. The battery is only recharged when the vehicle is in use and cannot be plugged into the mains. The vehicle requires petrol or diesel to fuel the internal combustion engine.

Plug-in hybrid vehicle combines both a battery pack and electric motor with an internal combustion engine. Both the electric motor and the internal combustion engine can drive the wheels. The battery is recharged by plugging it into the mains, though it can also be partly recharged when in use. The vehicle requires petrol or diesel to fuel the internal combustion engine.

IF Some other fuel type is used (FuelTyp = 97)

XFuelTyp

VEHICLE
PLEASE SPECIFY THE OTHER ANSWER.

BVMake / QVMake.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK AND REGISTRATION IS NOT PERSONALISED. (Numveh > 0 AND WhenAcq=1 or 2 AND Personal=2)

IF Registration number not given (RegNo <> Response)

LogBook2

VEHICLE
INTERVIEWER IF THE RESPONDENT STRUGGLES TO ANSWER QUESTIONS ON THEIR VEHICLE SUGGEST THAT THE RESPONDENT GETS THE LOG BOOK (OR VEHICLE REGISTRATION DOCUMENT). THIS MAY HELP THEM ANSWER SOME OF THE QUESTIONS ON THEIR VEHICLE
Press 1 and <Enter> to continue.

1. Continue

IF Registration number is not personalised or cherished (Personal = 2)

SimReg

SHOW CARD 41
VEHICLE

I would like to know the registration year of the [VEHICLE]. To help with this, can you tell me which of the numbers on this card looks similar to the [VEHICLE]'s registration number?

POINT TO EACH AND SAY: Is it like this with two letters, then two numbers, or like this with a letter at the start, or like this with a letter at the end?

1. AB12CDE
2. A123 CDE, A12 BCD, A1 BCD
3. ABC 123D, ABC 12D, ABC 1A
4. None of these

IF Registration number is not in any given pattern (SimReg =4)

LookReg

VEHICLE

Could I look at the registration number to find out which letter denotes the year in your registration number? I will not enter the whole number into the computer

INTERVIEWER: Please refer to SHOW CARD 42

1. Yes
2. No

IF Registration number follows format 1 above (SimReg = 1)

WhatNum

VEHICLE
SHOW CARD 42

What is the number in the middle of the registration number that denotes the year?

RECORD THE RELEVANT NUMBER

If registration number follows format 2 or 3 above or respondent showed registration number (SimReg=2,3 OR LookReg=1)

Letter

VEHICLE
SHOW CARD 42

Which letter denotes the year (that is what is the first/last letter of your registration number)?

INTERVIEWER: IF PATTERN SELECTED AT QUESTION SimReg POINT TO THE REGISTRATION SEQUENCE SELECTED ON SHOW CARD 42, AND ASK WHAT

REGISTRATION LETTER IS IN THE SAME POSITION AS THE LETTER **IN COLOUR** ON THE CARD.

INTERVIEWER: Please refer to SHOW CARD 42.

RECORD THE RELEVANT LETTER

If respondent has given a letter that denotes year of registration and respondent showed the registration (Letter=response AND Lookreg=1)

Numba

VEHICLE

Does the letter come at the beginning or the end of the registration number?

ASK OR RECORD AND CHECK

- 1. Letter before number
- 2. Letter after number

ASK ALL

RegYear

SHOW CARD 42

VEHICLE

ASK OR RECORD AND CHECK.

Could you tell me the exact year and month in which the vehicle was first registered?

if the registration letter/number is [letter/number] then the vehicle will have been registered between [month/year] and [month/year].

ENTER YEAR HERE

ASK ALL

RegMon

SHOW CARD 42

VEHICLE

MONTH OF FIRST REGISTRATION

VEHICLE DETAILS

BEngFts / QEngFts.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric)

IF Registration number not given (RegNo <> Response)

EnSize

VEHICLE

ASK OR RECORD AND CHECK

What is the size of the [Vehicles]'s engine in cc's? (1 litre = 1000 cc)

PROBE IF ANSWER IS GIVEN TO NEAREST 100cc.....(Help <F9>)

Helpscreen:

MOPEDS: have a maximum engine size of 50cc.

IF engine size is not known (EnSize = DK)

BenSize

SHOW CARD 43

VEHICLE

Taking your answer from this card, what is the engine size?

- 1. Up to 50cc
- 2. 51 to 125cc
- 3. 126 to 250cc
- 4. 251 to 700cc
- 5. 701 to 1000cc (0.7 to 1 litre)
- 6. 1001 to 1300cc (1.0 to 1.3 litres)
- 7. 1301 to 1400cc (1.3 to 1.4 litres)
- 8. 1401 to 1500cc (1.4 to 1.5 litres)
- 9. 1501 to 1800cc (1.5 to 1.8 litres)
- 10. 1801 to 2000cc (1.8 to 2.0 litres)
- 11. 2001 to 2500cc (2.0 to 2.5 litres)
- 12. 2501 to 3000cc (2.5 to 3.0 litres)
- 13. 3001cc and over (3 litres and over)

PARKING (Even years only)

BPark / QPark.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ASK EVEN YEARS ONLY

WherePk

VEHICLE

Where is the VEHICLE usually parked overnight?

Is it ... READ OUT

- 1. ...in the garage (at this address),
- 2. not garaged but still on the property of this address,
- 3. on the street or public highway,
- 4. or, elsewhere (at or near your home)? (Specify)
- 5. (DOES NOT USUALLY PARK AT/NEAR HOME)

ASK EVEN YEARS ONLY

IF Respondent parks elsewhere at or near their home (WherePk = 4)

XWherePk

Please specify other answer.

MILEAGE

BMILEAG / QMileag.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ASK ALWAYS

AnMiles

VEHICLE

I would like to get a figure for the approximate annual mileage of the VEHICLE. Can you please

estimate for me the total miles the vehicle has been driven in the last 12 months, (that is since DATE)?
INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
IF NECESSARY OBTAIN TO NEAREST THOUSAND.

OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO.
IF NIL ENTER 0

If annual number of miles is not known (AnMiles=DK)

BAnMiles

SHOW CARD 44

VEHICLE

Taking your answer from this card, approximately how many MILES has this vehicle been driven in the last 12 months, (that is since [date])?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO.

1. 0 - 499 miles
2. 500 - 999 miles
3. 1,000 - 1,999 miles
4. 2,000 - 2,999 miles
5. 3,000 - 3,999 miles
6. 4,000 - 4,999 miles
7. 5,000 - 6,999 miles
8. 7,000 - 8,999 miles
9. 9,000 - 11,999 miles
10. 12,000 - 14,999 miles
11. 15,000 - 17,999 miles
12. 18,000 - 20,999 miles
13. 21,000 - 29,999 miles
14. 30,000 miles and over

IF Respondent has given the annual mileage of their vehicle (AnMiles > 0)

KmOrMile

VEHICLE

INTERVIEWER ASK OR CODE:

WAS THE ANSWER TO 'AnMiles' IN MILES OR KILOMETRES?

1. Miles
2. Kilometres

If (someone in household is in work AND annual mileage has been given in miles) OR (vehicle is a 4 wheel car or light van AND annual miles not given) (Ichemp=1 AND ((KmOrMile=1) OR (Typevc12=1,2,5 AND Anmiles <> response)))

UsualWk

VEHICLE

Can you please estimate how many of the total annual miles, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way?

IF NIL ENTER 0

If someone in house is working AND annual mileage has been given in kilometres (Ichemp=1 AND kmOrMile=2)

UsualKm

VEHICLE

Can you please estimate how many of the total annual kilometres, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way?

IF NIL ENTER 0

If (someone in household is in work AND annual mileage has been given in miles) OR (vehicle is a 4 wheel car or light van AND annual miles not given) (Ichemp=1 AND ((KmOrMile=1) OR (Typevc12=1,2,5 AND Anmiles <> response)))

CoursWk

VEHICLE

Leaving aside these journeys, can you estimate how many of the total annual miles, if any, are driven by anyone in the household in the course of work?

IF NIL ENTER 0

If someone in house is working AND annual mileage has been given in kilometres (Ichemp=1 AND kmOrMile=2)

CoursKm

VEHICLE

Leaving aside these journeys, can you estimate how many of the total annual kilometres, if any, are driven by anyone in the household in the course of work?

IF NIL ENTER 0

If some of the mileage is driven in the course of work (Courswk>0)

GoodsWk

VEHICLE

And can you estimate how many of these [Number of miles driven in the course of work] miles are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0

If some of the mileage is in the course of work (Courskm>0)

GoodsKM

VEHICLE

And can you estimate how many of these [Number of kilometres driven in the course of work] kilometres are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0

If mileage in miles AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=1) AND (AnMiles= response AND usualwk=response AND Courswk=response))

OthMile

VEHICLE

So that means that the vehicle is driven about [Number of total annual miles minus the number of miles driven to and from work and in the course of work] miles a year for all other journeys?

PRESS <ENTER> IF THE NUMBER SHOWN IS CORRECT, OR CHANGE TO THE CORRECT NUMBER.

INTERVIEWER: IF THE NUMBER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS

If mileage in km AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=2) AND (AnMiles= response AND usualkm=response AND Courskm=response))

Othkm

VEHICLE

So that means that the vehicle is driven about [Number of total annual kilometres minus the number of kilometres driven to and from work and in the course of work] kilometres a year for all other journeys.

PRESS ENTER IF THE NUMBER SHOWN IS CORRECT OR CHANGE TO THE CORRECT NUMBER

INTERVIEWER: IF THE ANSWER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS.

MODULE A ONLY (Even years only)

OutGB

VEHICLE

Has the vehicle been driven OUTSIDE of Great Britain in the last year, (that is since DATE), by anyone in the household?

INCLUDE TRAVEL IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

1. Yes
2. No

Helpscreen:

Outside GB means outside of England, Wales and Scotland. Include travel in the Isle of Man, Channel islands and Northern Ireland

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

MileGB

VEHICLE

What was the vehicle's total mileage OUTSIDE GB on the last trip that was made?

INCLUDE MILEAGE REGARDLESS OF WHO WAS DRIVING, INCLUDE MILEAGE IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

PurpGB

VEHICLE

What was the main purpose of the trip?

1. A holiday
2. A business trip
3. A shopping trip
4. Visiting friends or relations
5. Another reason

MODULE A ONLY (Even years only)

If trip outside Great Britain made for some other purpose (PurpGB=5)

OthPurp

VEHICLE

What was the reason for the trip?

ASK ALL

SecCyc

VEHICLE

(May I just check) Is the milometer on its second cycle, in other words has it reached its maximum figure and been through zero again?

1. Yes
2. No

ASK ALL

MiloRep

VEHICLE

Has the milometer been replaced since the vehicle was new?

THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION

1. Yes
2. No

BVehicle / Vehicle.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

SatNavN

Does [this vehicle] have satellite navigation/SatNav technology? This can be integral to the car or a separate portable device that can be placed in the car.

INTERVIEWER: Makes of satellite navigation technology include TomTom, Garmin and Navman. Separate devices include hand-held plug and go systems or telephone/PDA systems with GPS features.

1. Yes - an integrated system
2. Yes - a hand-held/plug and go system
3. No
4. Don't know

Vehicle Pick Up Interview

BVPickU / QTVPickU.INC

ASKED OF ALL VEHICLES IN THE PICK UP INTERVIEW IF NOT ACQUIRED AFTER THE PLACEMENT INTERVIEW AND (NOT DISPOSED OF BEFORE THE START OF THE TRAVEL WEEK OR STILL HAVE AFTER THE TRAVEL WEEK (WhenAcq=1,2 AND (WhenDis=2,3 OR StillGot = 1))

ASK ALWAYS

IntQust2

VEHICLE

INTERVIEWER: FOR THE NEXT QUESTIONS YOU NEED TO CODE THE MILOMETER READING FROM THE FUEL AND MILEAGE CHART.

ENTER WHETHER THE READING IS IN MILES OR KILOMETRES

1. Miles
2. kilometres

ASK ALWAYS

FMilo

VEHICLE

CHECK MILOMETER READING IN MILEAGE CHART. 'FIRST' MILOMETER READING WAS:

1. Recorded from milometer
2. Estimated
3. Not available

NO DK, NO REFUSAL

IF first milometer reading is estimated or recorded and first reading is in miles (FMilo = 1 or 2 AND IntQust2=1)

MilesF

VEHICLE

ENTER THE 'FIRST' MILEAGE (TO THE NEAREST WHOLE MILE)

IF First milometer reading is estimated or recorded and reading is in kilometres (FMilo = 1 or 2 AND IntQust2=2)

KmF

VEHICLE

ENTER THE 'FIRST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)

ASK ALWAYS

LMilo

VEHICLE

LAST MILOMETER READING WAS:

1. Recorded from milometer
2. Estimated
3. Not available

NO DK, NO REFUSAL

IF last milometer reading is estimated or recorded and reading in miles (LMilo = 1 or 2 AND IntQust2=1)

MilesL

VEHICLE

ENTER THE 'LAST' MILEAGE (TO THE NEAREST WHOLE MILE)

IF last milometer reading is estimated or recorded and reading is in kilometres (LMilo = 1 or 2 AND IntQust2=2)

KmL

VEHICLE

ENTER THE 'LAST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)

IF vehicle was not driven during the travel week (MilesF=MilesL or KmF=K mL)

WhyNUse

VEHICLE

Why was the vehicle not used during the Travel Week?

CODE FIRST THAT APPLIES.

ENTER THE RESPONSE AND PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION (OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES)

1. Vehicle not insured/not taxed
2. Vehicle being repaired/serviced
3. Driver sick/on holiday
4. Driver disqualified
5. Vehicle not in everyday use
97. Other (Specify)

IF 'other' reason is given for vehicle not being used during the Travel Week (WhyNUse = 97)

XWhyNUse

VEHICLE

PLEASE SPECIFY OTHER ANSWER.

IF the vehicle was driven during the travel week (MilesF<MilesL or KmF<K mL)

InElm1

VEHICLE

May I just check:

Were any of the [Total number of miles/kilometres] driven by someone outside the household?

1. Yes
2. No

IF the vehicle was driven by someone outside the household (InElm1 = 1)

InElmA1

VEHICLE

How many miles/kilometres were driven by someone outside the household?

IF the vehicle was driven during the travel week (MilesF<MilesL or KmF<K mL)

InElm2

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven in order) to carry goods in the course of work?

1. Yes
2. No

IF the vehicle was driven to carry goods in the course of work (InElm2 = 1)

InElm2

VEHICLE

How many miles/kilometres were driven in order to carry goods in the course of work?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<Kml)

InElm3

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven) off the public road?

1. Yes
2. No

IF the vehicle was driven off the public road (InElm3 = 1)

InElm3

VEHICLE

How many miles/kilometres were driven off the public road?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<Kml)

InElm4

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven) outside Great Britain?

1. Yes
2. No

IF the vehicle was driven outside Great Britain (InElm4 = 1)

InElm4

VEHICLE

How many miles/kilometres were driven outside Great Britain?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<Kml)

InElm5

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven) using the vehicle as a taxi or hire car?

1. Yes
2. No

IF the vehicle was used as a taxi or hire car (InElm5 = 1)

InElm5

VEHICLE

How many miles/kilometres were driven using the vehicle as a taxi or hire car?

INTERVIEWER: PRESS <END> TO GO TO NEXT PICK-UP QUESTION OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES

any or no miles driven for ineligible purposes ((MilesF<MilesL or KmF<Kml)AND ((InelmA1= response OR InelmA2 = response OR InelmA3 = response OR InelmA4 = response OR InelmA5 = response) OR (Inelm1 =2 AND Inelm2 =2 AND inelm3=2 AND inelm4=2 AND inelm5=2))

TotInel

VEHICLE

TOTAL INELIGIBLE MILEAGE: [total number of miles/kilometres driven by non-household members plus any miles/kilometres driven in the course of work, off the public road or outside Great Britain]

INTERVIEWER: PRESS ENTER TO CONFIRM OR GO BACK AND CHECK InElm QUESTIONS

Derived variable from TotInel

TotElig

VEHICLE

TOTAL ELIGIBLE MILES

If any mileage driven travel week AND

Admin Block

BPenult/QPenult.INC

IF Placement Interview completed (StatusQ=1)

Thank

THIS IS THE END OF THE PLACEMENT INTERVIEW.

Press 1 and <Enter> to continue.

IF Placement Interview completed (StatusQ=1)

ConIntro

INTERVIEWER: YOU NOW NEED TO ENTER THE FULL NAMES OF ALL THE RESPONDENTS THAT AGREED

TO TAKE PART IN A FOLLOW UP STUDY. YOU MAY ALREADY HAVE THIS INFORMATION.

Press 1 and <Enter> to continue.

Bconname/ QPenult.INC

If respondent agreed to be followed up (Followup=1)

Ttl

INTERVIEWER ASK OR CODE: And if we were to contact you to take part in a follow-up study, what name should we ask for. First what title should we use.

IF THE TITLE IS NOT KNOWN PRESS <CTRL K>.

1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

IF respondent had other title (Ttl=5)

TtlX

INTERVIEWER: CODE OR ASK
Enter the title

If respondent agreed to be followed up (Followup=1)

ForNam

INTERVIEWER ASK OR CODE: And the first name?

IF THE FIRST NAME IS NOT KNOWN PRESS <CTRL K>

If respondent agreed to be followed up (Followup=1)

SurNam

INTERVIEWER ASK OR CODE: And the surname?
IF THE SURNAME IS NOT KNOWN PRESS <CTRL K>

IF Placement Interview completed (StatusQ = 1)

Penult

INTERVIEWER: NOW INTRODUCE AND EXPLAIN THE DIARY

REMEMBER THAT SHORT WALKS SHOULD BE RECORDED ON DAY 1 ONLY

If expsamp=yes and DVAge >=16

PREPARE ADULT DIARIES FOR:

[Names]

If expsamp=yes and DVAge <16

PREPARE YOUNG PERSONS DIARIES FOR:

[Names]

Diary dates are as follows:

- 1 [DAY, DATE]
- 2 [DAY, DATE]
- 3 [DAY, DATE]
- 4 [DAY, DATE]
- 5 [DAY, DATE]
- 6 [DAY, DATE]
- 7 [DAY, DATE]

CIRCLE THE DAYS OF THE WEEK AND WRITE YOUR OWN NAME AND THE DATE YOU WILL BE CALLING BACK AT THE BOTTOM OF THE DIARIES

Press 1 and <Enter> to continue.

ASK ALL

MobNumOK

Can I please have a mobile phone number so that we can send you a text reminder to remind you to start recording your travel?

1. Yes
2. No

If gives a mobile number (MobNumOK=1)

MobNum

INTERVIEWER: ENTER MOBILE NUMBER FOR TEXT REMINDERS": string[20]

DialRem

INTERVIEWER: REMEMBER TO DIAL IN WHEN YOU GET HOME TO ENSURE THAT TEXT REMINDERS CAN BE SENT BY THE OFFICE IN TIME.

Dialdone

INTERVIEWER: PRESS 1 AND ENTER TO CONTINUE.

IF Placement Interview completed (StatusQ = 1)

AnyCom

INTERVIEWER: THE FOLLOWING OPEN QUESTION IS OPTIONAL AND IS FOR USE AT YOUR OWN DISCRETION. IT ASKS ABOUT GENERAL TRAVEL ISSUES.

Would you like to ask the respondent a general open question?

1. Yes
2. No

IF Interviewer asks general open question (Anycom= 1)

AnyComX

What aspects of transport would you most like the government to improve?

IF Placement Interview completed and household has a vehicle (StatusQ =1 AND DMNOVEH > 0)

Penult3

NOW PLACE A MILEAGE CHART FOR EACH VEHICLE. DON'T FORGET TO FILL IN READING DATES AND VEHICLE NUMBERS:

Reading dates are before first use on [Travel week start date] and after last use on [Travel week end date]

SN: [Serial number] : [Name]

Press 1 and <Enter> to continue.

IF Placement Interview completed (StatusQ = 1)

Penult4

INTERVIEWER: HOW LONG DID IT TAKE TO PLACE AND EXPLAIN THE DIARY AND OTHER DOCUMENTS?

INCLUDE ANY TIME SPENT PREPARING THE DIARIES BEFOREHAND (E.G. FILLING IN THE FRONT).

RECORD TO NEAREST MINUTE

Ask as the first question of the diary pick up interview, after diary collection.

IF Diary has been placed and pick up interview is completed face-to-face (If StatusQ=2).

ModePref

We are interested in ways in which we could ask people to complete travel diaries in the future. Thinking about the diary you / your household has / have completed for us, which of these options would you / your household have most preferred?
READ OUT...

INTERVIEWER: IF ASKED FOR FURTHER DETAILS, WE ARE JUST LOOKING FOR AN IDEA OF HOW PEOPLE WOULD PREFER TO COMPLETE THE DIARY. DESIGN OR DETAILS OF AN ONLINE VERSION HAVEN'T BEEN FINALISED.

1. ...a paper version of the diary, the same as the one that you completed, or,
2. an online version of the diary, which you could complete on the computer, phone or a tablet?
3. SPONTANEOUS ONLY: Some household members would prefer paper, some would prefer online
4. SPONTANEOUS ONLY: No preference
5. RESPONDENT NOT AVAILABLE AT PICK UP INTERVIEW

IF Pickup Interview completed (StatusQ = 2)

Penult5

INTERVIEWER: HOW LONG DID IT TAKE TO PICK UP AND CHECK THE DIARY(IES)?
RECORD TO NEAREST MINUTE

IF Pickup Interview completed (StatusQ = 2)

HDIaryPU

INTERVIEWER have you collected diaries for all members of the household?

1. Yes
2. No

IF have picked up diaries for every member of household (HDIary PU=1)

GiftI

INTERVIEWER: Please get the @B ^gifttxt @B gift card ready for the respondent.

Before handing over ...

Write amount in the circle at the top right-hand corner of the card.

Enter the last 8 digits of the card in the next question.

Press 1 and <Enter> to continue.

IF have picked up diaries for every member of household (HDIary PU=1)

GiftNX

Enter the last ^pDigits digits of the card number.
:STRING[8]

EndGC

INTERVIEWER: END OF GIFT CARD SECTION.

1. Press 1 and <Enter> to continue.

BSOC2000/QTSOC.INC

All questions asked of editors if job details collected

SOC2010

Standard Occupational Classification (SOC2010)

Person: [Name]

Job Title: [Job Title]

Job Description: [Job Description]

Responsibility: [Responsibility for staff]

Industry: [Industry]

Summary: [Summary]

EDITOR: press space bar to start coding

SOCDisp

JobTitle has been coded into:

SOC2010 :[SOC code]

EDITOR: PRESS '1' AND <ENTER> TO ACCEPT

Press 1 and <Enter> to continue.

XSOC2010

Standard Occupational Classification - SOC2010 - WITHOUT DOTS.

SEG

Socio-economic Group (old scheme)

SC

Social Class (old scheme)

SIC2007

EDITOR: Review industry details and assign 2-digit SIC2007 code for: [Industry]

SICConf

EDITOR: Industry is now coded into SIC2007 group:[SIC group]

Is that what you intended?

1. Yes
2. No

IndexNo

Index number of SOC2010 entry selected in coding index

ES2010

Full employment status - derived from Job block questions and SOC2010

1. Self-employed : large establishment (25+ employees)
2. Self-employed : small establishment (1-24 employees)
3. Self-employed : no employees
4. Manager : large establishment (25+ employees)
5. Manager : small establishment (1-24 employees)
6. Foreman or supervisor
7. Employee (not elsewhere classified)
8. No employment status info given - for use in this program only

NSSEC

NS-SEC Socio-economic Class (full classification)- derived variable

SECFlag

Indicator for status of SEC

0 - valid combination of SEC and ES2010 1 - invalid combination 2 - no employment status info - simplified SEC used

BADMIN/QADMIN.INC

ALWAYS RECORD

Status

Current Interview Status

UPDATE THIS BEFORE EACH TRANSMISSION TO HEAD OFFICE.

0. No work done yet
1. Calls made but no contact
2. Contact made
3. Interview started/Any interviewing done.
4. Other - no interviewing required (eg. ineligible, refusal)

ALWAYS RECORD

MENUNOTE

REMINDER/NOTE FOR THE OPENING MENU (OPTIONAL)

IF NOTHING TO SAY, JUST PRESS <Enter>. ENTER IN HERE ANY USEFUL DETAILS YOU WISH TO APPEAR ON THE ADDRESS MENU

ALWAYS RECORD

Choice

INTERVIEWER: DO YOU NOW WANT TO...

INTERVIEWER: DON'T SELECT CODE 5 UNTIL ALL OTHER WORK ON THIS HOUSEHOLD IS COMPLETED.

1. LEAVE THIS QUESTIONNAIRE - without filling in the admin details?
5. FILL IN THE ADMIN DETAILS - and prepare this household for transmission to Head Office?

NO DON'T KNOW, NO REFUSAL

IF Interviewer has selected to enter admin details and has not conducted a pickup interview (Choice = 5) AND (Penult = RESPONSE) AND (StatusQ = 1)

NoPU

Please explain why you did not conduct the pick up interview.

ALWAYS RECORD

CallTot

INTERVIEWER: Enter the **total number of personal visits** made.

IF Household number equals 1 (HHold = 1)

FindDU

How many dwelling units did you find at this address?

INTERVIEWER: TAKE THE ANSWER AS RECORDED AT A2 ON THE A.R.F. FOR THIS ADDRESS.

IF ADDRESS IS INELIGIBLE, OR NUMBER OF DWELLING UNITS NOT ESTABLISHED, ENTER '0'

IF Household number equals 1 (HHold = 1)

DUCode

Please enter code of selected DUs from A5 on the ARF

IF Household number equals 1 (HHold = 1)

FindHH

How many households did you find in the selected DU?

INTERVIEWER: TAKE THE ANSWER AS RECORDED AT C1 ON THE A.R.F. FOR THIS ADDRESS.

IF ADDRESS IS INELIGIBLE, OR NUMBER OF HOUSEHOLDS NOT ESTABLISHED, ENTER '0'

IF More than one household at address (FindHH > 1)

HHCode

Please enter code of selected HH from **C2 ON THE ARF**

BIOut/QADMIN.INC

RECORDED FOR ALL

PIOut

Placement interview outcome (computed)

1. Full
2. Started
3. Nolnt

ALWAYS RECORD FOR EACH PERSON IN TURN

Diary

Did you collect a completed diary for [Name]?

Full/started/No PLACEMENT INTERVIEW FULLY COMPLETED = FILLED IN FOR ALL 7 DAYS (DAYS WHEN NO JOURNEYS MADE COUNT AS FILLED IN).

PARTIALLY COMPLETED = AT LEAST ONE JOURNEY RECORDED BUT ONE OR MORE DAYS NOT FILLED IN.

NO DIARY = NO JOURNEYS COMPLETED AT ALL.

1. Yes - fully completed diary
2. Yes - partially completed diary
3. No - no diary completed for this person

IF fully/partially completed diary for respondent (Diary=1 ro 2)

WhoFill

Who filled in the diary for [Name]?

1. Respondent filled it in themselves
2. Respondent filled it in with help from another household member
3. Another household member filled it in on respondent's behalf
4. Respondent filled it in with help from the interviewer
5. Interviewer filled it in on respondent's behalf

IF Respondent filled in diary with help from the interviewer OR Interviewer filled it in on respondent's behalf (WhoFill= 4 or 5)

DaysInt

Which day(s) did you (ie INTERVIEWER) fill in. CODE ALL THAT APPLY

1. Day 1
2. Day 2
3. Day 3
4. Day 4
5. Day 5
6. Day 6
7. Day 7

If diary fully completed (Diary=1)

BlnkDry

INTERVIEWER: IS [Name]'S TRAVEL RECORD BLANK ON ALL DAYS (I.E. NO TRIPS ARE RECORDED ON ANY DAY)?

1. Yes
2. No

IF respondent's diary is blank (BlnkDry = 1)

BlnkWhy

INTERVIEWER: PLEASE RECORD THE REASON FOR NO TRIPS DURING THE TRAVEL WEEK.

1. Abroad/offshore all week
2. Housebound due to longstanding illness/disability
3. (Temporarily) unwell all week
4. Only did short walks on Days 2-7
5. Only did short walks on Days 1-6
6. Did not go out at all (but not due to illness/disability)
7. Other

NO DON'T KNOW, NO REFUSAL

If CASI module completed

Casiprob

Did the respondent experience any problems with completing the self-completion questions on their own using the laptop?

1. Yes
2. No

If experienced problems (Casiprob = 1)

CasiPrWh

INTERVIEWER: RECORD WHAT THE PROBLEMS YOU EXPERIENCED WERE CAUSED BY

1. Reading/comprehension problems
2. Difficulties using the laptop
3. Illness/disability (physical or mental)
4. Eyesight problems
5. Other (Please specify)

If other problems experienced with CASI (CasProbWh = 5)

CasProbWhO

PLEASE SPECIFY OTHER PROBLEM

:STRING [60]

ALWAYS RECORD

NFDiary

Number of full Diaries collected (derived variable)

ALWAYS RECORD

NDiary

Number of full/part Diaries collected (derived variable)

ALWAYS RECORD

NFull

Number of full productive interviews (derived variable)

ALWAYS RECORD

NProxy

Number of full proxy interviews (derived variable)

ALWAYS RECORD

VStart

Saved start date

ALWAYS RECORD

Outcome

FINAL OUTCOME FOR HOUSEHOLD INTERVIEW = Computed OR UnOut

IF outcome is not productive (Outcome <> 110,120,130,210,211,220,221,230,231)

UnOut

ENTER OUTCOME CODE FROM ARF.

UnOutChk

You have entered:

[outcome code] Is this correct?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If unproductive due to language difficulties (Outcome code=540)

WhichL

INTERVIEWER: You said there were language difficulties with this address. Which language(s) did the respondent(s) speak?

By this we mean the language(s) that they could do the interview in, if a bilingual interviewer were available.

CODE ALL THAT APPLY

1. Arabic
2. Bengali
3. Cantonese
4. Gujarati
5. Polish
6. Punjabi (Gurmukhi)
7. Punjabi (Urdu)
8. Somali
9. Urdu
97. Other (please specify)
98. Not known

NO DON'T KNOW, NO REFUSAL

If other language spoken (WhichL=97)

XWhichL

Please specify the language(s)

If language spoken is codable (WhichL = 1, 2, 3, 4, 5, 6, 7, 8 or 9)

Willing

INTERVIEWER: Did they provide a contact telephone number?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If respondent is willing to provide a contact number (Willing=1)

LanguageN

Please enter the telephone number of the respondent so that the office can arrange for a bilingual interviewer to contact them, if possible.

If productive interview (Outcome code = 110, 120, 130, 241, 242, 251, 252, 261, or 262)

Translate

INTERVIEWER: Please code which best applies

1. The Placement interview was conducted in English.
2. The Placement interview was translated by another household member.
3. The Placement interview was translated by you, as an accredited bilingual NatCen interviewer.

NO DON'T KNOW, NO REFUSAL

If other ineligible (outcome code = 690 or 790)

WhyInel

RECORD REASON FOR USING Code 690 or Code 790

ALWAYS RECORD

If productive outcome (Outcome= 110,120,130,210,211,220,221,230,231)

PractDia

Did you complete the practice page of the travel record at the placement interview?

1. Yes
2. No

If interviewer did not use practice page (PractDia=2)

PracNo

Please explain why you didn't use the practice page of the travel record

If productive outcome (Outcome= 110,120,130,210,211,220,221,230,231)

CallPlac

THE OUTCOME CODE IS [Outcome code]

INTERVIEWER: Enter the *total number of callsl* up to (but NOT including) Diary placement.

If outcome code is productive, non contact, refusal or other unproductive and first household from ARF (Outcome = 110,120,130,210,211,220,221,230,231, 310,320,330, 410,420,431,432,440,450, 510,520,530,540,550,560,641,642,651, 652,670 AND HHold = 1)

ObsDone

Have you filled in the Observation form details the ARF?

1. Yes
2. No

Bobs/QObsNR.INC

If Observation details completed on ARF (ObsDone=1)

A2

A2 ON ARF

Are there any physical barriers to entry to the house/flat/building?

CODE ALL THAT APPLY

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Locked common entrance
2. Locked gates
3. Security staff or other gatekeeper
4. Entry phone access
5. None of these
8. Unable to obtain information.

If Observation details completed on ARF (ObsDone=1)

A3

A3 ON ARF

Which of these best describes the selected flat or house?

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Detached house/bungalow
2. Semi-detached house/bungalow
3. Terraced house/end of terrace
4. Flat or maisonette - purpose built
5. Flat or maisonette - part of converted house/other
6. Room or rooms
7. Other - caravan or mobile home
8. Other, houseboat
9. Some other kind of accommodation

If respondent lives in a house or bungalow (A3=1, 2, or 3)

A4

A4 ON ARF

Did you, at any visit, observe a car in the drive?

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Yes, car in driveway
2. No car in driveway
3. No driveway

If respondent lives in a house or bungalow (A3=1, 2, or 3)

A5

A5 ON ARF

Does the house/bungalow have a garage or car port?

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Yes
2. No
3. Not sure

If type of accommodation recorded (A3=Response)

A6

A6 ON ARF

Which of these best describes the condition of residential properties in the area?"

1. Mainly good
 2. Mainly fair
 3. Mainly bad
 4. Mainly very bad
 8. Unable to obtain information
- NO DON'T KNOW, NO REFUSAL

If type of accommodation recorded (A3=Response)

A7

A7 ON ARF

How is the external condition of the selected flat or house relative to other residential properties in the area?

1. Better
 2. About the same
 3. Worse
 4. Does not apply
 8. Unable to obtain information
- NO DON'T KNOW, NO REFUSAL

BADMIN/QADMIN.INC

IF productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

RemCall

Did you make a reminder call or send a reminder card between placing the diaries and the start of the Travel Week?

SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD

1. Yes, reminder call
2. Yes, reminder card
3. No reminder call or card

IF a reminder call was made between placing the diaries and the start of the Travel Week (RemCall = 1)

RemTime

How long did this reminder call take?

RECORD TO NEAREST MINUTE

IF productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

MidWeek

Did you make a mid-week check-call during the Travel Week ?

SEE FRONT PAGE OF ARF - - **Call Status Column

1. Yes - by phone
2. Yes - in person
3. No

IF a Mid-week call has been made either by phone or in person (MidWeek = 1 OR 2)

MidTime

How long did this mid-week check-call take?

RECORD TO NEAREST MINUTE

RECORD ALWAYS

Feetype

Pay fee items

IF an outcome code has been entered (Outcome = RESPONSE)

IntDone

OUTCOME CODE: [CODE]

HAVE YOU COMPLETED ALL PICK UP INTERVIEWING, CHECKING AND NOTES? CODE 1 (Yes) SIGNALS THAT THIS INTERVIEW IS READY FOR RETURN OF WORK TO HEAD OFFICE

1. Yes, completed all coding etc.
2. Not yet

IF edit version of the program

EdDone

HAVE YOU FINISHED EDITING THIS HOUSEHOLD ?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

IF edit completed

INFOED

THAT COMPLETES THE EDIT. USE THE F7 FUNCTION KEY TO EDIT THE NEXT SERIAL NUMBER. USE THE Ctrl KEY AND F7 FUNCTION KEY TOGETHER TO BRING UP THE BROWSER MENU. USE Alt X TO FINISH EDITING

IF edit completed

INFO

PRESS <Enter> TO LEAVE THE QUESTIONNAIRE

BPeople / BSAdmin.INC

ALWAYS RECORD

Intro

INTERVIEWER: You should now enter details for the people. Details already recorded for people who agreed to be followed up will be copied automatically. These can only be changed by going back to the original

Questions (ForNam, SurNam) at the end of the main NTS block of questions.

Press <Enter> to continue.

If age 16 or over.

Ask or compute from household block

SARNTtl

INTERVIEWER: Code the *title* of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.

If the title is not known or no contact made, press <Ctrl K>.

1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

If age 16 or over.

Ask or compute from household block

SARNTxt

INTERVIEWER: Enter the *title* of the [1st, 2nd, 2rd etc] person interviewed or selected for interview but not interviewed.

If age 16 or over.

Ask or compute from household block

SARNFor

INTERVIEWER: Enter the first name of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.

If the first name is not known or no contact made, press <Ctrl K>.

If age 16 or over.

Ask or compute from household block

SARNSur

INTERVIEWER: Enter the *surname* of the [1st, 2^{ns}, 3rd etc] person interviewed or selected for interview but not interviewed.

If the surname is not known or no contact made, press <Ctrl K>.

Derived variable

SARInt

Whether [name] was interviewed?

1. Yes
2. No

SACNWho

INTERVIEWER: Who is the main contact person for this serial number? Select from the list below.

If the details for the main contact have already been recorded at the end of the individual interview they will be copied over. These can only be changed by going back to original questions (ForNam, SurNam, TelNoH, TelNoM) near the end of the individual

sessions. Else code 5 for "Someone else" and enter the details at the following questions.

1. Person 1
 2. Person 2
 3. Person 3
 4. Person 4
 5. Someone else
- NO DON'T KNOW, NO REFUSAL

Ask or compute from household block

SACNTtl

INTERVIEWER: Code the *title* of the main contact person. If the title is not known or no contact made, press <Ctrl K>.

1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

If other title (SACNTtl=5)

SACNTxt

INTERVIEWER: Enter the title of the main contact person.

Ask or compute from household block

SACNFor

INTERVIEWER: Enter the first name of the main contact person. If the first name is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD

SACNSur

INTERVIEWER: Enter the surname of the main contact person. If the surname is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD

SA1Tel

INTERVIEWER: Enter the main telephone number. Include standard code.

If not obtained, press <Ctrl K>.

ALWAYS RECORD

SA2Tel

INTERVIEWER: Enter the alternative telephone number. Include standard code.

If not obtained, press <Ctrl K>.

ALWAYS RECORD

SASRF

INTERVIEWER: Has a Special Report Form (SRF) been filed for this address / serial number case or are you intending to do so?

A Special Report Form should be filed without delay if you think there is a risk to interviewer safety at this address.

This question must *only* be answered Yes if an SRF has been sent or will be sent promptly.

1. Special report form
 2. Yes, report already filed
 3. Yes, not yet filed but intending to
 4. No, not intending to file report
- NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

SAAdInf

INTERVIEWER: Please *enter* any information which may be useful at recontact or reissue.

This may be at quality control (recall), reissue or follow-up interview.

Ensure that any important points you have noted on the ARF are entered here.

(Enter the information here - not in a memo (remark).) If no info, press <Enter> to leave empty.

If Special Report Form required (SASRF=1 or 2)

ConfSRF

INTERVIEWER: Please confirm by typing 'C' that a Special Report Form has already been sent or will be sent to the office promptly.

ALWAYS RECORD

SAS1Act

INTERVIEWER: Is any special action required on receipt in the office for this address / serial number / case, e.g. to make a correction to the information collected that you are unable to make yourself for some reason?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If Special Action required (SAS1Act=1)

SAS2Act

INTERVIEWER: Please enter details of the special action required. Enter the information here - not in a memo (remark).

If Special action required (SAS1Act=1)

ConfSAS

INTERVIEWER: You have answered Yes at SAS1Act, indicating that special action is required in the office for this case but you have not entered any details of such action at SAS2Act. Please type 'C' if you now wish to enter such details.

RECORD ALWAYS

SAAdCon

INTERVIEWER: Was the address on the ARF label correct and complete for the house/flat/building/dwelling unit to which this serial number relates? Answer No if you have noted any address amendment on the ARF or if you have identified multiple dwelling units within the issued address. Enter the required changes at the next question.

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If address on ARF not correct Saadcom=2)

SAAdCor1

INTERVIEWER: Please enter the correct address First line...

If address on ARF not correct Saadcom=2)

SAAdCor2

(Please enter the correct address.) Second line...

If address on ARF not correct Saadcom=2)

SAAdCor3

Please enter the correct address. Third line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor4

(Please enter the correct address.) Fourth line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor5

(Please enter the correct address.) Fifth line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAPCCor

(Please enter the correct address.)|Postcode...

If address on ARF not correct Saadcom=2)

SAConfm

INTERVIEWER: Please check the details you have entered

1. Continue

If productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

SASupFlg

INTERVIEWER: Was a supervisor present for all or part of this interview?

1. Yes - present for all or part
2. No - not present

NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

ConfAll

INTERVIEWER: Please confirm that you have entered all relevant information from the ARF that is requested at preceding questions.

1. Yes, done
2. Will do so later

NO DON'T KNOW, NO REFUSAL

Diary data

Record always

SerNo

Household Serial Number

Record always

JpersNo

Person number

1..10

Ask for every journey

TravDay

Travel day

1..7

Ask for every journey

Journum

Journey number

1..30

Ask for every journey

PurFrom

Purpose from (i.e. purpose of previous journey)

1. Home
2. Work
3. In course of work
4. Education
5. Food/grocery shopping
6. All other types of shopping
7. Personal business – medical
8. Personal business – other
9. Eat/drink – alone or at work
10. Eat/drink – other occasions
11. Visit friends/relatives at home
12. Other social
13. Entertainment/public social activities
14. Sport – participate
15. Holiday base
16. (Day) journey/just walk
17. Other non-escort
18. Escort home (not own)
19. Escort work
20. Escort in course of work
21. Escort education
22. Escort shopping/personal business

Ask for every journey

PurTo

Purpose to

1. Home
2. Work
3. In course of work
4. Education
5. Food/grocery shopping
6. All other types of shopping
7. Personal business – medical
8. Personal business – other
9. Eat/drink – alone or at work

10. Eat/drink – other occasions
11. Visit friends/relatives at home
12. Other social
13. Entertainment/public social activities
14. Sport – participate
15. Holiday base
16. (Day) journey/just walk
17. Other non-escort
18. Escort home (not own)
19. Escort work
20. Escort in course of work
21. Escort education
22. Escort shopping/personal business
23. Escort other

Ask for every journey

Timeleft

Time left (12 hour clock)

0..12

Ask for every journey

LeftMin

Time left (minutes)

00..59

Ask for every journey

TimeArr

Time arrived (12 hour clock)

0..12

Ask for every journey

Arrmin

Time arrived (minutes)

00..59

Ask for every journey

OrigCnty

County code for journey origin

Ask for every journey

OriginUa

Unitary authority code for journey origin

Ask for every journey

OriginUr

Urban rural code for journey origin

Ask for every journey

DestCnty

County code for journey destination

Ask for every journey

DestinUa

Unitary authority code for journey destination

Ask for every journey

DestinUR

Urban rural code for journey destination

Ask for every journey

Series

Was the journey a series of calls?

0 Not a series of calls (default setting)

1 Journey was a series of calls

Ask for every journey

NextDay

Was the arrival time after midnight on the next day?

0 Arrival time before midnight (default setting)

1 Arrival time past midnight

Ask for every journey

NumStag

Number of stages in journey

1..10

Ask for every journey

Idiscov

Interviewer discovered journey

Interviewer did not discover journey (default setting)

Interviewer discovered journey

Ask for every journey

Inelig

Is the journey ineligible?

Eligible journey (default setting)

Ineligible journey (but journey is included for information, e.g. to link two eligible journeys)

Ask if diary day is blank

Blank

Why is day blank?

1 No journeys made

2 Day not filled in

Rjday

Repeat journey (same person, same/different day)

Enter travel day of original journey 1..7

Rjnum

Repeat journey number (same person, same/different journey number)

Enter journey number of original journey

1..29

Djpnum

Duplicate journey (another person)

Enter journey number of original journey

1..29

Djjnum

Duplicate journey (another person, same/different journey number)

Enter person number of original journey

1..9

Stages

Ask for each stage

Stagenum

Number of journey stage

1.. 10

Ask for each stage

Method

Method of travel

1. Walk

2. Bicycle

3. Private (hire) Bus

4. Car

5. Motorcycle combination

6. Van or lorry

7. Other private transport

8. Ordinary Bus (London)

9. Ordinary Bus (Elsewhere)

10. Coach/Express Bus

11. Excursion/Tour Bus

12. LT underground

13. Train (formerly BR)

14. Light rail

15. Aircraft (public)

16. Taxi/Minicab/private hire vehicle

17.

18. Other public transport

19. Unspecified (private)

20. Unspecified (public)

Ask for each stage

Dunits

Distance in miles

0.25..500

Ask for each stage

Dtenths

Distance in tenths of miles

Ask for each stage in young person's diary

PartyNoa

Number of adults in party

1..30

Ask for each stage in young person's diary

PartyNoc

Number of children in party

1..30

Ask for each stage in adult diary

Partynum

Number of people in party

1..30

Ask for each stage

Travmins

Time travelling in minutes

1..600

Ask for each stage involving ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public

Ticktype

Type of ticket (Season ticket information gathered during the CAPI placement and pick up interviews are coded 1-6).

7 Ordinary ticket – adult

8 Ordinary ticket – child

9 Reduced (Off-peak) - adult

- 10 Reduced (Off-peak) – child
- 11 Special category reduced
- 12 Other

Ticktype

- TickType 1 = TickTyp2 1
- TickType 2 = TickTyp2 2
- TickType 3 = TickTyp2 3
- TickType 4 = TickTyp2 4
- TickType 5 = TickTyp2 5
- TickType 6 = TickTyp2 6
- TickType 7 = TickTyp2 7 + 13
- TickType 8 = TickTyp2 8 + 14
- TickType 9 = TickTyp2 9
- TickType 10 = TickTyp2 10
- TickType 11 = TickTyp2 11
- TickType 12 = TickTyp2 12

Ask for each stage involving ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public

TickTyp2

- 1. Special ticket 1
- 2. Special ticket 2
- 3. Special ticket 3
- 4. Special ticket 4
- 5. Special ticket 5
- 6. Special Ticket 6
- 7. Ordinary adult excl 1 day TCard
- 8. Ordinary child excl 1 day Tcard
- 9. Reduced off peak adult
- 10. Reduced off peak child
- 11. Reduced special category
- 12. Other special category
- 13. Adult one day travelcard
- 14. Child one day travelcard

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public)

CostPds

Stage cost in pounds
0.. 300

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public)

CostPen

Stage cost in pence
0.. 99

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train

OR light rail OR aircraft public OR Taxi OR minicab OR other public OR unspecified public)

Numboard

Number of boardings
1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

WhichVeh

Household vehicle number
1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

Dripas

- Whether driver or passenger
- 1 Driver (only if adult diary)
- 2 Front passenger
- 3 Rear passenger
- 4 Passenger position unknown

Ask for each stage involving car OR motorcycle combination OR van/lorry

Parkpds

Parking cost in pounds
0..50

Ask for each stage involving car OR motorcycle combination OR van/lorry

Parkpen

Parking cost in pence
0.. 99

All questionnaire changes since 2002

NB: Unless otherwise stated, questions have been included since 2002

NB: Unless otherwise stated, questions are asked all years.

Household questionnaire

Introductory questions

BSignin/ QSIGNIN.INC

Question	Summary	Details of change	Changed	Notes
Summary	Summary of interview sections	Added	2003	
		Additional interviewer instruction	May-Oct 2009	
InSample1	Reminder of structure of incentive option 1	Added	May-Oct 2009	
InSample2	Reminder of structure of incentive option 2	Added	May-Oct 2009	
InSample3	Reminder of structure of incentive option 3	Added	May-Oct 2009	
Whohere	Intro to demographics	Helpscreen text about added	2009	
FirstQ	Whether first time opened questionnaire	Additional interviewer instruction	May-Oct 2009	

BBNames/ QNAMES.HAR

Question	Summary	Details of change	Changed	Notes
Name	Record names of household members	Amend definition of a household	2014	

Demographics

BHComp / QTHCOMP.INC

Question	Summary	Details of change	Changed	Notes
Birth	Date of birth	Interviewer instruction added	2003	
Marstat	Marital Status	Interviewer note added	2007	
		Deleted	2009	Replaced with MarstatN
MarstatN	Marital Status	Added	2009	
		Deleted	2013	Replaced with MaritalStat
MaritalStat	Marital Status	Added	2013	
Livewith	Whether live with someone in house as couple	Routing change: also asked if MarstatN is "Civil Partnership"	2009	
		Deleted	2013	Replaced with LiveWithN
LiveWithN	Whether live with someone in house as couple	Added	2013	
Nation	Nationality	Added	2009	
		Deleted	2010	
xNation	Other Nationality	Added	2009	
		Deleted	2010	
COB	Country of birth	Added	2010	
XCOB	Other country of birth	Added	2010	

Question	Summary	Details of change	Changed	Notes
Hhldr	In whose name is accommodation owned or rented	Answer categories changed	2003	
		Moved to after ethnicity questions	2009	
EthGroup	Ethnicity	Change in location: now after LiveWith	2009	
		Answer categories changed, textfills added for England, Scotland and Wales	2011	
		Remove textfills for Scotland and Wales at answer category 1 and showcard reference	2014	
OthWht	Other white ethnicity	Change in location: now after LiveWith	2009	
OthMxd	Other mixed ethnicity	Change in location: now after LiveWith	2009	
OthAsn	Other Asian ethnicity	Change in location: now after LiveWith	2009	
OthBlk	Other Black ethnicity	Change in location: now after LiveWith	2009	
OthEthn	Other ethnicity	Change in location: now after LiveWith	2009	
HHIndQn	Face to face, proxy or respondent not available	Added	2017	

BHRels/ QTHrels.INC

Question	Summary	Details of change	Changed	Notes
R	Summary of relationships between each household member	Answer category added: "Civil partnership"	2009	
			2013	Replaced with Relation
Relation	Summary of relationships between each household member	Added	2013	
BHRels	Marital status	Soft check for marital status/cohabitees being of opposite sex only removed	2016	

BSpOut/ QSpOut.INC

Question	Summary	Details of change	Changed	Notes
SpOut	Married but no spouse in household	Answer category changed	2013	

Accommodation

BAccom / QAccom.INC

Question	Summary	Details of change	Changed	Notes
Accom	Type of accommodation	Interviewer instruction changed Categories 2 and 3 changed Helpscreen changed	2013	
FltT yp	Type of flat	Deleted	2013	Replaced with FltTypN
FltT ypN	Type of flat	Added	2013	

BTenure / QTenure.INC

Question	Summary	Details of change	Changed	Notes
Ten1	Housing tenure	Question wording and categories changed New helpscreen	2013	
Landlord	Type of landlord	Added	2017	

BResLen/ QReslen.INC

Question	Summary	Details of change	Changed	Notes
YMove	Why moved from last address	Deleted	2005	

OthYMove	Other reasons for move	Deleted	2005	
YMoveM	Main reason why moved	Helpnote added	2003	
		Deleted	2005	
OthYMovM	Other main reason for move	Deleted	2005	
PTimp	How important was public transport when moved to this address	Deleted	2005	
OldAdd	How far away old address is	Deleted	2009	
Online	Whether has internet	Added	2009	
		Deleted	2013	
OnlineN	Whether has internet	Added	2013	

Local transport services

BLocServ / QLOCSEV.INC

Question	Summary	Details of change	Changed	Notes
Servintr	Introduction to local services section	Delete	2013	
NearBus	Walking time to nearest bus stop.	Extra Interviewer instruction added	2005	
		Delete	2013	
NearBand	Banded walking time to nearest bus stop	Delete	2013	
GetBus	Frequency of buses	Delete	2013	
NearSta	Walking time to railway station	Question wording changed	2003	
		Question wording changed	2005	
		Delete	2013	
BanRail	Banded walking time to railway station	Delete	2013	
BusSta	Bus journey time to railway station	Delete	2013	
BanBus	Banded time taken to get to railway station by bus	Extra Interviewer instruction added	2003	
		Delete	2013	
DescTa	Station services	Delete	2013	
ClosSta	Tube, metro, light rail or tram closer than railway station	Helpnote added	2003	
		Helpnote altered	2005	
		Question wording changed	2009	
		Answer category added	2009	
		Delete	2013	Textfill now from ClosRail
NearTube	Walking time to nearest tube/metro/light rail etc	Delete	2013	
BanTube	Banded walking time to nearest tube/metro/light rail etc	Delete	2013	
BusTube	Bus journey time to nearest tube/metro/light rail etc	Delete	2013	
BanTBus	Banded bus journey time to tube, metro, light rail or tram	Extra Interviewer instruction added	2003	
		Delete	2013	

Accessibility of services

From 2009-2012 households were randomly assigned to two sub-groups. Subsample A were asked attitudes to local services questions and subsample B were asked accessibility of services questions. In 2013 questions on accessibility of services were deleted and the local services questions were asked of all households.

BAmenity/QAmenity.INC

Question	Summary	Details of change	Changed	Notes
DocWalk	How long to Doctors on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with AccGP
BanDoc	Approximately how long to doctors on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccGPK
POWalk	How long to post office on foot Asked of Module B only	Helpnote added	2003	
		Deleted	2005	Replaced with AccPO
BanPO	Approximately how long to post office on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccPODK
ChemWalk	How long to chemists on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with AccChm
BanChem	Approximately how long to chemists on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccChmK
GrocWalk	How long to Grocery shop on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccGro
BanGroc	Approximately how long to Grocery shop on foot	Deleted	2005	Replaced with AccGroK
SCenWalk	How long to Shopping centre on foot Asked of Module B only	Deleted	2005	Replaced with AccShC
BanSCen	Approximately how long to Shopping centre on foot	Deleted	2005	Replaced with AccShCDK
HospWalk	How long to hospital on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with Acchosp
BanHosp	Approximately how long to hospital on foot	Deleted	2005	Replaced with AcchosK
IntroB	Intro to distance to amenities by bus questions	Deleted	2005	
DocBus	How long to doctors by bus Asked of Module A only	Deleted	2005	Replaced with AccGP
BanDocB	Approximately how long to doctors by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccGPK
POBus	How long to PO by bus Asked of Module B only	Deleted	2005	Replaced with AccPO
BanPOB	Approximately how long to PO by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with

Question	Summary	Details of change	Changed	Notes
				AccPODK
ChemBus	How long to chemist by bus Asked of Module A only	Deleted	2005	Replaced with AccChm
BanChemB	Approximately how long to chemist by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccChmK
GrocBus	How long to grocery shop by bus	Deleted	2005	Replaced with AccGroc
BanGrocB	Approximately how long to grocery shop by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccGroK
ScenBus	How long to shopping centre by bus Asked of Module B only	Deleted	2005	Replaced with AccShC
BanScenB	Approximately how long to shopping centre by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccShCDK
HospBus	How long to hospital by bus Asked of Module A only	Deleted	2005	Replaced with Acchosp
BanHospB	Approximately how long to hospital by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AcchosK
IntroA	Intro to accessibility questions	Question text changed from reference to walking to reference to quickest route.	2005	
		Question text changed to refer to walking or public transport, whichever is the quickest.	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccSch to AccPODK	How long to get to various local amenities	Change in order of questions: Previously: GP, Chemist, Hospital, Shopping Centre, Grocery shop, PO, Primary School, Secondary school, FE college. New: Shopping centre, Grocery shop, GP, Hospital, Primary school, Secondary school, FE college, Chemist, PO	2009	
AccShC	How long to get to Shopping Centre	Added: Module A & B	2005	
		Definition of Shopping Centre added.	2006	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Added definition of Shopping Centre	2009	
		Deleted	2013	
AccShcDK	Approximate time to get to Shopping centre	Added : Module A&B	2005	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGro	How long to get to Grocery Shop	Added: Module A&B	2005	
		Interviewer Instruction added: 'By	2009	

Question	Summary	Details of change	Changed	Notes
		groceries we mean daily food items such as bread, milk, tea, coffee, tinned goods etc'		
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGroDK	Approximate time to get to Grocery Shop	Added: Module A&B	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGP	How long to get to GP	Added: Module A & B	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGPDK	Approximate time to get to GP	Added: Module A & B	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccHosp	How long to get to Hospital	Added: Module A & B	2005	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccHosDK	Approximate time to get to Hospital	Added: Module A & B	2005	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPM	How long to get to primary school	Added: Module A & B.	2005	
		Routing changed to Module B only.	2008	
		Routing changed to if there is a child aged 5-10 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPMDK	How long to get Primary School	Added: Modules A & B.	2005	
		Routing changed to Module B only.	2008	
		Routing changed to if there is a child aged 5-10 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
Accsec	How long to secondary school	Added: Modules A & B	2005	
		Routing changed to Module B only	2008	
		Routing changed to if there is a child aged 11-15 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccsecDK	Approximate time to get to Secondary school	Added: Modules A & B	2005	
		Routing changed to Module B only	2008	
		Routing changed to if there is a child aged 11-15 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGCSE	How long to get to post-GCSE college	Added: Modules A & B	2005	
		Routing changed from to Module B only	2008	
		Routing changed to if there is a child aged 16-19 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGCDK	Approximate time to get to post GCSE college	Added: Module A & B	2005	
		Routing changed to Module B only	2008	

Question	Summary	Details of change	Changed	Notes
		Routing changed to if there is a child aged 16-19 at 31 August	2009	
		Asked of Random Subsample B only	2009	
AccChm	How long to get to chemist	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccChmDK	Approximate time to get to Chemist	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPO	How long to get to post office	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPODK	Approximate time to get to post office	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
Order	Type of goods delivered to home	Helpscreen added	2003	
		Additional answer codes added	2003	
		Deleted	2005	
		Reintroduced for Module A only.	2008	
		Deleted	2009	Replaced with OrderN
OrderN	Type of goods delivered to home	Added Additional interviewer instruction. Additional and altered answer categories. Asked all years.	2009	
		Change in location –home deliveries and food shopping module after OnlineN	2013	
		Helpscreen text moved to question text	2013	
Deliv	Frequency of home deliveries	Deleted	2005	
		Reintroduced for Module A only	2008	
		Question wording changed	2009	
		Changed to ask all	2009	
		Change in location –home deliveries and food shopping module after OnlineN	2013	
LastD	Last thing ordered by post, phone, or internet.	Additional answer codes added.	2003	
		Deleted	2005	
		Reintroduced for Module A only.	2008	
		Deleted	2009	Replaced with LastDN
xLastD	Other verbatim of LastD	Deleted	2003	
		Reintroduced for Module A only	2008	
		Deleted	2009	Replaced with XLastDN
LastDN	What was the last delivery to home	Added Additional and altered answer categories. Asked all years.	2009	
		Routing changed: if more than one item recorded at OrderN	2010	
		Deleted	2013	
XLastDN	Other verbatim of LastDN	Added	2009	
		Deleted	2013	
HowOrd	How was last delivery ordered?	Deleted	2005	
		Reintroduced for Module A only	2008	
		Asked all years	2009	

Question	Summary	Details of change	Changed	Notes
		Deleted	2013	
DelMeth	How was last order delivered	Added	2009	
		Answer category added	2010	
		Interviewer note added	2010	
		Deleted	2013	
Delvisit	Whether visited shop first	Added	2009	
		Question wording changed	2010	
		Answer category added	2011	
		Deleted	2013	
HowB	How would have bought the last delivery, if not delivered to house	Answer categories changed	2003	
		Deleted	2005	
		Reintroduced for Module A only	2008	
		Deleted	2009	Replaced with HowBN
XHowB	Verbatim other answer for HowB	Deleted	2005	
		Reintroduced for Module A only	2008	
		Deleted	2009	Replaced with XHowBN
HowBN	How would have bought the last delivery, if not delivered to house	Added	2009	
		Deleted	2013	
xHowBN	Verbatim other answer for HowBN	Added. Additional and altered answer categories.	2009	
		Deleted	2013	
HowSpec	Whether would have made a specific trip to get item if it was not delivered	Added	2009	
		Question wording changed	2010	
		Answer category changed	2010	
		Deleted	2013	
TravSpec	How would have travelled to get it	Added	2009	
		Deleted	2013	
XTravSpec	Verbatim other answer for TravSpec	Added	2009	
		Deleted	2013	
WhoShop	Who does main food shopping	Changed question wording	2009	
		Deleted	2013	
Shopoft	Who does main food shopping	Delete	2013	
DVShop	DV main food shopper	Delete	2013	
YNoShop	Why household does no food shopping	Delete	2013	
XYNoShop	Why household does no food shopping	Delete	2013	

Attitudes to local services

From 2017, the module on attitude to local services was deleted from the household questionnaire and some questions were moved to the individual interview in self completion.

BAttitud / QATTITUD.INC

Question	Summary	Details of change	Changed	Notes
SatServ to FrqMetro	Satisfaction with local transports	Block of questions moved to after BanTBus. Previously situated at end of the Household block (after WhoBlue)	2009	
		Delete	2017	

Question	Summary	Details of change	Changed	Notes
Attintro	Intro to attitude questions Asked of Module A only	Deleted	2004	
SatServ	Satisfaction with local buses	Added: Module A	2004	
		Asked every year of Random Subsample A only	2009	
		Change to category 3	2013	
		Asked of all households	2013	
		Moved to self-completion	2017	
Reliabus	Reliability of local buses Asked of Module A only	Question wording changed	2004	
		Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Moved to self-completion	2017	
FrqBus	Frequency of local buses	Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Moved to self-completion	2017	
ClosRail	Type of station closest	Added	2013	
		Delete	2017	
TrainSat	Satisfaction with train/underground/metro/light rail/tram	Added Asked every year of Random Subsample A only	2009	
		Change to category 3	2013	
		Asked of all households	2013	
		Delete	2017	
RelMetro	Reliability of train/underground/metro/light rail/tram	Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Delete	2017	
FrqMetro	Frequency of train/underground/metro/light rail/tram	Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Delete	2017	
Integr	Availability of combined rail and bus tickets Asked of Module A only	Deleted	2006	
Cyclane	Provision of cycle lanes/paths locally	Deleted	2006	
		Added Asked of Module A	2010	
		Question wording changed	2011	
		Routing changed to ask all	2011	
		Delete	2017	
Pavement	Condition of pavements locally	Deleted	2006	
		Added Asked of Module A	2010	
		Routing changed to ask all	2011	
		Delete	2017	

Children's travel to school

BChTrav / QTCHTRAV.INC

Question	Summary	Details of change	Changed	Notes
All questions in		Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	

Question	Summary	Details of change	Changed	Notes
block				
Schlnt	Intro to school travel	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
Schdly	Does the child make a daily journey to school?	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
		Additional answer category	2009	
Schfar	How far is child's school (unit of measurement)	Answer categories changed	2004	
		Deleted	2007	
SChMins	How far is school in minutes	Deleted	2004	
SchMil	How far is school in miles	Deleted	2007	
SchKm	How far is school in KM	Deleted	2007	
SchYard	How far is school in Yards	Deleted	2007	
SchM	How far is school in metres	Deleted	2007	
TravSc	How child usually travels to school	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
		Interviewer instruction added	2003	
XTravSc	Verbatim other method of travel from TravSc	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
TravScW	Does child share lift to school with another child	Added	2008	
		Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
		Addition to interviewer note	2009	
Accad	Usually accompanied to school?	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
NotAlw1	Why is child not allowed to travel without adult	Answer categories changed	2005	
		Question wording changed	2009	
		Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
xNotAlw1	Other verbatim reason from NotAlw1	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
AgeAlw	What age first allowed to travel unaccompanied	Deleted	2009	
NotAlw2	Why was child not allowed to travel without adult	Answer categories changed	2005	
		Deleted	2009	
XnotAIW2	Other verbatim reason from NotAlw2	Deleted 2009	2009	
Roads	Whether child allowed to cross roads alone	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
MainRd	What kind of roads child is allowed to cross	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
Howsch	How travels home from school	Added (odd years only)	2009	
xHowsch	Other way of travelling home from school	Added (odd years only)	2009	

Vehicle grid

BVehNum.QVehNum.INC

Question	Summary	Details of change	Changed	Notes
CarPool	House use carpool car?	Helpnote added	2003	

Question	Summary	Details of change	Changed	Notes
UseVcl	Continuous use of vehicles	Question text changed	2004	
		Interviewer note added	2006	
		Interviewer instruction changed	2009	
BrokenV	Any broken down vehicles that will be used	Helpnote added	2003	
NoPlveh	Number of vehicles	Question text changed	2003	
NewVeh	Any new vehicles since end of travel week	Interviewer instruction changed	2009	

BVehTab/ QTVEHTAB.INC

Question	Summary	Details of change	Changed	Notes
Make	Make of vehicle	Question text changed	2003	
Model	Model of vehicle	Question text changed	2003	
ModSpec	Specification of model	Question text changed	2003	
TypeVcl	Whether car, lightvan, motorcycle or other	Deleted	2004	Imputed from TypeVcl2
CarType	Whether 4 wheel, 3 wheel or other	Question text changed	2003	
		Deleted	2004	Imputed from TypeVcl2
BikeType	Whether motorcycle, motorcycle with sidecar or other	Deleted	2004	Imputed from TypeVcl2
OthType	Whether 4 wheel drive, light van, some other can, minibus or other	Question text changed	2003	
		Deleted	2004	Imputed from TypeVcl2
TypeVcl2	Type of vehicle	Added Answer categories changed Interviewer instruction added	2004 2012	
		Answer categories changed	2013	
CompCar	Which business mileage band for car	Deleted	Mid 2002	
Xcompcar	Why business mileage band does not apply	Deleted	Mid 2002	
Privvcl	Whether privately owned or not	Routing changed	2004	
		Question text changed	2009	
HmnDriv	Who is the main driver of vehicle	Question text changed	2003	
BlueBdg	Whether anyone in house as a blue badge	Added	2008	
WhoBlue	Who has a blue badge	Added	2008	
SelPer	Who answered the household questionnaire	Added	2013	
SelCheck	Check on SelPer	Added	2013	

Individual questionnaire

The individual questionnaire was changed in 2009 to allow 5 people per session rather than 4.

Introductory questions

Session.NTS

Question	Summary	Details of change	Changed	Notes
IndInt	Intro to individual questions	Added	2009	

Disabilities that affect travel

BDisab / QTDisab.NTS

Question	Summary	Details of change	Changed	Notes
Diffoot	Any disability that makes difficult to go out on foot?	Deleted	2007	
Genheal	Respondent general health	Added	2017	
Mobdiff	Any disability that makes it difficult to go by foot, car, or bus	Added	2007	
		Question text changed	2008	
		Category 1 text changed	2013	
OthDis	Any other disability	Added	2007	
CycDiff	Disability making it difficult to cycle	Added	2017	
Footout	Whether go out on foot at all	Changed question wording	2009	
PowWhl	Whether have wheelchair	Added	2005	
		Deleted	2009	Replaced with WhlAid
WhlAid	Whether have wheelchair, scooter or walking stick	Added Even years only	2009	
		Answer category added	2010	
PowWhuse	How often use wheelchair etc	Added	2005	
		Question wording changed	2009	
		Asked Even years only	2009	
PwWhopen	Why not use wheelchair much	Added	2005	
		Deleted	2009	
MobSct	Whether have scooter	Added	2005	
		Deleted	2009	Replaced with WhlAid
MobScuse	How often use scooter	Added	2005	
		Deleted	2009	
MobOpen	Why not use scooter much	Added	2005	
		Deleted	2009	
DifBus	Whether have disability that makes difficult to use bus	Interviewer instruction added	2003	
		Deleted	2007	
DifBusY	How is it a problem to use buses	Answer codes changed	2003	
		Changed question wording	2009	
DifCar	Whether have disability that makes it difficult to use car	Deleted	2007	
SpecTr	Special transport aware of	Even years only	2009	
XSpecTr	Other special transport aware of	Even years only	2009	
SpecUs	Whether use special transport	Added Even years only	2009	
		Interviewer instruction added	2010	
		Answer category added	2011	
		Interviewer instruction deleted	2011	
XSpecUs	Other special transport used	Added Even years only	2009	
		Interviewer instruction added	2010	
		Interviewer instruction deleted	2011	
Leahous	Did you leave house yesterday?	Added	2005	
		Deleted	2009	

Question	Summary	Details of change	Changed	Notes
QLeahous	How many times left house	Added	2005	
		Deleted	2009	
NotLea	Why did not leave house	Added	2005	
		Deleted	2009	

Methods of transport used

Bmethod/ QTMMethod.INC

Question	Summary	Details of change	Changed	Notes
IntroC	Intro to method of transport section	Question wording changed – only walking	2004	
		Asked odd years only. Routing changed	2004	
		Question wording changed – all methods of transport	2005	
		Question wording changed	2009	
PrivCar	How often by car	Added	2009	
OrdBus	How often by bus	Asked all years	2005	
		Changed question wording	2009	
		Change in routing	2009	
Coach	How often by coach	Asked all years	2009	
Train	How often by train	Asked all years	2009	
TaxiCab	How often by taxi or minicab	Asked all years	2009	
Plane	How often internal flight	Asked all years	2005	
		Changed question wording	2009	
Bicycle	How often by bike	Asked all years	2005	
		Moved to after Cycle12	2009	
Walk	How often 20 mins or more	Interviewer instruction added	2003	
WhWalk	Where you walked on last walk	Changed from Read Out to Show card	2003	
		Deleted	2009	
xWhWalk	Other place walked on last walk	Deleted	2009	
FarWalk	How long last walk took	Deleted	2009	
DistWalk	How far last walk was	Deleted	2009	
TrWalk	Whether had to travel to get to start of walk	Deleted	2009	
HtrWalk	How travelled to start of walk	Deleted	2009	
XHtrWalk	Other method of travel to start	Deleted	2009	

Cycling

BCycle/ QTCycle.INC

Question	Summary	Details of change	Changed	Notes
Bicycle	How often ride a bike	Moved from Tmethod block	2009	
		Asked if aged 5 or older and cycled in the last 12 months	2009	
		Answer category removed	2011	
CycMore	Whether cycles more, less or about the same amount	Added	2015	
Cycle4w	Whether ridden a bicycle during the last 4 weeks	Added	2015	
CycRoute	Where cycle	Changed from Read Out to Showcard	2003	
YNotCyc	Barriers to people cycling more	Added	2015	
		Deleted	2016	Replaced with

Question	Summary	Details of change	Changed	Notes
				YNotCycA and YNotCycB
YNotCycA YNotCycB	Barriers to people cycling more, reversed showcards	Added	2016	
RsMNCyA RsMNCyB	Main reason for not cycling more	Added	2016	
ResMNCy	Main reason for not cycling	Added	2015	

Children as front/rear passengers

BCarPas / QTCarPas.INC

Question	Summary	Details of change	Changed	Notes
CarPass	Where child sits in the car	Added	2007	
		Odd years only	2009	
		Delete	2013	

Driving licences

BDrLic / QDrLic.INC

Question	Summary	Details of change	Changed	Notes
LicChk	Code whether Intr checked licence	Deleted	2007	
VehUsu	Which car in household usually driven by respondent	Additional answer category	2003	
NoDriv95	Why respondent no longer drives	Deleted	2009	Replaced with NoDrivN
NoDrivN	Why respondent no longer drives	Added	2009	
NoLic95	Why no longer holds licence	Deleted	2009	Replaced with NoLicN
XNoLic95	Other reason why no longer holds licence	Deleted	2009	Replaced with xNoLicN
NoLicN	Why no longer holds licence	Added	2009	
XNoLicN	Other reason why no longer holds licence	Added	2009	
ProTyp95	Type of vehicles provisional licence is for	Additional answer category	2008	
PDrivSt	Whether learning to drive	Added	2006	
DrivLik	Whether likely to learn to drive in the future	Added	2006	
ThryTak	Whether taken the driving theory test	Added	2015	
ThryWhM	When first took the driving theory test (month)	Added	2015	
ThryWhY	When first took the driving theory test (year)	Added	2015	
PassThry	Whether passed the driving theory test	Added	2015	
FailThryN	How many times failed the theory test before passing	Added	2015	
PracTak	Whether taken the practical driving test	Added	2015	
PracNum	How many times taken the practical test	Added	2015	

Question	Summary	Details of change	Changed	Notes
Prac1WhM	When first took the practical test (month)	Added	2015	
Prac1WhY	When first took the practical test (year)	Added	2015	
Prac2WhM	When did most recently take the practical test (month)	Added	2015	
Prac2WhY	When did most recently take the practical test (year)	Added	2015	
Prac3Wh	When plans to take the practical test	Added	2015	
CarClub	Whether a member of a car club	Added	2013	
		Additional question wording - examples	2014	
		Addition to interviewer note	2014	
ResNdr	Why respondent does not drive	Added	2006	
		Deleted	2009	Replaced with ResNDN
XResNdr	Other reason from ResNdr	Added	2006	
		Deleted	2009	Replaced with xResNDN
ResNDN	Why respondent does not drive	Added	2009	
		Show card reversed for half of the sample	2015	
XResNDN	Other reason from ResNdr	Added	2009	
ResNdrM	Main reason why not driving	Added	2006	
		Deleted	2009	Replaced with ResNDNM
XResNdrM	Other reason for not driving	Added	2006	
		Deleted	2009	
ResNDNM	Main reason why not driving	Added	2009	
XResNDNM	Other reason from ResNDNM	Added	2009	

Internet use

BlntUse / QTIntUse.INC

Question	Summary	Details of change	Changed	Notes
IntUse	Introduction use of internet questions	Added	2017	
HomeUse	Frequency of access to the internet at home	Added	2017	
WorkUse	Frequency of access to the internet at work, school or university	Added	2017	
OnGoUse	Frequency of access to the internet on the go	Added	2017	
EiselUse	Frequency of access to the internet from anywhere else	Added	2017	
InDev	Device used to access the internet	Added	2017	
InDevO	Other device	Added	2017	

Attitude (CASI)

BAttitud / QATTITUD.INC

Question	Summary	Details of change	Changed	Notes
CASInt	Introduction to self-completion	Added	2017	
CASInstr	Introduction of the card on motorways and major roads	Added	2017	
CASIPra1	Practice question 1	Added	2017	
CASIPra2	Practice question 2	Added	2017	
CASIEpl	Practice question 3	Added	2017	
SatisInt	Introduction satisfaction question	Added	2017	
NTrnSat	Satisfaction with trains	Added	2017	
RelTrain	Satisfaction with train reliability	Added	2017	
FrqTrain	Satisfaction with train frequency	Added	2017	
SatServ	Satisfaction with local bus services	Added	2017	
ReliaBus	Satisfaction with bus reliability	Added	2017	
FrqBus	Satisfaction with bus frequency	Added	2017	
SRNRdSat	Satisfaction with road network	Added	2017	
LocRdSat	Satisfaction with local roads	Added	2017	
NCyclane	Satisfaction with cycling provisions	Added	2017	
WalkProv	Satisfaction with walking provision	Added	2017	
CASISegIn	Introduction to opinion questions	Added	2017	
CarStyle	Important things when buying a car	Added	2017	
PracNec	Car as practical necessity	Added	2017	
LivCit	Living in an urban area	Added	2017	
CASIEndX	End of CASI	Added	2017	
CASIEndY	Instructions end of CASI	Added	2017	

Education, paid work and journey planning

BILO / QTILO.INC

Question	Summary	Details of change	Changed	Notes
TDirPriv	What used to plan journey by private transport	Added	2004	
		Changed answer categories	2005	
		Deleted	2006	
XDirPr	Other answer from TDirPriv	Added	2004	
		Deleted	2006	
TDirPub	What used to plan journey by public transport	Added	2004	
		Changed answer categories	2005	
		Deleted	2006	
XDirP	Other answer from TDirPub	Added	2004	
		Deleted	2006	
HowLong	How long has been looking for paid work	Answer categories changed	2013	
		Correction	2014	

BEDUC / QTEduc.INC

Question	Summary	Details of change	Changed	Notes
EdAttn1	Whether has educational quals	Added	2005	
EdAttn2	Whether has vocational or work-related quals	Added	2005	
EdAttn3	Degree level or another	Added	2005	

Question	Summary	Details of change	Changed	Notes
		Deleted	2017	Replaced with EdAttn4
EdAttn4	Type of qualification	Added	2017	
HLongInd	How long living at this address	Added	2017	
HowLong	How long looking for work or training scheme	Added	2004	
		Deleted	2009	Replaced with EducN
EducFT	Whether in FT education	Deleted	2009	
EducN	Whether in education either FT or PT	Added	2009	

Transport-related barriers to work

BTrEmp / QTTrEmp.INC

Question	Summary	Details of change	Changed	Notes
PrbJob	Whether turned down job due to transport	Deleted	2009	Replaced with PrbJobN
PrbJobN	Whether turned down job due to transport	Added (Asked of all aged 16 to 70).	2009	
Prbtyp1	What problems with transport	Routing changed (Asked of all aged 16 to 70)	2009	
PrbNow	Whether has transport barriers to work now	Deleted	2009	
PrbSame	Whether problems same	Deleted	2009	
PrbTyp2	What problems with transport	Deleted	2009	
XPrbTyp2	Other answer from PrbTyp2	Deleted	2009	

Last paid job

BLastJb / QTLastJb.INC

Question	Summary	Details of change	Changed	Notes
DtJbL	Date left last job	Interviewer instruction added	2003	

Main job details

TMainJb / QTMainJb.INC

BMainJb

Question	Summary	Details of change	Changed	Notes
SENo	Number of employees as self employed	Answer categories changed	2003	

TTrBen / QTTrBen.INC

BTrBen

Question	Summary	Details of change	Changed	Notes
TrBen	Whether employees get travel benefits	Change to answer categories	2003	
		Deleted	2004	
XTrBen	Other answers from TrBen	Deleted	2004	
TrBenU	Whether respondent gets travel benefits from employer	Change to answer categories	2003	
		Deleted	2005	
XTrBENU	Other answer from TrBenU	Deleted	2005	
UseBusT	Whether uses cut price bus tickets	Deleted	2005	

Question	Summary	Details of change	Changed	Notes
UseTrnT	Whether uses cut price train tickets	Deleted	2005	
UseLoan	Whether uses season ticket loan	Deleted	2005	
UsePL	Whether uses parking loan	Deleted	2005	
UseFP	Whether use cut price or free parking	Deleted	2005	
UseWrkB	Whether uses special bus	Deleted	2005	
CarAlt	Whether alternative to company car offered	Deleted	2005	
CarCh	Whether chose alternative	Deleted	2005	
CarAltA	Check whether accepted company car offer	Added	2004	
		Deleted	2005	

Income

TIncme / QTIncme.INC

BIncme

Question	Summary	Details of change	Changed	Notes
Incme	Whether receive income from any source	Question changed to Yes or No answer	2004	
		On screen list changed	2013	
		On screen list addition	2014	
IncGrp	Income bands	Added	2015	

Location of work

TWorkPI / QTWorkPI.INC

BWorkPI

Question	Summary	Details of change	Changed	Notes
Wkplace	Usual place of work	Change to question text	2009	
WkCode	Place of work from look up file	Deleted	2007	
XWkCode	Other place of work if not listed in lookup file	Deleted	2007	
WkRef	Place of work (from gazetteer)	Added	2007	
WkLon	Whether work is near central London	Deleted	2007	
WkAdd1	Work address line 1	Added	2008	
WkAdd2	Work address line 2	Added	2008	
WkAdd3	Work address line 3	Added	2008	
WkAdd4	Work address line 4	Added	2008	
WkPC	Work postcode	Added	2008	
WkKnow	Whether knew work address or looked it up	Added	2008	

Travel to work

TWkMeth / QTWkMeth.INC

BWkMeth

Question	Summary	Details of change	Changed	Notes
WkTrav	Mode of travel for journey to work	Interviewer instruction added.	2003	
WkTrFo	Reason for walking to	Added	2017	

Question	Summary	Details of change	Changed	Notes
	work			
WkTrBi	Reason for cycling to work	Added	2017	
WkRoad	Usual roads to work	Added	2008	
		Odd years only	2009	
XWkRoad	Other roads used	Added	2008	
		Odd years only	2009	
WkDrive	Whether driver or not	Odd years only	2009	
WkLift	Whether give lifts or not	Added	2009	
		Odd years only.		
		Interviewer note added	2010	
ParkWrk	Where park at work	Added	2007	
		Odd years only	2009	
		Change to category 6	2013	
WkVEH	Whether house regularly uses the car used to travel to work	Deleted	2004	

Working at home

TWkHome / QTWkHome.INC

BWkHome

Question	Summary	Details of change	Changed	Notes
WkHome	Did you work at home at all in last week?	Deleted	2009	
Homeday	Which day usually work at home	Deleted	2009	Replaced with HomeDayN
HomedayN	Which day usually work at home	Added	2009	
		Now asked if works at home once a month or more often		
		Additional and altered answer categories		
		Asked in odd years only	2013	
Posshom	Is it possible to work from home	Deleted	2009	Replaced with PossHmN
PosshmN	Check whether any work can be done at home	Added	2009	
		Now asked if works at home less than once or twice a year		
		Question wording changed		
		Asked in odd years only	2013	
WkMuch	How much of work could do at home	Added	2009	
		Asked in odd years only	2013	
OftHome	How often work at home	Moved to start of block. Asked before HomeDayN	2009	
		Question wording changed	2009	
		Interviewer note changed	2010	
		Interviewer note changed	2011	
YnotWkH	Why do not work from home	Deleted	2009	Replaced with YNotWkHN
XYNotWkH	Other answer from YNotWkH	Deleted	2009	Replaced with XYNotWkHN
YnotWkHN	Why do not work from home	Added	2009	
		Now asked if works at home once or twice a year or more or could work from home		
		Additional answer categories		

Question	Summary	Details of change	Changed	Notes
		Asked in odd years only	2013	
XYNotWkHN	Other answer from YNotWkHN	Added	2009	
		Asked in odd years only	2013	
TelComp	Use telephone when working at home	Deleted	2009	Replaced with WkTech
PossTel	Possible to work from home without telephone	Deleted	2009	Replaced with WkTech
PossComp	Possible to work from home without computer	Deleted	2009	Replaced with WkTech
WkTech	What equipment needed to work from home	Added	2009	
		Asked in odd years only	2013	
		Change to category 8	2013	

Ease/Difficulty of travelling to work

TWkDiff / QTWkDiff.INC

BWkDiff

Question	Summary	Details of change	Changed	Notes
CarW	What problems travelling to work by car – intro question	Answer categories changed	2004	
		Change to question wording	2009	
		Asked in even years only	2013	
XCarW	Other problem travelling to work by car	Asked in even years only	2013	
CarWM	Main problem travelling to work by car	Answer categories changed	2004	
		Asked in even years only	2013	
XCarWM	Main problem travelling to work by if other	Asked in even years only	2013	
CarsEas	How easy to travel to work a different way other than car	Added	2009	
		Interviewer note added	2010	
		Question wording and interviewer instruction changed	2011	
		Asked in even years only	2013	
WorkNew	How would go to work instead of usual method	Added	2009	
		Asked in even years only	2013	
XWorkNew	Other mode of travel to work if could not use normal method	Added	2010	
		Asked in even years only	2013	
CarWeas	How easy to travel to work a different way other than car	Answer categories changed	2003	
		Deleted	2004	
CarWy	Why would be difficult to use different method of transport to work other than car	Answer Categories changed	2003	
		Deleted	2004	
xCarWy	Other Answer from CarWY	Deleted	2004	
CarWyM	Main reason why would	Answer categories changed	2003	

Question	Summary	Details of change	Changed	Notes
	be difficult to travel to work by a different method other than car			
		Deleted	2004	
XCarWyM	Other reasons from CarWyM	Deleted	2004	
OthW	Any difficulties travelling to work by other methods	Answer categories changed	2003	
		Change to question wording	2009	
		Asked in even years only	2013	
XOthW	Other difficulty travelling to work by other methods	Asked in even years only	2013	
OthWM	Main difficulty travelling to work by other methods	Answer categories changed	2003	
	Main difficulty travelling to work by other methods	Asked in even years only	2013	
XOthWM	Main difficulty travelling to work by other methods if other	Asked in even years only	2013	
CarWN	Any cars stay at home while at work	Deleted	2004	
CarWNY	Why do not use car to go to work	Deleted	2004	
XCarWNY	Other reason from CarWNY	Deleted	2004	
CarWNYM	Main reason do not use car to go to work	Deleted	2004	
XCarWNYM	Other reason from CarWNYM	Deleted	2004	

Shopping

TShDiff

Question	Summary	Details of change	Changed	Notes
FdShp	How does food shopping	Added	2009	
		Interviewer note added	2010	
		Location change – new home deliveries and food shopping section after OnlineN	2013	
		Changed question wording	2013	
		Additional interviewer instruction	2013	
FdDel	How often food delivered to home	Added	2009	
		Delete	2013	
FdFreq	How often go to food shop	Added	2009	
		Location change – new home deliveries and food shopping section after OnlineN	2013	
		Changed question wording		
Travsh	Method of travel to shops	Answer categories changed	2008	
		Change to routing	2009	
		Location change – new home deliveries and food shopping section after OnlineN	2013	
		Wording change	2013	
XTravSh	Method of travel to shops	Location change – new home deliveries and food shopping section after OnlineN	2013	
Delstrt	When started having shopping delivered	Added	2009	
		Interviewer note added	2010	

Question	Summary	Details of change	Changed	Notes
		Delete	2013	
Cars	What difficulties doing shopping by car	Answer categories changed	2003	
		Delete	2013	
XCars	Other difficulties doing shopping by car	Delete	2013	
CarSM	Main difficulty doing shopping by car	Answer categories changed	2003	
		Delete	2013	
XCarSM	Main difficulty doing shopping by car if other	Delete	2013	
ShpEas	How easy to do shopping by another method other than car	Added	2009	
		Question wording changed	2011	
		Interviewer Instruction added	2011	
		Delete	2013	
ShpTro	How would do shopping if not by car	Added	2009	
		Deleted	2010	Replaced with ShpTroN and ShpTrans
ShpTroN	How would do shopping if not by car	Added	2010	
		Delete	2013	
ShpTrans	Mode of transport for shopping if not by car	Added	2010	
		Delete	2013	
XshpTran	Other mode of transport for shopping	Added	2010	
		Delete	2013	
CarSeas	How easy to do shopping by another method other than car	Interviewer instruction added	2003	
		Deleted	2004	Replaced with ShpEas in 2009
CarsY	Why would be difficult to do shopping without car	Answer categories changed	2003	
		Deleted	2004	
xCarsY	Other answer from CarsY	Deleted	2004	
CarsYM	Main reason would be difficult to do shopping without car	Answer categories changed	2003	
		Deleted	2004	
xCarsYM	Other reason from CarsYM	Deleted	2004	
OthS	What difficulties doing shopping by other mode of transport	Routing changed	2008	
		Delete	2013	
XOthS	Other difficulties doing shopping by other mode of transport	Delete	2013	
OthSM	Main difficulty doing shopping by other mode	Delete	2013	
XOthSM	Main difficulty doing shopping by other mode if other	Delete	2013	

Question	Summary	Details of change	Changed	Notes
CarsN	Whether a car is not used to go shopping	Deleted	2004	
CarsNY	Why car is not used	Deleted	2004	
xCarsNY	other answer from CarsNY	Answer categories changed	2003	
		Deleted	2004	
CarsNYM	Main reason why car is not used to go shopping	Answer categories changed	2003	
		Deleted	2004	
xCarsNYM	Other answer from CarsNYM	Deleted	2004	

Transport difficulties

TDemTr

Question	Summary	Details of change	Changed	Notes
Whole block		Asked even years only	2009	
OthDif	Types of journeys have transport difficulties with	Deleted	2009	Replaced with OthDifN
xOthDif	Other journeys have transport difficulties with	Even years only	2009	
OthDifN	Types of journeys have transport difficulties with	Added Even years only Additional answer category	2009	
		Change to allow for up to 7 answers to be recorded	2011	
YDiff1	Difficulties getting to doctors	Question wording changed	2009	
		Even years only	2009	
XYDiff1	Other difficulties travelling to doctors	Even years only	2009	
YDiffH	Difficulties with getting to hospital	Added Even years only	2009	
XYDiffH	Other difficulties with getting to hospital	Added Even years only	2009	
YDiff2	Difficulties visiting friends/relatives	Even years only	2009	
XYDiff2	Other difficulties visiting friends/relatives	Even years only	2009	
YDiff3	Difficulties travelling to social activities	Even years only	2009	
XYDiff3	Other difficulties travelling to social activities	Even years only	2009	
YDiff4	Difficulties getting children to school	Question wording changed	2009	
		Even years only	2009	
XYDiff4	Other difficulties getting children to school	Even years only	2009	
YDiff5	Difficulties travelling to school/college/university	Even years only	2009	
XYDiff5	Other difficulties travelling to school/college/university	Even years only	2009	
YDiff6	Difficulties travelling for other purposes	Even years only	2009	
XYDiff6	Other difficulties travelling for other purposes	Even years only	2009	

Road accidents - Adults

BAccid / QAccid.INC

Question	Summary	Details of change	Changed	Notes
AccInt	Road accidents introduction	Added	2007	
		Question wording changed	2008	
Accident	Any accidents in last 3 years	Added	2007	
		Question wording changed	2008	
Acc3Yr	How many accidents in last 3 years	Added	2007	
Acc12Mn	How many accidents in last 12 months	Added	2007	
Injury3	Any injuries in accidents in last 3 years	Added	2007	
		Question wording changed	2010	
		Interviewer instruction changed	2011	
Acc3Inj	How many injuries in accidents in last 3 years	Added	2007	
Acc12Inj	How many injuries in accidents in last 12 months	Added	2007	
		Routing changed to ask if injured in last 3 yrs and in accident in last 12 months (Injury3=Yes and Acc12Mn>0)	2011	
AccInt2	Introduction to questions on details of accidents	Added	2007	
Incident	Transport at time of accident	Added	2007	
Injury	Injuries sustained in accident	Added	2007	
XInjury	Other injuries sustained in accident	Added	2007	
Medical	Medical treatment received for injuries	Added	2007	
XMedical	Other medical treatment received for injuries	Added	2007	
OthVeh	Other vehicles/pedestrians involved in accident	Added	2007	
		Interviewer instruction to code all that apply added.	2009	
Police	Whether the police attended accident	Added	2007	
Report	Whether accident was reported to the police	Added	2007	

Road accidents - Children

BChildAcc / QChAcc.INC

Question	Summary	Details of change	Changed	Notes
ChildAcc1	Introduction to child accident questions	Added	2010	
ChildAcc2	Whether child in road accident in last 3 years	Added	2010	
ChildWh1	Which children in accident	Added	2010	

BSubAcc / QChAcc.INC

Question	Summary	Details of change	Changed	Notes
CAcc3Yr	Number of accidents involved in last 3 years	Added	2010	
CAcc12Mn	Number of accidents involved in last 12 months	Added	2010	
CInjury3	Whether injured in accident in	Added	2010	

Question	Summary	Details of change	Changed	Notes
	last 3 years			
		Interviewer instruction changed	2011	
CAcc3Inj	Number of accidents injured in last 3 years	Added	2010	
CAcc12Inj	Number of accidents injured in last 12 months	Added	2010	

Special tickets

BNoTick

Question	Summary	Details of change	Changed	Notes
StckT	Whether has special ticket or pass	Extra interviewer note added	2003	
		Extra interviewer note added	2005	
		Question wording changed	2009	

BTicket

Question	Summary	Details of change	Changed	Notes
SpecTk	Type of ticket	Answer categories changed	2005	
		Validation checks updated	2014	
		Answer categories modified	2015	
TkMode	Transport modes covered by ticket	Answer categories changed	2005	
		Answer category 4 changed	2013	
TkCost	Cost of ticket	Validation checks updated	2014	
TkTime	Cost of ticket	Validation checks updated	2014	
MoMIs	Transport modes covered by combined tickets	Question wording changed	2003	

Long-distance journeys

TWhoLDJ / QTWhoLDJ.INC

BWhoLDJ

Question	Summary	Details of change	Changed	Notes
IntPlane	How many times left country by plane	Added	2006	
		Interviewer instruction added	2008	
AnyLDJ1	Whether made any long distance journeys in last week	Question wording changed	2006	
AnyLDJ2	LDJs at pick-up	Deleted	2006	

QLDJINT.INC

BLDJINT

Question	Summary	Details of change	Changed	Notes
LStop	Reminder to complete long distance journey details later	Added	2003	
		Deleted	2006	
LDJInt	Long distance journey introduction	Question wording changed (not recorded in technical reports): From: Do you want to record NAME's journeys now or later? To: Press enter to begin recording journeys made by NAME.	2006	
		Routing change: Previously: routed from AnyLDJ2	2006	

Question	Summary	Details of change	Changed	Notes
		In 2006: asked if AnyLDJ1=1.		

TLDJQs / QTLDJQs.INC
BLDJQs

Question	Summary	Details of change	Changed	Notes
All Long Distance Journeys		Program can now only manage a maximum of 30 long distance journeys	2009	
LDJ	Long distance journey number	Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	
LDJDate	Long distance journey date	Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	
RepJR	Journey number of return journey of other person	Added	2003	
Orig	Place journey began	Reference to showcard deleted	2007	
		Deleted	2007	Replaced with OrigRef
OrigRef	Place journey began	Added	2007	
Purpto	Purpose of journey	Interviewer note added	2010	
PurpFro	Where journey started from	Interviewer note added	2010	
Dest	Place journey ended	Interviewer instruction added	2003	
		Reference to showcard deleted	2007	
		Deleted	2007	Replaced with DestRef
DestRef	Place journey ended	Added	2007	

End on individual interview

TEndInd/ QTEndInd.INC
BEndInd

Question	Summary	Details of change	Changed	Notes
EndInd	End of individual interview	Deleted	2003	

Follow-up

BFollup.INC
BFollowUp

Question	Summary	Details of change	Changed	Notes
FollowUp	Agrees to be contacted for follow-up studies	Added	2006	
		Question wording changed	2007	
		Interviewer note added	2007	
		Question wording changed	2009	
Ttl	Title	Added	2007	
		Question moved to Admin Block	2008	
ForNam	First name	Added	2007	
		Question moved to Admin Block	2008	
SurNam	Surname	Added	2007	
		Question moved to Admin Block	2008	
TelNoH	Telephone number	Added	2007	
TelNoM	Alternative telephone number	Added	2007	
Email	Email address	Added	2015	

Individual pick-up

TPickUp / QTPICKUP.INC

BPickUp

Question	Summary	Details of change	Changed	Notes
LStop1	Reminder to complete details of long distance journeys later	Added	2003	
		Deleted	2006	
StckPic	Any new special tickets	Interviewer instructions added	2003	
		Interviewer instructions added	2005	
		Question wording changed	2006	
LicChk	Whether driving licence seen/consulted	Deleted	2007	
DLAge	Age obtained full licence if got between placemen and pick-up interview	Routing changed to be asked only if respondent has had a birthday since the placement interview	2010	
AnyLDJP	Whether any long distance journeys made	Deleted	2006	
Long2	Longest journey under 50 miles	Deleted	2006	
LDJDisp	Interviewer instruction to select session	Added	2003	
		Deleted	2006	
YPDQ	Whether coding playing in street now or later	Interviewer instruction deleted	2003	
		Deleted	2013	
LStop2	Reminder to complete details of time spent playing in the street later	Added	2003	
		Deleted	2013	
Instreet	Whether spent time in street	Question wording changed	2003	
		Deleted	2013	
Start1	Start of first period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End1	End of first period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start2	Start of second period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End2	End of second period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start3	Start of third period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End3	End of third period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	

Question	Summary	Details of change	Changed	Notes
Start4	Start of fourth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End4	End of fourth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start5	Start of fifth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End5	End of fifth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	

Vehicle questionnaire

Registration number

BVehInt

Question	Summary	Details of change	Changed	Notes
LStop	Reminder to complete vehicle questionnaire later	Added	2003	
RegIntr	Whether willing to give registration number	Answer categories changed	2003	
		Helpnote added	2005	
		Question wording changed	2013	Change to consent
		Helpscreen changed	2013	
Personal	Whether registration personalised or cherished	Question moved to before VRegNo1	2010	
		Routing Changed to only be asked if willing to give registration number (RegIntr=1)	2011	
		Routing changed: asked of all who give registration details (RegIntr = 1)	2010	
VRegNo1	Registration number	Answer field changed to allow personalised number plates	2010	
RegExpl	Whether registration number can be passed to DVLA	Question wording changed	2004	
		Question wording changed	2010	
		Question wording changed	2013	Change to consent
		Question wording changed	2014	
		Question moved to before Personal	2014	
RegNo	Registration number	Coding of non-response amended.	2014	
FuelTyp	Type of fuel the engine uses	Answer categories changed	2013	
		Helpscreen changed	2013	
		Interviewer note added	2013	
Leaded	Whether engine uses unleaded petrol	Deleted	2004	
AnMiles	Approximate annual mileage	Check changed	2014	

Vehicle details

BVMake

From 2013 routing for entire module changed. Removal of criteria "if fuel type is not electric".

Question	Summary	Details of change	Changed	Notes
LogBook	Whether logbook seen /consulted	Deleted	2007	
LogBook2	Interviewer note to suggest respondent gets log book	Added	2007	
SimReg	Format of registration number	Question wording changed	2003	
WhatNum	Number denoting year of registration	Question wording changed	2003	
TaxCl	Taxation class of vehicle	Question wording changed	2003	
		Deleted	2007	
XTaxCl	Other taxation class	Deleted	2007	
CarCoding	Coding of car make, model and specification	Routing changed	2003	
		Deleted	2013	

BEngFTS

Question	Summary	Details of change	Changed	Notes
EnSize	Engine size	Routing changed	2004	
		Routing changed	2007	
BEnSize	Banded engine size	Routing changed	2004	
		Routing changed	2007	
IntQust	Fuel tank size to be entered in litres or gallons	Delete	2012	
TankLtr	Fuel tank size in litres	Delete	2012	
TankGal	Fuel tank size in gallons	Delete	2012	

Parking

BPark

Question	Summary	Details of change	Changed	Notes
WherePk	Where is car usually parked overnight	Deleted	2004	
		Added	2007	
		Ask in even years only	2013	
		Routing changed	2013	
XWherePk	Other place car is usually parked	Deleted	2004	
		Added	2007	
		Ask in even years only	2013	
		Routing changed	2013	
HowFar	How far away from property is car parked	Deleted	2004	
HowFar2	How many metres/yards is car parked away from property	Deleted	2004	
HowFrMin	Time taken to walk from property to vehicle	Deleted	2004	
IfPay	Any parking costs where vehicle is parked overnight	Deleted	2004	
TypePay	Type of payment made for parking	Deleted	2004	
XTypePay	Other type of payment made for parking	Deleted	2004	
AnnFee	Cost of annual parking fee	Deleted	2004	

Company car

BComCar

Question	Summary	Details of change	Changed	Notes
HHReg	Vehicle registered to household member	Question wording changed	2004	
		Delete	2013	
OthReg	Whose name vehicle registered	Delete	2013	
WhoOwn	Who owns vehicle	Delete	2013	
WhyUse	Why have use of vehicle	Delete	2013	
XWhyUse	Other reason why have use of the vehicle	Delete	2013	
VehHire	Is vehicle in hire	Delete	2013	
WhoHire	Who has hired	Delete	2013	
CostHir	Costs of hiring	Delete	2013	
VehCost	Purchase costs	Delete	2013	
ComTax95	Company car tax	Delete	2013	
CapAll	Capital allowances	Delete	2013	
CourWk95	Use vehicle in course of work	Delete	2013	
Allow95	Mileage allowance for mileage in the course of work	Delete	2013	
XAllow95	Other assistance/allowance for mileage in the course of work	Delete	2013	
PrivMi95	Free fuel for private mileage	Delete	2013	
FTax95	Tax on free fuel for private mileage	Delete	2013	

Mileage

BMILEAG

From 2013 routing for entire module changed. Removal of criteria "if fuel type is not electric".

Question	Summary	Details of change	Changed	Notes
Deliver	Vehicle used to deliver goods in the course of work	Deleted	2007	
HowOft	How often vehicle used to deliver goods	Deleted	2007	
NumTrips	Number of delivery stops on most recent day vehicle used for deliveries.	Deleted	2007	
OutNI	Whether vehicle has been driven in Northern Ireland in last year	Deleted	2006	
MileNI	Number of miles driven in Northern Ireland on last trip	Deleted	2006	
PurpNI	Purpose of trip to Northern Ireland	Deleted	2006	
NIOther	Other purpose of trip to Northern Ireland	Deleted	2006	
SatNav	Satellite navigation technology	Added	2008	
		Deleted	2009	Replaced by SatNavN
SatNavN	Satellite navigation technology	Added	2009	

Vehicle pick-up interview

TVPickU

Question	Summary	Details of change	Changed	Notes
----------	---------	-------------------	---------	-------

Question	Summary	Details of change	Changed	Notes
LStop	Whether fuel gauge details are to be completed now or later	Added	2003	
		Delete	2012	
FuelPds	Amount paid for fuel	Question wording changed	2010	
		Delete	2012	
FuelNow	Does interviewer want complete the fuel gauge details now	Delete	2012	
VFuelNow		Delete	2012	
AnyFuel	Any fuel entered into fuel grid on chart	Delete	2012	
IntQust1	Code if amount is in litres or gallons	Delete	2012	
FuelLtr	Amount of fuel in litres	Delete	2012	
FuelGal	Amount of fuel in gallons	Delete	2012	
FGauge	Check first fuel gauge reading	Delete	2012	
FFGRead	Enter first fuel gauge reading	Delete	2012	
LGauge	Check last fuel gauge reading	Delete	2012	
LFGRead	Enter last fuel gauge reading	Delete	2012	
StikFul	Fuel gauge indicator 'sticking' at full	Delete	2012	
Stikeml	Fuel gauge indicator is 'empty' when still contains fuel	Delete	2012	
StikFul2	StikFul check	Delete	2012	
Stikeml2	Stikml check	Delete	2012	

Admin block

Question	Summary	Details of change	Changed	Notes
Thank	End of placement interview	Additional interviewer instruction	May-Oct 2009	
IncGiv	Incentive given?	Added	May-Oct 2009	
IncGivS	Reminder to give vouchers	Added	May-Oct 2009	
PUResp	Intro to further contact questions	Added	2005	
		Deleted	2006	
DiaryTyp	How to make diary easier	Added	2005	
		Deleted	2006	
FurthCon	Whether ok to contact again	Added	2005	
		Deleted	2006	
OthCntc	Whether ok for another company to contact again	Added	2005	
		Deleted	2006	
ConTel	Telephone number	Added	2005	
		Deleted	2006	
ConEmail	Email Address	Added	2005	
		Deleted	2006	
ConIntro	Intro to further contact questions	Moved from BFollup	2007	
Ttl	Title	Moved from BFollup	2007	
Ttlx	Other title	Moved from BFollup	2007	
ForNam	Forname	Moved from BFollup	2007	
Surnam	Surname	Moved from BFollup	2007	
Penult	Introduction to diaries	Additional interviewer instruction	May-Oct 2009	
		Amend wording on screen	2013	

Question	Summary	Details of change	Changed	Notes
		Amend wording for short walk experiment	2016	
		Remove reference to day 7 and short walk experiment	2017	
PenultCh	Colour of diaries for short walk experiment	Added	2016	
		Deleted	2017	
MobNumOK	Agreement to text reminder	Added	2017	
MobNum	Mobile phone number	Added	2017	
DialRem	Reminder interviewer to dial in	Added	2017	
Dialdone	End of text reminder questions	Added	2017	
SCompOC	Completion of the self completion booklet	Deleted	2017	
SCAcc	Assistance in completing the booklet	Deleted	2017	
SCReas	Reason for not complete booklet	Deleted	2017	
AnyCom	Whether want to ask open question	Added	2004	
AnyComx	Open Question	Added	2004	
		Question wording changed	2009	
Penult2	Placing LDJ cards	Deleted	2006	
Penult3	Reminder to place fuel and mileage chart	Interviewer note added	2010	
		Question text changed	2012	
		Interviewer instruction removed	2013	
Penult4	Time to explain diaries	Question text changed	2003	
ModePref	Whether would have preferred to complete travel diary online or on paper	Added	2016	
NoPU	Why did not do pick up interview	Added	2003	
FindDU	Number of DUs at HH	Added	2008	
DUCode	Selected DU	Added	2008	
FindHH	Number of HHs at DU	Question wording changed Interviewer instruction changed	2008	
HHSel	How many HHs selected for interview	Question wording changed	2008	
		Deleted	2009	
HHCode	Household selected	Added	2009	
Diary	Whether collected diaries	Interviewer instruction added	2003	
Whofill	Who filled in the diaries	Routing changed	2003	
		Answer categories changed	2003	
DaysInt	Days interviewer helped with in diary	Added	2003	
Holiday	Whether they were abroad for travel week	Added	2007	
		Deleted	Mid 2008	
BlinkDry	Whether respondent had a completely blank travel diary	Added	Mid 2008	
		Routing changed to be asked if diary coded as fully completed	2010	
		Question wording changed	2010	
BlinkWhy	Why travel record was completely blank	Added	Mid 2008	
		Answer category added "5. Did not go out at all (but not due to illness/disability)"	2010	
		Answer category reworded	2011	

Question	Summary	Details of change	Changed	Notes
CasiProb	Whether respondent experience problems with CASI	Added	2017	
CasiPrWh	Type of problems experienced with CASI	Added	2017	
SCColl	Self completion booklet collection	Deleted	2017	
SCComPr	Self completion booklet collected at placement	Deleted	2017	
SCProb	Issue with placement or collection of the self completion booklet	Deleted	2017	
SCProbW	Description issues with self completion booklet	Deleted	2017	
VoucGive	Whether Voucher given	Added	May-Oct 2009	
		Deleted	2013	
VoucRec	Voucher receipt signed and given	Added	May-Oct 2009	
		Deleted	2013	
Promise	Whether promissory note left	Additional interviewer instruction	May-Oct 2009	
		Delete	2013	
PromOp	Comments on incentives	Added	May-Oct 2009	
NoProm	Why not left promissory note	Deleted	May-Oct 2009	
		Deleted	2013	
GCNow	Issue gift cards now or later	Added	2013	
HDiaryPU	Whether have picked up a diary for every member of household	Added	2013	
IntroGC	Intro to gift card section and number of gift cards needed for household	Added	2013	
GiftI	Instructions for interviewer	Added	2013	
GiftNX	Enter gift card serial number	Added	2013	
Unoutcheck	Check that outcome entered is correct	Added	2005	
WhichL	Language spoken	Added	2009	
XWhichL	Other language spoken	Added	2009	
Willing	Willingness to give telephone number	Added	2009	
LanguageN	Telephone number for bilingual interview	Added	2009	
Translate	Whether translator used	Added	2009	
ARFB3	Reason for using outcome code 690 or 790	Added	2008	
		Deleted	2009	
WhyInel	Reason for using outcome code 690 or 790	Added	2009	
ARFQ3	Was information refused	Deleted	2005	
ARFQ11	Was refusal in proxy	Deleted	2005	
NoDiary	Why diaries not completed	Added	May-Oct 2009	
XNoDiary	Other reasons why diaries not completed	Added	May-Oct 2009	
CallPlac	Number of calls up to Diary Placement	Question wording changed	2003	
PractDia	Whether completed practice page	Added	2008	

Question	Summary	Details of change	Changed	Notes
PracNo	Why did not completed practice page	Added	2008	
ConName	Contact name from ARF	Added	2004	
NRdone	Whether non-response details done	Deleted	2007	
Obs1	What kind of accommodation	Question wording changed. Routing changed	2004	
		Routing changed	2005	
		Deleted	2009	
Obs2	Car in drive	Question wording changed. Routing changed	2004	
		Routing changed	2005	
		Deleted	2009	
Obs3	Garage or carport	Routing changed	2004	
		Routing changed	2005	
		Deleted	2009	
Obs4	Condition of area	Added	2005	
		Deleted	2009	
Obs5	Condition of house	Added	2005	
		Deleted	2009	
Obs6	Physical barriers	Added	2005	
		Deleted	2009	
A2	Physical barriers	Added	2009	
A3	What kind of accommodation	Added	2009	
A4	Car in drive	Added	2009	
A5	Garage or carport	Added	2009	
A6	Condition of area	Added	2009	
A7	Condition of house	Added	2009	
NR1	How many cars owned by house	Deleted	2007	
NR2	Whether HRP did work in last week	Deleted	2007	
NR3	How HRP travels to work	Deleted	2007	
NR4	Whether left house yesterday	Deleted	2007	
NR5	How many times left house yesterday	Deleted	2007	
NR6	Day of week yesterday	Deleted	2007	
NR7	Number of people in house	Deleted	2007	
NR8	Number of people 17 or over in house	Deleted	2007	
NR9m	Number of men aged 17 or over	Deleted	2007	
NR9w	Number of women aged 17 or over	Deleted	2007	
NR10	Gender of respondent	Deleted	2007	
NR11	Relationship to main householder	Deleted	2007	
NR12	HRP's gender	Deleted	2007	
Remcall	Whether made reminder call	Answer category added	2003	
Remtime	Length of reminder call	Question wording changed	2003	
SA1RNC	Any reason why address should not be recontacted	Deleted	2005	
SA2RNC	Why address should not be recontacted	Deleted	2005	
SACNwho	Who is main contact	Added	2005	
SARInt	Title of main contact	Added	2005	
SACNtxt	Other title	Added	2005	

Question	Summary	Details of change	Changed	Notes
SACNfor	Forename of main contact	Added	2005	
SACNSur	Surname of main contact	Added	2005	

All travel diary changes since 2002

The table below outlines the changes that have been made to the diaries since 2002.

Survey year	Details of change	
	Adult travel diary	Young person travel diary
2003 / 2004	DTLR logo removed from front cover and replaced with DfT logo.	DTLR logo removed from front cover and replaced with DfT logo.
	NatCen logo updated.	NatCen logo updated.
	Box added on front cover for check letter.	Box added on front cover for check letter.
	Column added (column P) for Road/Congestion charges.	Boxes for start date and finish date added to front cover.
	Changes to examples.	Additional box for date of second interviewer call added to front cover.
	Column G updated to only collect "Distance in miles" rather than "Distance in miles or yards".	Column G updated to only collect "Distance in miles" rather than "Distance in miles or yards".
	Box added to recording day pages for date.	Removal of notes column – this was replaced with a box for notes at the bottom of the page.
	Note added to the bottom of the recording pages explaining that "After day 7 there is space for extra journeys".	Box added to recording day pages for date.
		Additional instructions included on recording day pages about shopping trips.
	Additional note added to remind respondents to record short walks on day 7.	
	Note added to the bottom of the recording pages explaining that "After day 7 there is space for extra journeys".	
2005	No changes.	No changes.
2006	Blank example page with instructions in flaps added.	Blank example page with instructions in flaps added.
	Instructions state to record distance in miles or metres rather than miles and yards.	Instructions state to record distance in miles or metres rather than miles and yards.
2007	Visual redesign of front and back cover.	Visual redesign of front and back cover.
	Key points to remember removed from front page and included on front of inside cover flaps.	Key points to remember removed from front page and included on front of inside cover flaps.
	Thank you included on front cover.	Thank you included on front cover.
	Notes pages reworded following column heading changes. Key changes were: removal of instruction about how to record journeys where departure was before midnight and return was after midnight; more detailed instructions about recording place name; instruction about stages of journey included in method of travel; respondents asked to tick 'nil' if they didn't pay anything for parking or road tolls/congestion charges; ticket types updated; respondents asked to	Notes pages reworded following column heading changes. Key changes were: removal of instruction about how to record journeys where departure was before midnight and return was after midnight; more detailed instructions about recording place name; instruction about stages of journey included in method of travel; ticket types updated; instruction added about recording shares of taxi costs.

Survey year	Details of change	
	write "exempt" if exempt from public transport or taxi charges; instruction added about recording shares of taxi costs.	
	Redesign of inside pages – inclusion of picture icons. Specific details of design changes outlined below.	Redesign of inside pages – inclusion of picture icons. Specific details of design changes outlined below.
	Instruction added to record each journey using a separate row and to record return journeys.	Instruction added to record each journey using a separate row and to record return journeys.
	Six rows rather than seven per page for recording journeys.	Six rows rather than seven per page for recording journeys.
	Column heading wording was amended to be asked as questions.	Column heading wording was amended to be asked as questions.
	Changes to column order. The time spent travelling column was reversed with the number in the party column. The car columns (M, N, O and P) in 2006 became columns J, K, L and M in 2007. The public transport columns (J, K and L in 2006) became columns N, O and P in 2007.	Changes to column order. The time spent travelling column was reversed with the number in the party column. The car column (M in 2006) became column J in 2007. The public transport columns (J, K and L in 2006) became columns K, L and M in 2007.
	Column B contained tick boxes for am/pm rather than circling am/pm	The number of people travelling column was split into "Adults" and "Children".
	A tick box for "Home" was added to column D and E.	Passenger type column removed.
	An instruction for columns F-Q was added explaining that these columns are for entering details of each stage of the journey.	Column B contained tick boxes for am/pm rather than circling am/pm
	In column K, tick boxes were added to for "D" (driver) or "P" (passenger).	A tick box for "Home" was added to column D and E.
	A "Nil" tick box was added to column L and M if there were no charges for parking or congestion/toll charges.	An instruction for columns F-N was added explaining that these columns are for entering details of each stage of the journey.
	A "Nil" box was added to column O for journeys covered by a season ticket.	A "Nil" box was added to column for journeys covered by a season ticket.
	A new column was added (Q) to record the share of a taxi cost, if applicable.	A new column was added (N) to record the share of a taxi cost, if applicable.
	Example page updated with new examples.	Example page updated with new examples.
	Practice page included at the end of the diary.	Practice page included at the end of the diary.
	Centrefold moved to fall before number of people travelling.	Centrefold moved to fall before time spent travelling.
	Six slots per page rather than eight for recording extra journeys.	Six slots per page rather than eight for recording extra journeys.
	More space on day 7 in the "Where did you go" column for city and postcode.	More space on day 7 in the "Where did you go" column for city and postcode.
2008	Seven rows rather than six per page for recording journeys.	Seven rows rather than six per page for recording journeys.
	Colons added to time left and time arrived boxes	Colons added to time left and time arrived boxes
	14 rows rather than 12 for day 7.	14 rows rather than 12 for day 7.
2009	No changes.	No changes.
2010	No changes.	No changes.
2011	No changes.	No changes.
2012	NatCen logo updated.	NatCen logo updated.
2013	Redesign of front cover.	Redesign of front cover.
	DfT logo updated.	DfT logo updated.

Survey year	Details of change	
	Examples updated.	Examples updated.
	Practice page amalgamated with example page – columns rather than a whole practice page.	Practice page amalgamated with example page – columns rather than a whole practice page.
	Road tolls/congestion charge column (M in 2012) removed.	Taxi cost column (Q in 2012) removed.
	Taxi cost column (Q in 2012) removed.	Where travelling to column made slightly wider.
	Where travelling to column made slightly wider.	
2014	Reminder for mileage chart added to day 1 and day 7 pages.	No changes.
2016	Two versions of the travel diaries used; one where short walks are recorded on day 1 and another where short walks are recorded on day 7.	Two versions of the travel diaries used; one where short walks are recorded on day 1 and another where short walks are recorded on day 7.
2017	Only one version of the travel diary with short walks recorded on day 1 only. The mention 'Day 1' on the corresponding page is highlighted in orange.	Only one version of the travel diary where short walks are recorded on day 1 only. The mention 'Day 1' on the corresponding page is highlighted in orange.

Appendix B. Advance letter



NatCen
Social Research that works for society

Your interviewer on this study will be

Dear Sir/Madam,

NATIONAL TRAVEL SURVEY

Your address has been selected for this study and we are writing to ask for your help. It is about your daily experience of travelling and is used by the Department for Transport to shape travel policy.

Most people who take part find it interesting and are pleased to have their views and experience taken into account by the Government. We rely on the voluntary cooperation of everyone we approach. **To show our appreciation, if everyone in your household completes the study, each person will receive a £5 gift card that can be used at many High Street stores.**

The research is being carried out by an independent research organisation, NatCen Social Research. One of our interviewers will visit you in the next few days to arrange a convenient time for an interview. They will show you their official identification card which includes their photograph and the NatCen logo shown at the top of this letter.

Your answers will be treated in strict confidence in accordance with the Data Protection Act, and the information will only be used for statistical purposes.

In the meantime, and as a gesture of good will, we are enclosing a book of first class stamps for you to keep.

You can find more information on the back of this letter but if you have any questions please call NatCen on 0800 652 4568. We thank you in advance for your help.

Yours faithfully,

Handwritten signature of Claire Jones.

Claire Jones
Project Manager, NatCen

Handwritten signature of Julie Brown.

Julie Brown
Survey Manager, Department for Transport

NatCen Social Research
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX

T 0800 652 4568 (9.30am - 5.30pm, Mon - Fri)
E info@natcen.ac.uk
W www.natcen.ac.uk/nts
Company limited by guarantee. Reg. No. 4392418.
A Charity registered in England and Wales (1091768) and in Scotland (SC038454)

**How was I chosen?**

We have selected a sample of addresses from a list kept by the Post Office of all addresses in England. This ensures that the people invited to take part in the survey are representative of the whole country.

The findings will not identify you or your family because your name and address will not be passed to anyone outside NatCen Social Research.

**I do not travel very often – do you want to interview me?**

We are interested in everybody's day-to-day experience of travel, however much or little they do. The results are used to look at how travelling changes over time, and to make decisions about the future.

We need information from a wide range of people including those in or out of work, children and the elderly. Otherwise we will not get a true picture of travel.

The study provides up-to-date information about travel which cannot be collected in any other way.

**What kinds of travel are covered by the survey?**

We are interested in all the different kinds of journeys that people make, as well as how often they make them. This includes journeys to school or work, shopping trips and journeys for leisure or social purposes. Both local and long distance travel are covered, as are all forms of transport (such as cars, public transport, cycling and walking).

**What is the survey used for?**

The National Travel Survey is used to build up a picture of how and why different kinds of people travel. The information is used by policy-makers in Government, as well as by consultants, academics, pressure groups and charities amongst others.

Some of the specific uses of the survey include studying school children's travel, monitoring road accidents, predicting future traffic levels and finding out the transport needs of minority groups.

**What will happen to any information I give?**

We will treat your information in the strictest confidence under the Data Protection Act, and the results are used for statistical purposes only. Your personal details will only be known to the teams processing the survey results at NatCen and the Department for Transport, and we won't pass on your name or address to anyone else.

Appendix C. Non-contact letter



NatCen
Social Research that works for society

NTS V6

SN: _____

Sorry I missed you!

My name is _____

I am an interviewer working on the **National Travel Survey**. Recently a letter was sent to your address inviting you to take part in this study, which is funded by the Department for Transport. I have called on a number of occasions but unfortunately have missed you each time.

Every year we ask around 22,000 adults and children about their travel experiences in order to get an accurate picture of people's travel and to help plan future transport provision. Your participation on this study is of course voluntary but this study is very important and I do hope that you will be able to take part. If everyone in your household completes the survey you will **each receive a £5 gift card** to say thank you.

All the information you give will be treated in strict confidence in accordance with the Data Protection Act.

If you would like to let me know the best time to call, please call NatCen on 0800 652 4568. When I call back I will be carrying my identity card with a photograph so you will know who I am.

I look forward to speaking to you soon and will be glad to answer any questions you may have.

Thank you for your time.

NatCen Social Research
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX

T 0800 652 4568 (9.30am – 5.30pm, Mon – Fri)
E info@natcen.ac.uk
W www.natcen.ac.uk/nts
Company limited by guarantee. Reg. No. 4392418.
A Charity registered in England and Wales (1091768) and in Scotland (SC038454)



How was I chosen?

We have selected a sample of addresses from a list kept by the Post Office of all addresses in England. This ensures that the people invited to take part in the survey are representative of the whole country.

The findings will not identify you or your family because your name and address will not be passed to anyone outside NatCen Social Research.



I do not travel very often – do you want to interview me?

We are interested in everybody's day-to-day experience of travel, however much or little they do. The results are used to look at how travelling changes over time, and to make decisions about the future.

We need information from a wide range of people including those in or out of work, children and the elderly. Otherwise we will not get a true picture of travel.

The study provides up-to-date information about travel which cannot be collected in any other way.



What kinds of travel are covered by the survey?

We are interested in all the different kinds of journeys that people make, as well as how often they make them. This includes journeys to school or work, shopping trips and journeys for leisure or social purposes. Both local and long distance travel are covered, as are all forms of transport (such as cars, public transport, cycling and walking).



What is the survey used for?

The National Travel Survey is used to build up a picture of how and why different kinds of people travel. The information is used by policy-makers in Government, as well as by consultants, academics, pressure groups and charities amongst others.

Some of the specific uses of the survey include studying school children's travel, monitoring road accidents, predicting future traffic levels and finding out the transport needs of minority groups.

Appendix D. Survey leaflet

WHAT CAN THE NATIONAL TRAVEL SURVEY TELL US ABOUT HOW AND WHY WE TRAVEL?

What do we know about the travel of school children?

- Approximately four out of 10 children's trips to and from school are walking trips, and one third by car.
- On average, primary school children take around 13 minutes to get to school, and secondary school children take around 25 minutes.

Does travel vary across England?

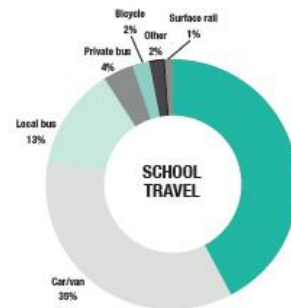
- People in the most rural areas of England travel an average of around 10,000 miles each year, much further than people in urban areas.
- People in London travel around 5,000 miles per year, but spend longer travelling than people in other areas.

What is the main purpose of most journeys?

- One third of all trips are for leisure, such as visiting friends and entertainment, and one fifth of all journeys that people make are to go shopping.

Are people walking and cycling more?

- The number of journeys made on foot has fallen by around 30% since the mid-1990s, but has stabilised in recent years. Only 2% of trips are made by bicycle, but we're now cycling 8% further than we did in the mid-1990s.
- Men tend to make more cycling trips than women, but women make more trips by bus.



* Visiting friends, entertainment, sport, holiday, day trips and other.
Percentage figures may not add up to 100 because of rounding. Source: National Travel Survey

NatCen. A Company Limited by Guarantee Registered in England No. 4392418. A Charity in England and Wales (1161788) and Scotland (SC029545)



NATIONAL TRAVEL SURVEY

DID YOU KNOW?

- People travel an average of 6,488 miles each year, going from London to Edinburgh 128 times.
- People walk an average of 200 miles each year.
- On average, women make more trips than men each year.

A survey carried out by NatCen on behalf of the Department for Transport



WHAT IS THE NATIONAL TRAVEL SURVEY?

As you go about your daily life, the chances are that you have to travel somewhere. Some journeys we make can be routine, such as a journey to work. Some are more occasional, like a trip to see friends or relatives in another part of the country. Others are more spontaneous, like a short walk to the local shop to buy a newspaper.

The government makes decisions about transport services that affect how you travel. It needs up-to-date and reliable information on how people actually travel to ensure its policies are well developed and its transport plans appropriate. The best way to get this information is to ask people, like you, about the different journeys they make, and the National Travel Survey does just that. Where, why, how and how far people travel are all questions the survey tries to answer.

HOW DOES THE SURVEY WORK?

Each year, a representative sample of addresses in England is chosen at random. NatCen, an independent social research organisation, then invites the people who live at these addresses to take part in the survey.

The information gathered in this way is used to help create a national picture of how we travel.

HOW CAN YOU HELP?

People just like you have previously told us about their travel experiences, and we have learned a lot from this. But people's behaviour and needs change so it is important that we continue to collect information every year.

Now is your chance for your travel needs to be recognised. It doesn't matter how much or how little you travel and to get a good, representative picture, we need to include people of all ages and backgrounds.

Taking part in the survey is voluntary. However, if you decide not to join in, this means that your experience – and the experience of people like you – is less likely to be taken into account in transport planning.

WHAT DO YOU HAVE TO DO?

Taking part is easy. A NatCen interviewer will visit your home to ask you, and any other people who live with you, questions about travel. These cover subjects including: how you get to work, to school and to the shops; satisfaction with your local transport services; and any transport difficulties.

HOW IS THE INFORMATION USED?

The government uses the data for transport planning and policy development. For example, the survey results allow public authorities to study the travel of school children and to predict future traffic levels. The findings are also used by academics, businesses and the general public, as well as by campaigning organisations representing a wide range of groups, including motorists, cyclists, motorcyclists, the elderly, rural communities and children.

IS THE SURVEY CONFIDENTIAL?

Yes. NatCen and the Department for Transport, which are responsible for the data, are bound by the same code of confidentiality. Your answers will be treated in strict confidence in accordance with the Data Protection Act. They are used for statistical research purposes only. Names and addresses are never included with the results.

Appendix E. Adult and young person's travel diaries

NTS V8
D1 version

Department for Transport
NatCen
Social Research

Area Add H CL

In confidence

National Travel Survey

Travel record of

Travel week

Start day	Finish day
Start date	Finish date

Please use black or blue ink if possible
Thank you very much for your help

Your interviewer

will call again on

Day	Day
Date	Date
Time	Time


NatCen
Social Research
NatCen Social Research
Kings House
101-135 Kings Road
Bromwood
Essex CM14 4LX
Telephone 0800 652 4568
www.natcen.ac.uk/nts
https://www.gov.uk/government/collections/national-travel-survey-statistics

Printed on 100% recycled paper

Information Classification Level 3 – Respondent – Confidential

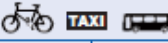
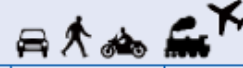
DAY 1 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

 On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys.

STAGES These columns are for entering de



A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people travelled including you? <small>See Note I</small>
1	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1			
					2			
					3			
					4			
2	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1			
					2			
					3			
					4			
3	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1			
					2			
					3			
					4			
4	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1			
					2			
					3			
					4			

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

DAY 1 continued

Mon Tues Wed Thur Fri Sat Sun

 On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys.

STAGES These columns are for entering details of your journey

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	STAGES				H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people travelled including you? <small>See Note I</small>
					F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>				
5	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					
					2					
					3					
					4					
6	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					
					2					
					3					
					4					
7	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					
					2					
					3					
					4					
8	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					
					2					
					3					
					4					
9	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					
					2					
					3					
					4					

DAY 7 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

STAGES These columns are for entering data

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people travelled including you? <small>See Note I</small>
1	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3			
	2	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3		
		3	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3	
4			Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3	
	5		Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3	
		6	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3	
7			Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3	

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

NTS V4
D1 version



Area

In confidence

NatCen Travel Survey Young people

NatCen
Social Research
NatCen Social Research
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX
Telephone 0800 652 4568
www.natcen.ac.uk/nts
<https://www.gov.uk/government/collections/national-travel-survey-statistics>

Printed on 100% recycled paper

Information Classification Level 3 – Respondent – Confidential

Travel record of

Travel week

Start day

Start date

Please use black ink

Thank you very much

Your interviewer

will call again on


Day

Date

Time

DAY 1 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

 On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>
1	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
2	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
3	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
4	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home

STAGES These columns are for entering data

F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people included? <small>See Note I</small>
1			Adults
2			
3			
4			
1			
2			
3			
4			

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

DAY 1 continued

Mon Tues Wed Thur Fri Sat Sun

Date

 On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>
5	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
6	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
7	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
8	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
9	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home

STAGES These columns are for entering details of your journey

F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people including you? <small>See Note I</small>
1			
2			
3			
4			
1			
2			
3			
4			
1			
2			
3			
4			
1			
2			
3			
4			

DAY 7 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more



A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>
1	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
2	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
3	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
4	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
5	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
6	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
7	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home

STAGES These columns are for entering details of your journey

F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people including you? <small>See Note I</small>
1			Adults
2			
3			
1			
2			
3			
1			
2			
3			
1			
2			
3			
1			
2			
3			

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

Appendix F. Memory jogger

NTS V1		 Department for Transport		NatCen Social Research that works for society	
Area	<input type="text"/>	<h1>National Travel Survey</h1>			
Address	<input type="text"/>				
Household	<input type="text"/>				
Per. No.	<input type="text"/>				
<p>NatCen Social Research Kings House 101-135 Kings Road Brentwood Essex CM14 4LX 01277 200600 or 0800 652 4568 www.natcen.ac.uk/nts www.gov.uk/government/collections/national-travel-survey-statistics</p> 		In confidence			
		MEMORY JOGGER OF		<input type="text"/>	
		START Day		<input type="text"/>	
		FINISH Day		<input type="text"/>	
<p>A Company Limited by Guarantee Registered in England No. 4392418 A Charity In England and Wales (1091768) and Scotland (SC038454) Information Classification Level 3 – Respondent – Confidential</p>					
Thank you very much				Day1SW	

Appendix G. Mileage chart



Area Add Hhid Veh

National Travel Survey – Mileage Chart

Please record your milometer reading at the start and end of your travel record week.

Vehicle make and model	<input style="width: 100%;" type="text"/>
-------------------------------	-------------------------------------------

Start date	MILOMETER _____ Miles/Kilometres (delete one)
Day _____ <input type="text"/> / <input type="text"/> / <input type="text"/> <i>e.g. Wed 05/06/2016</i>	

End date	MILOMETER _____ Miles/Kilometres (delete one)
Day _____ <input type="text"/> / <input type="text"/> / <input type="text"/> <i>e.g. Tues 11/06/2016</i>	

Please complete the following, where possible, if you were unable to provide the information at the time of the interview:

Reg year	<input style="width: 100%;" type="text"/>	Reg month	<input style="width: 100%;" type="text"/>
Vehicle engine size	(1 litre = 1,000 cc) <input style="width: 100%;" type="text"/>		

National Centre for Social Research, Kings House, 101-135 Kings Road, Brentwood, Essex, CM14 4LX

Information Classification Level 3 – Respondent – Confidential

NTS V6

Appendix H. Show cards

QTHComp.EthGroup

Show card 1**White**

- 1. English/ Welsh/ Scottish/ Northern Irish/ British**
- 2. Irish**
- 3. Gypsy or Irish Traveller**
- 4. Any other White background (Please describe)**

Mixed

- 5. White and Black Caribbean**
- 6. White and Black African**
- 7. White and Asian**
- 8. Any other Mixed / multiple ethnic background (Please describe)**

Asian or Asian British

- 9. Indian**
- 10. Pakistani**
- 11. Bangladeshi**
- 12. Chinese**
- 13. Any other Asian background (Please describe)**

Black or Black British

- 14. African**
- 15. Caribbean**
- 16. Any other Black/ African/ Caribbean background (Please describe)**

Other ethnic groups

- 17. Arab**
- 18. Any other ethnic group (Please describe)**

Show card 2

- 1. Own outright**
- 2. Buying it with the help of a mortgage or loan**
- 3. Part own and part rent (shared ownership)**
- 4. Rent it (includes all those who are on Housing Benefit or Local Housing Allowance)**
- 5. Live here rent-free (including rent-free in relative's/friend's property, excluding squatting)**
- 6. Squatting**

Show card 3

- 1. Food and drink (not including take away meals)**
- 2. Clothes or footwear**
- 3. Books / CDs / DVDs / software**
- 4. Furniture**
- 5. Soft furnishings/bedding**
- 6. Electrical appliances or items (e.g. computer / fridge / TV / kettle)**
- 7. Holiday/travel tickets**
- 8. Any other tickets (not for travel)**
- 9. Plants / bulbs / flowers / seeds**
- 10. Health goods and toiletries**
- 11. DIY / garden equipment**
- 96. Anything else**
- 97. None of these**

Show card 4

- 1. Three 3 or more times a week**
- 2. Once or twice a week**
- 3. Less than that but more than twice a month**
- 4. Once or twice a month**
- 5. Less than that but more than twice a year**
- 6. Once or twice a year**
- 7. Less than once a year**

Show card 5

- 1. Go to shops / market in person**
- 2. Someone outside of the household goes to shops for me (e.g. friend, relative, carer)**
- 3. Order online for home delivery**
- 4. Order by phone for home delivery**
- 5. Order by post for home delivery**
- 6. Other**

Show card 6

- 1. 3 or more times a week**
- 2. Once or twice a week**
- 3. Less than that but more than twice a month**
- 4. Once or twice a month**
- 5. Less than that but more than twice a year**
- 6. Once or twice a year**
- 7. Less than that or never**

Show card 7

- 1. It is quick**
- 2. It is cheap / the cheapest way / free**
- 3. It is the most convenient way**
- 4. Enjoys walking**
- 5. To keep fit / exercise**
- 6. There is a choice of routes / can take routes which couldn't otherwise be taken**
- 7. It's better for the environment / reduces CO2 emissions**
- 8. Flexibility / freedom / no waiting around**
- 9. Don't own / have access to a car**
- 10. No parking available**
- 11. Can't cycle to destination**
- 12. Public transport services don't meet needs**
- 13. No particular reason**
- 97. Other (please specify)**

Show card 8

- 1. It is quick**
- 2. It is cheap / the cheapest way / free**
- 3. It is the most convenient way**
- 4. It is easy to park / lock up**
- 5. Enjoys cycling**
- 6. To keep fit / exercise**
- 7. There is a choice of routes / can take routes which couldn't otherwise be taken**
- 8. It's better for the environment / reduces CO2 emissions**
- 9. Flexibility / freedom / no waiting around**
- 10. Don't own / have access to a car**
- 11. No parking available**
- 12. Can't walk to destination**
- 13. Public transport services don't meet needs**
- 14. No particular reason**
- 97. Other (please specify)**

QTCHTRAV. NotAlw1

Show card 9

- 1. Traffic danger**
- 2. Child might get lost / doesn't know the way**
- 3. Child might not arrive (on time)**
- 4. Fear of assault / molestation by an adult**
- 5. Fear of bullying by other children**
- 6. School too far away**
- 7. Convenient to accompany child**
- 97. Other reason (please say what)**

Show card 10

Four-wheel car

(includes Multi-Purpose Vehicles and people carriers)

Four-wheel drive passenger vehicle

(e.g. Landrover, Jeep or similar)

Three-wheel car

Minibus, motor caravan, dormobile etc.

Light van (*no side windows behind driver*)

(includes pick ups and car based vans)

Some other type of van or lorry

Motorcycle with sidecar / scooter with sidecar

Motorcycle / scooter

Moped

Some other motor vehicle (please say what)

Show card 11

- 1. Powered wheelchair**
- 2. Manual wheelchair**
- 3. Powered mobility scooter**
- 4. Walking sticks**
- 96. Other walking aid**

Show card 12

- 1. 3 or more times a week**
- 2. Once or twice a week**
- 3. Less than that but more than twice a month**
- 4. Once or twice a month**
- 5. Less than that but more than twice a year**
- 6. Once or twice a year**
- 7. Less than that or never**

Show card 13

- 1. Dial-a-ride service**
- 2. Supermarket bus**
- 3. Hospital car or service**
- 4. Day centre car or service**
- 5. Shared taxi scheme**
- 6. Taxi voucher scheme**
- 7. Postbus**
- 8. Community owned minibus**
- 97. Other special service (Please specify)**

Show card 14

- 1. 3 or more times a week**
- 2. Once or twice a week**
- 3. Less than that but more than twice a month**
- 4. Once or twice a month**
- 5. Less than that but more than twice a year**
- 6. Once or twice a year**
- 7. Less than that or never**

Show card 15

- 1. 3 or more times a week**
- 2. Once or twice a week**
- 3. Less than that but more than twice a month**
- 4. Once or twice a month**
- 5. Less than that but more than twice a year**
- 6. Once or twice a year**

Show card 16

- 1. Mainly on the road**
- 2. Mainly on pavements, cycle paths or cycle lanes that were not part of a road**
- 3. Mainly off the road in parks, open country or private land**
- 4. On a variety of different surfaces**

Show card 17a

- 1. Got a car / learnt to drive**
- 2. Easier / quicker to go by car**
- 3. Lack of time / too busy**
- 4. General lack of interest / motivation**
- 5. Too much traffic / traffic too fast**
- 6. Drivers attitudes towards cyclists**
- 7. Poorly maintained road surfaces**
- 8. Poor street lighting**
- 9. Road safety concerns**
- 10. Personal security concerns**
- 11. Lack of cycle routes**
- 12. Nowhere safe to leave the bicycle at destination**
- 13. Switched to public transport**
- 14. Ill-health reasons**
- 15. Too old**
- 16. The weather**
- 17. Bike broken / don't own a bike**
- 18. Cycle enough already**
- 96. Other (please say what)**

Show card 17b

- 1. Cycle enough already**
- 2. Bike broken / don't own a bike**
- 3. The weather**
- 4. Too old**
- 5. Ill-health reasons**
- 6. Switched to public transport**
- 7. Nowhere safe to leave the bicycle at destination**
- 8. Lack of cycle routes**
- 9. Personal security concerns**
- 10. Road safety concerns**
- 11. Poor street lighting**
- 12. Poorly maintained road surfaces**
- 13. Drivers attitudes towards cyclists**
- 14. Too much traffic / traffic too fast**
- 15. General lack of interest / motivation**
- 16. Lack of time / too busy**
- 17. Easier / quicker to go by car**
- 18. Got a car / learnt to drive**
- 96. Other (please say what)**

Show card 18a

- 1. Family or friends can drive me when necessary**
- 2. Other forms of transport available**
- 3. Cost of learning to drive**
- 4. Cost of insurance**
- 5. Cost of buying a car**
- 6. Other general motoring costs**
- 7. Environmental reasons**
- 8. Safety concerns/Nervous about driving**
- 9. Physical difficulties/disabilities/health problems**
- 10. Too old**
- 11. Too busy to learn**
- 12. Put off by theory/practical driving test**
- 13. Not interested in driving**
- 14. Busy/congested roads**
- 96. Other**

Show card 18b

- 1. Busy/congested roads**
- 2. Not interested in driving**
- 3. Put off by theory/practical driving test**
- 4. Too busy to learn**
- 5. Too old**
- 6. Physical difficulties/disabilities/health problems**
- 7. Safety concerns/Nervous about driving**
- 8. Environmental reasons**
- 9. Other general motoring costs**
- 10. Cost of buying a car**
- 11. Cost of insurance**
- 12. Cost of learning to drive**
- 13. Other forms of transport available**
- 14. Family or friends can drive me when necessary**
- 96. Other**

Show card 19

- 1. Within the next month**
- 2. Within the next three months**
- 3. Within the next six months**
- 4. Within the next year**
- 5. Within the next two years**
- 6. Longer than that**

Show card 20

- 1. 3 or more times a week**
- 2. Once or twice a week**
- 3. Less than that but more than twice a month**
- 4. Once or twice a month**
- 5. Less than that but more than twice a year**
- 6. Once or twice a year**
- 7. Less than that or never**

QTIntUse.IntUse

Show card 21

- 1. Several times a day**
- 2. Once or twice a day**
- 3. Several times a week**
- 4. Several times a month**
- 5. Less often**
- 6. Never**

Show card 22

- 1. Higher degree or postgraduate qualifications (e.g. M.A., MSc., M.Ed, Ph.D. etc)**
- 2. First degree level qualification degree, or degree level equivalent (e.g. BA; BSc,) including foundation degrees; such as PGCE**
- 3. Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE)**
- 4. A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent**
- 5. GCSE grade A* - C; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent**
- 6. GCSE grade D – G; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent**
- 7. None of these**

Show card 23

- 1 Not yet started**
- 2 Less than 1 month**
- 3 1 month or more but less than 3 months**
- 4 3 months or more but less than 6 months**
- 5 6 months or more but less than 12 months**
- 6 12 months or more**

Show card 24

- **Earned income / Salary**
- **Income from self employment**
- **Pension (state, private or from former employer)**
- **Pension Credit (formerly Minimum Income Guarantee)**
- **Child Benefit**
- **Working Tax Credit (formerly Disabled Persons or Working Families Tax Credit)**
- **Child Tax Credit**
- **Disability Living Allowance**
- **Other state benefits e.g.**
 - **Jobseeker's Allowance**
 - **Income Support**
 - **Housing Benefit**
 - **Council Tax Benefit**
 - **Incapacity Benefit (formerly NI Sickness / Invalidity Benefit)**
 - **Maternity Allowance/Statutory Maternity Pay**
 - **Attendance Allowance**
 - **Carers Allowance (formerly Invalid Care Allowance)**
 - **Widow/Widowers'/Bereavement Benefits**
 - **Universal credit**
- **Interest from savings, building society, investments etc.**
- **Other regular allowances (e.g. maintenance from former partner, annuity, student grant, bursaries, scholarships etc)**
- **Other sources**

Show card 25

	<u>Per Week</u>	<u>Per Month</u>	<u>Per Year</u>
J.	Less than £19	Less than £83	Less than £1,000
Q.	£19 to £38	£84 to £167	£1,000 to £1,999
U.	£39 to £57	£168 to £250	£2,000 to £2,999
A.	£58 to £76	£251 to £333	£3,000 to £3,999
H.	£77 to £95	£334 to £417	£4,000 to £4,999
N.	£96 to £115	£418 to £500	£5,000 to £5,999
L.	£116 to £134	£501 to £583	£6,000 to £6,999
V.	£135 to £153	£584 to £667	£7,000 to £7,999
C.	£154 to £172	£668 to £750	£8,000 to £8,999
S.	£173 to £191	£751 to £833	£9,000 to £9,999
W.	£192 to £239	£834 to £1,042	£10,000 to £12,499
D.	£240 to £287	£1,043 to £1,250	£12,500 to £14,999
R.	£288 to £335	£1,251 to £1,458	£15,000 to £17,499
E.	£336 to £383	£1,459 to £1,667	£17,500 to £19,999
T.	£384 to £479	£1,668 to £2,083	£20,000 to £24,999
B.	£480 to £575	£2,084 to £2,500	£25,000 to £29,999
F.	£576 to £671	£2,501 to £2,917	£30,000 to £34,999
G.	£672 to £767	£2,918 to £3,333	£35,000 to £39,999
I.	£768 to £959	£3,334 to £4,167	£40,000 to £49,999
P.	£960 to £1,150	£4,168 to £5,000	£50,000 to £59,999
O.	£1,151 to £1,342	£ 5,001 to £5,833	£60,000 to £69, 999
M.	£1,343 to £1,439	£5,834 to £6,250	£70,000 to £74, 999
Z.	£1,440 to £1,920	£6,251 to £8,333	£75,000 to £99,999
X.	£1,921 to £2,399	£8,334 to £10,416	£100,000 to £124,999
Y.	£2,400 to £2,879	£10,417 to £12,500	£125,000 to £149,999
K.	£2,880 or more	£12,501 or more	£150,000 or more

Show card 26

- 1 It is quick**
- 2 It is the cheap / cheapest way / free**
- 3 It is the most convenient way**
- 4 I enjoy walking**
- 5 To keep fit / exercise**
- 6 There is a choice of routes / can take routes which I couldn't otherwise**
- 7 It's better for the environment / reduces CO2 emissions**
- 8 Flexibility / freedom / no waiting around**
- 9 I don't own / have access to a car**
- 10 No parking where I need to go**
- 11 I can't cycle where I need to go**
- 12 Public transport services don't meet my needs**
- 13 No particular reason**
- 97 Other (please specify)**

Show card 27

- 1 It is quick**
- 2 It is the cheap / cheapest way / free**
- 3 It is the most convenient way**
- 4 It is easy to park / lock up**
- 5 I enjoy cycling**
- 6 I use my bicycle for work**
- 7 To keep fit / exercise**
- 8 There is a choice of routes / can take routes which I couldn't otherwise**
- 9 It's better for the environment / reduces CO2 emissions**
- 10 Flexibility / freedom / no waiting around**
- 11 I don't own / have access to a car**
- 12 No parking where I need to go**
- 13 I can't walk where I need to go**
- 14 Public transport services don't meet my needs**
- 15 No particular reason**
- 97 Other (please specify)**

Show card 28

- 1 Motorway**
- 2 Dual carriageway**
- 3 Other major roads (other A roads)**
- 4 Local road in a city or town (including B roads)**
- 5 Local road outside a city or town (including B roads)**
- 6 Other**

Show card 29

- 1 3 or more times a week**
- 2 Once or twice a week**
- 3 Less than that but more than twice a month**
- 4 Once or twice a month**
- 5 Less than that but more than twice a year**
- 6 Once or twice a year**
- 7 Less than that or never**

Show card 30

- 1 On the street**
- 2 On a driveway**
- 3 In a garage**
- 4 In a park-and-ride car park**
- 5 In another public car park**
- 6 In a firm/work's car park**
- 7 In another private car park**

Show card 31

- 1 Telephone or mobile phone**
- 2 PC, laptop or PDA**
- 3 Printer**
- 4 Internet – broadband access**
- 5 Internet – dial-up access**
- 6 Remote access to your employers / office network**
- 7 Fax**
- 8 None of these**

Show card 32

- 1 Very easy**
- 2 Fairly easy**
- 3 Neither easy nor difficult**
- 4 Quite difficult**
- 5 Very difficult**

Show card 33

- 1 Travelling to the doctors surgery**
- 2 Travelling to the hospital**
- 3 Visiting friends / relatives at their home**
- 4 Travelling to other social activities, including taking children**
- 5 Taking the children to school**
- 6 Travelling to school / college / university**
- 7 Travelling for any other reason (please say what)**
- 8 No difficulties with any of these**

Show card 34

- 1 Minor bruising or minor cuts**
- 2 Severe cuts**
- 3 Sprains**
- 4 Whiplash**
- 5 Fracture / broken bones**
- 6 Concussion**
- 7 Internal injuries**
- 8 Burns**
- 9 Crushing**
- 10 Slight shock**
- 11 Severe shock (required hospital treatment)**
- 97 Other (Please specify)**

Show card 35

- 1 No – no medical attention received**
- 2 Yes – first aid at roadside**
- 3 Yes – at GP surgery**
- 4 Yes – at a minor injuries / accidents unit**
- 5 Yes – at Accident and Emergency**
- 6 Yes – as an inpatient in hospital (at least one night spent on a hospital ward)**
- 97 Yes – other (Please specify)**

Show card 36

1 No, no other vehicles / pedestrians were involved

2 Yes, a car

3 Yes, a bicycle

4 Yes, a motor cycle

5 Yes, a pedestrian

97 Yes, another type of vehicle

Show card 37

- 1 Yes – they attended because I called them**
- 2 Yes – they attended as a result of someone else calling them**
- 3 Yes – they were there when it happened / they drove past just after the accident occurred**
- 4 No**

Show card 38

1 Season ticket

2 Area travel card

3 Combined season ticket / area travel card

4 Railcard (e.g. family, young person's, senior citizen's, Network Card)

5 Employee's special pass

6 Other commercial ticket

7 Passes for older people

8 Scholar's pass

9 Disabled person's pass

10 Subsidised travel tokens

11 Any other special ticket or pass

Show card 39

- 1 More than 12 times per year / once a month**
- 2 Up to 12 times per year / once a month**
- 3 Three or four times a year**
- 4 Once or twice a year**
- 5 Less than once a year or never**

Show card 40

- 1 Petrol**
- 2 Diesel**
- 3 Electric/Battery only**
- 4 Hybrid**
- 5 Plug-in hybrid**
- 6 Liquefied Petroleum Gas (LPG)**
- 7 Bi-fuel (combination of two fuels)**
- 97 Other (SPECIFY)**

Show card 41

- 1 AB12 CDE
- 2 A123 CDE, A12 BCD, A1 BCD
- 3 ABC 123D, ABC 12D, ABC 1A
- 4 **None of these**

Show card 42

QTVMake.Lookreg/RegYear/RegMo

Letter after number

	Jan to July	Aug to Dec		Jan to July	Aug to Dec
1963.....	A	A	1973.....	L	M
1964.....	B	B	1974.....	M	N
1965.....	C	C	1975.....	N	P
1966.....	D	D	1976.....	P	R
1967.....	E	F	1977.....	R	S
1968.....	F	G	1978.....	S	T
1969.....	G	H	1979.....	T	V
1970.....	H	J	1980.....	V	W
1971.....	J	K	1981.....	W	X
1972.....	K	L	1982.....	X	Y
			1983.....	Y	

Letter before number

	Jan to July	Aug to Dec		Jan to July	Aug to Dec
1983.....		A	1991.....	H	J
1984.....	A	B	1992.....	J	K
1985.....	B	C	1993.....	K	L
1986.....	C	D	1994.....	L	M
1987.....	D	E	1995.....	M	N
1988.....	E	F	1996.....	N	P
1989.....	F	G	1997.....	P	R
1990.....	G	H	1998.....	R	

Biannual change (letter before number) (* Aug to Dec)

	Jan to Feb	March to Aug	Sep to Dec
1998.....			S*
1999.....	S	T	V
2000.....	V	W	X
2001.....	X	Y	

Biannual change (age identifier)

	Jan to Feb	March to Aug	Sep to Dec
2001.....			51
2002.....	51	02	52
2003.....	52	03	53
2004.....	53	04	54
2005.....	54	05	55
2006.....	55	06	56
2007.....	56	07	57
2008.....	57	08	58
2009.....	58	09	59
2010.....	59	10	60
2011.....	60	11	61
2012.....	61	12	62
2013.....	62	13	63
2014.....	63	14	64
2015.....	64	15	65
2016.....	65	16	66

Show card 43

- 1 Up to 50cc**
- 2 51 to 125cc**
- 3 126 to 250cc**
- 4 251 to 700cc**
- 5 701 to 1000cc (0.7 to 1 litre)**
- 6 1001 to 1300cc (1.0 to 1.3 litres)**
- 7 1301 to 1400cc (1.3 to 1.4 litres)**
- 8 1401 to 1500cc (1.4 to 1.5 litres)**
- 9 1501 to 1800cc (1.5 to 1.8 litres)**
- 10 1801 to 2000cc (1.8 to 2.0 litres)**
- 11 2001 to 2500cc (2.0 to 2.5 litres)**
- 12 2501 to 3000cc (2.5 to 3.0 litres)**
- 13 3001cc and over (3 litres and over)**

Show Card 44

- 1 0 – 499 miles**
- 2 500 – 999 miles**
- 3 1,000 – 1,999 miles**
- 4 2,000 – 2,999 miles**
- 5 3,000 – 3,999 miles**
- 6 4,000 – 4,999 miles**
- 7 5,000 – 6,999 miles**
- 8 7,000 – 8,999 miles**
- 9 9,000 – 11,999 miles**
- 10 12,000 – 14,999 miles**
- 11 15,000 – 17,999 miles**
- 12 18,000 – 20,999 miles**
- 13 21,000 – 29,999 miles**
- 14 30,000 miles and over**

Show Card AA

- 1 Season ticket**
- 2 Area travel card**
- 3 Combined season ticket / area travel card**
- 4 Railcard (e.g. family, young person's, senior citizen's, Network Card)**
- 5 Employee's special pass**
- 6 Other Commercial ticket**
- 7 Passes for older people**
- 8 Scholar's pass**
- 9 Disabled person's pass**
- 10 Subsidised travel tokens**
- 11 Any other special ticket or pass**

Appendix I. 'Where do you work' lookup table

	WkUrbCd	WorkPI1
Aberdeen	1	5 minutes walk of Union Street
Birmingham	2	15 minutes walk of New Street
Blackpool	3	5 minutes walk of the Tower
Bolton	4	5 minutes walk of Town Hall (Victoria Square)
Bournemouth	5	5 minutes walk of The Square
Bradford	6	5 minutes walk of City Hall
Brighton	7	5 minutes walk of The Clock Tower
Bristol	8	15 minutes walk of Broadmead
Cardiff	9	5 minutes walk of St Davids Centre
Coventry	10	5 minutes walk of Broadgate
Derby	11	5 minutes walk of Market Place
Doncaster	12	5 minutes walk of the Law Courts
Dudley	13	5 minutes walk of Churcill Precinct
Dundee	14	5 minutes walk of City Square
Edinburgh	15	10 minutes walk of Princess Street
Glasgow	16	10 minutes walk of George Street
Huddersfield	17	5 minutes walk of Market Place
Hull	18	5 minutes walk of Victoria Square
Ipswich	19	5 minutes walk of The Cornhill
Leeds	20	10 minutes walk of City Station
Leicester	21	10 minutes walk of Clock Tower
Liverpool	22	10 minutes walk of The Town Hall
(London) Area bounded by the M25	23	Within the area shown on this map?
Luton	24	5 minutes walk of Arndale Shopping Centre
Manchester	25	15 minutes walk of Albert Square
Middlesbrough	26	10 minutes walk of Victoria Square
Newcastle-Upon- Tyne	27	5 minutes walk of Eldon Square Shopping Centre
Northampton	28	5 minutes walk of The Market Square
Norwich	29	5 minutes walk of The Castle
Nottingham	30	10 minutes walk of Old Market Square
Peterborough	31	5 minutes walk of Queensgate Shopping Centre
Plymouth	32	10 minutes walk of Royal Parade
Portsmouth	33	10 minutes walk of The Guild Hall
Preston	34	5 minutes walk of The Market Square
Reading	35	10 minutes walk of Broad Street
Sheffield	36	10 minutes walk of Town Hall
Southampton	37	5 minutes walk of Bar Gate
Southend	38	10 minutes walk of Civic Centre
St.Helens	39	5 minutes walk of Victoria Square
Stockport	40	5 minutes walk of the Bus Centre
Stoke-On-Trent	41	5 minutes walk of Hanley Town Hall
Sunderland	42	5 minutes walk of Central Station
Swansea	43	5 minutes walk of The Dragon Hotel
Swindon	44	5 minutes walk of Brunel Shopping Centre
Walsall	45	10 minutes walk of Civic Centre
West Bromwich	46	5 minutes walk of Sandwell Shopping Centre
Wigan	47	5 minutes walk of Market Hall
Wolverhampton	48	5 minutes walk of Princess Square
	WkUrbCd	WorkPI1
Other urban area (not listed)	49	
Not in an urban area	50	Is it within 5 minutes walk of the main shopping/business centre?

Appendix J. 2017 allocation of PSUs to quota months

Major Stratum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1	2	3	2	3	3	2	3	3	4	2	5	4	36
2		1	2	2	2	3	2		2	1	2	1	18
3	2	2	2	2	2	2	4	3	1	3	1	2	26
4	2	1	1	2	2	1	1	1	1	3	1	3	19
5	4	3	1	1	1	1	1	5	3	3	2	3	28
6	3	2	2	2	2	2	2	2	1	3	2	2	25
7	2	2	3	1	3	1	2	2	2	2	1	3	24
8	2	3	3	2	2	3	2	3	3	1	3	1	28
9	2	3	3	3	3	4	4	2	2	3	2	1	32
10	3	2	3	2	1	1	3	4		1	3	3	26
11	1	2	2	2	2	3	2	1	4	1	2	1	23
12	3	3	2	2	2	2	1	2	1	2	2	1	23
13	1	1	1		2	2	1	2	2	2	1	1	16
14	1	2	2	2	2	2	3	2	2	3	1	1	23
15	4	3	3	2	3	3	2	3	3	3	3	3	35
16	1	1	3	3	2	2	1	2	3		2	3	23
17	3	3	2	3	2	2	3	3	3	4	3	3	34
18		1	1		3	1	2	2	2	1	2	3	18
19	4	4	4	1	5	3	2	3	3	2	3	2	36
20	2	2	2	2	2	2	1	1	2	3	1	2	22
21	4	2	2	3	1	3	2	3	2	2	3	2	29
22	1	1		1	2	1	2		1	2	2	2	15
23	2	1	2	2	2	2	1	2	2	2		2	20
24	3	4	4	3	3	4	2	3	4	2	4	1	37
25	2	2	3	2	2	1	4	3	1	1	3	4	28
26	1	1	1	2	1	1	2	2	2	2	2	3	20
27	2	2	3	3	3	3	3	2	3	2	2	2	30
28	2	4	1	2	1	2	1	2	3	4	2	1	25
29	3	2	2	2	2	2	2	2		2	1	1	21
30	1	1	2	1	2	2	1	1	2		2	1	16
Total	63	64	64	58	65	63	62	66	64	62	63	62	756

Appendix K. Logistic regression model for household participation

	B	S.E.	Wald	df	Sig.	Exp(B)
REGION:			47.5	9	<0.001	
North East	0	(b/l)				1.00
North West	0.02	0.11	0.0	1	0.874	1.02
Yorkshire & Humberside	-0.04	0.11	0.2	1	0.697	0.96
East Midlands	-0.14	0.11	1.4	1	0.231	0.87
West Midlands	-0.13	0.11	1.4	1	0.240	0.88
Eastern	-0.17	0.11	2.5	1	0.117	0.84
Inner London	-0.09	0.13	0.6	1	0.451	0.91
Outer London	-0.31	0.11	7.5	1	0.006	0.73
South East	-0.09	0.10	0.8	1	0.367	0.91
South West	-0.44	0.11	16.1	1	<0.001	0.64
Urban / rural (ru11ind):			13.7	5	0.018	
Urban - Major Conurbation	0	(b/l)				1.00
Urban - Minor Conurbation	0.26	0.13	3.9	1	0.047	1.30
Urban - City and Town	0.14	0.06	5.4	1	0.020	1.15
Rural - Town and Fringe	0.20	0.09	5.1	1	0.024	1.22
Rural - Village	0.18	0.10	3.0	1	0.085	1.20
Rural - Hamlets and Isolated Dwellings	0.43	0.14	10.0	1	0.002	1.53
ACORN group:			46.9	4	<0.001	
Affluent Achievers	0	(b/l)				1.00
Rising Prosperity	-0.34	0.08	18.5	1	<0.001	0.71
Comfortable Communities	-0.15	0.06	7.0	1	0.008	0.86
Financially Stretched	-0.32	0.06	28.0	1	<0.001	0.73
Urban Adversity	-0.37	0.06	33.9	1	<0.001	0.69
Month:			9.5	11	0.575	
January	0	(b/l)				1.00
February	-0.14	0.10	2.1	1	0.146	0.87
March	-0.08	0.09	0.8	1	0.386	0.92
April	-0.16	0.09	2.7	1	0.098	0.86
May	-0.03	0.09	0.1	1	0.765	0.97
June	-0.09	0.10	0.8	1	0.362	0.92
July	-0.08	0.10	0.8	1	0.386	0.92
August	-0.13	0.09	1.9	1	0.169	0.88
September	-0.05	0.10	0.3	1	0.581	0.95
October	0.05	0.10	0.2	1	0.633	1.05
November	-0.04	0.10	0.2	1	0.656	0.96
December	-0.14	0.09	2.3	1	0.127	0.87
Distance to railway station	0.00	0.00	2.7	1	0.102	1.00
Intercept	0.70	0.12	32.5	1	<0.001	2.02

Appendix L. Calibration weighting control totals: interview sample

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Sex								
Male	7,929	48.3%	7,945	48.2%	8,155	49.3%	26,817,316	49.4%
Female	8,496	51.7%	8,529	51.8%	8,379	50.7%	27,462,580	50.6%
REGION								
North East	784	4.8%	751	4.6%	789	4.8%	2,589,947	4.8%
North West	2,230	13.6%	2,132	12.9%	2,162	13.1%	7,092,801	13.1%
Yorks And Humber	1,641	10.0%	1,566	9.5%	1,617	9.8%	5,325,340	9.8%
East Midlands	1,463	8.9%	1,404	8.5%	1,412	8.5%	4,628,872	8.5%
West Midlands	1,666	10.1%	1,655	10.0%	1,733	10.5%	5,704,411	10.5%
East Of England	1,777	10.8%	1,739	10.6%	1,837	11.1%	6,027,428	11.1%
London	2,637	16.1%	2,999	18.2%	2,650	16.0%	8,685,185	16.0%
South East	2,763	16.8%	2,635	16.0%	2,690	16.3%	8,829,472	16.3%
South West	1,464	8.9%	1,592	9.7%	1,645	9.9%	5,396,439	9.9%
Age by sex								
Males 0-4	489	3.0%	496	3.0%	535	3.2%	1,756,221	3.2%
Males 5-10	684	4.2%	688	4.2%	637	3.9%	2,083,999	3.8%
Males 11-16	582	3.5%	582	3.5%	562	3.4%	1,838,017	3.4%
Males 17-20	366	2.2%	375	2.3%	381	2.3%	1,249,501	2.3%
Males 21-29	758	4.6%	784	4.8%	981	5.9%	3,266,099	6.0%
Males 30-39	977	5.9%	998	6.1%	1,095	6.6%	3,605,975	6.6%
Males 40-49	994	6.1%	997	6.1%	1,107	6.7%	3,644,370	6.7%
Males 50-59	1,073	6.5%	1,073	6.5%	1,084	6.6%	3,555,575	6.6%
Males 60-64	458	2.8%	448	2.7%	435	2.6%	1,426,654	2.6%
Males 65-69	477	2.9%	463	2.8%	445	2.7%	1,459,248	2.7%
Males 70+	1,071	6.5%	1,039	6.3%	894	5.4%	2,931,657	5.4%
Females 0-4	493	3.0%	512	3.1%	510	3.1%	1,670,161	3.1%
Females 5-10	668	4.1%	674	4.1%	607	3.7%	1,986,927	3.7%
Females 11-16	569	3.5%	569	3.5%	537	3.2%	1,756,108	3.2%
Females 17-20	325	2.0%	335	2.0%	360	2.2%	1,179,123	2.2%
Females 21-29	871	5.3%	907	5.5%	981	5.9%	3,215,834	5.9%
Females 30-39	1,091	6.6%	1,114	6.8%	1,112	6.7%	3,643,760	6.7%
Females 40-49	1,081	6.6%	1,085	6.6%	1,137	6.9%	3,729,404	6.9%
Females 50-59	1,154	7.0%	1,146	7.0%	1,114	6.7%	3,653,437	6.7%
Females 60-64	528	3.2%	514	3.1%	454	2.7%	1,487,919	2.7%
Females 65-69	520	3.2%	506	3.1%	474	2.9%	1,552,365	2.9%
Females 70+	1,196	7.3%	1,167	7.1%	1,094	6.6%	3,587,543	6.6%
Total	16,425		16,474		16,534		54,279,896	

Appendix M. Logistic regression model for removing households that did not fully respond

	B	S.E.	Wald	df	Sig.	Exp(B)
REGION:			19.5	9	0.021	
North East	0	(b/l)				1.00
North West	0.10	0.22	0.2	1	0.666	1.10
Yorkshire & Humberside	-0.27	0.23	1.4	1	0.240	0.77
East Midlands	-0.18	0.24	0.6	1	0.451	0.84
West Midlands	-0.07	0.23	0.1	1	0.753	0.93
Eastern	0.45	0.25	3.3	1	0.067	1.57
Inner London	-0.08	0.26	0.1	1	0.748	0.92
Outer London	-0.18	0.24	0.6	1	0.453	0.83
South East	-0.20	0.22	0.9	1	0.342	0.81
South West	-0.09	0.24	0.1	1	0.699	0.91
Tenure:			9.0	1	0.003	
Not owner occupier	0	(b/l)				1.00
Owner occupier	0.29	0.10	9.0	1	0.003	1.33
Number of adults:			15.9	3	0.001	
One	0.00	(b/l)				1.00
Two	-0.43	0.15	8.2	1	0.004	0.65
Three	-0.78	0.21	14.0	1	<0.001	0.46
Four or more	-0.87	0.24	13.0	1	<0.001	0.42
Any married couples:			14.9	1	<0.001	
No	0	(b/l)				1.00
Yes	0.52	0.13	14.9	1	<0.001	1.68
Any cohabiting couples:			5.1	1	0.024	
No	0	(b/l)				1.00
Yes	0.35	0.16	5.1	1	0.024	1.42
Regular use of vehicle:			0.2	1	0.631	
Yes	0	(b/l)				1.00
No	0.05	0.11	0.2	1	0.631	1.06
<i>Cont...</i>						

	B	S.E.	Wald	df	Sig.	Exp(B)
Month:			16.6	11	0.122	
January	0	(b/l)				1.00
February	-0.27	0.22	1.6	1	0.206	0.76
March	-0.40	0.20	3.8	1	0.053	0.67
April	-0.33	0.21	2.5	1	0.113	0.72
May	-0.18	0.21	0.7	1	0.397	0.84
June	-0.58	0.20	8.2	1	0.004	0.56
July	-0.28	0.21	1.8	1	0.182	0.75
August	-0.51	0.20	6.4	1	0.011	0.60
September	-0.49	0.20	5.8	1	0.016	0.61
October	-0.11	0.21	0.3	1	0.607	0.90
November	-0.28	0.21	1.7	1	0.187	0.76
December	-0.19	0.22	0.8	1	0.375	0.83
Age of youngest household member:			18.7	8	0.016	
16 to 18	0	(b/l)				1.00
19 to 25	-0.10	0.16	0.4	1	0.537	0.90
26 to 30	0.02	0.19	0.0	1	0.915	1.02
31 to 40	0.08	0.19	0.2	1	0.657	1.09
41 to 50	0.18	0.20	0.8	1	0.384	1.19
51 to 60	0.39	0.21	3.3	1	0.068	1.47
61 to 70	0.32	0.21	2.4	1	0.124	1.38
71 to 80	0.34	0.22	2.4	1	0.125	1.41
Older than 80	1.04	0.32	10.7	1	0.001	2.82
Ethnic groups of household members:			0.1	1	0.810	
All white	0	(b/l)				1.00
One or more not white	-0.03	0.11	0.1	1	0.810	0.97
Urban rural (ru11ind):			1.7	5.0	0.884	
Urban - Major Conurbation	0	(b/l)				1.00
Urban - Minor Conurbation	0.07	0.25	0.1	1	0.780	1.07
Urban - City and Town	0.10	0.13	0.6	1	0.456	1.10
Rural - Town and Fringe	-0.05	0.17	0.1	1	0.783	0.95
Rural - Village	0.14	0.21	0.5	1	0.499	1.15
Rural - Hamlets and Isolated Dwellings	0.18	0.27	0.5	1	0.500	1.20
Intercept	2.19	0.31	48.2	1	<0.001	8.89

Appendix N. Calibration weighting: fully responding sample

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Sex								
Male	7,045	48.4%	7,158	48.4%	7,304	49.3%	26,817,316	49.4%
Female	7,496	51.6%	7,620	51.6%	7,502	50.7%	27,462,580	50.6%
REGION								
North east	719	4.9%	691	4.7%	707	4.8%	2,589,947	4.8%
North west	1,991	13.7%	1,900	12.9%	1,936	13.1%	7,092,801	13.1%
Yorks and Humber	1,404	9.7%	1,383	9.4%	1,446	9.8%	5,325,340	9.8%
East midlands	1,274	8.8%	1,241	8.4%	1,264	8.5%	4,628,872	8.5%
West midlands	1,483	10.2%	1,492	10.1%	1,555	10.5%	5,704,411	10.5%
East of England	1,647	11.3%	1,541	10.4%	1,646	11.1%	6,027,428	11.1%
London	2,294	15.8%	2,739	18.5%	2,374	16.0%	8,685,185	16.0%
South east	2,424	16.7%	2,362	16.0%	2,405	16.2%	8,829,472	16.3%
South west	1,305	9.0%	1,429	9.7%	1,472	9.9%	5,396,439	9.9%
Age by sex								
Males 0-4	432	3.0%	443	3.0%	480	3.2%	1,756,221	3.2%
Males 5-10	619	4.3%	630	4.3%	571	3.9%	2,083,999	3.8%
Males 11-16	503	3.5%	515	3.5%	503	3.4%	1,838,017	3.4%
Males 17-20	302	2.1%	336	2.3%	341	2.3%	1,249,501	2.3%
Males 21-29	647	4.4%	721	4.9%	877	5.9%	3,266,099	6.0%
Males 30-39	863	5.9%	905	6.1%	981	6.6%	3,605,975	6.6%
Males 40-49	889	6.1%	902	6.1%	992	6.7%	3,644,370	6.7%
Males 50-59	955	6.6%	960	6.5%	971	6.6%	3,555,575	6.6%
Males 60-64	417	2.9%	406	2.7%	389	2.6%	1,426,654	2.6%
Males 65-69	427	2.9%	409	2.8%	398	2.7%	1,459,248	2.7%
Males 70+	991	6.8%	930	6.3%	801	5.4%	2,931,657	5.4%
Females 0-4	446	3.1%	474	3.2%	457	3.1%	1,670,161	3.1%
Females 5-10	583	4.0%	595	4.0%	544	3.7%	1,986,927	3.7%
Females 11-16	500	3.4%	517	3.5%	481	3.2%	1,756,108	3.2%
Females 17-20	258	1.8%	290	2.0%	320	2.2%	1,179,123	2.2%
Females 21-29	724	5.0%	798	5.4%	877	5.9%	3,215,834	5.9%
Females 30-39	968	6.7%	1,007	6.8%	996	6.7%	3,643,760	6.7%
Females 40-49	956	6.6%	975	6.6%	1,018	6.9%	3,729,404	6.9%
Females 50-59	997	6.9%	1,001	6.8%	998	6.7%	3,653,437	6.7%
Females 60-64	478	3.3%	460	3.1%	407	2.7%	1,487,919	2.7%
Females 65-69	477	3.3%	453	3.1%	424	2.9%	1,552,365	2.9%
Females 70+	1,109	7.6%	1,048	7.1%	980	6.6%	3,587,543	6.6%
Total	14,541		14,777		14,806		54,279,896	

Appendix O. Logistic regression model for excluding non-present adults

		Odds Ratio	p-value	Confidence Interval
Age-by-gender			<0.001	
	Males 16-20	1.00	-	-
	Males 21-29	1.63	<0.001	(1.24 , 2.15)
	Males 30-39	1.66	<0.001	(1.25 , 2.22)
	Males 40-49	1.79	<0.001	(1.34 , 2.40)
	Males 50-59	2.04	<0.001	(1.51 , 2.75)
	Males 60-64	2.50	<0.001	(1.75 , 3.59)
	Males 65-69	2.28	<0.001	(1.57 , 3.32)
	Males 70+	3.24	<0.001	(2.27 , 4.62)
	Females 16-20	1.35	0.054	(1.00 , 1.83)
	Females 21-29	2.38	<0.001	(1.80 , 3.14)
	Females 30-39	2.60	<0.001	(1.93 , 3.48)
	Females 40-49	3.79	<0.001	(2.81 , 5.09)
	Females 50-59	3.62	<0.001	(2.67 , 4.91)
	Females 60-64	2.89	<0.001	(1.99 , 4.20)
	Females 65-69	2.49	<0.001	(1.69 , 3.66)
	Females 70+	2.91	<0.001	(2.02 , 4.19)
GOR			<0.001	
	North east	1.00	-	-
	North west	1.50	<0.001	(1.19 , 1.88)
	Yorkshire and the Humber	1.26	0.067	(0.98 , 1.60)
	East Midlands	1.70	<0.001	(1.32 , 2.18)
	West Midlands	1.56	<0.001	(1.23 , 1.98)
	East of England	1.64	<0.001	(1.29 , 2.08)
	London	0.93	0.516	(0.73 , 1.17)
	South East	1.43	0.002	(1.14 , 1.80)
	South West	1.69	<0.001	(1.32 , 2.15)
Household size (16+)			<0.001	
	2	1.00	-	-
	3	0.68	<0.001	(0.59 , 0.79)
	4+	0.59	<0.001	(0.50 , 0.70)
Urban-rural indicator			<0.001	
	Urban - major conurbation	1.00	-	-
	Urban - minor conurbation	0.70	0.019	(0.52 , 0.94)
	Urban - city and town	0.81	0.002	(0.70 , 0.92)
	Rural - town and fringe	0.71	<0.001	(0.59 , 0.86)
	Rural - village	0.62	<0.001	(0.50 , 0.77)
	Rural - hamlets and isolated dwellings	0.66	0.002	(0.50 , 0.86)
Tenure			0.010	
	Owner occupier	1.00	-	-
	Other	1.15	0.010	(1.03 , 1.28)

	Odds Ratio	p-value	Confidence Interval
Household size (all ages)		<0.001	
2	1.00	-	-
3	0.74	<0.001	(0.63 , 0.86)
4	0.61	<0.001	(0.53 , 0.72)
5+	0.61	<0.001	(0.51 , 0.73)
Individual income		<0.001	
<£14,999	1.00	-	-
£15,000-£24,999	1.05	0.491	(0.91 , 1.21)
£25,000-£34,999	0.91	0.282	(0.78 , 1.08)
£35,000-£49,999	1.02	0.846	(0.85 , 1.23)
£50,000+	0.88	0.180	(0.72 , 1.06)
missing	0.59	<0.001	(0.52 , 0.66)
Marital status		<0.001	
Married	1.00	-	-
Cohabiting	1.03	0.690	(0.90 , 1.18)
Single	0.44	<0.001	(0.37 , 0.51)
Widowed	0.53	<0.001	(0.37 , 0.75)
Divorced	1.48	0.042	(1.01 , 2.17)
Separated	1.36	0.276	(0.78 , 2.39)
Economic status		<0.001	
Employees	1.00	-	-
Self-employed	1.03	0.731	(0.88 , 1.20)
Unemployed	1.58	0.011	(1.11 , 2.24)
Economically inactive	1.75	<0.001	(1.54 , 1.99)
Car use		0.032	
3+ times a week	1.00	-	-
Once or twice a week	1.11	0.121	(0.97 , 1.26)
Less than once a week but more than once a month	0.96	0.684	(0.80 , 1.16)
Less than once a month	0.82	0.034	(0.69 , 0.98)
Intercept	1.22	0.282	(0.00 , 0.00)

Appendix P. Calibration weighting control totals: CASI sample

	CASI respondents weighted by wt_int		Non-presence (NP) weights		Selection & NP weights		Calibration (final weights)		Population estimates	
	n	%	n	%	n	%	n	%	n	%
Sex										
Male	2,857	43.2%	2,909	46.3%	3,268	48.1%	3,235	48.9%	21,448,571	49.0%
Female	3,760	56.8%	3,376	53.7%	3,525	51.9%	3,381	51.1%	22,343,403	51.0%
REGION										
North East	324	4.9%	321	5.1%	326	4.8%	321	4.9%	2,122,910	4.8%
North West	871	13.2%	792	12.6%	909	13.4%	867	13.1%	5,728,440	13.1%
Yorks And Humber	660	10.0%	602	9.6%	647	9.5%	648	9.8%	4,299,652	9.8%
East Midlands	574	8.7%	514	8.2%	572	8.4%	569	8.6%	3,760,010	8.6%
West Midlands	675	10.2%	621	9.9%	694	10.2%	692	10.5%	4,573,801	10.4%
East Of England	761	11.5%	683	10.9%	756	11.1%	735	11.1%	4,857,336	11.1%
London	992	15.0%	1,118	17.8%	1,103	16.2%	1,043	15.8%	6,890,831	15.7%
South East	1,089	16.5%	1,031	16.4%	1,095	16.1%	1,078	16.3%	7,122,627	16.3%
South West	670	10.1%	603	9.6%	691	10.2%	664	10.0%	4,436,367	10.1%
Age by sex										
Males 16-20	57	0.9%	123	2.0%	198	2.9%	225	3.4%	1,558,993	3.6%
Males 21-29	289	4.4%	384	6.1%	457	6.7%	494	7.5%	3,266,099	7.5%
Males 30-39	446	6.7%	499	7.9%	560	8.2%	546	8.2%	3,605,975	8.2%
Males 40-49	499	7.5%	546	8.7%	570	8.4%	551	8.3%	3,644,370	8.3%
Males 50-59	510	7.7%	501	8.0%	561	8.3%	538	8.1%	3,555,575	8.1%
Males 60-64	249	3.8%	217	3.4%	232	3.4%	216	3.3%	1,426,654	3.3%
Males 65-69	252	3.8%	211	3.4%	222	3.3%	221	3.3%	1,459,248	3.3%
Males 70+	556	8.4%	429	6.8%	467	6.9%	444	6.7%	2,931,657	6.7%
Females 16-20	91	1.4%	177	2.8%	247	3.6%	223	3.4%	1,473,143	3.4%
Females 21-29	469	7.1%	466	7.4%	481	7.1%	487	7.4%	3,215,834	7.3%
Females 30-39	614	9.3%	577	9.2%	572	8.4%	551	8.3%	3,643,760	8.3%
Females 40-49	654	9.9%	586	9.3%	605	8.9%	564	8.5%	3,729,404	8.5%
Females 50-59	617	9.3%	546	8.7%	576	8.5%	553	8.4%	3,653,437	8.3%
Females 60-64	258	3.9%	218	3.5%	222	3.3%	225	3.4%	1,487,919	3.4%
Females 65-69	298	4.5%	241	3.8%	266	3.9%	235	3.6%	1,552,365	3.5%
Females 70+	758	11.5%	565	9.0%	557	8.2%	543	8.2%	3,587,543	8.2%
Total	6,616		6,285		6,793		6,616		43,791,975	

Appendix Q. NTS satisfaction & segmentation questions: sampling and weighting review

Introduction

The current NTS contains a set of questions on satisfaction levels with transport services such as trains, buses, provision for cycling, etc. Up until 2016, these questions have been asked during the household interview which seeks to gather information about the household as a whole. They have been asked of the main respondent (ideally the 'household reference person' who is usually the person with the highest income in the household) or anyone who knows enough about the household. Having individual level questions asked as part of a household interview has meant that the resulting data has not been as representative and therefore as useful as it could be. The individuals answering these questions are often found out to be of a certain type, for example in families often female and older. In addition, because these are attitudinal questions, people's answers may or may not have been affected by others in the household.

In an attempt to improve the satisfaction questions for 2016, NatCen and Department for Transport (DfT) decided to move the questions from the household to the individual level questionnaire for half of the sample. The DfT have also proposed the addition of the "golden questions" for segmentation purposes. These would enable grouping people together into segments of the population with similar attitudes towards travel and travel behaviour.

On the NTS, individual questions are answered either in person, or by proxy for those not present. Although people interviewed by proxy are likely to be of a different profile to those interviewed in person, this is unlikely to be a problem for factual or behavioural questions, but would be an issue for attitudinal questions which cannot be answered by proxy. As part of this experiment in 2016, the satisfaction questions are completed by one randomly selected household member using a self-completion paper questionnaire. This approach enables those not present at the placement interview to complete the questionnaire ready for collection at the pickup interview.

The DfT feels that administering the satisfaction questions via a paper self-completion may not be the best approach in the longer term. Furthermore, having the ability to ask broader modules of attitudinal questions, such as the segmentation ones, could have considerable potential for DfT both in obtaining this data in a cost-effective way and linking attitudes to travel behaviours.

As a result, DfT have commissioned NatCen to explore ways the satisfaction and the segmentation questions could be included in the CAPI for the 2017 survey. This report outlines the findings from this development work.

Aims and objectives

The main objectives of this work include:

- To explore alternative selection methods in order to include the satisfaction and segmentation questions in the CAPI (Task 1).
- To develop (and potentially test) a method to calculate weights for the “satisfaction sample” (Task 2).

Task 1: Alternative selection methods

Introduction

Inclusion of the satisfaction questions in the CAPI would require the selection of one adult per household amongst those present during the interview. Selecting only from those present, however, introduces a non-random element in the sampling process, as some individuals (those who are absent) would have a zero probability of selection, thus introducing bias to the selected sample.

One way to overcome the zero probability of selection for the absent individuals is to treat them as non-respondents to the satisfaction questions and weight the satisfaction sample accordingly to make it representative of the total NTS interview sample (and by extension representative of the adult population in England). The details of the weighting methodology are presented in section 3.

Table 1 shows the (weighted) age-by-gender profile of the NTS 2014 interview sample⁴⁷ broken down by whether an individual was present or not during the interview.

Age group	Present			All (population)		
	Men	Women	All	Men	Women	All
17-20	3.2%	2.8%	3.0%	6.1%	5.5%	5.8%
21-29	11.7%	12.2%	12.0%	15.3%	14.8%	15.0%
30-39	15.4%	17.0%	16.3%	16.9%	16.4%	16.7%
40-49	18.9%	18.8%	18.8%	18.5%	18.0%	18.3%
50-59	16.6%	16.3%	16.4%	16.1%	15.7%	15.9%
60-64	7.8%	7.4%	7.6%	7.0%	6.9%	7.0%
65-69	8.8%	7.7%	8.2%	6.9%	6.9%	6.9%
70+	17.5%	17.9%	17.7%	13.1%	15.7%	14.5%

Younger men and women are under-represented in the sub-sample of NTS household members who are present during the interview. Given that younger people are less likely to live alone (see Table 2), this under-representation is likely to increase if one person per household is selected at random amongst those who are present. Younger people may also

⁴⁷ The interview sample includes all participating households with completed individual interviews for all household members.

⁴⁸ Weighted by the interview sample weight (wt_int).

be less likely to respond to the satisfaction questions, thus further skewing the achieved sample towards older age groups.

Gender	Age group	Number of present individuals per household						All
		1	2	3	4	5	6	
Men	17-20	18.7%	33.5%	29.7%	9.3%	3.0%	5.9%	100.0%
	21-29	31.6%	46.6%	12.7%	6.8%	1.4%	.9%	100.0%
	30-39	36.0%	59.0%	3.9%	.8%	.2%	.2%	100.0%
	40-49	41.4%	48.1%	8.3%	1.7%	.5%		100.0%
	50-59	41.3%	45.3%	9.8%	3.2%		.3%	100.0%
	60-64	44.1%	49.1%	5.4%	1.4%			100.0%
	65-69	39.6%	56.7%	1.8%	1.2%	.5%	.2%	100.0%
70+	39.5%	57.1%	3.0%	.4%			100.0%	
Women	17-20	18.6%	43.0%	29.4%	8.5%		.5%	100.0%
	21-29	41.6%	44.3%	8.5%	4.4%	.8%	.5%	100.0%
	30-39	52.3%	44.6%	2.6%	.5%			100.0%
	40-49	48.7%	40.5%	8.7%	1.6%	.4%	.1%	100.0%
	50-59	47.2%	42.8%	7.1%	2.8%	.1%		100.0%
	60-64	47.4%	47.6%	3.5%	1.1%	.3%		100.0%
	65-69	44.1%	52.7%	2.6%	.5%		.2%	100.0%
70+	55.4%	42.2%	2.0%	.3%			100.0%	
All		43.7%	47.1%	6.6%	2.0%	.3%	.2%	100.0%

This imbalance by age could be reduced by varying the probabilities of selection so that the number of young men and women selected is increased. One way this could be achieved is by assigning a weight to each person present (according to age category) to increase/decrease their chance of selection.

This section explores alternative ways of selecting one adult per household so that the efficiency (and usefulness) of the achieved sample can be increased. Using data from NTS 2014 we simulated different options for adjusting the probabilities for selecting the satisfaction sample and tested different combinations and magnitudes of selection weights according to age, in an attempt to find a solution which minimises the variability of the weights whilst providing large enough samples for robust analysis by age group (particularly the younger groups).

In doing so, we have assumed the same effect of other aspects of the weighting across designs so that we can directly compare the effect of different sampling methods when other (non-sampling) aspects of the design are held constant. In the following section, we present the proposed weighting methodology (covering all aspects of the weighting).

⁴⁹ Weighted by wt_int.

Equal probability in all households

In NTS 2014, there were 13,981 adults in the interview sample, 10,531 of which were present during the interview. Taking the household composition shown in Table 2 into account, selecting one adult per household would result in a sample of 7,425 individuals.

Using the NTS 2014 interview sample, we simulated the selection of one person per household at random. Under this design, the probability of selection within households is equal, but the probability varies between households. For example, people living in single-adult households would have higher chances of selection compared to people living in multi-adult households. To correct for this selection bias, selection probability weights are necessary which were calculated in two stages:

- The number of present adults per households (w1).
- The ratio of the total number of adults (present + absent) to the number of those present (w2⁵⁰).
- The total selection weight (wt_sel) was defined as the product of w1xw2⁵¹.

The age-by-gender profile of the selected sample before and after selection weighting as well as the estimated average design factor (deft⁵²) due to selection weighting are shown in Table 3.

Age group	Selected ⁵³			After selection weighting ⁵⁴			Selection deft
	Men	Women	All	Men	Women	All	
17-20	2.4%	1.9%	2.1%	3.4%	2.3%	2.8%	1.08
21-29	10.4%	11.8%	11.2%	11.6%	12.4%	12.0%	1.08
30-39	15.4%	17.5%	16.6%	15.1%	17.3%	16.3%	1.05
40-49	19.2%	18.9%	19.1%	19.6%	21.6%	20.7%	1.08
50-59	17.0%	15.9%	16.4%	18.3%	18.6%	18.5%	1.09
60-64	8.1%	7.5%	7.8%	7.7%	7.2%	7.4%	1.08
65-69	9.2%	7.5%	8.2%	8.7%	6.5%	7.5%	1.07
70+	18.1%	18.9%	18.6%	15.7%	14.1%	14.8%	1.08
<i>All ages</i>	7425						1.08

Although selection weighting removes the selection bias due to unequal selection probabilities across households, Table 3 shows that the sample will remain unrepresentative of the total NTS sample in terms of age and gender (because of the differences in the profiles between present and absent individuals as shown in Table 1).

⁵⁰ Trimmed to a maximum of 4.

⁵¹ For this design, wt_sel is in effect equal to the total number of adults in the household.

⁵² The deft due to weighting is the ratio of the weighted to the unweighted SE; the lower the deft the smaller the Margin of Error (MoE) will be and therefore, there will be less uncertainty around survey estimates.

⁵³ Weighted by wt_int.

⁵⁴ Weighted by wt_int x wt_sel.

To remove the bias by age and gender, post-stratification weights were computed. For each age-by gender category (8 for men and 8 for women), the post-stratification weight (wt_ps) was defined as the ratio of the (weighted) number of people in the total NTS 2014 interview sample to the number of people after selection weighting. The deft due to post-stratification was estimated at 1.03.

The total weight (wt_equal) was the product of the weights for the interview sample (wt_int), selection (wt_sel) and post-stratification (wt_ps).

Table 4, shows the age-by-gender distribution of the responding sample after weighting by wt_equal (which brings the distributions in line with the population), assuming an overall response rate of 88%. The table also shows estimated average effective sample sizes (neff⁵⁵) by age group and overall which assume an additional deft of 1.10 (i.e. over and above the deft due to selection and post-stratification). This additional deft takes into account the need for additional weighting to correct for: (a) non-presence bias (i.e. systematic differences in the profiles between present and absent individuals other than household size, age and gender), and (b) non-response bias.

Age group	Men	Women	All	n	neff
17-20	6.1%	5.5%	5.8%	139	93
21-29	15.3%	14.8%	15.0%	732	424
30-39	16.9%	16.4%	16.7%	1086	703
40-49	18.5%	18.0%	18.3%	1245	795
50-59	16.1%	15.7%	15.9%	1073	668
60-64	7.0%	6.9%	7.0%	508	335
65-69	6.9%	6.9%	6.9%	538	377
70+	13.1%	15.7%	14.5%	1213	851
All ages				6535	3629

It should be noted that throughout this section, estimates of the overall neff provide only a very approximate indication of the likely magnitude of the “real” neff and they are only used to compare the likely effect of alternative selection methods when other aspects of the weighting are held constant. The actual predicted neffs (and defts) are computed in Section 3 where we attempt to simulate the weighting process and take into account differential levels of non-presence and non-response bias (which in this section are assumed to be constant).

Higher probability for younger respondents

⁵⁵ The neff due to weighting is the size of the unweighted sample that would have produced the same precision as the weighted sample; the larger the neff, the smaller the MoE around survey estimates.

⁵⁶ Percentages are weighted by wt_equal.

Given that younger people are less likely to be present during the interview, we have explored ways of boosting their numbers by increasing their probability of selection. In doing so, we have utilised the following selection methodology:

- All households are split into three groups:
 - (A) Households where only people aged 17-29 are present.
 - (B) Households where only people aged 30+ are present.
 - (C) Households where both people aged 17-29 and 30+ are present.
- In groups (A) and (B) household members are sampled with equal probability (i.e. $1/NPR$, where NPR is the number of present adults in the household).
- In group (C), household members aged 17-29 are selected with a higher probability (p) compared to household members aged 30+. We have explored four designs: [D60]: $p=0.60$; [D70]: $p=0.70$; [D80]: $p=0.80$; and [D90]: $p=0.90$.

For example (using design D80 as an illustration) in households with:

- 2 people aged 17-29: each has a probability of selection $p=0.50$;
- 3 people aged 30+: $p=0.33$ each;
- 1 aged 17-29 and 1 aged 30+: $p(17-29)=0.80$, $p(30+)=0.20$;
- 2 aged 17-29 and 2 aged 30+: $p(17-29)=0.40$ each, $p(30+)=0.10$ each;
- 1 aged 17-29 and 2 aged 30+: $p(17-29)=0.80$, $p(30+)=0.10$ each; etc.

Using the above methodology, we simulated the selection of one person per household. Under each of the four designs (D60 to D90), the probability of selection varies within as well as between households. To correct for the unequal probabilities of selection, selection weights are necessary which were calculated in two stages:

- The inverse of the probability of selecting one present adult per household ($w1$).
- The ratio of the total number of adults (present + absent) to the number of those present ($w2^{57}$).
- The total selection weight (wt_sel) was defined as the product of $w1 \times w2$.

The age-by-gender profile of the selected sample under each design before and after selection weighting as well as the estimated average selection deft are shown in Tables 5a to 5d.

Age group	Selected ⁵⁸			After selection weighting ⁵⁹			Selection deft ⁶⁰
	Men	Women	All	Men	Women	All	
17-20	2.8%	2.5%	2.6%	3.5%	2.6%	3.0%	1.10
21-29	11.7%	12.4%	12.1%	12.3%	12.4%	12.3%	1.08
30-39	15.0%	17.6%	16.4%	15.0%	17.5%	16.4%	1.05
40-49	19.0%	18.0%	18.4%	20.1%	21.1%	20.7%	1.10
50-59	16.3%	15.5%	15.9%	17.5%	18.0%	17.8%	1.09
60-64	8.0%	7.5%	7.7%	7.5%	7.4%	7.4%	1.09
65-69	8.6%	7.6%	8.0%	8.1%	6.6%	7.3%	1.08

⁵⁷ Trimmed to a maximum of 4.

⁵⁸ Weighted by wt_int .

⁵⁹ Weighted by $wt_int \times wt_sel$.

⁶⁰ The definition of wt_sel is likely to over-estimate the variance of the selection weights by age group because of the increased variance of $w2$. The “real” deft is likely to be lower as shown in Section 3.

70+	18.6%	19.0%	18.8%	16.1%	14.4%	15.1%	1.08
<i>All ages</i>	7425						1.09

Table 5b Boost design D70 – selected sample							
Age group	Selected ¹²			After selection weighting ¹³			Selection deft ¹⁴
	Men	Women	All	Men	Women	All	
17-20	3.2%	2.7%	2.9%	3.6%	2.7%	3.1%	1.10
21-29	12.6%	13.0%	12.8%	12.7%	12.7%	12.7%	1.09
30-39	14.1%	17.5%	16.1%	14.4%	17.8%	16.3%	1.07
40-49	18.1%	17.9%	18.0%	18.7%	21.2%	20.1%	1.12
50-59	16.6%	15.1%	15.7%	18.9%	17.8%	18.3%	1.12
60-64	8.2%	7.1%	7.6%	7.9%	6.7%	7.2%	1.09
65-69	9.3%	7.4%	8.2%	8.6%	6.4%	7.4%	1.06
70+	17.9%	19.2%	18.7%	15.3%	14.8%	15.0%	1.09
<i>All ages</i>	7425						1.11

Table 5c Boost design D80 – selected sample							
Age group	Selected ¹²			After selection weighting ¹³			Selection deft ¹⁴
	Men	Women	All	Men	Women	All	
17-20	3.6%	3.2%	3.4%	3.5%	3.0%	3.2%	1.09
21-29	12.6%	13.7%	13.2%	12.6%	12.9%	12.8%	1.09
30-39	14.0%	17.1%	15.8%	14.5%	17.4%	16.1%	1.09
40-49	18.1%	17.5%	17.8%	18.7%	20.8%	19.8%	1.14
50-59	16.5%	14.9%	15.6%	18.3%	17.8%	18.0%	1.14
60-64	8.1%	7.2%	7.6%	7.7%	7.0%	7.3%	1.08
65-69	9.1%	7.3%	8.1%	9.0%	6.6%	7.7%	1.12
70+	18.0%	19.0%	18.6%	15.7%	14.6%	15.0%	1.07
<i>All ages</i>	7425						1.12

Table 5d Boost design D90 – selected sample							
Age group	Selected ¹²			After selection weighting ¹³			Selection deft ¹⁴
	Men	Women	All	Men	Women	All	
17-20	3.9%	3.3%	3.6%	3.8%	2.9%	3.3%	1.11
21-29	12.9%	13.9%	13.5%	12.3%	13.1%	12.7%	1.09
30-39	14.0%	16.8%	15.6%	14.8%	17.1%	16.0%	1.11
40-49	19.0%	17.0%	17.9%	19.9%	19.8%	19.9%	1.14
50-59	15.7%	14.9%	15.3%	17.3%	18.0%	17.7%	1.26
60-64	7.7%	7.3%	7.5%	7.7%	7.1%	7.4%	1.16
65-69	8.7%	7.7%	8.1%	8.5%	7.1%	7.7%	1.14

70+	18.2%	18.9%	18.6%	15.8%	15.0%	15.3%	1.17
All ages	7425						1.17

Similarly to the equal probability design, post-stratification weights (wt_ps) were computed to remove the bias by age and gender. The deft due to post-stratification was about 1.02 for each design.

The total weight for each design (wt_boost) was the product of the weights for the interview sample (wt_int), selection (wt_sel) and post-stratification (wt_ps).

Table 6, shows the age-by-gender distribution and average neffs of the responding sample (per sample design D60 to D90) after weighting by wt_boost (which brings the distributions in line with the population), assuming an overall response rate of 88% and an additional deft of 1.10 (for consistency with the equal probability design).

Age group	Men	Women	All	D60		D70		D80		D90	
				n	neff	n	neff	n	neff	n	neff
17-20	6.1%	5.5%	5.8%	171	102	192	117	220	134	234	136
21-29	15.3%	14.8%	15.0%	789	476	840	501	862	503	882	508
30-39	16.9%	16.4%	16.7%	1074	688	1050	627	1031	603	1020	558
40-49	18.5%	18.0%	18.3%	1204	666	1176	680	1161	662	1168	670
50-59	16.1%	15.7%	15.9%	1037	631	1027	584	1019	562	997	487
60-64	7.0%	6.9%	7.0%	505	328	495	318	496	323	488	247
65-69	6.9%	6.9%	6.9%	524	353	535	384	531	318	532	321
70+	13.1%	15.7%	14.5%	1230	823	1220	800	1214	871	1214	803
All ages				6535	3606	6535	3631	6535	3626	6535	3437

Comparing the four boost designs with the equal probability design shown in Table 4, it seems that D80 (i.e. selecting individuals aged 17-29 with an 80% probability in households that also include individuals aged 30+) results in the largest neff for the younger age groups (and those 70+) and a similar neff for the sample as a whole. For example, when comparing the neffs between D80 and the equal probability design: 134 vs. 93 for 17-20, 503 vs. 424 for 21-29 and 3626 vs. 3629 overall).

As already mentioned, these neffs provide only a very approximate indication of the likely magnitude of the “real” neff and they are only used to compare the likely effect of alternative selection methods when other aspects of the weighting are held constant.

⁶¹ Percentages are weighted by wt_boost (per boost design).

Task 2: Weighting methodology

Introduction

Respondents to the satisfaction questions (the “satisfaction sample”) will need to be weighted to be representative of the NTS interview sample (and by extension representative of the adult population in England).

To overcome the zero probability of selection, absent individuals can be treated as non-respondents with the application of appropriate non-response weights. The weights could be generated in a single step by fitting a logistic regression model to the total sample with the dependent variable being 1 for the satisfaction respondents and 0 for the satisfaction non-respondents (i.e. those refusing the questions, those present who were not selected and those not selected because they were not there). The independent variables would include age, gender, number of adults in the household (to account for the fact that only one adult is selected) and any other variables from the individual questionnaire that might be correlated with attitudes. From this model, the predicted probability to respond would be estimated for each individual and the weight would be calculated as the reciprocal of the probability of being in the respondent group.

However, we envisage the following pitfalls that could result from this approach:

- Rates and patterns of non-response are likely to be different for non-present individuals (i.e. “pseudo” non-respondents) and those present who have been selected to take part but refused the questions (i.e. “actual” non-respondents). Although it might be possible to have a single model to correct for both types of bias (non-presence and actual non-response), such a model has the potential to be quite complicated and difficult to interpret.
- Accounting for unequal probabilities of selection when sampling one present adult per household would be more complicated via a single non-response model when the probability of selection varies within as well as between households (e.g. under the boost designs presented in Section 2.3).

We, therefore, propose the following three-step approach to weighting the satisfaction sample that addresses the above issues and is potentially simpler to implement. Weights will be produced for:

1. The exclusion of individuals who are not present during the interview (wt_{np} – see Section 3.2).
2. The selection of one present individual per household if sampling was required (wt_{sel} – see Section 3.3).
3. Non-response to the satisfaction questionnaire (wt_{nr} – see Section 3.4).

The final weight (wt_{final}) will be the product of the existing interview sample weight (wt_{int}) and the weights from the three previous steps.

Weighting for non-presence

The aim of weighting for non-presence (NP) is to reduce bias caused by systematic differences between those individuals who are present during the interview and those that are not. Of the 13,981 adults in the NTS 2014 interview sample, 10,531 were present during the interview, i.e. a presence rate of 75.3%. We have already seen (Table 1) that younger men and women are under-represented in the sub-sample of NTS household members who are present during the interview.

Table 7 compares the profile of the NTS 2014 interview sample with the profile of those present during the interview on a number of variables (over and above age and gender).

	All	Present		All	Present
Age-by-gender			Tenure		
Males 17-20	3.0	1.4	Owner occupier	67.5	66.8
Males 21-29	7.5	5.3	Other	32.5	33.2
Males 30-39	8.3	6.9	Household size (all ages)		
Males 40-49	9.0	8.5	1	14.2	19.1
Males 50-59	7.9	7.5	2	36.1	39.4
Males 60-64	3.4	3.5	3	19.5	17.4
Males 65-69	3.4	4.0	4	19.3	16.2
Males 70+	6.4	7.9	5+	10.9	7.9
Females 17-20	2.8	1.5	Individual income		
Females 21-29	7.6	6.7	<£14,999	34.2	37.7
Females 30-39	8.4	9.3	£15,000-£24,999	16.9	17.6
Females 40-49	9.2	10.3	£25,000-£34,999	10.0	10.4
Females 50-59	8.1	8.9	£35,000-£49,999	6.7	7.0
Females 60-64	3.6	4.1	£50,000+	6.0	5.9
Females 65-69	3.5	4.2	missing	26.1	21.4
Females 70+	8.1	9.8	Marital status		
GOR			Married	50.1	51.4
North East	4.9	4.8	Cohabiting	13.2	13.3
North West	12.9	13.0	Single	23.4	18.6
Yorkshire & Humberside	9.9	9.8	Widowed	6.0	7.6
East Midlands	8.6	8.8	Divorced	5.5	7.1
West Midlands	10.4	10.4	Separated	1.6	2.0
East of England	11.0	11.6	Economic status		
London	15.8	14.3	Employees	51.7	48.3
South East	16.3	16.6	Self-employed	8.8	8.3
South West	10.1	10.7	Unemployed	3.0	2.8
Household size (17+)			Economically inactive	36.4	40.6
1	16.6	22.2	Disability		
2	54.6	56.6	Yes	16.5	19.2
3	16.6	13.3	No	83.5	80.8
4+	12.3	7.8	Car Use		
Urban/rural indicator			3+ times a week	68.7	69.0

⁶² Weighted by wt_int.

Urban - Major Conurbation	36.0	34.1	Once or twice a week	15.2	15.1	
Urban - Minor Conurbation	3.7	3.7	< once a week > once a month	7.8	7.7	
Urban - City and Town	43.7	45.1	Less than once a month	8.3	8.1	
Rural - Town and Fringe	8.4	8.9	Ethnicity			
Rural - Village	5.0	5.1		White	88.5	90.6
Rural - Hamlets and Isolated Dwellings	3.1	3.1		Other	11.5	9.4
<i>Base</i>	13981	10531	<i>Base</i>	13981	10531	

* **red**: difference is ≥ 1 and < 2 percentage points (pp)

* **bold red**: difference is ≥ 2 and < 3 pp

* **bold red highlighted**: difference is ≥ 3 pp

The analysis points to systematic differences between the present and non-present sub-samples: those who are present during the interview are more likely to be older, white, live outside London, not being single, not working, living alone, and having low income.

To correct for the differences between the profiles of the two groups, a stepwise logistic regression model was fitted with whether or not an NTS 2014 respondent was present during the interview as the outcome measure and the variables shown in Table 7 as the covariates⁶³:

The final model (with only the variables significantly associated with NP included) is shown in Table 8.

	Odds Ratio	p-value	Confidence Interval
Age-by-gender		<0.001	
Males 17-20	1.00	-	-
Males 21-29	1.32	0.041	(1.01, 1.71)
Males 30-39	1.25	0.126	(0.94, 1.65)
Males 40-49	1.73	<0.001	(1.30, 2.30)
Males 50-59	1.64	0.001	(1.22, 2.20)
Males 60-64	1.56	0.013	(1.10, 2.22)
Males 65-69	2.38	<0.001	(1.59, 3.56)
Males 70+	3.05	<0.001	(2.09, 4.46)
Females 17-20	1.11	0.486	(0.82, 1.51)
Females 21-29	1.66	<0.001	(1.27, 2.17)
Females 30-39	3.00	<0.001	(2.23, 4.04)
Females 40-49	3.40	<0.001	(2.54, 4.57)
Females 50-59	2.81	<0.001	(2.07, 3.81)
Females 60-64	2.16	<0.001	(1.48, 3.16)
Females 65-69	1.90	0.002	(1.27, 2.85)
Females 70+	1.83	0.001	(1.27, 2.64)
GOR		<0.001	
North East	1.00	-	-
North West	1.24	0.059	(0.99, 1.56)
Yorkshire & Humberside	1.00	0.982	(0.79, 1.27)
East Midlands	1.28	0.046	(1.00, 1.64)

⁶³ This is an indicative and non-exhaustive list of covariates that could be used to model non-presence.

	West Midlands	1.31	0.027	(1.03 , 1.65)
	East of England	1.40	0.005	(1.11 , 1.77)
	London	1.12	0.306	(0.90 , 1.41)
	South East	1.33	0.011	(1.07 , 1.66)
	South West	1.43	0.004	(1.12 , 1.82)
Household size (17+)			<0.001	
	2	1.00	-	-
	3	0.83	0.013	(0.72 , 0.96)
	4+	0.69	<0.001	(0.58 , 0.81)
Tenure			0.005	
	Owner occupier	1.00	-	-
	Other	1.16	0.005	(1.05 , 1.29)
Household size (all ages)			<0.001	
	2	1.00		
	3	0.67	<0.001	(0.58 , 0.78)
	4	0.65	<0.001	(0.56 , 0.76)
	5+	0.54	<0.001	(0.45 , 0.65)
Individual income			<0.001	
	<£14,999	1.00	-	-
	£15,000-£24,999	0.84	0.015	(0.73 , 0.97)
	£25,000-£34,999	0.84	0.037	(0.71 , 0.99)
	£35,000-£49,999	0.80	0.025	(0.66 , 0.97)
	£50,000+	0.70	<0.001	(0.57 , 0.85)
	missing	0.40	<0.001	(0.35 , 0.45)
Marital status			<0.001	
	Married	1.00	-	-
	Cohabiting	0.95	0.486	(0.83 , 1.09)
	Single	0.43	<0.001	(0.36 , 0.50)
	Widowed	0.74	0.117	(0.51 , 1.08)
	Divorced	1.62	0.015	(1.10 , 2.37)
	Separated	0.88	0.674	(0.50 , 1.57)
Economic status			<0.001	
	Employees	1.00	-	-
	Self-employed	0.92	0.264	(0.79 , 1.07)
	Unemployed	1.86	<0.001	(1.43 , 2.42)
	Economically inactive	1.89	<0.001	(1.66 , 2.16)
Ethnicity			<0.001	
	White	1.00	-	-
	Other	0.76	<0.001	(0.66 , 0.87)
Intercept		2.08	<0.001	-

From this model, the predicted propensity of being present was estimated for each individual. The weights (wt_np) to adjust for NP bias were calculated as the reciprocal of these propensities for those who were present⁶⁴. Weighting in this way would remove any bias from the “present” sample that is linked to the variables included in the model (so that any

⁶⁴ The model was restricted to households with two or more adults; those present in single-adult households were assigned a probability (and a weight) of 1; NP weights were trimmed at the top 0.5% to reduce excess variance inflation due to a small number of large weights.

remaining bias can be considered ignorable) and make it representative of the total NTS interview sample.

Weighting for unequal selection probabilities

Using the methodology described, we simulated the selection of one person per household under two designs:

- [D1]: Equal probability of selection in all households.
- [D80]: Equal probability of selection except in households where both people aged 17-29 and 30+ are present; in such households those aged 17-29 are selected with an 80% probability (as shown in Section 2.3, D80 was the most “optimal” amongst the different boost designs considered).

To correct for the unequal probabilities of selection, selection weights (wt_sel) were defined as the inverse of each person’s selection probability under each design⁶⁵.

Weighting for non-response

We expect a high response rate for the satisfaction questions, so arguably any bias due to non-response could be quite low or even ignorable. For the purpose of this simulation, we have assumed an overall response rate of 88% that varies by age as shown in Table 9 for each of the two designs under consideration (i.e. we have assumed a non-ignorable age-related non-response bias).

Age group	Selected			Assumed response rate			Responding		
	Men	Women	All	Men	Women	All	Men	Women	All
Equal probability in all households									
17-20	69	72	141	79.5%	80.5%	80.0%	55	58	113
21-29	245	436	681	81.4%	82.4%	82.0%	199	359	558
30-39	427	764	1191	83.4%	84.4%	84.0%	356	644	1000
40-49	542	787	1329	85.4%	86.4%	86.0%	463	680	1143
50-59	528	723	1251	87.4%	88.4%	88.0%	462	639	1101
60-64	247	343	590	89.4%	90.4%	90.0%	221	310	531
65-69	335	344	679	91.5%	92.5%	92.0%	307	318	625
70+	694	869	1563	93.4%	94.4%	94.0%	649	821	1469
All ages	3087	4338	7425	87.8%	88.3%	88.1%	2710	3830	6540
80% probability for 17-29 in households with 30+									
17-20	105	122	227	79.5%	80.5%	80.0%	83	98	182
21-29	305	504	809	81.4%	82.4%	82.0%	248	415	663
30-39	398	733	1131	83.4%	84.4%	84.0%	332	618	950
40-49	527	725	1252	85.4%	86.4%	86.0%	450	627	1077
50-59	517	676	1193	87.4%	88.4%	88.0%	452	598	1050
60-64	249	329	578	89.4%	90.4%	90.0%	223	298	520

⁶⁵ For D1, the selection weight was simply the number of present adults per household; wt_sel was trimmed at 4 for D1 and at 8 for D80.

65-69	337	331	668	91.5%	92.5%	92.0%	308	306	615
70+	698	869	1567	93.4%	94.4%	94.0%	652	821	1473
All ages	3136	4289	7425	87.7%	88.1%	87.9%	2749	3780	6529

If there is evidence of differential non-response by other key variables that might correlate with answers to the satisfaction questions (other than age), then a logistic regression non-response model could be used to derive the non-response weights (similar to the one shown when modelling non-presence). In this illustration, where we have assumed that any non-age-related non-response bias is ignorable, we used post-stratification weighting to remove the bias due to differential non-response by age. The weights (wt_nr) were defined (per design) as the ratio of the (weighted) number of people in the total NTS 2014 interview sample for each age-by-gender category (8 for men and 8 for women) to the number of people after weighting for non-presence and unequal selection probabilities.

The final weight (wt_final) is the product of the existing interview sample weight and the weights from the three weighting steps: $wt_final = wt_int \times wt_np \times wt_sel \times wt_nr$.

After final weighting, the age-by-gender distribution will match the NTS interview sample (and by extension the adult population in England), as shown in Table 10.

Age group	Before NR weighting ⁶⁶						After NR (final) weighting ⁶⁷		
	Equal probability in all households			80% probability for 17-29 in households with 30+			Both designs		
	Men	Women	All	Men	Women	All	Men	Women	All
17-20	5.3%	4.3%	4.8%	5.4%	5.7%	5.5%	6.1%	5.5%	5.8%
21-29	13.3%	14.1%	13.7%	15.1%	15.1%	15.1%	15.3%	14.8%	15.0%
30-39	16.4%	15.6%	16.0%	16.1%	15.7%	15.9%	16.9%	16.4%	16.7%
40-49	18.5%	18.5%	18.5%	17.3%	16.9%	17.1%	18.5%	18.0%	18.3%
50-59	16.7%	15.9%	16.3%	16.3%	14.7%	15.5%	16.1%	15.7%	15.9%
60-64	7.3%	7.4%	7.4%	7.0%	7.1%	7.1%	7.0%	6.9%	7.0%
65-69	7.8%	7.2%	7.5%	8.0%	7.3%	7.7%	6.9%	6.9%	6.9%
70+	14.7%	16.9%	15.9%	14.7%	17.5%	16.2%	13.1%	15.7%	14.5%

Bias reduction and sample efficiency

Tables 11a and 11b compare the profile of the weighted NTS 2014 interview sample with the profile of the simulated satisfaction samples (under the two designs) after final weighting using the same variables included in the model for non-presence weighting. It also shows the bias (i.e. the difference with the NTS interview sample) at each stage of the weighting process.

For example, 7.5% of the NTS 2014 interview sample is male aged 21-29. When looking at those present during the interview, the percentage of men aged 21-29 is 2.2 percentage points (pp) lower than the interview sample. After weighting for non-presence, this bias reduces to 0.3pp. After selecting one adult per household with equal probability (Table 11a),

⁶⁶ Weighted by wt_int x wt_np x wt_sel.

⁶⁷ Weighted by wt_final.

the percentage of men aged 21-29 in the selected sample is 1.5pp lower than the interview sample; after non-presence *and* selection weighting, this bias reduces to 0.6pp⁶⁸. After taking into account the response rates shown in Table 10, the percentage of men aged 21-29 in the responding sample is 1.1pp lower than the interview sample; this bias is eliminated after final weighting, so that 7.5% of the weighted satisfaction sample is male aged 21-29.

For both design simulations, the largest remaining bias after final weighting is relatively small (at about 1%) and associated primarily with household size which is mainly due to the trimming of the selection weights. Therefore, we can conclude that under both designs, weighting was successful in making the satisfaction sample representative of the interview sample (and by extension representative of the population of England).

	Interview sample ⁶⁹	Bias before (B) and after (A) weighting						Satisfaction sample (equal) ²⁶
		Present		Selected		Responded		
		B ²³	A ⁷⁰	B ²⁴	A ⁷¹	B ²⁵	A ⁷²	
Age-by-gender								
Males 17-20	3.0	1.5	0.1	1.0	0.2	0.4	0.0	3.0
Males 21-29	7.5	2.2	0.3	1.5	0.6	1.1	0.0	7.5
Males 30-39	8.3	1.3	-0.1	0.2	0.1	0.5	0.0	8.3
Males 40-49	9.0	0.5	-0.1	0.1	0.0	0.2	0.0	9.0
Males 50-59	7.9	0.4	-0.1	0.1	0.0	-0.1	0.0	7.9
Males 60-64	3.4	-0.1	0.0	-0.1	0.1	0.0	0.0	3.4
Males 65-69	3.4	-0.6	0.0	-0.1	-0.1	-0.3	0.0	3.4
Males 70+	6.4	-1.5	0.0	-0.2	-0.1	-0.6	0.0	6.4
Females 17-20	2.8	1.3	0.1	1.0	0.3	0.6	0.0	2.8
Females 21-29	7.6	0.9	0.1	0.3	-0.2	0.2	0.0	7.6
Females 30-39	8.4	-0.9	0.0	-1.0	0.0	0.2	0.0	8.4
Females 40-49	9.2	-1.0	-0.1	-0.9	-0.5	-0.5	0.0	9.2
Females 50-59	8.1	-0.9	-0.1	-0.6	-0.2	-0.3	0.0	8.1
Females 60-64	3.6	-0.5	-0.1	-0.4	-0.2	-0.3	0.0	3.6
Females 65-69	3.5	-0.7	0.0	-0.2	0.0	-0.2	0.0	3.5
Females 70+	8.1	-1.8	0.0	-1.0	0.0	-0.8	0.0	8.1
GOR								
North East	4.9	0.1	0.0	-0.3	0.0	-0.1	-0.1	5.0
North West	12.9	-0.1	-0.1	0.1	0.0	-0.1	-0.1	13.1
Yorkshire & Humberside	9.9	0.1	0.1	-0.2	0.1	0.1	0.2	9.7
East Midlands	8.6	-0.2	0.0	0.3	0.1	0.2	0.2	8.4
West Midlands	10.4	0.1	0.1	0.1	0.1	0.1	0.1	10.3
East of England	11.0	-0.6	0.0	0.4	0.0	-0.3	-0.2	11.2
London	15.8	1.5	-0.1	-0.9	-0.2	0.0	-0.4	16.1
South East	16.3	-0.2	0.0	0.0	-0.1	-0.1	-0.1	16.4
South West	10.1	-0.6	0.0	0.4	0.0	0.2	0.3	9.8
Household size (17+)								

⁶⁸ This small bias is mainly due to the trimming of the selection weight.

⁶⁹ Weighted by wt_int.

⁷⁰ Weighted by wt_int x wt_np.

⁷¹ Weighted by wt_int x wt_np x wt_sel.

⁷² Weighted by wt_final.

	1	16.6	-5.6	0.0	-8.3	-0.2	-0.7	-0.1	16.7
	2	54.6	-2.1	-0.5	1.1	-1.1	-1.4	-1.1	55.6
	3	16.6	3.3	0.1	3.2	0.2	0.4	-0.1	16.6
	4+	12.3	4.4	0.4	4.0	1.1	1.6	1.2	11.1
Urban/rural indicator									
	Urban - Major Conurbation	36.0	1.9	0.0	-1.0	0.1	0.1	-0.2	36.2
	Urban - Minor Conurbation	3.7	0.0	-0.1	0.1	0.0	0.1	0.1	3.6
	Urban - City and Town	43.7	-1.3	-0.1	0.3	-0.2	-0.5	-0.5	44.3
	Rural - Town and Fringe	8.4	-0.5	-0.1	0.2	-0.1	0.0	0.1	8.3
	Rural - Village	5.0	-0.1	0.1	0.2	0.1	0.3	0.5	4.5
	Rural - Hamlets and Isolated Dwellings	3.1	0.0	0.1	0.2	0.0	0.0	0.1	3.1
Tenure									
	Owner occupier	67.5	0.7	0.1	2.1	0.3	-0.4	0.5	67.0
	Other	32.5	-0.7	-0.1	-2.1	-0.3	0.4	-0.5	33.0
Household size (all ages)									
	1	14.2	-4.8	0.0	-7.1	-0.2	-0.8	-0.1	14.4
	2	36.1	-3.3	-0.4	1.4	-0.7	-1.4	-0.7	36.8
	3	19.5	2.1	-0.1	1.3	-0.1	0.2	-0.2	19.6
	4	19.3	3.1	0.3	2.5	0.5	0.9	0.3	19.0
	5+	10.9	3.0	0.2	1.9	0.4	1.1	0.7	10.2
Individual income									
	<£14,999	34.2	-3.5	-0.4	0.1	0.1	-0.1	0.3	33.9
	£15,000-£24,999	16.9	-0.7	-0.1	0.1	-0.3	-0.2	-0.2	17.1
	£25,000-£34,999	10.0	-0.4	0.0	-0.1	0.3	0.1	0.0	10.0
	£35,000-£49,999	6.7	-0.2	-0.1	-0.4	-0.4	-0.4	-0.4	7.2
	£50,000+	6.0	0.1	-0.1	-0.3	-0.3	-0.4	-0.4	6.5
	missing	26.1	4.8	0.6	0.5	0.6	0.9	0.7	25.5
Marital status									
	Married	50.1	-1.3	-0.3	3.3	-0.9	-1.1	0.2	49.9
	Cohabiting	13.2	-0.1	-0.1	0.7	-0.1	0.1	-0.3	13.5
	Single	23.4	4.9	0.4	1.2	1.2	1.9	0.2	23.3
	Widowed	6.0	-1.6	0.0	-2.4	0.0	-0.6	0.0	6.1
	Divorced	5.5	-1.6	0.0	-2.1	-0.1	-0.3	0.0	5.6
	Separated	1.6	-0.4	0.0	-0.6	-0.1	-0.1	-0.1	1.7
Economic status									
	Employees	51.7	3.4	-0.1	1.3	0.3	1.4	0.3	51.4
	Self-employed	8.8	0.6	0.0	0.0	0.4	0.5	0.5	8.3
	Unemployed	3.0	0.2	0.0	0.0	-0.1	0.0	-0.2	3.3
	Economically inactive	36.4	-4.2	0.0	-1.2	-0.6	-1.9	-0.6	37.0
Disability									
	Yes	16.5	-2.7	-0.1	-1.2	0.0	-0.9	-0.1	16.6
	No	83.5	2.7	0.1	1.2	0.0	0.9	0.1	83.4
Car Use									
	3+ times a week	68.7	-0.3	-0.2	0.8	-0.8	-0.9	-0.7	69.4
	Once or twice a week	15.2	0.0	0.0	0.0	0.7	0.4	0.5	14.7
	< once a week but > than once a month	7.8	0.0	0.1	-0.6	0.1	0.4	0.4	7.4
	Less than once a month	8.3	0.2	0.1	-0.2	0.0	0.0	-0.2	8.5
Ethnicity									

White	88.5	-2.1	0.2	0.6	0.1	-0.3	0.2	88.3
Other	11.5	2.1	-0.2	-0.6	-0.1	0.3	-0.2	11.7
<i>Base (unweighted)</i>	<i>13981</i>		<i>10531</i>		<i>7425</i>		<i>6540</i>	<i>6540</i>

* **red**: bias is >=1 and <2 percentage points (pp)

* **bold red**: bias is >=2 and <3 pp

* **bold red highlighted**: bias is >=3 pp

	Interview sample ⁷³	Bias before (B) and after (A) weighting						Satisfaction sample (boost) ³⁰
		Present		Selected		Responded		
		B ²⁷	A ⁷⁴	B ²⁸	A ⁷⁵	B ²⁹	A ⁷⁶	
Age-by-gender								
Males 17-20	3.0	1.5	0.1	-0.1	-0.1	0.4	0.0	3.0
Males 21-29	7.5	2.2	0.3	0.0	-0.4	0.1	0.0	7.5
Males 30-39	8.3	1.3	-0.1	1.0	0.3	0.4	0.0	8.3
Males 40-49	9.0	0.5	-0.1	0.7	0.4	0.6	0.0	9.0
Males 50-59	7.9	0.4	-0.1	0.4	0.0	-0.1	0.0	7.9
Males 60-64	3.4	-0.1	0.0	0.1	0.1	0.0	0.0	3.4
Males 65-69	3.4	-0.6	0.0	-0.1	-0.3	-0.5	0.0	3.4
Males 70+	6.4	-1.5	0.0	0.0	-0.3	-0.8	0.0	6.4
Females 17-20	2.8	1.3	0.1	-0.4	-0.4	-0.1	0.0	2.8
Females 21-29	7.6	0.9	0.1	-1.0	-0.4	-0.2	0.0	7.6
Females 30-39	8.4	-0.9	0.0	-0.4	0.2	0.4	0.0	8.4
Females 40-49	9.2	-1.0	-0.1	0.3	0.5	0.6	0.0	9.2
Females 50-59	8.1	-0.9	-0.1	0.4	0.6	0.5	0.0	8.1
Females 60-64	3.6	-0.5	-0.1	0.0	0.1	-0.1	0.0	3.6
Females 65-69	3.5	-0.7	0.0	0.0	0.0	-0.2	0.0	3.5
Females 70+	8.1	-1.8	0.0	-0.7	-0.2	-0.9	0.0	8.1
GOR								
North East	4.9	0.1	0.0	-0.2	0.0	-0.1	0.0	5.0
North West	12.9	-0.1	-0.1	0.1	0.0	-0.4	-0.3	13.3
Yorkshire & Humberside	9.9	0.1	0.1	-0.2	0.2	0.4	0.4	9.6
East Midlands	8.6	-0.2	0.0	0.2	-0.1	-0.3	-0.3	8.8
West Midlands	10.4	0.1	0.1	0.1	0.2	0.2	0.2	10.3
East of England	11.0	-0.6	0.0	0.5	-0.1	-0.3	-0.2	11.2
London	15.8	1.5	-0.1	-0.9	0.0	0.1	0.0	15.8
South East	16.3	-0.2	0.0	0.0	0.0	0.1	0.1	16.3
South West	10.1	-0.6	0.0	0.4	-0.2	0.2	0.3	9.8
Household size (17+)								
1	16.6	-5.6	0.0	-7.7	-0.6	-1.3	-0.9	17.5
2	54.6	-2.1	-0.5	2.1	-1.2	-1.1	-1.1	55.6
3	16.6	3.3	0.1	2.3	0.7	0.8	0.5	16.1
4+	12.3	4.4	0.4	3.3	1.2	1.7	1.4	10.9
Urban/rural indicator								
Urban - Major Conurbation	36.0	1.9	0.0	-1.1	0.1	0.4	0.2	35.9

⁷³ Weighted by wt_int.

⁷⁴ Weighted by wt_int x wt_np.

⁷⁵ Weighted by wt_int x wt_np x wt_sel.

⁷⁶ Weighted by wt_final.

Urban - Minor Conurbation	3.7	0.0	-0.1	0.0	-0.1	-0.2	-0.2	3.9
Urban - City and Town	43.7	-1.3	-0.1	0.5	0.0	-0.2	-0.1	43.9
Rural - Town and Fringe	8.4	-0.5	-0.1	0.2	-0.1	-0.1	0.0	8.4
Rural - Village	5.0	-0.1	0.1	0.3	0.1	0.1	0.1	4.9
Rural - Hamlets and Isolated Dwellings	3.1	0.0	0.1	0.2	0.1	0.0	0.0	3.1
Tenure		0.0	0.0	0.0	0.0	0.0	0.0	
Owner occupier	67.5	0.7	0.1	1.9	0.1	-0.4	-0.1	67.6
Other	32.5	-0.7	-0.1	-1.9	-0.1	0.4	0.1	32.4
Household size (all ages)								
1	14.2	-4.8	0.0	-6.6	-0.5	-1.3	-0.7	15.0
2	36.1	-3.3	-0.4	2.1	-1.0	-1.2	-0.4	36.5
3	19.5	2.1	-0.1	1.0	0.3	0.3	-0.1	19.6
4	19.3	3.1	0.3	2.0	0.7	1.7	1.1	18.3
5+	10.9	3.0	0.2	1.5	0.5	0.6	0.2	10.6
Individual income								
<£14,999	34.2	-3.5	-0.4	-0.6	-0.5	-1.2	-0.8	35.0
£15,000-£24,999	16.9	-0.7	-0.1	0.6	0.0	0.4	0.3	16.6
£25,000-£34,999	10.0	-0.4	0.0	-0.1	-0.1	-0.1	-0.2	10.2
£35,000-£49,999	6.7	-0.2	-0.1	0.4	0.3	0.3	0.2	6.5
£50,000+	6.0	0.1	-0.1	0.3	0.2	0.3	0.1	5.9
missing	26.1	4.8	0.6	-0.6	0.1	0.3	0.4	25.8
Marital status								
Married	50.1	-1.3	-0.3	6.2	1.1	0.7	0.9	49.2
Cohabiting	13.2	-0.1	-0.1	1.1	0.0	0.1	-0.1	13.4
Single	23.4	4.9	0.4	-3.0	-1.1	-0.1	-0.7	24.1
Widowed	6.0	-1.6	0.0	-2.1	-0.2	-0.8	-0.2	6.2
Divorced	5.5	-1.6	0.0	-1.6	0.2	-0.1	0.0	5.6
Separated	1.6	-0.4	0.0	-0.5	0.1	0.1	0.1	1.5
Economic status								
Employees	51.7	3.4	-0.1	1.6	1.1	2.2	0.7	51.0
Self-employed	8.8	0.6	0.0	0.0	0.1	0.1	0.0	8.9
Unemployed	3.0	0.2	0.0	-0.2	0.1	0.5	0.4	2.6
Economically inactive	36.4	-4.2	0.0	-1.4	-1.2	-2.9	-1.0	37.5
Disability								
Yes	16.5	-2.7	-0.1	-0.9	-0.5	-1.2	-0.4	16.9
No	83.5	2.7	0.1	0.9	0.5	1.2	0.4	83.1
Car Use								
3+ times a week	68.7	-0.3	-0.2	1.6	0.7	0.5	0.3	68.5
Once or twice a week	15.2	0.0	0.0	-0.8	-0.9	-0.9	-0.8	16.0
< once a week but > than once a month	7.8	0.0	0.1	-0.7	0.0	0.2	0.2	7.5
Less than once a month	8.3	0.2	0.1	-0.1	0.2	0.3	0.3	8.0
Ethnicity								
White	88.5	-2.1	0.2	0.7	0.2	-0.1	0.2	88.3
Other	11.5	2.1	-0.2	-0.7	-0.2	0.1	-0.2	11.7
<i>Base (unweighted)</i>	<i>13981</i>		<i>10531</i>		<i>7425</i>		<i>6529</i>	<i>6529</i>

* red: bias is >=1 and <2 percentage points (pp)

* bold red: bias is >=2 and <3 pp

* bold red highlighted: bias is >=3 pp

Over and above bias reduction, the choice between alternative methods for selecting the satisfaction sample should take into account the statistical efficiency of the satisfaction sample after weighting (both overall and by age group).

Table 12 presents a summary of the (unweighted) sample sizes for the two simulated designs as well as the predicted average deft at each stage of the weighting and the final predicted effective sample sizes.

As can be seen, the “boost” design (i.e. selecting younger adults with a probability of 80% in households with older adults) is more efficient overall resulting in an effective sample size that is about 200 larger (3,840 vs. 3,646) compared to the equal probability design. This increased efficiency seems to be associated with the boost design being more “balanced” by age group before the non-response weighting stage (as shown in Table 10).

In addition to the increased overall efficiency, the boost design results in increased efficiency for the younger age groups as well: the effective sample size for those aged 17-29 is about 150 larger compared to the equal probability design (mainly due to the reduced variance of the selection probability weights for these age groups). Finally, the effective sample sizes for older age groups under the boost design remain reasonably large for robust analysis.

Table 12 Sample sizes and design									
Age group	sample size				deft				neff ³⁴
	survey	present	selected	achieved	survey ⁷⁷	present ⁷⁸	selected ⁷⁹	achieved ⁸⁰	
Equal probability in all households									
17-20	760	278	141	113	1.03	1.08	1.23	1.23	75
21-29	1742	1029	681	558	1.04	1.13	1.35	1.37	296
30-39	2257	1641	1191	1000	1.04	1.09	1.19	1.20	697
40-49	2432	1859	1329	1143	1.03	1.06	1.19	1.19	810
50-59	2304	1771	1251	1101	1.03	1.07	1.19	1.18	785
60-64	1014	828	590	531	1.02	1.05	1.17	1.18	381
65-69	1105	969	679	625	1.02	1.03	1.11	1.11	505
70+	2367	2156	1563	1470	1.01	1.02	1.11	1.11	1195
<i>All ages</i>	<i>13981</i>	<i>10531</i>	<i>7425</i>	<i>6541</i>	<i>1.04</i>	<i>1.12</i>	<i>1.29</i>	<i>1.34</i>	<i>3646</i>
80% probability for 17-29 in households with 30+									
17-20	760	278	227	181	1.03	1.08	1.19	1.17	132
21-29	1742	1029	809	663	1.04	1.13	1.28	1.29	396
30-39	2257	1641	1131	950	1.04	1.09	1.28	1.30	564
40-49	2432	1859	1252	1077	1.03	1.06	1.27	1.24	697
50-59	2304	1771	1193	1050	1.03	1.07	1.28	1.29	632
60-64	1014	828	578	521	1.02	1.05	1.14	1.14	399
65-69	1105	969	668	614	1.02	1.03	1.21	1.22	413
70+	2367	2156	1567	1473	1.01	1.02	1.09	1.10	1227

⁷⁷ After weighting by wt_int.

⁷⁸ After weighting by wt_int x wt_np.

⁷⁹ After weighting by wt_int x wt_np x wt_sel.

⁸⁰ After weighting by wt_final.

All ages	13981	10531	7425	6529	1.04	1.12	1.29	1.30	3840
----------	-------	-------	------	------	------	------	------	------	------

Summary & recommendations

In this report we have explored the feasibility of including the satisfaction (and segmentation) questions in the CAPI by selecting one adult per household (amongst those present during the interview) to answer the relevant questionnaire using alternative selection methodologies. We have also developed (and tested) a methodology for calculating appropriate weights to make the “satisfaction sample” representative of the NTS interview sample (and by extension representative of the population of England).

Using the NTS 2014 interview sample, we simulated the selection of the satisfaction sample under two main designs:

- An *equal probability design*, where one present adult per household is selected with equal probability.
- A *boost design*, where households are split into three groups:
 - (A) Households where only people aged 17-29 are present.
 - (B) Households where only people aged 30+ are present.
 - (C) Households where both people aged 17-29 and 30+ are present.

In groups (A) and (B) household members are sampled with equal probability. In group (C), household members aged 17-29 are selected with a higher probability compared to household members aged 30+. We have experimented with four probability options: 60%, 70%, 80% and 90%.

We have shown in that the boost design where young people aged 17-29 are selected with an 80% probability is the most “optimal” amongst the boost designs considered as it resulted in the largest efficiency gains for the younger ages groups and the sample as a whole.

We proposed a three-step approach to weighting the satisfaction sample by producing weights for:

- The exclusion of individuals who are not present during the interview.
- The selection of one present individual per household.
- Non-response to the satisfaction questionnaire.

The final weight would be the product of the existing interview sample weight and the weights from the three weighting steps.

We tested the weighting methodology on the simulated satisfaction samples under the two designs: the equal probability design and the boost design with the 80% probability option.

We concluded that under both designs, weighting was successful in making the satisfaction sample representative of the population. We have also examined the statistical efficiency of the satisfaction samples under each design after weighting and concluded that the boost design was more efficient both overall and for the younger age groups (resulting in larger effective sample sizes) compared to the equal probability design, while maintaining reasonably large sample sizes for the older age groups to facilitate robust analysis.

Based on the analysis presented, we recommend recruiting the satisfaction sample for NTS 2017 using an equal probability except in households where both people aged 17-29 and 30+ are present; in such households those aged 17-29 would be selected with an 80% probability.