

**NatCen**

**Social Research** that works for society

# **National Travel Attitudes Study Wave 1 2019**

**Technical Report**

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# 1 Introduction

In 2018, the Department for Transport (DfT) commissioned NatCen Social Research (NatCen), to launch a new study aimed at measuring transport attitudes in England and replace DfT funded modules on the NatCen run British Social Attitudes survey (BSA). The National Travel Attitudes Study (NTAS) was launched in January 2019 to meet these objectives. Between January and March 2019, NatCen launched Wave 1 of NTAS and achieved 1,384 responses from a sample file consisting of 3,137 respondents. This report focuses on the first wave of the survey.

NTAS is a companion piece to the National Travel Survey (NTS) which exists to provide factual or behavioural information on personal travel and to monitor and establish trends<sup>1</sup>. The NTAS serves to provide public attitudes to travel and transport. NTS uses a face-to-face data collection method along with a self-completed travel diary, NTAS has a mixed mode design of self-administered web collection and via Computer-assisted telephone interviewing (CATI). Through data linkage with NTS this allows analysis of both attitudes to transport issues along with actual behaviour, without increasing the respondent burden within the NTS interview.

The majority of DfT funded BSA questions were included in the first wave of NTAS to measure comparability and mode effects, along with maintaining the established time series. BSA consists of randomly selected respondents to provide a representative sample of the nation, using both a face-to-face Computer-assisted personal interviewing (CAPI) and self-administered questionnaire<sup>2</sup>.

This document outlines some of the technical information related to the survey and associated dataset, questionnaire wording, the sample design, fieldwork, and information on the weighting approach.

NatCen is responsible for questionnaire development, sample management, data collection and editing, and data file production. The DfT is responsible for data analysis, and publication. Key results from the 2019 NTAS wave 1 report are published by DfT in the statistical release, 'National Travel Attitudes Study: Wave 1 report', which is available on the Department's website at <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

Table 1

## Key figures

<b>Fieldwork dates</b>	31/01/2019 – 3/03/2019
<b>Total complete interviews</b>	1,384
<b>Overall response rate</b>	44%
<b>Proportion of web interviews</b>	73%
<b>Proportion of Telephone interviews</b>	27%

<sup>1</sup> National Travel Survey Technical Report is available at

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/729525/nts-technical-report-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729525/nts-technical-report-2017.pdf)

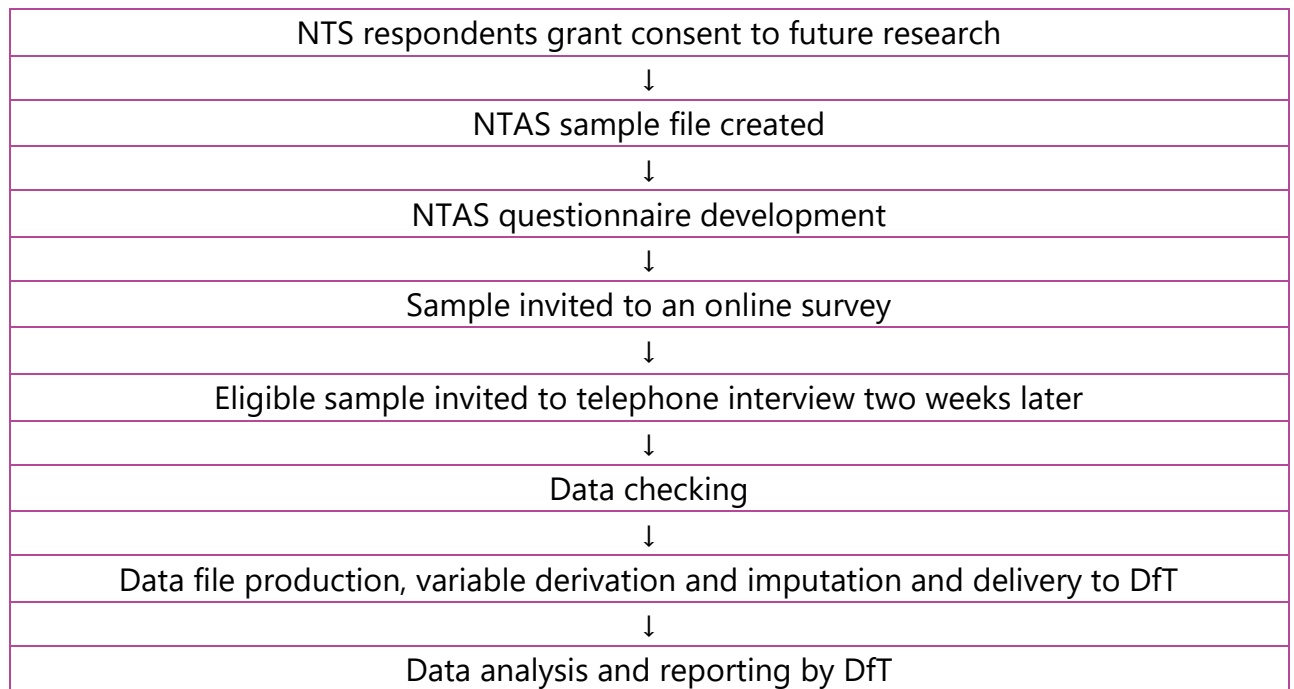
<sup>2</sup> British Social Attitudes Technical Report is available at [http://www.bsa.natcen.ac.uk/media/39284/bsa35\\_full-report.pdf](http://www.bsa.natcen.ac.uk/media/39284/bsa35_full-report.pdf)

## 2 Survey design

This section summarises the information included in the survey dataset. Figure 1 outlines the key process undertaken on NTAS.

Figure 1

### Key processes



## 2.1 Sampling & weighting information

### 2.1.1 Sampling information

The NTAS sample consists of respondents to the NTS who gave consent to future research during their face-to-face interview. Only respondents classified as an adult in the NTS were asked to take part in future research, those aged 16 or over are eligible to join the NTAS. The sample for the first wave of NTAS consisted of those who completed the NTS and gave consent between January and June 2018. The NTS sample was based on a two-stage random probability sample of private households, drawn from the Postcode Address File (PAF). During January and June 2018, 3,137 NTS respondents gave consent to future research and became the sample for the first wave of NTAS.

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## 2.1.2 Non-response weight<sup>3</sup>

As a random probability sample, estimates are affected by non-coverage and non-response. In order to ensure the sample is representative of the population, a set of non-response weights has been computed to account for: (1) non-response to the recruitment survey (NTS), (2) ineligibility for the panel survey, (3) refusal to join the panel, and (4) non-response in the survey of panel members itself.

**weight** - the product of these four weights - should be used for the general analysis of the survey results.

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<sup>3</sup> More information about the non-response weight is provided in Section 9

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## 3 Sample design

The NTAS is based on a random probability design, with panel members originally selected at random and considerable effort put in to maximise participation in order to minimise bias.

### 3.1 NTAS recruitment

NTAS members are recruited from the National Travel Survey (NTS) which interviews households within England, it collects information through two methods, a face-to-face survey with all members of the house, along with a 7-day travel diary for each member of the household. The NTS has National Statistics status, and is therefore a high-quality, random probability survey<sup>4</sup>.

Those interviewed as part of the NTS in 2018 were asked their consent to be contacted for future research on travel and transport issues, at the end of their interview. As this is the first wave of NTAS all respondents who consented to future research between January and June 2018 were eligible to participate.

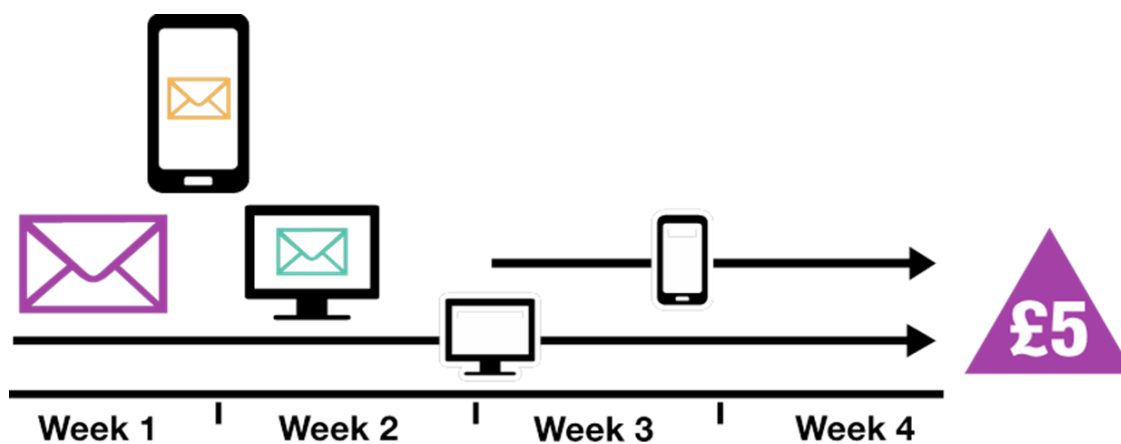
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<sup>4</sup> National Travel Survey Technical Report is available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/729525/nts-technical-report-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729525/nts-technical-report-2017.pdf)

## 4 Fieldwork design and dates

The fieldwork approach for the NTAS employed a sequential mixed mode design, where members were first invited to participate in the survey online (using multiple points of contact by post, email and text) before being contacted by telephone if they had not yet completed the interview after two weeks (and if telephone numbers were available). This approach is designed to maximise participation, specifically for those who do not have regular access to the internet, are not computer literate, or for instance, those who may have literacy or language barriers, which if administered by a web only survey, would be unable to participate and increase selection bias. A £5 love to shop gift card was sent as a 'thank you' to those who participated as a compensation for their time.

Figure 4:1 Fieldwork design



In contrast to conventional internet or telephone surveys, the fieldwork period lasted for 31 days. This was to allow for repeated attempts to contact the selected individuals to try to secure their participation, rather than only including those that are 'readily' available. Web fieldwork ran from 31<sup>st</sup> January to 3<sup>rd</sup> March and Telephone fieldwork ran from 14<sup>th</sup> February to 3<sup>rd</sup> March.

### 4.1.1 Participant materials

#### Welcome mailings

New members are contacted approximately a month before the survey goes live to provide further information concerning the project, its aims and requirements. New panel members are those who have completed the main NTS survey, but have not yet

participated in NTAS. Potential respondents received a leaflet, letter and where we had a valid email address, an email was also sent.

### Reminder mailings

Once fieldwork begins, active members are contacted throughout the fieldwork period, and via multiple modes (letters, emails and texts) to provide them with the required information (login details and survey URL) and encourage them to take part in the live survey. These reminders are spread across the first two weeks of fieldwork to maximise the number of people completing the questionnaire online before the outstanding sample is issued to the NatCen Telephone Unit for contact.

### Thank-you mailings

All participants that complete the questionnaire are sent a thank-you letter and email to acknowledge receipt of the survey data. As part of the standard design, the thank-you letter includes a £5 gift-card as a 'thank-you' for the participant's time. With a link to the statistical findings published on the DfT website, at an attempt to highlight the importance of the study in an effort to combat attrition.

## 4.1.2 Response rates

The probability design allows us to apply statistical theory to the study, including tests of statistical significance or the 'margin of error'. Response rates are a simple indicator of quality for surveys and are provided in Table 4:1. This survey achieved a 44% response rate among those panellists invited to participate.

Table 4:1 Survey response	
Response to the NTAS survey	
Issued	3,137
Deadwood	1
Achieved	1,384
<b>Survey response rate</b>	<b>44%</b>
Overall response January-June 2018	
NTS households issued	6,417
NTS deadwood	635
NTS productive households	3,368
NTS response rate	58%
<b>Individuals Recruited to NTAS</b>	<b>3,137</b>
<b>recruitment rate of eligible NTS adults</b>	<b>69%</b>
Panel deadwood	22



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## 5 Questionnaire Content

The questionnaire for wave 1 contained a number of questions previously asked on Department for Transport funded modules on the British Social Attitudes Study between 2002 and 2018<sup>5</sup>. These questions were included to compare whether the data is comparable, results of which were published in statistical release<sup>6</sup>.

Topics covered in the first wave of NTAS:

- Cycling
- Climate change
- Disability and transport
- Aviation
- Road congestion
- Local transport
- Road safety

The specific wording of these questions are presented in section 10. Appendices.

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<sup>5</sup> Department for Transport funded British Social Attitudes Survey available at <https://www.gov.uk/government/statistical-data-sets/att03-attitudes-and-behaviour-towards-roads-and-road-travel>

<sup>6</sup> National Travel Attitudes Study: 2019 wave 1 available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810908/national-travel-attitudes-study-2019-wave-1.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810908/national-travel-attitudes-study-2019-wave-1.pdf)

## 6 Response, profile of responding sample

Table 6.1 contains an unweighted profile of participants who have responded to the NTS and unweighted and weighted estimates from NTAS.

### 6.1.1 Socio-demographics

Table 6:1 Sample profile – socio-demographics			
	NTS sample (unweighted) <sup>7</sup>	NTAS estimate (weighted)	NTAS sample (unweighted)
<b>Sex</b>			
Male	48%	48%	47%
Female	52%	52%	53%
<b>Age</b>			
16-24	11%	8%	2%
25-34	15%	19%	11%
35-44	15%	16%	15%
45-54	17%	19%	18%
55-64	16%	15%	20%
65+	27%	23%	34%
<b>Region</b>			
North East	5%	5%	6%
North West	13%	14%	11%
Yorkshire and The Humber	10%	10%	11%
East Midlands	11%	9%	11%
West Midlands	9%	10%	8%
East of England	11%	11%	13%
London	15%	15%	11%
South East	17%	17%	18%
South West	9%	10%	11%
<b>Social grade<sup>8</sup></b>			
Managerial & Professional occupations	34%	34%	47%
Intermediate occupations	12%	11%	13%
Small employers & own account workers	9%	8%	8%
Lower supervisory & technical occupations	7%	7%	6%
Semi-routine & routine occupations	24%	25%	21%
Never worked and long term unemployed	6%	5%	3%

<sup>7</sup> Based on respondents from January to June 2018.

<sup>8</sup> Based on data collected at NTS

Other	9%	9%	4%
<b>Highest level of education</b>			
Degree or above	32%	32%	37%
Higher education below degree	12%	12%	14%
A level or equivalent	18%	19%	15%
O level/CSE or equivalent	30%	28%	27%
No qualifications	9%	9%	8%

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## 7 Dataset

The datasets include all questions carried out by the National Travel Attitudes Survey, along with a selection of information collected from the National Travel Survey, this information is fed-forward from the NTS into NTAS dataset. It is important to note the unique identifier for the dataset is serial which is a combination of NTS household number and NTS person number.

### 7.1 Fed-forward data

One of the benefits of NTAS being a supplementary study to the NTS is being able to link with the information provided at the face-to-face interview. This allows for a greater understanding of response propensity models (Section 9), but also allows for analysis by a greater range of background variables without increasing the length of the survey or burden on respondents<sup>9</sup>.

These variables are indicated with the preface 'nts\_' where the data is directly from information provided at the NTS interview.

The following variables are included in this dataset:

- nts\_wave wave of interview
- nts\_persno person number
- nts\_Sex
- nts\_dvage3 age of person
- nts\_nssec8 NS-SEC analytic class (8 grouping) (DV)
- nts\_nssec5 NS-SEC analytic class (5 grouping) (DV)
- nts\_genheal subjective assessment of health
- nts\_numadult number of adults in the household
- nts\_numchild number of children in the household
- nts\_accom type of accommodation
- nts\_dfull whether respondent holds full driving licence
- nts\_numveh number of household vehicles
- nts\_heallll whether respondent has long-standing physical or mental health condition
- nts\_edattn4 educational attainment
- nts\_gencycle own or use a bicycle
- nts\_cycle12 whether the respondent has cycled in the past 12 months
- nts\_dvnobike number of bikes within the household (DV)
- nts\_diary whether respondent has completed the nts travel diary

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## 8 Report

Key results from the 2019 NTAS wave 1 report are published by DfT in the statistical release, 'National Travel Attitudes Study: Wave 1 report', which is available on the Department's website at <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

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## 9 Non-response weights

Non-response to NTAS surveys can occur at any of four stages: (1) non-response at the survey used for recruitment (the National Travel Survey), (2) ineligibility for the panel survey, (3) refusal to join the panel at the end of that interview and (4) non-response to the survey of panel members itself. Weights were computed to account for non-response at each of these four stages. The final weight (weight) is the product of these four weights. We use this four-stage system because the variables underlying non-response could be different at each stage. The four weights are computed as follows:

- a. **NTS survey weight:** the panel members were recruited from the interview sample from the first 6-months of the NTS 2018. Firstly, the NTS weights were produced to account for unequal chances of selection in the NTS sample. A non-response weight was then produced to reduce bias arising from differences between households that participate in NTS and those that do not. The non-response model used: region, Acorn group, urban/rural indicator (ru11ind), the month that the address was issued, and the distance to the nearest railway station. The weights were then adjusted to account for the exclusion of participating households at which not every individual completed the interview (either in person or by proxy) using household size which is the main predictor of complete household participation. Finally, the weights were calibrated so that the NTS interview sample is representative of the English population in terms of gender, age and region.<sup>10</sup>
- b. **Panel eligibility weight:** only those aged 16+ who were present during the interview were eligible for the NTAS panel. An eligibility weight was therefore computed to account for systematic differences between those who were present during the interview and those that were not. A logistic regression model was used to derive the probability of panel eligibility for each NTS respondent 16 years old or older: age and sex groups, region, housing tenure, household income group, marital status, employment status, frequency of travel by private car, household composition, social class (NS-SEC), highest educational qualification, whether they had cycled in the last year, whether they hold a full driving licence, whether they have a limiting health condition/disability, urban/rural indicator (ru11ind), ethnicity, and whether they have access to the internet. The variables found to be significantly associated with being present were included in the final model. The weights were then calibrated so that those eligible for the panel are representative of the English

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<sup>10</sup> The interview sample weights for the NTS 2018 6-month sample were produced in line with the weights for the NTS 2017. A more detailed description of the methodology used can be found at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/729525/nts-technical-report-2017.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729525/nts-technical-report-2017.pdf)

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population in terms of gender, age and region.

- c. **Panel participation weight:** this weight accounts for non-response at the panel recruitment stage where some people interviewed as part of the NTS survey – who were otherwise eligible – chose not to join the panel. A logistic regression model was used to derive the probability of response for each panel member; the panel weight was computed as the inverse of the probabilities of response. The initial set of predictors used to build the model was the same as for the panel eligibility weight. The covariates included in the final model were determined using a stepwise procedure and included: age and sex groups, region, urban/rural indicator (ru11ind), housing tenure, household income group, whether they have a limiting health condition/disability, household composition, internet use, social class (NS-SEC), highest educational qualification, and whether they hold a full driving licence. The resulting panel weight was multiplied by the NTS and panel eligibility weights, so the panel is representative of the population.
- d. **Survey weight:** this weight is to adjust the bias caused by non-response to this particular panel survey (NTAS, Wave 1). A logistic regression model was used to compute the probability of response for each participant. The panel survey weight was equal to the inverse of the probabilities of response. The initial set of predictors used to build the model was the same as for the panel eligibility weight. The covariates included in the final model were determined using a stepwise procedure and included: age and sex groups, region, household income group, employment status, whether they have a limiting health condition/disability, frequency of travel by private car, household composition, social class (NS-SEC), highest educational qualification, and whether they hold a full driving licence. The final survey weight was the result of multiplying the survey weight by the compounded panel participation weight.

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# 10 Appendices

## 10.1 Wave 1 Questionnaire

### Environmental damage

{ASK ALL}

#### Drive

"The first set of questions are about the impact of transport.

Do you yourself drive a car at all these days?"

1. Yes
2. No

{ASK ALL}

**TrfPb [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"Thinking about traffic and transport problems, how serious a problem **for you** are each of the following?

GRID ROWS:

1. Congestion on motorways
2. Traffic congestion in towns and cities
3. Exhaust fumes from traffic in towns and cities

GRID COLS:

1. A very serious problem
2. A serious problem
3. Not a very serious problem
4. Not a problem at all

{ASK ALL}

**RdCdt [FLIP ANSWER SCALE]**

"Thinking about the last five years, which of the following statements best reflect your opinion of the condition of roads in your local area?

1. The condition of roads have deteriorated in the last five years
2. The condition of roads have neither deteriorated nor improved in the last five years
3. The condition of roads have improved in the last five years.



---

{ASK ALL}

TrfConc1 [FLIP ANSWER SCALE]

"Transport like cars, buses, trains and planes can affect the environment in a number of ways.

How **concerned**, if at all, are you about damage to the countryside from building roads?

1. Very concerned
2. Fairly concerned
3. Not very concerned
4. Not at all concerned

## Climate change

{IF Drive = 1}

CCALowe [FLIP ANSWER SCALE (1...4)]

"We will now ask you about actions that could be taken to help reduce the impact of climate change.

The next time you buy a car, how likely would you be to buy a car with lower CO2 emissions?

1. Very Likely
2. Fairly Likely
3. Not very likely
4. Not at all likely
5. I don't plan to buy a car in the future

{IF Drive = 1}

CCAUItL [FLIP ANSWER SCALE (1...4)]

"Still thinking about the next time you buy a car, how likely would you be to buy an ultra-low emission car (either a plug-in hybrid or a battery electric car)?

1. Very Likely
2. Fairly Likely
3. Not very likely
4. Not at all likely
5. I don't plan to buy a car in the future

---

**{ASK ALL}**

**CCACar [FLIP ANSWER SCALE (1...5)]**

{IF Drive = 1: "And to what extent do you agree or disagree with the following statement..." ; IF Drive <> 1: "We will now ask you about actions that could be taken to help reduce the impact of climate change. For this statement, please say the extent to which you agree or disagree."}

I am willing to reduce the amount I travel by car?

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly
6. I do not travel by car

**{ASK ALL}**

**CCAPlane [FLIP ANSWER SCALE (1...5)]**

"{ "And to what extent do you agree or disagree with the following statement..."

I am willing to reduce the amount I travel by plane?

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly
6. I never fly

**{ASK ALL}**

**CCBeliev [FLIP ANSWER SCALE]**

"Which of the following statements comes closest to your view?

1. I don't believe that climate change is taking place
2. I believe that climate change is taking place but not as a result of human actions
3. I believe that climate change is taking place and is, at least partly, a result of human actions

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{IF CCBeliev =2,3}

CLIMCAU [MULTICODE: RADOMISE 1...7]

Thinking now of the overall impact of different forms of transport in England.

Which, if any, of the below do you think contribute most to climate change?

MULTICODE

1. Cars
2. Buses and coaches
3. Vans and lorries
4. Aeroplanes
5. Trains
6. Ships and ferries
7. Motorbikes
8. {#G\_NoneAns\_II1} [EXCLUSIVE]

{ASK ALL}

Car2 [GRID QUESTION: FLIP ANSWER SCALE 1...5; RANDOMISE ROWS]

"To what extent do you agree or disagree with the following statements?"

GRID ROWS:

1. Many of the journeys of less than two miles that I now make by car I could just as easily walk
2. Many of the journeys of less than two miles that I now make by car I could just as easily go by bus
3. Many of the journeys of less than two miles that I now make by car I could just as easily cycle, if I had a bike

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly
6. I never/rarely travel by car for less than 2 miles

VARNAME1: Carwalk2

VARNAME2: Carbus2

VARNAME3: Carbike2

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**{ASK ALL}**

**Car [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"And to what extent do you agree or disagree with the following statements?"

GRID ROWS:

1. For the sake of the environment, everyone should reduce how much they use their cars
2. People should be allowed to use their cars as much as they like, even if it causes damage to the environment
3. There is no point in reducing my car use to help the environment unless others do the same
4. People who drive vehicles that are better for the environment should pay less tax than those who drive more polluting vehicles

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

VARNAME1: CarReduc

VARNAME2: CarAllow

VARNAME3: CarNoD2

VARNAME4: CarEnvDC

## Drink driving

**{ASK ALL}**

**DrivAlc [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"To what extent do you agree or disagree with the following statements?"

GRID ROWS:

1. I know how much alcohol I can drink before being over the legal drink-drive limit
2. If someone has drunk any alcohol they should not drive

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

VARNAME1: AlcKw

VARNAME2: AlcAI

---

## Safety while driving

{ASK ALL}

**SpeCam [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"Now for some questions on safety whilst driving

To what extent do you agree or disagree with the following statements?

GRID ROWS:

1. Speed cameras save lives
2. Speed cameras are mostly there to make money

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

{ASK ALL}

**SpeAveSC [FLIP ANSWER SCALE]**

"**Average speed cameras** measure speed based on the time taken to travel a distance between two camera sites.

**Fixed speed cameras** measure speed at a single site.

To what extent do you agree or disagree with the following statement...

Average speed cameras are preferable to fixed speed cameras?

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

{ASK ALL}

**MobD [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS; ONE PAGE]**

"And to what extent do you agree or disagree with the following statements?

GRID ROWS:

1. It is perfectly safe to talk on a hand-held mobile phone while driving
2. All use of mobile phones while driving, including hands-free kits, is dangerous
3. The law on using mobile phones whilst driving is not properly enforced

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

---

VARNAME1: MobDSafe  
VARNAME2: MobDDang  
VARNAME3: MobDLaw

**{ASK ALL}**

**Mob [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS; ONE PAGE]**

"{IF Web: "Below is"; IF Tel: "I will now read out" a list of activities. For each one, how safe, if at all, do you think it is to do on a mobile phone using your hands?"

GRID ROWS:

1. Send a text message whilst driving
2. Use an app (application) whilst driving
3. Use a mobile phone whilst stationary in traffic as the driver

GRID COLS:

1. Very safe
2. Fairly Safe
3. Not very safe
4. Not at all safe

VARNAME1: MobTxt  
VARNAME2: MobApp  
VARNAME3: MobStat

**{ASK ALL}**

**{ASK ALL}**

**Res [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"{IF WEB "Here are"; IF TEL: "I shall now read"} some things that could be done about traffic in residential streets that are not main roads

To what extent are you in favour or against the following things?

GRID ROWS:

1. Closing residential streets to through traffic
2. Having speed limits of 20 miles per hour in residential streets
3. Having speed bumps to slow down traffic in residential streets

GRID COLS:

1. Strongly in favour
2. In favour
3. Neither in favour nor against
4. Against
5. Strongly against

VARNAME1: ResClose  
VARNAME2: Res20mph  
VARNAME3: ResBumps

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**SpdSf [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"And to what extent do you agree or disagree with the following statements?

GRID ROWS:

1. It is not safe to travel even slightly over the speed limit on motorways
2. It is not safe to travel even slightly over the speed limit on residential streets.

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

VARNAME1: SpdMot

VARNAME2: SpdRst

**{ASK ALL}**

**ArdSpd [FLIP ANSWER SCALE]**

"To what extent do you agree or disagree with the following statement...

On single carriageway A-roads it would be unsafe to drive at the maximum speed (i.e. 60 mph)?

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

**{ASK ALL}**

**Seatblt [FLIP ANSWER SCALE]**

"And to what extent do you agree or disagree with the following statement...

It is not important to wear a seat belt for journeys under 15 minutes, either as a passenger or when driving?

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

---

**{ASK ALL}**

**Ch1ST [FLIP ANSWER SCALE]**

"And to what extent do you agree or disagree with the following statement...

I know how to ensure a child under the age of 7 is correctly and safely restrained in a car, i.e. that the car seat is correctly fitted and that their seat belt is fastened correctly?

{#G\_ReadOut\_111}"

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

## Attitudes to cycling

**{ASK ALL}**

**CycDang [FLIP ANSWER SCALE]**

"Next, we would like to know your opinion on cycling

To what extent do you agree or disagree with the following statement...

It is too dangerous for you to cycle on the roads.

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

**{ASK ALL}**

**DrvSpc [FLIP ANSWER SCALE]**

"To what extent do you agree or disagree with the following statement...

It is important drivers leave enough space for cyclists.

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly



---

## Air travel

**{ASK ALL}**

**Pln [GRID QUESTION: FLIP ANSWER SCALE; RANDOMISE ROWS]**

"Now some questions about air travel.

To what extent do you agree or disagree with the following statements?

GRID ROWS:

1. People should be able to travel by plane as much as they like
2. People should be able to travel by plane as much as they like, even if new terminals or runways are needed to meet the demand
3. People should be able to travel by plane as much as they like, even if this harms the environment
4. The price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel much more expensive

GRID COLS:

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

VARNAME1: PlnAllow

VARNAME2: PlnTerm

VARNAME3: PlnEnv

VARNAME4: PlnUpPrit

## Disability and public transport

**{ASK ALL}**

**DisAwr [FLIP ANSWER SCALE]**

"Lastly, we would like to ask a few questions on public transport and people with disabilities

In general, when travelling on public transport, how often, if at all, do you think you can tell if someone is disabled?

1. Always
2. Usually
3. Sometimes
4. Rarely
5. Never

---

**{ASK ALL}**

**DisProv [FLIP ANSWER SCALE]**

"To what extent do you agree or disagree that there should be special provision made on public transport to accommodate disabled people?"

1. Agree strongly
2. Agree
3. Neither agree nor disagree
4. Disagree
5. Disagree strongly

**{ASK ALL}**

**Disoffer [FLIP ANSWER SCALE]**

"How likely, if at all, would you be to make room on public transport for a disabled person?"

1. Very likely
2. Fairly likely
3. Not very likely
4. Not at all likely

## Background questions

**{ASK ALL}**

**DemogsIntro2**

"Our final set of questions is to help us with our analysis."

DISPLAY

**{IF Cur\_DOB = EMPTY}**

**DOBchk1**

"So we don't have to check your age each time we conduct a new survey, could you please tell us your date of birth?"

1. Yes
2. No

SOFTCHECK: If DOBchk1 <> 1: "Providing this information means we don't have to check your age each time we conduct a new survey. Are you sure you do not wish to provide your date of birth?"

**PAGE START**

**{IF DOBchk1 = 1}**

**DOBchk2**

"Please enter {WEB:'your'; TEL:'the respondent's'} date of birth"

DISPLAY

---

**{IF DOBChk1 = 1}**

**DOB\_Day**

"Day:"

Range 1...31

**{IF DOBChk1 = 1}**

**DOB\_Month**

"Month:"

1. January
2. February
3. March
4. April
5. May
6. June
7. July
8. August
9. September
10. October
11. November
12. December

LAYOUT: Display as a drop-down list

**{IF DOBChk1 = 1}**

**DOB\_Year**

"Year:"

Range 1900...2002

SOFTCHECK: {IF ((today's date minus answer provided) <> FF\_AgeMin or FF\_AgeMax)  
AND FF\_Age GT 0: "According to our records you are aged {FF\_AgeMin} or  
{FF\_AgeMax}. Are you sure your date of birth is {DOB\_Day} {DOB\_Month} {DOB\_Year}?"}

**{COMPUTE IF DOB\_Day AND DOB\_Month AND DOB\_Year = RESPONSE}**

**DOBUdp**

Compute DOBUdp to give date of birth, based on answers at DOB\_Day, DOB\_Month  
and DOB\_Year.

**{COMPUTE IF DOBUdp = RESPONSE}**

**AgeUpd**

Compute AgeUpd to give current age, based on Current date - DOBUdp

**PAGE END**

**{{(IF DOBChk1 <> 1 OR BDATD = "" or BDATM = "" or BDATY = "") and Cur\_DOB  
= EMPTY}}**

**AgeCheck**

"What was your age at your last birthday?"

Range 16...110

---

SOFTCHECK: {IF (AgeCheck <> FF\_AgeMin or FF\_AgeMax) AND FF\_Age GT 0:  
"According to our records you should be aged {FF\_AgeMin} or {FF\_AgeMax}. Are you  
sure you were {AgeCheck} years old at your last birthday?"

**{IF DemogUpd = 2}**

**Househld**

"Thinking now of everyone living in your household, <b>including children</b>..."

<b>Including yourself</b>, how many people live there regularly as members of the  
<b>household</b>?"

RANGE 1...15

**PAGE START**

**LAYOUT: Include HhldAge2 ... HhldAgeN where N = {Househld}**

**{IF Househld > 1}**

**HhldAgeInt**

And what are the ages of the {Househld} people living in your household?

{WEB: "If you are not sure, please give your best estimate"}

INTERVIEWER: IF DON'T KNOW, PROBE FOR APPROXIMATE AMOUNT.

Person 1 (You): {IF Cur\_Age > 0: {Cur\_Age}; ELSE IF AgeUpd > 0: {AgeUpd}; ELSE IF  
AgeCheck > 0 {AgeCheck}; ELSE: "Not provided"}

DISPLAY

**{IF Househld > 1}**

**HhldAge2**

Person 2: RANGE 0...110

**{ASK IF Househld > 2}**

**HhldAge3**

Person 3: RANGE 0...110

**{IF Househld > [N-1]}**

**HhldAge[N]**

Person [N]: RANGE 0...110

**PAGE END**

**{COMPUTE FOR ALL}**

**NumChild04**

SUM of where HhldAge2...HhldAge15 <4

---

**{COMPUTE FOR ALL}**

**NumChild511**

SUM of where HhldAge2...HhldAge15 5...11

**{COMPUTE FOR ALL}**

**NumChild1215**

SUM of where HhldAge2...HhldAge15 12...15

**{COMPUTE FOR ALL}**

**NumChild1617**

SUM of where HhldAge2...HhldAge15 16...17

**{IF NumChild04 > 0}**

**RChild05**

"And {IF NumChild05 > 1: "how many, if any, of the {NumChild04} people"; IF NumChild04 = 1: "how many, if any, of the people"} **<b>aged 4 or under</b>** living in your household {IF NumChild04 > 1: "are your children?"; IF NumChild04 = 1: "are your children?"}

{WEB: "Please include step or adopted children"}

INTERVIEWER: "Please include step or adopted children"

RANGE: 0...14

HARDCHECK: {IF RChild05 > NumChild04: You have said more people aged 4 or under living in your household are your children than you said there are living in your household. Please check your answers.}

**{IF NumChild511 > 0}**

**RChild610**

"And {IF NumChild511 > 1: "how many, if any, of the {NumChild511} people"; IF NumChild511 = 1: "how many, if any, of the people"} **<b>aged 5 to 11</b>** living in your household {IF NumChild511 > 1: "are your children?"; IF NumChild511 = 1: "are your children?"}

{WEB: "Please include step or adopted children"}

INTERVIEWER: "Please include step or adopted children"

RANGE: 0...14

HARDCHECK: {IF RChild511 > NumChild511: You have said more people aged 5 to 11 living in your household are your children than you said there are living in your household. Please check your answers.}

**{IF NumChild1215 > 0}**

**RChild1115**

"And {IF NumChild1215 > 1: "how many, if any, of the {NumChild1215} people"; IF NumChild1215 = 1: "how many, if any, of the people"} <b>aged 12 to 15</b> living in your household {IF NumChild1215 > 1: "are your children?"; IF NumChild1215 = 1: "are your children?"}

{WEB: "Please include step or adopted children"}

INTERVIEWER: "Please include step or adopted children"

RANGE: 0...14

HARDCHECK: {IF RChild1215 > NumChild1215: You have said more people aged 12 to 15 living in your household are your children than you said there are living in your household. Please check your answers.}

**{IF NumChild1617 > 0}**

**RChild1618**

"And {IF NumChild1617 > 1: "how many, if any, of the {NumChild1617} people"; IF NumChild1617 = 1: "how many, if any, of the people"} <b>aged 16 to 17</b> living in your household {IF NumChild1617 > 1: "are your children?"; IF NumChild1617 = 1: "are your children?"}

{WEB: "Please include step or adopted children"}

INTERVIEWER: "Please include step or adopted children"

RANGE: 0...14

HARDCHECK: {IF RChild1617 > NumChild1617: You have said more people aged 16 to 17 living in your household are your children than you said there are living in your household. Please check your answers.}

**{IF DemogUpd = 2}**

**RelStat**

"Which of these applies to you at present?"

{WEB: "Please select the first on the list that applies"}

INTERVIEWER: PLEASE READ OUT AND CODE THE FIRST TO APPLY

1. Married
2. In a registered same-sex civil partnership
3. Living with a partner
4. With a partner you do not live with
5. Separated (after being married or in a same-sex civil partnership)
6. Divorced/dissolved same-sex civil partnership
7. Widowed/surviving partner from a same-sex civil partnership
8. Single (never married/never in a civil partnership)

**{IF Cur\_Ethnic = -1}**

---

## **ETHNICCAT**

What is your ethnic group?

### **G\_ReadOut\_II1**

1. White
2. Mixed or multiple ethnic groups
3. Asian or Asian British
4. Black or Black British
5. Arab
6. Other (Please describe)

**{IF ETHNICCAT=1}**

## **ETHNWH**

What is your ethnic group?

### **G\_ReadOut\_II1**

1. White British (English/Welsh/Scottish/Northern Irish)
2. White Irish
3. Gypsy or Irish Traveller
4. Any other White background (please describe)

**{IF ETHNICCAT=2}**

## **ETHNMX**

What is your ethnic group?

### **G\_ReadOut\_II1**

1. Mixed White and Black Caribbean
2. Mixed White and Black African
3. Mixed White and Asian
4. Any other mixed or multiple ethnic background (please describe)

**{IF ETHNICCAT=3}**

## **ETHNAS**

What is your ethnic group?

### **G\_ReadOut\_II1**

1. Indian
2. Pakistani
3. Bangladeshi
4. Chinese
5. Any other Asian background (please describe)

**{IF ETHNICCAT=4}**  
**ETHNBL**

What is your ethnic group?

**G\_ReadOut\_II1**

1. Black African
2. Black Caribbean
3. Any other Black background (please describe)

**{IF Cur\_HEdQual<>1 AND DemogUpd = 2}**  
**HEdQual**

"{WEB: Starting from the top, please look down the list of qualifications and select the first one you come to that you have passed"}"

{TEL: I will now read out a list of qualifications. Please say 'yes' when you hear one that you have passed"}"

INTERVIEWER: READ OUT AND SELECT FIRST QUALIFICATION RESPONDENT HAS PASSED

1. Degree or equivalent, and above
2. A levels or vocational level 3 or equivalent, and above
3. Other qualifications below A levels or vocational level 3 or equivalent
4. Other qualification (Please describe)
5. No qualifications

**{IF DemogUpd = 2}**  
**EconAct }**

Which of these descriptions applied to what you spent the **most** time doing last week, that is the seven days ending last Sunday?

{#G\_ReadOut\_II1}

1. In full-time education (including on vacation)
2. On government training/employment programme
3. In paid work (or away temporarily) for at least 10 hours in week
4. Waiting to take up paid work already accepted
5. Unemployed
6. Permanently sick or disabled
7. Wholly retired from work
8. Looking after your home or family
9. Doing something else



**{IF DemogUpd = 2}**

**Tenure**

"Thinking about your main residence, does your **household** own or rent this accommodation?"

INTERVIEWER: PROBE IF NECESSARY:

IF OWNS: Outright or on a mortgage?

IF RENTS: From whom?

1. Owns - Outright
2. Owns - Buying on mortgage
3. Shared ownership (e.g. part rent, part buy)
4. Rents - Local authority / council
5. Rents - Housing Association/charitable trust/new town development corporation
6. Rents - Property company
7. Rents - Employer of a household member
8. Rents - Other organisation
9. Rents - Relative/friend (before living here) of a household member
10. Rents - Other individual/private landlord
11. Rent free, squatting
12. Other (Please describe)

**{IF DemogUpd = 2}**

**IntUse [FLIP SCALE (1...5)]**

"On average, how often would you say you access the internet for personal use? {WEB:  
"This could be for general web browsing, watching videos or going on social media sites.

Please include time spent on the internet on all devices you use, for example a computer, laptop, tablet or smartphone"}"

INTERVIEWER: "This could be for general web browsing, watching videos or going on social media sites.

Please include time spent on the internet on all devices you use, for example a computer, laptop, tablet or smartphone"

**{# G\_ReadOut\_II1}"**

1. Several times a day
2. Daily
3. Weekly
4. Monthly
5. Less often than once a month
6. {IF TEL: Do not have access to the internet}

---

{IF DemogUpd =2 AND HHIncomeTxt <> ""}

HHIncomeChk

"You have previously told us that your total <b>monthly</b> household income from all sources <b>before</b> tax was {HHIncomeTxt}.

To help us with our analysis, could you please confirm if that is still correct?"

1. Yes
2. No

{(IF DemogUpd =2 AND HHIncomeTxt = "") OR HHIncomeChk = 2}

HHIncomeUpd

"Could you please tell us which of the following represents the total monthly income of your household from all sources **before tax**?

If you are unsure, please give your best estimate.

INTERVIEWER: READ OUT AND STOP WHEN REACH CORRECT CODE"

1. Less than £83
2. £84 to £167
3. £168 to £250
4. £251 to £333
5. £334 to £417
6. £418 to £500
7. £501 to £583
8. £584 to £667
9. £668 to £750
10. £751 to £833
11. £834 to £1,042
12. £1,043 to £1,250
13. £1,251 to £1,458
14. £1,459 to £1,667
15. £1,668 to £2,083
16. £2,084 to £2,500
17. £2,501 to £2,917
18. £2,918 to £3,333
19. £3,334 to £4,167
20. £4,168 to £5,000
21. £ 5,001 to £5,833
22. £5,834 to £6,250
23. £6,251 to £8,333
24. £8,334 to £10,416
25. £10,417 to £12,500
26. £12,501 or more