

# QUANLINE CODEBOOK

NTS 75/76

30 January 1991



Index Axes

AXES (LEVEL)	PAGE	ELM	0	BASE	%	TITLE
tothho	(hho)	6	0	0	1	0%
h1	(hho)	6	8	0	15343	100% H01 First Day Recording
h2	(hho)	6	27	0	10795	142% H02 Start Day to Pick-up
h3	(hho)	7	13	0	15343	100% H03 Recording Period
h4	(hho)	7	11	0	14100	109% H04 Accom Type
h5	(hho)	7	13	1	15343	100% H05 Type of Area
h6	(hho)	8	12	0	15343	100% H06 Planning Region
h7	(hho)	8	13	0	15343	100% H07 H/H Information obtained
h8	(hho)	8	5	0	7323	210% H08 Veh scheds completed
h9	(hho)	8	5	0	12512	123% H09 Ind scheds completed
h10	(hho)	9	5	0	12512	123% H10 Travel records completed
h11	(hho)	9	8	0	12491	123% H11 Number of household cars
h12	(hho)	9	6	0	12491	123% H12 Number of MCS SCTRS MPDS
h13	(hho)	9	6	0	12491	123% H13 Number of H/h vans/lorry
h14	(hho)	10	9	0	12506	123% H14 Number of H/h motor vehicles
h15	(hho)	10	9	0	12312	125% H15 Number of Bicycles
h16	(hho)	10	12	0	11976	128% H16 Type of Tenacy
h17	(hho)	10	14	1	15343	100% H17 Pop Density Ward P/Hect
h18	(hho)	11	14	1	15321	100% H18 Pop Density LA P/Hect
h19	(hho)	11	11	0	11601	132% H019 H/h veh ownership
h20	(hho)	12	10	0	12480	123% H20 No of employed members
h21	(hho)	12	16	0	12384	124% H21 H/h Structure
h22	(hho)	12	8	0	10808	142% H22 No of H/h car drivers
h23	(hho)	13	9	0	12665	121% H23 Work status of HoH
h24	(hho)	13	19	0	11151	138% H24 SEG of HoH
h25	(hho)	13	16	0	9734	158% H25 Income of HoH
h26	(hho)	14	11	0	12240	125% H26 Age of HoH
h27	(hho)	14	16	1	12512	123% H27 Household Income
h28	(hho)	14	8	0	12375	124% H28 Walk time to bus stop
h29	(hho)	15	8	0	11272	136% H29 Frequency of bus service
h30	(hho)	15	8	0	11376	135% H30 Walk time to Railway Station
h31	(hho)	15	9	0	11325	110% H31 Bus time to Railway Station
h32	(hho)	16	8	0	7732	198% H32 Frequency of train service
h33	(hho)	16	9	0	12053	127% H33 Bus time to doctors
h34	(hho)	16	8	0	12182	126% H34 Walk time to doctors
h35	(hho)	16	9	0	12198	126% H35 Bus time to Post Office
h36	(hho)	17	8	0	12410	124% H36 Walk time to Post Office
h37	(hho)	17	9	0	12174	126% H37 Bus time to chemist
h38	(hho)	17	8	0	12281	125% H38 Walk time to chemist
h39	(hho)	17	9	0	12109	127% H39 Bus time to grocers
h40	(hho)	18	8	0	12398	124% H40 Walk time to grocers
h41	(hho)	18	9	0	12068	127% H41 Bus time to Chain Store
h42	(hho)	18	8	0	11897	129% H42 Walk time to Chain Store
h43	(hho)	19	9	0	11879	129% H43 Bus time to hospital
h44	(hho)	19	8	0	11403	135% H44 Walk time to hospital
h45	(hho)	19	3	0	15343	100% H45 H/h income pathced
h46	(hho)	19	5	0	12510	123% H46 Single parent family
totind	(ind)	19	0	0	12510	0%
i1	(ind)	20	16	4	33867	100% I01 PERSON NUMBER
i2	(ind)	20	4	0	33867	100% I02 TRAVEL RECD COMPLETED
i3	(ind)	20	3	0	33867	100% I03 IND SCHED COMPLETED

Index: Axes (continued)

14	(ind)	20	6	0	33863	100%	I04.	HOUSEHOLD STATUS
15	(ind)	20	5	0	33765	100%	I05.	MARITAL STATUS
16	(ind)	21	9	0	24959	136%	I06.	WORKING STATUS
17	(ind)	21	19	0	18132	187%	I07.	SEG OF INDIVIDUAL
18	(ind)	21	16	0	19908	170%	I08.	INDIVIDUAL INCOME
19	(ind)	22	20	1	33306	102%	I09.	AGE OF PERSON
110	(ind)	22	15	0	33270	102%	I010	AGE/SEX OF PERSON
111	(ind)	23	4	0	33831	100%	I11.	SEX
112	(ind)	23	4	0	33838	100%	I12.	HOUSEWIFE
113	(ind)	23	6	0	31694	107%	I13	SPECIAL PASS/ SEASON
114	(ind)	23	7	0	22151	153%	I14.	CAR LICENCE
115	(ind)	24	7	0	21363	159%	I15.	MOTORCYCLE LICENCE
116	(ind)	24	7	1	21146	160%	I16.	INVALID VEH LICENCE
117	(ind)	24	11	0	12088	280%	I17.	DRIVING EXPERIENCE
118	(ind)	24	10	0	22459	151%	I18.	Type of Licence
119	(ind)	25	5	0	10420	325%	I19.	HGV or PSV Licence
120	(ind)	25	11	0	24026	141%	I20	Journeys affected fare inc
121	(ind)	25	14	0	5063	669%	I21	Changes made fare inc
122	(ind)	26	11	0	3717	911%	I22	Journeys aff cuts fuel
123	(ind)	26	14	0	985	3438%	I23	Changes made cuts fuel
124	(ind)	26	7	0	14355	236%	I24	Frequency journey usual walk place
125	(ind)	26	8	0	12685	267%	I25	Usual place of work
126	(ind)	27	6	0	5560	609%	I26	Use H/h vehicle journey to work
127	(ind)	27	8	0	5304	639%	I27	Alternative transport to work
128	(ind)	27	7	0	5255	644%	I28	Time alternative trans work
129	(ind)	27	8	0	1568	2160%	I29	Parking at work
130	(ind)	28	11	0	1312	2581%	I30	Cost parking at work
totveh	(veh)	28	0	0	1312	0%		
v1	(veh)	28	7	0	9533	100%	V01	Vehicle Number
v2	(veh)	28	11	1	9530	100%	V02	Main Driver Person Number
v3	(veh)	29	6	0	8654	110%	V03	Vehicle Registration
v4	(veh)	29	12	0	8654	110%	V04	Type of vehicle
v5	(veh)	29	8	0	8387	114%	V05	Taxation Class
v6	(veh)	30	10	0	7490	127%	V06	Make/Origin of car
v7	(veh)	30	16	0	7734	123%	V07	Engine Capacity (cc)
v8	(veh)	30	5	0	272	3505%	V08	Unladen weight
v9	(veh)	30	7	0	7536	126%	V09	Status of Car
v10	(veh)	31	20	0	7242	132%	V10	Year of first registration
v11	(veh)	31	3	0	9533	100%	V11	Vehicle schedule completed
v12	(veh)	31	5	0	787	1211%	V12	Vehicle Taxable Benefit
v13	(veh)	32	5	0	796	1198%	V13	Firm pays running costs
v14	(veh)	32	8	0	577	1652%	V14	Pay firm for use of vehicle
v15	(veh)	32	8	0	7809	122%	V15	Tax allowance for vehicle
v16	(veh)	32	6	0	7710	124%	V16	Vehicle purchased by firm
v17	(veh)	32	11	0	7641	125%	V17	Free petrol/ Mileage expense
v18	(veh)	33	7	0	7502	127%	V18	Firm pays tax/insurance
v19	(veh)	33	8	0	7679	124%	V19	Firm pays garage/service
v20	(veh)	33	7	0	1895	503%	V20	Summary subsidies received
v21	(veh)	34	11	0	8509	112%	V21	Journeys affected fuel incl
v22	(veh)	34	14	0	3547	269%	V22	1st Change fuel rise
v23	(veh)	34	14	1	829	1150%	V23	2nd Change fuel rise
v24	(veh)	35	14	2	97	9828%	V24	3rd Change fuel rise
v25	(veh)	35	7	0	8609	111%	V25	Parking at night

Index: Axes (continued)

v26	(veh)	35	16	0	2847	335%	V26	Cost of service last month
v27	(veh)	36	5	0	2819	338%	V27	Work done by garage
v28	(veh)	36	23	0	8174	117%	V28	Annual Vehicle Mileage
v29	(veh)	36	23	0	7532	127%	V29	Annual Vehicle Commuting Mileage
v30	(veh)	37	23	0	7545	126%	V30	Annual Vehicle Business Mileage
v31	(veh)	37	23	1	8011	119%	V31	Annual Vehicle Private Mileage
v32	(veh)	38	5	0	7728	123%	V32	Driving all way to work
v33	(veh)	38	9	0	5471	174%	V33	Parking at work
v34	(veh)	38	11	0	5242	182%	V34	Cost parking at work
v35	(veh)	39	9	0	4513	211%	V35	Others taken to work
v36	(veh)	39	16	0	7529	127%	V36	Mileage personal travel
v37	(veh)	39	16	0	7381	129%	V37	Mileage driven main driver
v38	(veh)	40	16	1	7382	129%	V38	Mileage driven other H/h mbrs
v39	(veh)	40	16	0	7386	129%	V39	Mileage driven non H/h mbrs
v40	(veh)	41	16	0	6985	136%	V40	Mileage carrying goods
v41	(veh)	41	16	6	6957	137%	V41	Mileage for service/repair
v42	(veh)	42	16	0	6956	137%	V42	Mileage carrying passengers
v43	(veh)	42	7	0	6956	137%	V43	Analysis vehicle use
v44	(veh)	42	9	0	518	1840%	V44	Why Was Vehicle Not Used
totjou	(jou)	42	0	0	518	0%		
j1	(jou)	43	100	0	392129	100%	J01.	JOURNEY NUMBER
j2	(jou)	45	53	0	390066	101%	J02.	JOURNEY STARTING TIME
j3	(jou)	46	15	0	62877	624%	J03.	JOURNEY TIME UNACCOUNTED FOR
j4	(jou)	46	14	0	62877	624%	J04.	%JNY TIME SPENT WAITING FOR
j5	(jou)	46	14	0	383984	102%	J05.	LENGTH OF JOURNEY INC. SHORT WALK
j6	(jou)	47	10	0	63338	619%	J06.	MEAN OVERALL JOURNEY SPEED
j7	(jou)	47	8	0	392129	100%	J07.	NO STAGES INCL. SHORT WALK
j8	(jou)	47	16	0	392070	100%	J08	JOURNEY PURPOSE
j9	(jou)	48	17	0	392096	100%	J09	JOURNEY PURPOSE FROM
j10	(jou)	48	17	0	392094	100%	J010.	JOURNEY PURPOSE TO
j11	(jou)	49	13	0	384551	102%	J11.	MAIN MEANS OF TRANSPORT
j12	(jou)	49	4	0	392055	100%	J12.	SHORT WALK JOURNEY
j13	(jou)	49	9	2	385194	102%	J13.	NO STAGES EX SHORT WALK
j14	(jou)	49	15	0	365809	107%	J14.	LENGTH OF JOURNEY EXCL SHORT WALK
j15	(jou)	50	15	0	66747	587%	J15.	OVERALL JOURNEY TIME
j17	(jou)	50	8	0	392129	100%	J17.	DAY OF WEEK
j18	(jou)	50	8	0	392129	100%	J18.	DAY OF RECORDING PERIOD
totsta	(sta)	51	0	0	392129	0%		
s1	(sta)	51	10	1	427023	100%	S01.	STAGE NUMBER
s2	(sta)	51	28	0	426565	100%	S02.	MEANS OF TRANSPORT
s3	(sta)	52	11	0	76710	557%	S03.	Means Pub Transport
s4	(sta)	52	16	0	74885	570%	S04.	COST OF TRAVEL
s6	(sta)	52	12	0	76515	558%	S06.	TYPE OF TICKET
s7	(sta)	53	7	0	76012	562%	S07.	WHO PAID FOR TICKET
s8	(sta)	53	17	0	418139	102%	S08.	LENGTH OF STAGE
s10	(sta)	53	4	0	419606	102%	S10.	SHORT WALK
s11	(sta)	54	7	0	51961	822%	S11	Stage Length <1 Mile
s12	(sta)	54	15	0	81185	526%	S12.	STAGE TRAVELLING TIME
s14	(sta)	54	10	1	237986	179%	S14.	NO. OF VEHICLES USED
s15	(sta)	55	18	0	236850	180%	S15	VEH OCUPNCY FOR STAGE
s16	(sta)	55	5	0	238154	179%	S16.	DRIVER/PASSENGER
s17	(sta)	55	10	0	80659	529%	S17.	MEAN STAGE SPEED
sv1	(sta)	56	7	1	198064	100%	V01	Vehicle Number

Index Axes (continued)

sv1v	(sta)	56	1	0	198064	0%	
sv2	(sta)	56	11	1	198044	100%	V02 Main Driver Person Number
sv3	(sta)	56	6	0	194963	102%	V03 Vehicle Registration
sv4	(sta)	56	12	0	194963	102%	V04 Type of vehicle
sv5	(sta)	57	8	0	188944	105%	V05 Taxation Class
sv6	(sta)	57	10	0	178541	111%	V06 Make/Origin of car
sv7	(sta)	57	16	0	178306	111%	V07 Engine Capacity (cc)
sv8	(sta)	58	5	0	4435	4466%	V08 Unladen weight
sv9	(sta)	58	7	0	175217	113%	V09 Status of Car
sv10	(sta)	58	20	0	173358	114%	V10 Year of first registration
sv11	(sta)	59	3	0	198064	100%	V11 Vehicle schedule completed
sv12	(sta)	59	5	0	18973	1044%	V12 Vehicle Taxable Benefit
sv13	(sta)	59	5	1	19097	1037%	V13 Firm pays running costs
sv14	(sta)	59	8	0	13582	1458%	V14 Pay firm for use of vehicle
sv15	(sta)	59	8	0	175821	113%	V15 Tax allowance for vehicle
sv16	(sta)	60	6	0	174148	114%	V16 Vehicle purchased by firm
sv17	(sta)	60	11	0	173114	114%	V17 Free petrol/ Mileage expense
sv18	(sta)	60	7	0	168865	117%	V18 Firm pays tax/insurance
sv19	(sta)	61	8	0	173842	114%	V19 Firm pays garage/service
sv20	(sta)	61	7	0	49813	398%	V20 Summary subsidies received
sv21	(sta)	61	11	0	192272	103%	V21 Journeys affected fuel incl
sv22	(sta)	61	14	0	83812	236%	V22 1st Change fuel rise
sv23	(sta)	62	14	2	20278	977%	V23 2nd Change fuel rise
sv24	(sta)	62	14	2	2790	7099%	V24 3rd Change fuel rise
sv25	(sta)	62	7	0	194003	102%	V25 Parking at night
sv26	(sta)	63	16	0	71588	277%	V26 Cost of service last month
sv27	(sta)	63	5	0	70701	280%	V27 Work done by garage
sv28	(sta)	63	23	0	187032	106%	V28 Annual Vehicle Mileage
sv29	(sta)	64	23	1	176995	112%	V29 Annual Vehicle Commuting Mileage
sv30	(sta)	64	23	0	177248	112%	V30 Annual Vehicle Business Mileage
sv31	(sta)	65	23	1	183680	108%	V31 Annual Vehicle Private Mileage
sv32	(sta)	66	5	0	180226	110%	V32 Driving all way to work
sv33	(sta)	66	9	0	139447	142%	V33 Parking at work
sv34	(sta)	66	11	0	134106	148%	V34 Cost parking at work
sv35	(sta)	66	9	0	116884	169%	V35 Others taken to work
sv36	(sta)	67	16	0	186340	106%	V36 Mileage personal travel
sv37	(sta)	67	16	0	182999	108%	V37 Mileage driven main driver
sv38	(sta)	67	16	1	183074	108%	V38 Mileage driven other H/h mbrs
sv39	(sta)	68	16	0	183230	108%	V39 Mileage driven non H/h mbrs
sv40	(sta)	68	16	0	172962	115%	V40 Mileage carrying goods
sv41	(sta)	69	16	6	172068	115%	V41 Mileage for service/repair
sv42	(sta)	69	16	0	172035	115%	V42 Mileage carrying passengers
sv43	(sta)	70	7	0	172035	115%	V43 Analysis vehicle use
sv44	(sta)	70	9	1	383	51714%	V44 Why Was Vehicle Not Used

Index Numeric variables

hholdid	(hho)	71	Household id number
nveh	(hho)	71	Number of household vehicles
nind	(hho)	71	Number of individuals in household
vehn	(veh)	71	Household vehicle number
v45	(veh)	71	

Index. Numeric variables (continued)

njou	(ind)	71	Number of journeys
j16	(jou)	71	
s5	(sta)	71	
s9	(sta)	71	
s13	(sta)	71	
svehn	(sta)	71	Household vehicle number used at stage
sv45	(sta)	71	

\* For help, type help or ?

\* For available answers, type what or /

List of axes

Axis tothho (level hhold).

Total hholds 15343 0

Axis h1 (level hhold)

++H01 First Day Recording

Total	15343.0	100.0%
1 Monday	2187 0	14.3%
2 Tuesday	2185.0	14.2%
3 Wednesday	2195 0	14.3%
4 Thursday	2188.0	14.3%
5 Friday	2196 0	14.3%
6 Saturday	2199.0	14.3%
7 Sunday	2193.0	14.3%

Axis h2 (level hhold)

++H02 Start Day to Pick-up

Total	10795 0	100.0%
1 1 Day	2.0	0.0%
2 2 Days	4 0	0.0%
3 3 Days	7 0	0.1%
4 4 Days	12.0	0.1%
5 5 Days	21.0	0.2%
6 6 Days	180.0	1.7%
7 7 Days	2520.0	23.3%
8 8 Days	2015.0	18.7%
9 9 Days	1684.0	15.6%
10 10 Days	1184.0	11.0%
11 11 Days	789.0	7.3%
12 12 Days	509.0	4.7%
13 13 Days	398.0	3.7%
14 14 Days	305.0	2.8%
15 15 Days	227.0	2.1%
16 16 Days	188.0	1.7%
17 17 Days	168.0	1.6%
18 18 Days	123.0	1.1%
19 19 Days	117.0	1.1%
20 20 Days	98.0	0.9%
21 21 Days	71.0	0.7%
22 22 Days	74.0	0.7%
23 23 Days	57.0	0.5%
24 24 Days	42.0	0.4%
25 NA	1717 0	15.9%
26 DNA	2831.0	26.2%

Axis h3 (level hhold):

++H03 Recording Period

Total	15343.0	100.0%
1 Jul 75	1269 0	8.3%
2 Aug 75	1268 0	8.3%
3 Sep 75	1278.0	8.3%
4 Oct 75	1274.0	8.3%
5 Nov 75	1279.0	8.3%
6 Dec 75	1283.0	8.4%
7 Jan 76	1279 0	8.3%
8 Feb 76	1272.0	8.3%
9 Mar 76	1288.0	8.4%
10 Apr 76	1281 0	8.3%
11 May 76	1284 0	8.4%
12 Jun 76	1288 0	8.4%

Axis h4 (level hhold):

++H04 Accom Type

Total	14100.0	100.0%
1 Detached	2561.0	18.2%
2 Semi	4917 0	34.9%
3 Terraced	4050 0	28.7%
4 Purp built flat	1805.0	12.8%
5 Converted flat	419.0	3.0%
6 Room/flat not s/cont	180.0	1.3%
7 Caravan	49 0	0.3%
8 Other	119.0	0.8%
9 NA	570.0	4.0%
10 DNA	673.0	4.8%
..Grand Total		

Axis h5 (level hhold):

++H05 Type of Area

Total	15343.0	100.0%
1 London b/u area	2306.0	15.0%
2 Birm b/u area	635.0	4.1%
3 Man b/u area	739.0	4.8%
4 Glas b/u area	281.0	1.8%
5 Lpool b/u area	168 0	1.1%
6 Urb area 250K - 1M	2054 0	13.4%
7 Urb area 100 - 250K	1911.0	12.5%
8 Urb area 50 - 100K	1098.0	7.2%
9 Urb area 25 - 50K	1263.0	8.2%
10 Urb area 3 - 25K	2578.0	16.8%
11 Other area	2310.0	15.1%
12 DK/NA	0.0	0.0%



Axis h6 (level hhold)

++H06 Planning Region

Total	15343.0	100.0%
1 North	825.0	5.4%
2 North West	1835.0	12.0%
3 Yorks/Humber	1395.0	9.1%
4 West Mids	1453.0	9.5%
5 East mids	1014.0	6.6%
6 East Anglia	503.0	3.3%
7 South West	1219.0	7.9%
8 South East excl GLC	2741.0	17.9%
9 Greater London	2118.0	13.8%
10 Wales	758.0	4.9%
11 Scotland	1482.0	9.7%

Axis h7 (level hhold)

++H07 H/H Information obtained

Total	15343.0	100.0%
1 No trace of address	65.0	0.4%
2 Vacant premises	423.0	2.8%
3 Derelict demolished	95.0	0.6%
4 Business industrial	27.0	0.2%
5 Institute	63.0	0.4%
6 No contact placement	561.0	3.7%
7 Refused placement	1597.0	10.4%
8 Refused pick-up	1132.0	7.4%
9 No contact pick-up	278.0	1.8%
10 Partial	81.0	0.5%
11 Partial 1 person missing	1115.0	7.3%
12 Full	9906.0	64.6%

Axis h8 (level hhold):

++H08 Veh scheds completed

Total	7323.0	100.0%
1 None	475.0	6.5%
2 Some	239.0	3.3%
3 All	6609.0	90.2%
4 DNA	8020.0	109.5%
.Grand Total		

Axis h9 (level hhold)

++H09 Ind scheds completed

Total	12512.0	100.0%
1 None	19.0	0.2%
2 Some	1244.0	9.9%
3 All	11249.0	89.9%
4 DNA	2831.0	22.6%

Axis h9 (level hhold) (continued)

..Grand Total

Axis h10 (level hhold):

++H10 Travel records completed

Total	12512.0	100.0%
1 None	1524.0	12.2%
2 Some	1315.0	10.5%
3 All	9673.0	77.3%
4 DNA	2831.0	22.6%
..Grand Total		

Axis h11 (level hhold):

++H11 Number of household cars

Total	12491.0	100.0%
1 No cars	5657.0	45.3%
2 One car	5559.0	44.5%
3 Two cars	1156.0	9.3%
4 Three cars	96.0	0.8%
5 Four or more cars	23.0	0.2%
6 NA	21.0	0.2%
7 DNA	2831.0	22.7%
. Grand Total		

Axis h12 (level hhold)

++H12 Number of MCS SCTRS MPDS

Total	12491.0	100.0%
1 No M/cy	11944.0	95.6%
2 One	503.0	4.0%
3 Two or more	44.0	0.4%
4 NA	21.0	0.2%
5 DNA	2831.0	22.7%
..Grand Total		

Axis h13 (level hhold)

++H13 Number of H/h vans/lorry

Total	12491.0	100.0%
1 No vans/lors	11936.0	95.6%
2 One	528.0	4.2%
3 Two or more	27.0	0.2%
4 NA	21.0	0.2%
5 DNA	2831.0	22.7%
..Grand Total		

Axis h14 (level hhold):

++H14 Number of H/h motor vehicles

Total	12506.0	100.0%
1 No mtr vehs	5183.0	41.4%
2 One	5483.0	43.8%
3 Two	1547.0	12.4%
4 Three	230.0	1.8%
5 Four	51.0	0.4%
6 Five or more	12.0	0.1%
7 NA	6.0	0.0%
8 DNA	2831.0	22.6%
.Grand Total		

Axis h15 (level hhold):

++H15 Number of Bicycles

Total	12312.0	100.0%
1 No bikes	9328.0	75.8%
2 One	1853.0	15.1%
3 Two	733.0	6.0%
4 Three	275.0	2.2%
5 Four	85.0	0.7%
6 Five or more	38.0	0.3%
7 NA	200.0	1.6%
8 DNA	2831.0	23.0%
.Grand Total		

Axis h16 (level hhold):

++H16 Type of Tenacy

Total	11976.0	100.0%
1 Owned/Buying	6800.0	56.8%
2 Rented council	3684.0	30.8%
3 Rent free council	18.0	0.2%
4 Rent priv full furn	218.0	1.8%
5 Rent priv part furn	88.0	0.7%
6 Rent priv unfurn	1039.0	8.7%
7 Free priv full furn	17.0	0.1%
8 Free priv part furn	12.0	0.1%
9 Free priv unfurn	100.0	0.8%
10 NA	536.0	4.5%
11 DNA	2831.0	23.6%
Grand Total		

Axis h17 (level hhold):

++H17 Pop Density Ward P/Hect

Total	15343.0	100.0%
1 Up to 1.25	1904.0	12.4%
2 1.25 to 2.5	808.0	5.3%

Axis h17 (level hhold): (continued)

3 2.5 to 6	1146.0	7.5%
4 6 to 12	1287 0	8.4%
5 12 to 18	1421 0	9.3%
6 16 to 25	1660.0	10.8%
7 25 to 37	2457.0	16.0%
8 37 to 50	1736.0	11.3%
9 50 to 75	1777 0	11.6%
10 75 to 125	770.0	5.0%
11 125 to 185	356.0	2.3%
12 185 and over	21.0	0.1%
13 NA	0 0	0.0%
..Grand Total		

Axis h18 (level hhold).

++H18 Pop Density LA P/Hect

Total	15321 0	100.0%
1 Up to 1.25	2157 0	14.1%
2 1.25 to 2.5	916.0	6.0%
3 2.5 to 6	1060.0	6.9%
4 6 to 12	1666 0	10.9%
5 12 to 18	951 0	6.2%
6 16 to 25	1720 0	11.2%
7 25 to 37	3454.0	22.5%
8 37 to 50	1831.0	12.0%
9 50 to 75	813.0	5.3%
10 75 to 125	621 0	4.1%
11 125 to 185	132.0	0.9%
12 185 and over	0.0	0.0%
13 NA	22.0	0.1%
Grand Total		

Axis h19 (level hhold).

++H019 H/h veh ownership

Total	11601.0	100.0%
1 3 or more 3-4wh vehs	126.0	1.1%
2 Two 3-4 wheel vehs	1135 0	9.8%
3 One 3-4wh private veh	4868.0	42.0%
4 One 3-4wh goods veh	106.0	0.9%
5 2-whl motor vehs only	170.0	1.5%
6 Other motor vehs only	38.0	0.3%
7 Bikes only	815.0	7.0%
8 No vehs	4343 0	37.4%
9 NA	911 0	7.9%
10 DNA	2831 0	24.4%
..Grand Total		

Axis h20 (level hhold)

++H20 No of employed members

Total	12480.0	100.0%
1 No workers	3027.0	24.3%
2 1 p/t worker	491.0	3.9%
3 1 f/t worker	3944.0	31.6%
4 2 p/t workers	29.0	0.2%
5 1 f/t 1 p/t worker	1760.0	14.1%
6 2 f/t workers	2075.0	16.6%
7 3 or more workers	1154.0	9.2%
8 NA	32.0	0.3%
9 DNA	2831.0	22.7%

..Grand Total

Axis h21 (level hhold)

++H21 H/h Structure

Total	12384.0	100.0%
1 1 pers under 65	949.0	7.7%
2 1 pers 65+	1367.0	11.0%
3 2 pers hoh under 30	450.0	3.6%
4 2 pers hoh 30-64	2032.0	16.4%
5 2 pers hoh 65+	1481.0	12.0%
6 3 pers 1+ child	1139.0	9.2%
7 3 pers 0 child	1077.0	8.7%
8 4 pers 2+ child	1508.0	12.2%
9 4 pers 1 child	433.0	3.5%
10 4 pers 0 child	380.0	3.1%
11 5+ pers 3+ child	970.0	7.8%
12 5+ pers 1-2 child	520.0	4.2%
13 5+ pers 0 child	78.0	0.6%
14 NA	128.0	1.0%
15 DNA	2831.0	22.9%

.Grand Total

Axis h22 (level hhold)

++H22 No of H/h car drivers

Total	10808.0	100.0%
1 None	4098.0	37.9%
2 One	4086.0	37.8%
3 Two	2371.0	21.9%
4 Three	220.0	2.0%
5 Four plus	33.0	0.3%
6 NA	1704.0	15.8%
7 DNA	2831.0	26.2%

Grand Total

Axis h23 (level hhold):

++H23 Work status of HoH

Total	12665.0	100.0%
1 Full time	7964.0	62.9%
2 Part time	370.0	2.9%
3 Student	61.0	0.5%
4 Retired	2328.0	18.4%
5 Housewife	1422.0	11.2%
6 Other	520.0	4.1%
7 NA	1444.0	11.4%
8 DNA	1234.0	9.7%
..Grand Total		

Axis h24 (level hhold):

++H24 SEG of HoH

Total	11151.0	100.0%
1 Boss/Mgr large firm	538.0	4.8%
2 Boss/Mgr small firm	1044.0	9.4%
3 Professnl self empl	83.0	0.7%
4 Professnl not s/empl	462.0	4.1%
5 Intermed non manual	910.0	8.2%
6 Junr non manual	1280.0	11.5%
7 Pers serv wrkr	252.0	2.3%
8 Foreman manual	729.0	6.5%
9 Skilled manual	2653.0	23.8%
10 Semi skilled manual	1286.0	11.5%
11 Non skilled manual	611.0	5.5%
12 Own account worker	510.0	4.6%
13 Farm manager	64.0	0.6%
14 Farm own account	119.0	1.1%
15 Farm worker	122.0	1.1%
16 Armed forces	93.0	0.8%
17 Inad descr	395.0	3.5%
18 DNA	4192.0	37.6%
Grand Total		

Axis h25 (level hhold):

++H25 Income of HoH

Total	9734.0	100.0%
1 Nil	69.0	0.7%
2 1 - 749	1306.0	13.4%
3 750 - 1249	1448.0	14.9%
4 1250 - 1499	649.0	6.7%
5 1500 - 1999	1030.0	10.6%
6 2000 - 2499	1334.0	13.7%
7 2500 - 2999	1236.0	12.7%
8 3000 - 3999	1457.0	15.0%
9 4000 - 4999	575.0	5.9%
10 5000 - 5999	286.0	2.9%

Axis h25 (level hhold): (continued)

11 6000 - 7499	174.0	1.8%
12 7500 - 9999	94.0	1.0%
13 10K+	76.0	0.8%
14 NA	2778.0	28.5%
15 DNA	2831.0	29.1%
. Grand Total		

Axis h26 (level hhold):

++H26 Age of HoH

Total	12240.0	100.0%
1 Under 21	60.0	0.5%
2 21 to 29	1350.0	11.0%
3 30 to 29	2114.0	17.3%
4 40 to 49	2061.0	16.8%
5 50 to 59	2333.0	19.1%
6 60 to 64	1158.0	9.5%
7 65 to 69	1104.0	9.0%
8 70 and over	2060.0	16.8%
9 NA	272.0	2.2%
10 DNA	2831.0	23.1%
. Grand Total		

Axis h27 (level hhold):

++H27 Household Income

Total	12512.0	100.0%
1 Nil	48.0	0.4%
2 1 - 749	892.0	7.1%
3 750 - 1249	1395.0	11.1%
4 1250 - 1499	442.0	3.5%
5 1500 - 1999	1145.0	9.2%
6 2000 - 2499	1072.0	8.6%
7 2500 - 2999	1119.0	8.9%
8 3000 - 3999	1976.0	15.8%
9 4000 - 4999	1765.0	14.1%
10 5000 - 5999	1175.0	9.4%
11 6000 - 7499	821.0	6.6%
12 7500 - 9999	447.0	3.6%
13 10K+	215.0	1.7%
14 NA	0.0	0.0%
15 DNA	2831.0	22.6%
. Grand Total		

Axis h28 (level hhold):

++H28 Walk time to bus stop

Total	12375.0	100.0%
1 6 mins or less	10243.0	82.8%
2 7-13 mins	1593.0	12.9%

Axis h28 (level hhold): (continued)

3 14-26 mins	393.0	3.2%
4 27-43 mins	75.0	0.6%
5 44 mins or more	71.0	0.6%
6 DK/NA	137.0	1.1%
7 DNA	2831.0	22.9%
. Grand Total		

Axis h29 (level hhold):

++H29 Frequency of bus service

Total	11272.0	100.0%
1 Not every wkday	180.0	1.6%
2 One every wkday	1377.0	12.2%
3 Approx hourly	1811.0	16.1%
4 Approx half hourly	3489.0	31.0%
5 More freq than 30 mins	4415.0	39.2%
6 NA	1240.0	11.0%
7 DNA	2831.0	25.1%
.Grand Total		

Axis h30 (level hhold):

++H30 Walk time to Railway Station

Total	11376.0	100.0%
1 6 mins or less	1004.0	8.8%
2 7-13 mins	1500.0	13.2%
3 14-26 mins	2617.0	23.0%
4 27-43 mins	1779.0	15.6%
5 44 mins or more	4476.0	39.3%
6 DK/NA	1136.0	10.0%
7 DNA	2831.0	24.9%
.Grand Total		

Axis h31 (level hhold):

++H31 Bus time to Railway Station

Total	11325.0	100.0%
1 6 mins or less	1253.0	11.1%
2 7-13 mins	1984.0	17.5%
3 14-26 mins	2829.0	25.0%
4 27-43 mins	1770.0	15.6%
5 44 mins or longer	1257.0	11.1%
6 Not practical by bus	2232.0	19.7%
7 DK	74.0	0.7%
8 DNA	1113.0	9.8%
Grand Total		



Axis h32 (level hhold)

++H32 Frequency of train service

Total	7732.0	100	0%
1 Not every wkday	24.0	0	3%
2 One every wkday	1281.0	16	6%
3 Approx hourly	1526.0	19.7	%
4 Approx half hourly	2210.0	28.6	%
5 More freq than 30 mins	2691.0	34.8	%
6 DK/NA	4780.0	61.8	%
7 DNA	2831.0	36.6	%
..Grand Total			

Axis h33 (level hhold)

++H33 Bus time to doctors

Total	12053.0	100.0	0%
1 6 mins or less	1239.0	10.3	%
2 7-13 mins	1742.0	14.5	%
3 14-26 mins	1704.0	14.1	%
4 27-43 mins	670.0	5.6	%
5 44 mins or longer	293.0	2.4	%
6 Not practical by bus	6405.0	53.1	%
7 DK	459.0	3.8	%
8 DNA	2831.0	23.5	%
Grand Total			

Axis h34 (level hhold).

++H34 Walk time to doctors

Total	12182.0	100	0%
1 6 mins or less	2823.0	23	2%
2 7-13 mins	2712.0	22	3%
3 14-26 mins	3254.0	26.7	%
4 27-43 mins	1622.0	13.3	%
5 44 mins or more	1771.0	14.5	%
6 DK/NA	330.0	2.7	%
7 DNA	2831.0	23	2%
..Grand Total			

Axis h35 (level hhold).

++H35 Bus time to Post Office

Total	12198.0	100.0	0%
1 6 mins or less	1158.0	9.5	%
2 7-13 mins	673.0	5.5	%
3 14-26 mins	287.0	2.4	%
4 27-43 mins	38.0	0.3	%
5 44 mins or longer	30.0	0.2	%
6 Not practical by bus	10012.0	82.1	%
7 DK	314.0	2.6	%

Axis h35 (level hhold) (continued)

8 DNA	2831.0	23	2%
..Grand Total			

Axis h36 (level hhold).

++H36 Walk time to Post Office

Total	12410.0	100.0%
1 6 mins. or less	6189.0	49.9%
2 7-13 mins	3724.0	30.0%
3 14-26 mins	1950.0	15.7%
4 27-43 mins	374.0	3.0%
5 44 mins or more	173.0	1.4%
6 DK/NA	102.0	0.8%
7 DNA	2831.0	22.8%
.Grand Total		

Axis h37 (level hhold)

++H37 Bus time to chemist

Total	12174.0	100.0%
1 6 mins or less	1260.0	10.3%
2 7-13 mins	1388.0	11.4%
3 14-26 mins	1144.0	9.4%
4 27-43 mins	385.0	3.2%
5 44 mins or longer	122.0	1.0%
6 Not practical by bus	7875.0	64.7%
7 DK	338.0	2.8%
8 DNA	2831.0	23.3%
.Grand Total		

Axis h38 (level hhold)

++H38 Walk time to chemist

Total	12281.0	100.0%
1 6 mins. or less	4439.0	36.1%
2 7-13 mins	3165.0	25.8%
3 14-26 mins	2597.0	21.1%
4 27-43 mins	867.0	7.1%
5 44 mins or more	1213.0	9.9%
6 DK/NA	231.0	1.9%
7 DNA	2831.0	23.1%
..Grand Total		

Axis h39 (level hhold):

++H39 Bus time to grocers

Total	12109.0	100.0%
1 6 mins or less	643.0	5.3%
2 7-13 mins	306.0	2.5%

Axis h39 (level hhold)· (continued)

3 14-26 mins	156.0	1.3%
4 27-43 mins	35.0	0.3%
5 44 mins or longer	35 0	0.3%
6 Not practical by bus	10934 0	90.3%
7 DK	403 0	3.3%
8 DNA	2831.0	23.4%
..Grand Total		

Axis h40 (level hhold):

++H40 Walk time to grocers

Total	12398 0	100 0%
1 6 mins. or less	8687 0	70.1%
2 7-13 mins	2396 0	19.3%
3 14-26 mins	898 0	7.2%
4 27-43 mins	217 0	1.8%
5 44 mins or more	200 0	1.6%
6 DK/NA	114 0	0.9%
7 DNA	2831 0	22.8%
Grand Total		

Axis h41 (level hhold)

++H41 Bus time to Chain Store

Total	12068 0	100.0%
1 6 mins or less	871 0	7.2%
2 7-13 mins	2291.0	19.0%
3 14-26 mins	3972 0	32.9%
4 27-43 mins	1921.0	15.9%
5 44 mins or longer	730.0	6.0%
6 Not practical by bus	2283.0	18.9%
7 DK	444.0	3.7%
8 DNA	2831.0	23.5%
. Grand Total		

Axis h42 (level hhold):

++H42 Walk time to Chain Store

Total	11897.0	100 0%
1 6 mins. or less	790.0	6.6%
2 7-13 mins	1321.0	11 1%
3 14-26 mins	2906.0	24 4%
4 27-43 mins	2160.0	18.2%
5 44 mins or more	4720.0	39 7%
6 DK/NA	615.0	5.2%
7 DNA	2831 0	23.8%
.Grand Total		

Axis h43 (level hhold):

++H43 Bus time to hospital

Total	11879.0	100.0%
1 6 mins or less	303.0	2.6%
2 7-13 mins	1046.0	8.8%
3 14-26 mins	2854.0	24.0%
4 27-43 mins	3055.0	25.7%
5 44 mins or longer	3216.0	27.1%
6 Not practical by bus	1405.0	11.8%
7 DK	633.0	5.3%
8 DNA	2831.0	23.8%
. Grand Total		

Axis h44 (level hhold)

++H44 Walk time to hospital

Total	11403.0	100.0%
1 6 mins or less	326.0	2.9%
2 7-13 mins	533.0	4.7%
3 14-26 mins	1514.0	13.3%
4 27-43 mins	1631.0	14.3%
5 44 mins or more	7399.0	64.9%
6 DK/NA	1109.0	9.7%
7 DNA	2831.0	24.8%
..Grand Total		

Axis h45 (level hhold).

++H45 H/h income pathced

Total	15343.0	100.0%
1 Yes	3880.0	25.3%
2 No	11463.0	74.7%

Axis h46 (level hhold)

++H46 Single parent family

Total	12510.0	100.0%
1 Yes	204.0	1.6%
2 No	12306.0	98.4%
3 NA	2.0	0.0%
4 DNA	2831.0	22.6%
Grand Total		

Axis totind (level individual):

Total individuals	33867.0
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Axis 11 (level individual)

++I01 PERSON NUMBER

Total	33867.0	100.0%
1 1st	12512.0	36.9%
2 2nd	10134.0	29.9%
3 3rd	5651.0	16.7%
4 4th	3422.0	10.1%
5 5th	1385.0	4.1%
6 6th	502.0	1.5%
7 7th	175.0	0.5%
8 8th	58.0	0.2%
9 9th	22.0	0.1%
10 10th	5.0	0.0%
11 11th	1.0	0.0%
12 12th	0.0	0.0%
13 13th	0.0	0.0%
14 14th	0.0	0.0%
15 15th	0.0	0.0%

Axis 12 (level individual)

++I02. TRAVEL RECD COMPLETED

Total	33867.0	100.0%
1 Yes	27906.0	82.4%
2 Part	288.0	0.9%
3 No	5673.0	16.8%

Axis 13 (level individual)

++I03. IND SCHED COMPLETED

Total	33867.0	100.0%
1 Yes	32115.0	94.8%
2 No	1752.0	5.2%

Axis 14 (level individual):

++I04. HOUSEHOLD STATUS

Total	33863.0	100.0%
1 HOH	12512.0	36.9%
2 Wife of HOH	8927.0	26.4%
3 Other adult	4772.0	14.1%
4 Child	7652.0	22.6%
5 NA	4.0	0.0%

Axis 15 (level individual)

++I05. MARITAL STATUS

Total	33765.0	100.0%
1 Married	18150.0	53.8%

Axis i5 (level individual) (continued)

2 Single	12454 0	36.9%
3 Widowed/Divorced/Separated	3161 0	9.4%
4 NA	102.0	0 3%
..Grand Total		

Axis i6 (level individual)

++I06. WORKING STATUS

Total	24959 0	100.0%
1 Full time	11921 0	47.8%
2 Part time	2698.0	10.8%
3 Student	751.0	3 0%
4 Retired	2661.0	10 7%
5 Housewife	5999.0	24.0%
6 Other	929.0	3.7%
7 NA	1256.0	5.0%
8 DNA	7652.0	30.7%
.Grand Total		

Axis i7 (level individual)

++I07. SEG OF INDIVIDUAL

Total	18132.0	100.0%
1 Boss/Mgr large firm	578 0	3.2%
2 Boss/Mgr small firm	1288 0	7.1%
3 Professional self-employed	86.0	0 5%
4 Professional not self-employed	532.0	2 9%
5 Intermediate non-manual	1758.0	9 7%
6 Junior non-manual	3687.0	20.3%
7 Pers serv worker	1068.0	5.9%
8 Foreman manual	799.0	4.4%
9 Skilled manual	3482 0	19.2%
10 Semi-skilled manual	2136 0	11.8%
11 Non-skilled manual	1126.0	6 2%
12 Own acct worker	646.0	3.6%
13 Farm manager	72.0	0.4%
14 Farm own acct	144.0	0.8%
15 Farm worker	208.0	1.1%
16 Armed forces	103 0	0.6%
17 Inadequate description	419 0	2 3%
18 DNA	15735.0	86.8%
..Grand Total		

Axis i8 (level individual):

++I08. INDIVIDUAL INCOME

Total	19908 0	100.0%
1 Nil	3132.0	15.7%
2 1 to 749	3794.0	19.1%
3 750 to 1249	2899.0	14.6%

Axis 18 (level individual) (continued)

4 1250 to 1499	1547 0	7.8%
5 1500 to 1999	2015 0	10.1%
6 2000 to 2499	1985 0	10.0%
7 2500 to 2999	1583.0	8.0%
8 3000 to 3999	1663.0	8.4%
9 4000 to 4999	625.0	3.1%
10 5000 to 5999	308.0	1.5%
11 6000 to 7499	178.0	0.9%
12 7500 to 9999	100.0	0.5%
13 10000+	79 0	0.4%
14 NA	6307.0	31.7%
15 DNA	7652.0	38.4%
Grand Total		

Axis 19 (level individual):

++I09. AGE OF PERSON

Total	33306 0	100.0%
1 3 to 4	1043.0	3.1%
2 5 to 10	3600.0	10.8%
3 11 to 15	3009.0	9.0%
4 16	488 0	1.5%
5 17	498.0	1.5%
6 18	494.0	1.5%
7 19	453.0	1.4%
8 20	385.0	1.2%
9 21 to 25	1994 0	6.0%
10 26 to 29	2083 0	6.3%
11 30 to 39	4347 0	13.1%
12 40 to 49	4086 0	12.3%
13 50 to 59	4145.0	12.4%
14 60 to 64	1929.0	5.8%
15 65 to 69	1729.0	5.2%
16 70 or over	3023.0	9.1%
17 NA 3-15	0.0	0.0%
18 NA 15+	558 0	1.7%
19 NA	3.0	0.0%
. Grand Total		

Axis 110 (level individual)

++I010. AGE/SEX OF PERSON

Total	33270.0	100.0%
1 3 to 4	1042.0	3.1%
2 5 to 10	3591.0	10.8%
3 11 to 15	3001.0	9.0%
4 Male 16 to 20	1146.0	3.4%
5 Male 21 to 29	1999.0	6.0%
6 Male 30 to 59	6212.0	18.7%
7 Male 60 to 64	872.0	2.6%
8 Male 65 and over	1912.0	5.7%

Axis i10 (level individual) (continued)

9 Female 16 to 20	1165 0	3.5%
10 Female 21 to 29	2075 0	6.2%
11 Female 30 to 59	6361.0	19.1%
12 Female 60 to 64	1055.0	3.2%
13 Female 65 and over	2839.0	8.5%
14 NA	597.0	1.8%
Grand Total		

Axis i11 (level individual)

++I11. SEX

Total	33831.0	100.0%
1 Male	16250.0	48.0%
2 Female	17581.0	52.0%
3 NA	36 0	0.1%
.Grand Total		

Axis i12 (level individual)

++I12 HOUSEWIFE

Total	33838 0	100.0%
1 Yes	12497 0	36.9%
2 No	21341 0	63.1%
3 NA	29 0	0.1%
..Grand Total		

Axis i13 (level individual)

++I13 SPECIAL PASS/ SEASON

Total	31694.0	100.0%
1 Trav tck/Spec pass	4714.0	14.9%
2 Season Ticket	720.0	2.3%
3 Token /Pass + season	64.0	0.2%
4 None	26196.0	82.7%
5 NA	2173 0	6.9%
..Grand Total		

Axis i14 (level individual):

++I14. CAR LICENCE

Total	22151.0	100.0%
1 None	10706.0	48.3%
2 Full	10393.0	46.9%
3 Provisional	985.0	4.4%
4 Foreign	67.0	0.3%
5 NA	2529.0	11.4%
6 DNA	9187 0	41.5%
..Grand Total		



Axis i15 (level individual):

++I15. MOTORCYCLE LICENCE

Total	21363.0	100.0%
1 None	16731.0	78.3%
2 Full	4300 0	20.1%
3 Provisional	311.0	1.5%
4 Foreign	21 0	0.1%
5 NA	3317 0	15.5%
6 DNA	9187 0	43 0%
.Grand Total		

Axis i16 (level individual)

++I16 INVALID VEH LICENCE

Total	21146.0	100.0%
1 None	21133.0	99 9%
2 Full	10.0	0 0%
3 Provisional	3.0	0.0%
4 Foreign	0.0	0.0%
5 NA	3534.0	16.7%
6 DNA	9187.0	43.4%
..Grand Total		

Axis i17 (level individual)

++I17. DRIVING EXPERIENCE

Total	12088.0	100.0%
1 Provisional licence only	1117.0	9.2%
2 Under 1 yr full	322.0	2.7%
3 1 yr full	273.0	2.3%
4 2 yrs full	363 0	3.0%
5 3 yrs full	366.0	3.0%
6 4 yrs full	356 0	2.9%
7 5 yrs full	347 0	2.9%
8 6 yrs full	8944 0	74.0%
9 NA	2197 0	18.2%
10 DNA	19582.0	162.0%
..Grand Total		

Axis i18 (level individual)

++I18. Type of Licence

Total	22459.0	100.0%
1 Full car+ M/cy Lic	4216 0	18.8%
2 Full car lic only	6459 0	28.8%
3 Full M/cy lic only	197.0	0.9%
4 Prov car lic	1003.0	4.5%
5 Prov M/cy lic	178.0	0.8%
6 Other lic	12 0	0.1%
7 No lic	10394.0	46.3%

Axis i18 (level individual) (continued)

8 NA	2220.0	9.9%
9 DNA	9188.0	40.9%
.Grand Total		

Axis i19 (level individual)

++I19. HGV or PSV Licence

Total	10420.0	100.0%
1 Yes	865.0	8.3%
2 No	9555.0	91.7%
3 NA	722.0	6.9%
4 DNA	22725.0	218.1%
Grand Total		

Axis i20 (level individual):

++I20 Journeys affected fare inc

Total	24026.0	100.0%
1 Work/School	774.0	3.2%
2 Shops	1528.0	6.4%
3 Others	1278.0	5.3%
4 Work/School + shops	104.0	0.4%
5 Work/School +others	120.0	0.5%
6 Shops + Others	922.0	3.8%
7 All	146.0	0.6%
8 None	19154.0	79.7%
9 NA	653.0	2.7%
10 DNA	9188.0	38.2%
Grand Total		

Axis i21 (level individual):

++I21 Changes made fare inc

Total	5063.0	100.0%
1 Concess fares	121.0	2.4%
2 Inc use dif pub tran	216.0	4.3%
3 Inc use car	327.0	6.5%
4 Inc use oth priv tran	233.0	4.6%
5 Inc walk	1387.0	27.4%
6 Bought car/other priv	103.0	2.0%
7 Share car	289.0	5.7%
8 Change job/house	62.0	1.2%
9 Use method less	588.0	11.6%
10 Reduce total travel	1685.0	33.3%
11 Other	52.0	1.0%
12 NA	52.0	1.0%
13 DNA	28752.0	567.9%
..Grand Total		

Axis i22 (level individual):

++I22 Journeys aff cuts fuel

Total	3717.0	100.0%
1 Work/School	301.0	8.1%
2 Shops	217.0	5.8%
3 Others	315.0	8.5%
4 Work/School + shops	17.0	0.5%
5 Work/School +others	20.0	0.5%
6 Shops + Others	99.0	2.7%
7 All	18.0	0.5%
8 None	2730.0	73.4%
9 NA	82.0	2.2%
10 DNA	30068.0	808.9%
Grand Total		

Axis i23 (level individual)

++I23 Changes made cuts fuel

Total	985.0	100.0%
1 Concess fares	1.0	0.1%
2 Inc use dif pub tran	83.0	8.4%
3 Inc use car	56.0	5.7%
4 Inc use oth priv tran	32.0	3.2%
5 Inc walk	209.0	21.2%
6 Bought car/other priv	16.0	1.6%
7 Share car	71.0	7.2%
8 Change job/house	8.0	0.8%
9 Use method less	99.0	10.1%
10 Reduce total travel	151.0	15.3%
11 Other	259.0	26.3%
12 NA	52.0	5.3%
13 DNA	32830.0	3333.0%
. Grand Total		

Axis i24 (level individual):

++I24 Frequency journey usual walk place

Total	14355.0	100.0%
1 Same every day	12162.0	84.7%
2 Same 2+ consec days	639.0	4.5%
3 Diff places	974.0	6.8%
4 Work at home	580.0	4.0%
5 NA	182.0	1.3%
6 DNA	19330.0	134.7%
Grand Total		

Axis i25 (level individual)

++I25 Usual place of work

Total	12685.0	100.0%
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Axis i25 (level individual): (continued)

1 Centre large town/city	2718 0	21 4%
2 Centre of town	3462.0	27 3%
3 Other urban area	4917.0	38.8%
4 Rural area	1428.0	11.3%
5 Other	160.0	1.3%
6 NA	116 0	0.9%
7 DNA	21066.0	166 1%
.Grand Total		

Axis i26 (level individual).

++I26 Use H/h vehicle journey to work		
Total	5560.0	100.0%
1 Most days	5197 0	93.5%
2 1-3 days	339 0	6.1%
3 Less often	24 0	0.4%
4 NA	46.0	0.8%
5 DNA	28261.0	508.3%
Grand Total		

Axis i27 (level individual)

++I27 Alternative transport to work		
Total	5304 0	100.0%
1 Other H/h veh	681.0	12.8%
2 Non H/h priv veh	888.0	16.7%
3 Public trans	2415.0	45.5%
4 Walk/Cycle	1099.0	20.7%
5 Other	221 0	4 2%
6 NA	302.0	5.7%
7 DNA	28261.0	532.8%
. Grand Total		

Axis i28 (level individual):

++I28 Time alternative trans work		
Total	5255.0	100 0%
1 Less time	52.0	1.0%
2 Same time	1626.0	30.9%
3 Longer	1441.0	27.4%
4 Much longer	2136.0	40 6%
5 NA	86 0	1.6%
6 DNA	28526.0	542.8%
.Grand Total		

Axis i29 (level individual)

++I29 Parking at work		
Total	1568 0	100.0%

Axis i29 (level individual): (continued)

1 Street	226.0	14.4%
2 Firm premises	1006.0	64.2%
3 Public car park	245.0	15.6%
4 Else where	29.0	1.8%
5 No place to park	62.0	4.0%
6 NA	323.0	20.6%
7 DNA	31976.0	2039.3%
. Grand Total		

Axis i30 (level individual)

++I30 Cost parking at work		
Total	1312.0	100.0%
1 Nil	1158.0	88.3%
2 Under 10p	2.0	0.2%
3 10 <20p	15.0	1.1%
4 20 <30p	15.0	1.1%
5 30 <40p	13.0	1.0%
6 40 <50p	15.0	1.1%
7 50p to 1pound	33.0	2.5%
8 1pound or over	61.0	4.6%
9 NA	195.0	14.9%
10 DNA	32360.0	2466.5%
. Grand Total		

Axis totveh (level vehicle)

Total vehicles	9533.0
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Axis v1 (level vehicle).

++V01 Vehicle Number		
Total	9533.0	100.0%
1 No.1	7323.0	76.8%
2 No.2	1840.0	19.3%
3 No.3	293.0	3.1%
4 No.4	63.0	0.7%
5 No.5	12.0	0.1%
6 No.6	2.0	0.0%

Axis v2 (level vehicle):

++V02 Main Driver Person Number		
Total	9530.0	100.0%
1 Person no.1	6800.0	71.4%
2 Person no.2	1702.0	17.9%
3 Person no.3	815.0	8.6%
4 Person no.4	162.0	1.7%
5 Person no.5	40.0	0.4%

Axis v2 (level vehicle): (continued)

6 Person no 6	8.0	0.1%
7 Person no.7	2.0	0.0%
8 Person no.8	1.0	0.0%
9 Person no.9	0.0	0.0%
10 DNA	3.0	0.0%
..Grand Total		

Axis v3 (level vehicle)

++V03 Vehicle Registration

Total	8654.0	100.0%
1 Firm/organisation	814.0	9.4%
2 H/h member	7795.0	90.1%
3 Borrowed	28.0	0.3%
4 Other person	17.0	0.2%
5 NA	879.0	10.2%
..Grand Total		

Axis v4 (level vehicle):

++V04 Type of vehicle

Total	8654.0	100.0%
1 4 wh van/lorry	515.0	6.0%
2 4 wh saln car	6544.0	75.6%
3 4 wh est car	856.0	9.9%
4 4 wh conv car	95.0	1.1%
5 3 wh veh	56.0	0.6%
6 M'cycle and Scooter	14.0	0.2%
7 M'cycle	278.0	3.2%
8 Sctr	51.0	0.6%
9 Moped	178.0	2.1%
10 Other	67.0	0.8%
11 NA	879.0	10.2%
..Grand Total		

Axis v5 (level vehicle)

++V05 Taxation Class

Total	8387.0	100.0%
1 Private	7553.0	90.1%
2 Goods	285.0	3.4%
3 M/cy, sctr, moped	501.0	6.0%
4 Invalid carriage	15.0	0.2%
5 Hackney carriage	17.0	0.2%
6 Other	16.0	0.2%
7 NA	1146.0	13.7%
. Grand Total		

Axis v6 (level vehicle):

++V06 Make/Origin of car

Total	7490.0	100.0%
1 BL Aust/Morr	2259.0	30.2%
2 BL Other	669.0	8.9%
3 Chrysler UK	811.0	10.8%
4 Ford	1757.0	23.5%
5 Vauxhall	709.0	9.5%
6 Other British	30.0	0.4%
7 Import	1255.0	16.8%
8 DK/NA	5.0	0.1%
9 DNA	2038.0	27.2%
..Grand Total		

Axis v7 (level vehicle):

++V07 Engine Capacity (cc)

Total	7734.0	100.0%
1 Up to 50	201.0	2.6%
2 51-200	180.0	2.3%
3 201-250	38.0	0.5%
4 251-350	7.0	0.1%
5 351-500	24.0	0.3%
6 501-600	29.0	0.4%
7 601-700	57.0	0.7%
8 701-1000	1172.0	15.2%
9 1001-1200	1407.0	18.2%
10 1201-1500	2036.0	26.3%
11 1501-2000	2145.0	27.7%
12 2001-3000	296.0	3.8%
13 3001 or over	142.0	1.8%
14 DK/NA	405.0	5.2%
15 DNA	1394.0	18.0%
Grand Total		

Axis v8 (level vehicle):

++V08 Unladen weight

Total	272.0	100.0%
1 Up to 1.5 tons	243.0	89.3%
2 Over 1.5 tons	29.0	10.7%
3 DK/NA	243.0	89.3%
4 DNA	9018.03315	4%
..Grand Total		

Axis v9 (level vehicle)

++V09 Status of Car

Total	7536.0	100.0%
1 Sole H/h car	5546.0	73.6%

Axis v9 (level vehicle) (continued)

2 Sole car+ Van/Lor	13.0	0.2%
3 Not main car	1030.0	13.7%
4 Main car of 2/+ cars	947.0	12.6%
5 NA	749 0	9.9%
6 DNA	1248 0	16.6%
..Grand Total		

Axis v10 (level vehicle)

++V10 Year of first registration

Total	7242 0	100 0%
1 Pre 1961	167 0	2.3%
2 1961	75.0	1.0%
3 1962	87.0	1.2%
4 1963	170.0	2.3%
5 1964	236 0	3.3%
6 1965	336.0	4.6%
7 1966	395 0	5.5%
8 1967	464 0	6.4%
9 1968	562.0	7.8%
10 1969	477.0	6.6%
11 1970	575.0	7.9%
12 1971	618.0	8.5%
13 1972	858.0	11.8%
14 1973	924 0	12.8%
15 1974	655 0	9.0%
16 1975	528 0	7.3%
17 1976	115 0	1.6%
18 NA	253 0	3.5%
19 DNA	2038.0	28.1%
Grand Total		

Axis v11 (level vehicle):

++V11 Vehicle schedule completed

Total	9533.0	100 0%
1 Yes	8654.0	90.8%
2 No	879.0	9.2%

Axis v12 (level vehicle):

++V12 Vehicle Taxable Benefit

Total	787.0	100.0%
1 Yes	280.0	35.6%
2 No	507.0	64.4%
3 NA	27.0	3.4%
4 DNA	8719.0	1107.9%
. Grand Total		



Axis v13 (level vehicle):

++V13 Firm pays running costs

Total	796.0	100.0%
1 Yes-All	588.0	73.9%
2 No/Some	208.0	26.1%
3 NA	2.0	0.3%
4 DNA	8735	01097 4%
..Grand Total		

Axis v14 (level vehicle)

++V14 Pay firm for use of vehicle

Total	577.0	100.0%
1 No payment	377.0	65.3%
2 Pay for petrol	137.0	23.7%
3 Mileage charge	29.0	5.0%
4 Fixed charge	20.0	3.5%
5 Other payment	14.0	2.4%
6 NA	9.0	1.6%
7 DNA	8947.0	1550.6%
. Grand Total		

Axis v15 (level vehicle)

++V15 Tax allowance for vehicle

Total	7809.0	100.0%
1 Purchase/depreciation costs	60.0	0.8%
2 Running costs	175.0	2.2%
3 Both	440.0	5.6%
4 Yes - details unknown	77.0	1.0%
5 None	7057.0	90.4%
6 NA	194.0	2.5%
7 DNA	1530.0	19.6%
Grand Total		

Axis v16 (level vehicle)

++V16 Vehicle purchased by firm

Total	7710.0	100.0%
1 Yes-full	281.0	3.6%
2 Yes-part	180.0	2.3%
3 No	7249.0	94.0%
4 NA	295.0	3.8%
5 DNA	1528.0	19.8%
..Grand Total		

Axis v17 (level vehicle)

++V17 Free petrol/ Mileage expense

Total	7641.0	100.0%
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Axis v17 (level vehicle) (continued)

1 Free petrol only	443 0	5.8%
2 Mileage expense only	969 0	12.7%
3 Fixed allowance only	163 0	2.1%
4 Free petrol + mileage expense	42.0	0.5%
5 Free petrol + fixed allowance	11 0	0.1%
6 Mileage expense + fixed allowance	13 0	0.2%
7 Free petrol + Mileage + Allowance	5.0	0.1%
8 None	5995 0	78.5%
9 NA	362 0	4.7%
10 DNA	1530 0	20.0%
..Grand Total		

Axis v18 (level vehicle)

++V18 Firm pays tax/insurance		
Total	7502.0	100.0%
1 Road tax only	25.0	0.3%
2 Insurance only	26.0	0.3%
3 Road tax + insurance	431.0	5.7%
4 Neither	7020.0	93.6%
5 NA	324 0	4.3%
6 DNA	1707 0	22.8%
.Grand Total		

Axis v19 (level vehicle):

++V19 Firm pays garage/service		
Total	7679.0	100.0%
1 Park/ garage only	35.0	0.5%
2 Service / repair only	270.0	3.5%
3 Park / garage + service / repair	171.0	2.2%
4 None	7026.0	91.5%
5 Fixed allowance only	177.0	2.3%
6 NA	324.0	4.2%
7 DNA	1530.0	19.9%
.Grand Total		

Axis v20 (level vehicle)

++V20 Summary subsidies received		
Total	1895.0	100.0%
1 Tax relief only	333.0	17.6%
2 Mileage expenses only	751.0	39.6%
3 Other subs one type	189.0	10.0%
4 More than one subs	622.0	32.8%
5 NA	664.0	35.0%
6 DNA	6974.0	368.0%
..Grand Total		

Axis v21 (level vehicle).

++V21 Journeys affected fuel incl

Total	8509.0	100.0%
1 Work/School	354 0	4.2%
2 Shops	276 0	3.2%
3 Others	1696.0	19.9%
4 Work/School +shops	53.0	0.6%
5 Work/School +others	175 0	2.1%
6 Shops + others	678 0	8.0%
7 All	257.0	3.0%
8 None	5020.0	59.0%
9 NA	145.0	1.7%
10 DNA	879 0	10.3%

Axis v22 (level vehicle)

++V22 1st Change fuel rise

Total	3547.0	100.0%
1 Subsd car travel	9.0	0.3%
2 Inc use pub trans	82.0	2.3%
3 Inc use diff car	49.0	1.4%
4 Inc use other priv trans	99.0	2.8%
5 Inc walk	171 0	4.8%
6 Buy diff veh	214 0	6.0%
7 Share Taxi/car	142.0	4.0%
8 Driv slow	155.0	4.4%
9 Used veh less	2210 0	62.3%
10 Reduced travel	306 0	8.6%
11 Others	110.0	3.1%
12 NA	13.0	0.4%
13 DNA	5973 0	168.4%
Grand Total		

Axis v23 (level vehicle).

++V23 2nd Change fuel rise

Total	829.0	100.0%
1 Subsd car travel	2 0	0.2%
2 Inc use pub trans	62.0	7.5%
3 Inc use diff car	14.0	1.7%
4 Inc use other priv trans	47.0	5.7%
5 Inc walk	190.0	22.9%
6 Buy diff veh	13.0	1.6%
7 Share Taxi/car	35.0	4.2%
8 Driv slow	59 0	7.1%
9 Used veh less	210.0	25.3%
10 Reduced travel	161.0	19.4%
11 Others	36.0	4.3%
12 NA	0 0	0.0%
13 DNA	8704.0	1049.9%
Grand Total		

Axis v24 (level vehicle)

++V24 3rd Change fuel rise

Total	97.0	100.0%
1 Subsd car travel	0.0	0.0%
2 Inc use pub trans	13.0	13.4%
3 Inc use diff car	2.0	2.1%
4 Inc use other priv trans	9.0	9.3%
5 Inc walk	26.0	26.8%
6 Buy diff veh	3.0	3.1%
7 Share Taxi/car	6.0	6.2%
8 Driv slow	10.0	10.3%
9 Used veh less	15.0	15.5%
10 Reduced travel	9.0	9.3%
11 Others	4.0	4.1%
12 NA	0.0	0.0%
13 DNA	9436	09727 8%
Grand Total		

Axis v25 (level vehicle)

++V25 Parking at night

Total	8609.0	100.0%
1 Garage covered car port	5197.0	60.4%
2 Not covered own prem	1841.0	21.4%
3 Street	1523.0	17.7%
4 Other	1.0	0.0%
5 Not covered other prem	47.0	0.5%
6 NA	924.0	10.7%
..Grand Total		

Axis v26 (level vehicle)

++V26 Cost of service last month

Total	2847.0	100.0%
1 0 to 9	825.0	29.0%
2 10 to 19	541.0	19.0%
3 20 to 29	333.0	11.7%
4 30 to 39	184.0	6.5%
5 40 to 49	123.0	4.3%
6 50 to 59	92.0	3.2%
7 60 to 79	72.0	2.5%
8 80 to 99	39.0	1.4%
9 100 to 149	44.0	1.5%
10 150 to 199	17.0	0.6%
11 200 and over	39.0	1.4%
12 None- under warrnty	157.0	5.5%
13 Amount not known	381.0	13.4%
14 NA	55.0	1.9%
15 DNA	6631.0	232.9%
Grand Total		

Axis v27 (level vehicle):

++V27 Work done by garage

Total	2819.0	100.0%
1 Yes - All or part	1952.0	69.2%
2 No	867.0	30.8%
3 NA	83.0	2.9%
4 DNA	6631.0	235 2%
Grand Total		

Axis v28 (level vehicle)

++V28 Annual Vehicle Mileage

Total	8174.0	100.0%
1 Under 500	65.0	0 8%
2 500-999	93.0	1 1%
3 1000-1999	373.0	4 6%
4 2000-2999	482 0	5.9%
5 3000-3999	570 0	7.0%
6 4000-4999	484 0	5.9%
7 5000-6999	1523.0	18.6%
8 7000-8999	1045.0	12.8%
9 9000-9999	261.0	3.2%
10 10 to < 12 Thou	1136.0	13.9%
11 12 to < 15 Thou	912.0	11.2%
12 15 to < 18 Thou	479.0	5 9%
13 18 to < 20 Thou	101.0	1 2%
14 20 to < 21 Thou	179.0	2.2%
15 21 to < 25 Thou	101 0	1.2%
16 25 to < 30 Thou	149 0	1.8%
17 30 to < 35 Thou	102 0	1.2%
18 35 to < 40 Thou	39.0	0.5%
19 40 to < 50 Thou	39.0	0.5%
20 50 Thou and over	41.0	0.5%
21 NA	462.0	5.7%
22 DNA	897.0	11.0%
.Grand Total		

Axis v29 (level vehicle)

++V29 Annual Vehicle Commuting Mileage

Total	7532 0	100.0%
1 Under 500	2504 0	33.2%
2 500-999	420.0	5.6%
3 1000-1999	968 0	12.9%
4 2000-2999	928.0	12.3%
5 3000-3999	666.0	8.8%
6 4000-4999	430.0	5.7%
7 5000-6999	813.0	10.8%
8 7000-8999	339.0	4 5%
9 9000-9999	85.0	1.1%
10 10 to < 12 Thou	167.0	2.2%

Axis v29 (level vehicle): (continued)

11 12 to < 15 Thou	108.0	1.4%
12 15 to < 18 Thou	43.0	0.6%
13 18 to < 20 Thou	14.0	0.2%
14 20 to < 21 Thou	15.0	0.2%
15 21 to < 25 Thou	10.0	0.1%
16 25 to < 30 Thou	14.0	0.2%
17 30 to < 35 Thou	4.0	0.1%
18 35 to < 40 Thou	1.0	0.0%
19 40 to < 50 Thou	1.0	0.0%
20 50 Thou and over	2.0	0.0%
21 NA	513.0	6.8%
22 DNA	1488.0	19.8%
..Grand Total		

Axis v30 (level vehicle):

++V30 Annual Vehicle Business Mileage

Total	7545.0	100.0%
1 Under 500	5330.0	70.6%
2 500-999	193.0	2.6%
3 1000-1999	279.0	3.7%
4 2000-2999	277.0	3.7%
5 3000-3999	158.0	2.1%
6 4000-4999	145.0	1.9%
7 5000-6999	268.0	3.6%
8 7000-8999	196.0	2.6%
9 9000-9999	63.0	0.8%
10 10 to < 12 Thou	140.0	1.9%
11 12 to < 15 Thou	131.0	1.7%
12 15 to < 18 Thou	83.0	1.1%
13 18 to < 20 Thou	33.0	0.4%
14 20 to < 21 Thou	49.0	0.6%
15 21 to < 25 Thou	54.0	0.7%
16 25 to < 30 Thou	51.0	0.7%
17 30 to < 35 Thou	42.0	0.6%
18 35 to < 40 Thou	15.0	0.2%
19 40 to < 50 Thou	25.0	0.3%
20 50 Thou and over	13.0	0.2%
21 NA	500.0	6.6%
22 DNA	1488.0	19.7%
..Grand Total		

Axis v31 (level vehicle).

++V31 Annual Vehicle Private Mileage

Total	8011.0	100.0%
1 Under 500	641.0	8.0%
2 500-999	375.0	4.7%
3 1000-1999	1045.0	13.0%
4 2000-2999	1185.0	14.8%
5 3000-3999	926.0	11.6%

Axis v31 (level vehicle): (continued)

6 4000-4999	800.0	10.0%
7 5000-6999	1491.0	18.6%
8 7000-8999	721.0	9.0%
9 9000-9999	222.0	2.8%
10 10 to < 12 Thou	312.0	3.9%
11 12 to < 15 Thou	189.0	2.4%
12 15 to < 18 Thou	46.0	0.6%
13 18 to < 20 Thou	13.0	0.2%
14 20 to < 21 Thou	13.0	0.2%
15 21 to < 25 Thou	10.0	0.1%
16 25 to < 30 Thou	14.0	0.2%
17 30 to < 35 Thou	3.0	0.0%
18 35 to < 40 Thou	0.0	0.0%
19 40 to < 50 Thou	3.0	0.0%
20 50 Thou and over	2.0	0.0%
21 NA	625.0	7.8%
22 DNA	897.0	11.2%
Grand Total		

Axis v32 (level vehicle)

++V32 Driving all way to work		
Total	7728.0	100.0%
1 Yes	5502.0	71.2%
2 No	2226.0	28.8%
3 NA	316.0	4.1%
4 DNA	1489.0	19.3%
..Grand Total		

Axis v33 (level vehicle)

++V33 Parking at work		
Total	5471.0	100.0%
1 Street	627.0	11.5%
2 Firm car park	4286.0	78.3%
3 Public car park	281.0	5.1%
4 Else where	136.0	2.5%
5 Not left there	45.0	0.8%
6 Varies	96.0	1.8%
7 NA	31.0	0.6%
8 DNA	4031.0	73.7%
..Grand Total		

Axis v34 (level vehicle)

++V34 Cost parking at work		
Total	5242.0	100.0%
1 Nil	5077.0	96.9%
2 Under 10p	39.0	0.7%
3 10- <20p	45.0	0.9%

Axis v34 (level vehicle) (continued)

4 20- <30p	28.0	0.5%
5 30- <40p	19.0	0.4%
6 40- <50p	13.0	0.2%
7 50p - < 1pound	16.0	0.3%
8 1pound and over	5 0	0 1%
9 NA	260.0	5.0%
10 DNA	4031.0	76.9%
Grand Total		

Axis v35 (level vehicle):

++V35 Others taken to work

Total	4513 0	100.0%
1 One person	448 0	9.9%
2 Two people	153.0	3.4%
3 Three people	71 0	1.6%
4 Four people	13.0	0.3%
5 Five or more people	6.0	0 1%
6 None	3822 0	84.7%
7 NA	988.0	21.9%
8 DNA	4032.0	89 3%
.Grand Total		

Axis v36 (level vehicle):

++V36 Mileage personal travel

Total	7529.0	100.0%
1 None	535.0	7 1%
2 1- 9 miles	182 0	2.4%
3 10- 29 miles	536.0	7.1%
4 30- 49 miles	652.0	8.7%
5 50- 74 miles	919 0	12.2%
6 75- 99 miles	765.0	10.2%
7 100- 149 miles	1339.0	17 8%
8 150- 199 miles	859 0	11.4%
9 200- 299 miles	911.0	12.1%
10 300- 399 miles	361.0	4.8%
11 400- 499 miles	199 0	2.6%
12 500- 749 miles	203.0	2.7%
13 750 miles and over	68.0	0.9%
14 NA/DK	1125.0	14.9%
15 DNA	879.0	11.7%
..Grand Total		

Axis v37 (level vehicle)

++V37 Mileage driven main driver

Total	7381 0	100.0%
1 None	595.0	8.1%
2 1- 9 miles	205.0	2.8%



Axis v37 (level vehicle) (continued)

3 10- 29 miles	627 0	8.5%
4 30- 49 miles	704 0	9.5%
5 50- 74 miles	947.0	12.8%
6 75- 99 miles	764.0	10.4%
7 100- 149 miles	1245.0	16.9%
8 150- 199 miles	769.0	10.4%
9 200- 299 miles	798.0	10.8%
10 300- 399 miles	311.0	4.2%
11 400- 499 miles	182 0	2.5%
12 500- 749 miles	173 0	2.3%
13 750 miles and over	61 0	0.8%
14 NA/DK	148.0	2.0%
15 DNA	2004.0	27.2%

..Grand Total

Axis v38 (level vehicle)

++V38 Mileage driven other H/h mbrs

Total	7382.0	100.0%
1 None	6196.0	83.9%
2 1- 9 miles	241.0	3.3%
3 10- 29 miles	384.0	5.2%
4 30- 49 miles	191.0	2.6%
5 50- 74 miles	143.0	1.9%
6 75- 99 miles	86.0	1.2%
7 100- 149 miles	75.0	1.0%
8 150- 199 miles	35 0	0.5%
9 200- 299 miles	17.0	0.2%
10 300- 399 miles	7 0	0.1%
11 400- 499 miles	4.0	0.1%
12 500- 749 miles	3.0	0.0%
13 750 miles and over	0.0	0.0%
14 NA/DK	147.0	2.0%
15 DNA	2004.0	27.1%
Grand Total		

Axis v39 (level vehicle)

++V39 Mileage driven non H/h mbrs

Total	7386.0	100.0%
1 None	7210.0	97.6%
2 1- 9 miles	41 0	0.6%
3 10- 29 miles	49.0	0.7%
4 30- 49 miles	20.0	0.3%
5 50- 74 miles	13.0	0.2%
6 75- 99 miles	7.0	0.1%
7 100- 149 miles	14.0	0.2%
8 150- 199 miles	6 0	0.1%
9 200- 299 miles	8.0	0.1%
10 300- 399 miles	8.0	0.1%
11 400- 499 miles	3.0	0.0%

Axis v39 (level vehicle): (continued)

12 500- 749 miles	4.0	0.1%
13 750 miles and over	3.0	0.0%
14 NA/DK	143.0	1.9%
15 DNA	2004.0	27.1%
. Grand Total		

Axis v40 (level vehicle):

++V40 Mileage carrying goods

Total	6985.0	100.0%
1 None	6631.0	94.9%
2 1- 9 miles	39.0	0.6%
3 10- 29 miles	77.0	1.1%
4 30- 49 miles	32.0	0.5%
5 50- 74 miles	41.0	0.6%
6 75- 99 miles	23.0	0.3%
7 100- 149 miles	44.0	0.6%
8 150- 199 miles	19.0	0.3%
9 200- 299 miles	30.0	0.4%
10 300- 399 miles	16.0	0.2%
11 400- 499 miles	10.0	0.1%
12 500- 749 miles	19.0	0.3%
13 750 miles and over	4.0	0.1%
14 NA/DK	544.0	7.8%
15 DNA	2004.0	28.7%
..Grand Total		

Axis v41 (level vehicle)

++V41 Mileage for service/repair

Total	6957.0	100.0%
1 None	6669.0	95.9%
2 1- 9 miles	176.0	2.5%
3 10- 29 miles	92.0	1.3%
4 30- 49 miles	12.0	0.2%
5 50- 74 miles	5.0	0.1%
6 75- 99 miles	2.0	0.0%
7 100- 149 miles	1.0	0.0%
8 150- 199 miles	0.0	0.0%
9 200- 299 miles	0.0	0.0%
10 300- 399 miles	0.0	0.0%
11 400- 499 miles	0.0	0.0%
12 500- 749 miles	0.0	0.0%
13 750 miles and over	0.0	0.0%
14 NA/DK	572.0	8.2%
15 DNA	2004.0	28.8%
..Grand Total		

Axis v42 (level vehicle)

++V42 Mileage carrying passengers

Total	6956.0	100.0%
1 None	633.0	9.1%
2 1- 9 miles	162.0	2.3%
3 10- 29 miles	510.0	7.3%
4 30- 49 miles	610.0	8.8%
5 50- 74 miles	854.0	12.3%
6 75- 99 miles	707.0	10.2%
7 100- 149 miles	1202.0	17.3%
8 150- 199 miles	768.0	11.0%
9 200- 299 miles	817.0	11.7%
10 300- 399 miles	314.0	4.5%
11 400- 499 miles	177.0	2.5%
12 500- 749 miles	147.0	2.1%
13 750 miles and over	55.0	0.8%
14 NA/DK	573.0	8.2%
15 DNA	2004.0	28.8%
Grand Total		

Axis v43 (level vehicle).

++V43 Analysis vehicle use

Total	6956.0	100.0%
1 Passenger only	5792.0	83.3%
2 Passenger/other	531.0	7.6%
3 Other only	98.0	1.4%
4 No mileage	535.0	7.7%
5 NA	1698.0	24.4%
6 DNA	879.0	12.6%
. Grand Total		

Axis v44 (level vehicle):

++V44 Why Was Vehicle Not Used

Total	518.0	100.0%
1 Vehicle not insured/taxed	102.0	19.7%
2 Vehicle being repaired/serviced	114.0	22.0%
3 Driver sick/ on holiday	111.0	21.4%
4 Driver disqualified	4.0	0.8%
5 Other /spec	55.0	10.6%
6 Other /vague	132.0	25.5%
7 NA	17.0	3.3%
8 DNA	8998.0	1737.1%
..Grand Total		

Axis totjou (level journey):

Total journeys	392129.0
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Axis j1 (level journey).

++J01. JOURNEY NUMBER

Total	392129.0	100.0%
1 1	26413.0	6.7%
2 2	26329.0	6.7%
3 3	24652.0	6.3%
4 4	24490.0	6.2%
5 5	22759.0	5.8%
6 6	22501.0	5.7%
7 7	20859.0	5.3%
8 8	20538.0	5.2%
9 9	19005.0	4.8%
10 10	18639.0	4.8%
11 11	16738.0	4.3%
12 12	16259.0	4.1%
13 13	14157.0	3.6%
14 14	13611 0	3.5%
15 15	11645 0	3.0%
16 16	11008 0	2.8%
17 17	9485 0	2.4%
18 18	8849.0	2.3%
19 19	7555 0	1.9%
20 20	7038 0	1.8%
21 21	6015.0	1.5%
22 22	5590.0	1.4%
23 23	4771.0	1.2%
24 24	4377.0	1.1%
25 25	3704.0	0.9%
26 26	3391.0	0.9%
27 27	2879.0	0.7%
28 28	2575.0	0.7%
29 29	2180.0	0.6%
30 30	1963.0	0.5%
31 31	1675 0	0.4%
32 32	1494.0	0.4%
33 33	1244 0	0.3%
34 34	1073.0	0.3%
35 35	908.0	0.2%
36 36	812.0	0.2%
37 37	690.0	0.2%
38 38	598.0	0.2%
39 39	512.0	0.1%
40 40	452.0	0.1%
41 41	369.0	0.1%
42 42	335.0	0.1%
43 43	285.0	0.1%
44 44	248.0	0.1%
45 45	210.0	0.1%
46 46	182.0	0.0%
47 47	142.0	0.0%
48 48	122.0	0.0%
49 49	102.0	0.0%
50 50	88 0	0.0%

Axis j1 (level journey) (continued)

51 51	76.0	0.0%
52 52	70.0	0.0%
53 53	54 0	0.0%
54 54	50.0	0.0%
55 55	42 0	0 0%
56 56	38.0	0.0%
57 57	31.0	0 0%
58 58	25.0	0.0%
59 59	22.0	0.0%
60 60	19.0	0.0%
61 61	17.0	0.0%
62 62	13 0	0.0%
63 63	12.0	0.0%
64 64	12.0	0 0%
65 65	12 0	0.0%
66 66	11.0	0.0%
67 67	10 0	0.0%
68 68	10.0	0.0%
69 69	9 0	0 0%
70 70	5.0	0.0%
71 71	5.0	0.0%
72 72	5 0	0.0%
73 73	5.0	0.0%
74 74	4 0	0.0%
75 75	3.0	0.0%
76 76	3.0	0 0%
77 77	3 0	0.0%
78 78	3.0	0 0%
79 79	3.0	0.0%
80 80	3.0	0 0%
81 81	3 0	0.0%
82 82	2.0	0.0%
83 83	2 0	0 0%
84 84	2.0	0.0%
85 85	2.0	0 0%
86 86	2 0	0.0%
87 87	2.0	0 0%
88 88	2 0	0.0%
89 89	2.0	0.0%
90 90	2.0	0.0%
91 91	2.0	0.0%
92 92	2.0	0 0%
93 93	2 0	0.0%
94 94	2.0	0.0%
95 95	2.0	0.0%
96 96	2.0	0.0%
97 97	2.0	0.0%
98 98	2.0	0.0%
99 99	1.0	0.0%

Axis j2 (level journey)  
++J02. JOURNEY STARTING TIME

Total	390066.0	100.0%
1 Midnight - 0059	1528.0	0.4%
2 0100 - 0159	721.0	0.2%
3 0200 - 0259	407.0	0.1%
4 0300 - 0359	191.0	0.0%
5 0400 - 0459	392.0	0.1%
6 0500 - 0559	1593.0	0.4%
7 0600 - 0629	1477.0	0.4%
8 0630 - 0659	3171.0	0.8%
9 0700 - 0714	4179.0	1.1%
10 0715 - 0729	4229.0	1.1%
11 0730 - 0744	6546.0	1.7%
12 0745 - 0759	5532.0	1.4%
13 0800 - 0814	8518.0	2.2%
14 0815 - 0829	7953.0	2.0%
15 0830 - 0844	12468.0	3.2%
16 0845 - 0859	8157.0	2.1%
17 0900 - 0914	6955.0	1.8%
18 0915 - 0929	3249.0	0.8%
19 0930 - 0959	9142.0	2.3%
20 1000 - 1029	12155.0	3.1%
21 1030 - 1059	10934.0	2.8%
22 1100 - 1129	11959.0	3.1%
23 1130 - 1159	10810.0	2.8%
24 1200 - 1229	14781.0	3.8%
25 1230 - 1259	12750.0	3.3%
26 1300 - 1329	13726.0	3.5%
27 1330 - 1359	11013.0	2.8%
28 1400 - 1429	13812.0	3.5%
29 1430 - 1459	10422.0	2.7%
30 1500 - 1529	13238.0	3.4%
31 1530 - 1559	17572.0	4.5%
32 1600 - 1629	18375.0	4.7%
33 1630 - 1644	11823.0	3.0%
34 1645 - 1659	6260.0	1.6%
35 1700 - 1714	13954.0	3.6%
36 1715 - 1729	5261.0	1.3%
37 1730 - 1744	8705.0	2.2%
38 1745 - 1759	4097.0	1.1%
39 1800 - 1814	7880.0	2.0%
40 1815 - 1829	3272.0	0.8%
41 1830 - 1859	9029.0	2.3%
42 1900 - 1929	10621.0	2.7%
43 1930 - 1959	8274.0	2.1%
44 2000 - 2029	8171.0	2.1%
45 2030 - 2059	5576.0	1.4%
46 2100 - 2129	6185.0	1.6%
47 2130 - 2159	5274.0	1.4%
48 2200 - 2229	5273.0	1.4%
49 2230 - 2259	5668.0	1.5%
50 2300 - 2329	4602.0	1.2%

Axis j2 (level journey) (continued)

51 2330 - 2359	2186.0	0.6%
52 NA	2063.0	0.5%
. Grand Total		

Axis j3 (level journey)

++J03. JOURNEY TIME UNACCOUNTED FOR

Total	62877.0	100 0%
1 Under 5 mins	60920.0	96 9%
2 5 to 9 mins	973.0	1.5%
3 10 to 14 mins	465.0	0.7%
4 15 to 19 mins	186.0	0.3%
5 20 to 24 mins	130.0	0.2%
6 25 to 29 mins	43.0	0.1%
7 30 to 34 mins	38.0	0.1%
8 35 to 39 mins	19.0	0.0%
9 40 to 44 mins	12.0	0.0%
10 45 to 49 mins	11.0	0.0%
11 50 to 59 mins	13 0	0.0%
12 60 mins and over	67.0	0.1%
13 NA	9076.0	14.4%
14 DNA	320176 0	509.2%
..Grand Total		

Axis j4 (level journey).

++J04. %JNY TIME SPENT WAITING FOR

Total	62877.0	100.0%
1 <1%	59817.0	95.1%
2 1-4%	125 0	0.2%
3 5-9%	396 0	0.6%
4 10-14%	581.0	0.9%
5 15-19%	368.0	0.6%
6 20-24%	432.0	0.7%
7 25-29%	314.0	0.5%
8 30-39%	392.0	0.6%
9 40-49%	221.0	0.4%
10 50-74%	195.0	0.3%
11 75%+	36.0	0 1%
12 NA	9076.0	14 4%
13 DNA	320176.0	509 2%
Grand Total		

Axis j5 (level journey)

++J05. LENGTH OF JOURNEY INC SHORT WALK

Total	383984.0	100.0%
1 Under 1 mile	38084.0	9.9%
2 1 to 1.9 miles	98252.0	25.6%
3 2 to 2.9 miles	55976.0	14.6%

Axis j5 (level journey) (continued)

4 3 to 4.9 miles	66772.0	17.4%
5 5 to 9.9 miles	68297.0	17.8%
6 10 to 14.9 miles	24100.0	6.3%
7 15 to 24.9 miles	16384.0	4.3%
8 25 to 29.9 miles	3566.0	0.9%
9 30 to 49.9 miles	6743.0	1.8%
10 50 to 99.9 miles	3970.0	1.0%
11 100 to 199.9 miles	1345.0	0.4%
12 200 miles and over	495.0	0.1%
13 DK/NA	8145.0	2.1%
Grand Total		

Axis j6 (level journey)

++J06 MEAN OVERALL JOURNEY SPEED

Total	63338.0	100.0%
1 Under 5 mph	26389.0	41.7%
2 5 to 9.9 mph	10183.0	16.1%
3 10 to 19.9 mph	15200.0	24.0%
4 20 to 29.9 mph	7593.0	12.0%
5 30 to 39.9 mph	2998.0	4.7%
6 40 to 49.9 mph	764.0	1.2%
7 50 mph and over	211.0	0.3%
8 NA	8615.0	13.6%
9 DNA	320176.0	505.5%
. Grand Total		

Axis j7 (level journey)

++J07. NO. STAGES INCL SHORT WALK

Total	392129.0	100.0%
1 One	366158.0	93.4%
2 Two	19156.0	4.9%
3 Three	5473.0	1.4%
4 Four	814.0	0.2%
5 Five	369.0	0.1%
6 Six	97.0	0.0%
7 Seven or more	62.0	0.0%
. Grand Total		

Axis j8 (level journey):

++J08. JOURNEY PURPOSE

Total	392070.0	100.0%
1 to/from work	98203.0	25.0%
2 In course work	16363.0	4.2%
3 Educational	30557.0	7.8%
4 Shopping	66815.0	17.0%
5 Personal business	35280.0	9.0%
6 Eating/drinking	10806.0	2.8%



Axis j8 (level journey) (continued)

7 Social	64730 0	16.5%
8 Entertainment	14621.0	3.7%
9 Sport - partaking	7520.0	1.9%
10 Sport - watching	2330.0	0.6%
11 Holidays	6240.0	1.6%
12 Day-trip	17108.0	4.4%
13 Escort	20981.0	5.4%
14 Other	516.0	0.1%
15 NA	59.0	0.0%
Grand Total		

Axis j9 (level journey)

++J09 JOURNEY PURPOSE FROM

Total	392096 0	100.0%
1 Work	52984.0	13.5%
2 In course work	10384 0	2.6%
3 Educational	15914.0	4.1%
4 Shopping	35772.0	9.1%
5 Personal Business	19167.0	4.9%
6 Eating/drinking	6327 0	1.6%
7 Social	35286.0	9.0%
8 Entertainment	7834.0	2.0%
9 Sport - partaking	4135 0	1.1%
10 Sport - watching	1240.0	0.3%
11 Holidays	4955 0	1.3%
12 Day-trip	9739.0	2.5%
13 Escort	11494.0	2.9%
14 Other	339 0	0.1%
15 Home	176526.0	45.0%
16 NA	33.0	0.0%
..Grand Total		

Axis j10 (level journey)

++J010. JOURNEY PURPOSE TO

Total	392094.0	100.0%
1 Work	52983.0	13.5%
2 In course work	10461.0	2.7%
3 Educational	16119.0	4.1%
4 Shopping	35686.0	9.1%
5 Personal Business	19346 0	4.9%
6 Eating/drinking	6381.0	1.6%
7 Social	35266.0	9.0%
8 Entertainment	7884.0	2.0%
9 Sport - partaking	4128.0	1.1%
10 Sport - watching	1252 0	0.3%
11 Holidays	5102.0	1.3%
12 Day-trip	9796.0	2.5%
13 Escort	11539 0	2.9%
14 Other	345.0	0.1%

Axis j10 (level journey). (continued)

15 Home	175806 0	44.8%
16 NA	35 0	0.0%
Grand Total		

Axis j11 (level journey):

++J11. MAIN MEANS OF TRANSPORT

Total	384551 0	100.0%
1 British Rail	5754.0	1.5%
2 LT Underground	2163.0	0.6%
3 LT stage bus	7494.0	1.9%
4 Other stage bus	48747.0	12.7%
5 Long distance bus	814.0	0.2%
6 Other public transport	8174.0	2.1%
7 Private car/van/lorry	223950.0	58.2%
8 Motorcycle/scooter/moped	4899.0	1.3%
9 Bike	16377.0	4.3%
10 Walk	64416.0	16.8%
11 Other private transport	1763 0	0.5%
12 NA	7578 0	2.0%
..Grand Total		

Axis j12 (level journey)

++J12. SHORT WALK JOURNEY

Total	392055.0	100 0%
1 Yes	18175.0	4 6%
2 No	373880.0	95 4%
3 NA	74 0	0.0%
Grand Total		

Axis j13 (level journey)

++J13. NO STAGES EX SHORT WALK

Total	385194.0	100.0%
1 None	18175.0	4 7%
2 One	355258.0	92 2%
3 Two	9778.0	2.5%
4 Three	1787.0	0.5%
5 Four	196.0	0.1%
6 Five	0 0	0.0%
7 Six	0.0	0.0%
8 NA	6935.0	1.8%
Grand Total		

Axis j14 (level journey)

++J14 LENGTH OF JOURNEY EXCL SHORT WALK

Total	365809.0	100 0%
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Axis j14 (level journey): (continued)

1 Under 1 mile	19968.0	5.5%
2 1 to 1.9 miles	98375.0	26.9%
3 2 to 2.9 miles	55974.0	15.3%
4 3 to 4.9 miles	66674.0	18.2%
5 5 to 9.9 miles	68251.0	18.7%
6 10 to 14 9 miles	24071 0	6.6%
7 15 to 24 9 miles	16378 0	4.5%
8 25 to 29 9 miles	3565 0	1.0%
9 30 to 49 9 miles	6743.0	1.8%
10 50 to 99 9 miles	3970.0	1.1%
11 100 to 199.9 miles	1345.0	0.4%
12 200 miles and over	495.0	0.1%
13 DK/NA	8071.0	2.2%
14 DNA	18249.0	5.0%
Grand Total		

Axis j15 (level journey):

++J15. OVERALL JOURNEY TIME

Total	66747 0	100.0%
1 Under 15mins	28755.0	43.1%
2 15- <30mins	22615.0	33.9%
3 30- <45mins	9145.0	13.7%
4 45- <60mins	2560.0	3.8%
5 60- <90mins	2242.0	3.4%
6 90- <120mins	624.0	0.9%
7 120- <150mins	288.0	0.4%
8 150- 3hrs	149.0	0.2%
9 3- <4hrs	163 0	0.2%
10 4- <5hrs	93 0	0.1%
11 5- <6hrs	62 0	0.1%
12 6hrs +	51 0	0.1%
13 DK/NA	5206.0	7.8%
14 DNA	320176.0	479.7%

Axis j17 (level journey)

++J17. DAY OF WEEK

Total	392129.0	100 0%
1 Monday	54901.0	14 0%
2 Tuesday	58443.0	14.9%
3 Wednesday	57957.0	14.8%
4 Thursday	58698.0	15.0%
5 Friday	62726 0	16.0%
6 Saturday	59110.0	15.1%
7 Sunday	40294.0	10.3%

Axis j18 (level journey):

++J18 DAY OF RECORDING PERIOD

Total	392129.0	100.0%
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Axis j18 (level journey): (continued)

1 1st day	54721.0	14.0%
2 2nd day	54389.0	13.9%
3 3rd day	53611.0	13.7%
4 4th day	53445.0	13.6%
5 5th day	51936.0	13.2%
6 6th day	52074.0	13.3%
7 7th day	71953.0	18.3%

Axis totsta (level stage):

Total stages	427023.0
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Axis s1 (level stage):

++S01. STAGE NUMBER

Total	427023.0	100.0%
1 1st stage	392129.0	91.8%
2 2nd stage	25971.0	6.1%
3 3rd stage	6815.0	1.6%
4 4th stage	1342.0	0.3%
5 5th stage	528.0	0.1%
6 6th stage	159.0	0.0%
7 7th stage	62.0	0.0%
8 8th stage	17.0	0.0%
9 9th stage	0.0	0.0%
..Grand Total		

Axis s2 (level stage):

++S02. MEANS OF TRANSPORT

Total	426565.0	100.0%
1 Walk	88033.0	20.6%
2 Bike	16864.0	4.0%
3 Works/school bus	6651.0	1.6%
4 H/H car driver	131929.0	30.9%
5 Borrowed car driver	1858.0	0.4%
6 Self drive hire driver	185.0	0.0%
7 H/H van/lorry driver	5317.0	1.2%
8 Non-h/h var/lorry driver	1277.0	0.3%
9 H/H/ car pass	54333.0	12.7%
10 Non-h/h car pass	33373.0	7.8%
11 H/H/ van/lorry pass	1522.0	0.4%
12 Non-h/h van/lorry pass	1636.0	0.4%
13 H/H motorcycle driver	4631.0	1.1%
14 Non-h/h motorcycle driver	40.0	0.0%
15 H/H motorcycle pass	163.0	0.0%
16 Non-h/h motorcycle pass	169.0	0.0%
17 Private tour/excr	916.0	0.2%
18 Other private transport	958.0	0.2%
19 LT bus	9374.0	2.2%

Axis s2 (level stage) (continued)

20 Other public ord bus	54055.0	12.7%
21 Public express bus	932.0	0.2%
22 Taxi	2011.0	0.5%
23 LT Underground	3236.0	0.8%
24 British Rail - first class	176.0	0.0%
25 British Rail - second class	6474.0	1.5%
26 Other public transport	452.0	0.1%
27 NA	458.0	0.1%

. Grand Total

Axis s3 (level stage):

++S03. Means Pub Transport

Total	76710 0	100 0%
1 LT Cent Bus	9374 0	12.2%
2 Other Pub ord bus	54055.0	70.5%
3 Pub express bus	932.0	1.2%
4 Taxi	2011.0	2.6%
5 LT Underground	3236.0	4.2%
6 British Rail 1st Class	176.0	0.2%
7 British Rail 2nd Class	6474.0	8.4%
8 Other pub trans	452.0	0.6%
9 NA	458.0	0.6%
10 DNA	349855.0	456.1%

Grand Total

Axis s4 (level stage):

++S04. COST OF TRAVEL

Total	74885.0	100.0%
1 No cost	8530.0	11.4%
2 Under 5p	7943.0	10.6%
3 5 to <10p	17824.0	23.8%
4 10 to <15p	15567.0	20.8%
5 15 to <20p	9257.0	12.4%
6 20 to <30p	8060.0	10.8%
7 30 to <50p	4280.0	5.7%
8 50 to <75p	1825.0	2.4%
9 75p to <\$1	604 0	0.8%
10 \$1 to <150p	457.0	0.6%
11 150p to <\$2	152.0	0.2%
12 \$2 to \$4 99	240 0	0.3%
13 \$5 and over	146.0	0.2%
14 NA	1825.0	2.4%
15 DNA	350313 0	467.8%

. Grand Total

Axis s6 (level stage):

++S06. TYPE OF TICKET

Total	76515.0	100.0%
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Axis s6 (level stage). (continued)

1 Taxi	2029.0	2.7%
2 Ordinary single	51088.0	66.8%
3 Ordinary return	4265.0	5.6%
4 Season	5761.0	7.5%
5 Free travel	8313.0	10.9%
6 Off peak	17.0	0.0%
7 Rover rail rnbt	186.0	0.2%
8 Other reduced rate	4486.0	5.9%
9 Other	370.0	0.5%
10 NA	195.0	0.3%
11 DNA	350313.0	457.8%
. Grand Total		

Axis s7 (level stage)

++S07 WHO PAID FOR TICKET

Total	76012.0	100.0%
1 Self	58931.0	77.5%
2 Other h/h member	7265.0	9.6%
3 Other person	480.0	0.6%
4 Employer	9336.0	12.3%
5 NA	693.0	0.9%
6 DNA	350318.0	460.9%
..Grand Total		

Axis s8 (level stage)

++S08. LENGTH OF STAGE

Total	418139.0	100.0%
1 Under 1 mile	51969.0	12.4%
2 1 to 1.9 miles	107289.0	25.7%
3 2 to 2.9 miles	60223.0	14.4%
4 3 to 4.9 miles	70745.0	16.9%
5 5 to 9.9 miles	70380.0	16.8%
6 10 to 14.9 miles	24609.0	5.9%
7 15 to 24.9 miles	16447.0	3.9%
8 25 to 29.9 miles	3743.0	0.9%
9 30 to 39.9 miles	4322.0	1.0%
10 40 to 49.9 miles	2463.0	0.6%
11 50 to 74.9 miles	2964.0	0.7%
12 75 to 99.9 miles	1088.0	0.3%
13 100 to 149.9 miles	966.0	0.2%
14 150 to 199.9 miles	447.0	0.1%
15 200 miles and over	484.0	0.1%
16 NA	8884.0	2.1%
..Grand Total		

Axis s10 (level stage):

++S10. SHORT WALK

Total	419606.0	100.0%
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Axis s10 (level stage): (continued)

1 Yes	30540.0	7.3%
2 No	389066 0	92.7%
3 NA	7417.0	1.8%
..Grand Total		

Axis s11 (level stage)

++S11 Stage Length <1 Mile

Total	51961 0	100.0%
1 <1/4 mile	14918.0	28.7%
2 1/4 - < 1/2 mile	10828.0	20.8%
3 1/2 - 3/4 mile	19689.0	37.9%
4 3/4 - <1 mile	6526.0	12.6%
5 NA	8892 0	17.1%
6 DNA	366170.0	704.7%
Grand Total		

Axis s12 (level stage):

++S12 STAGE TRAVELLING TIME

Total	81185.0	100.0%
1 Under 15 mins	43030.0	53.0%
2 15 to 29 mins	24163.0	29.8%
3 30 to 44 mins	7915 0	9.7%
4 45 to 59 mins	1909.0	2.4%
5 1 hr to 1 hr 29 mins	1601.0	2.0%
6 1.5 hrs to 1 hr 59 mins	1994.0	2.5%
7 2 hrs to 2 hrs 29 mins	240.0	0.3%
8 2.5 hrs to 2 hrs 59 mins	98.0	0.1%
9 3 hrs to 3 hrs 59 mins	97.0	0.1%
10 4 hrs to 4 hrs 59 mins	51.0	0.1%
11 5 hrs to 5 hrs 59 mins	50 0	0.1%
12 6 hrs and over	37.0	0.0%
13 NA	12867.0	15.8%
14 DNA	332971.0	410.1%
.Grand Total		

Axis s14 (level stage).

++S14. NO. OF VEHICLES USED

Total	237986.0	100.0%
1 1st vehicle	165348.0	69.5%
2 2nd vehicle	28888.0	12.1%
3 3rd vehicle	3195.0	1.3%
4 4th vehicle	542.0	0.2%
5 5th vehicle	91.0	0.0%
6 6th vehicle	0.0	0.0%
7 Non h/h vehicle	39922.0	16.8%
8 NA	431.0	0.2%
9 DNA	188606 0	79.3%

Axis s14 (level stage)· (continued)

..Grand Total

Axis s15 (level stage):

++S15 VEH OCUPNCY FOR STAGE

Total	236850 0	100.0%
1	89943 0	38.0%
2	77692 0	32.8%
3	32132 0	13.6%
4	24871 0	10.5%
5	7476 0	3.2%
6	2832 0	1.2%
7	848 0	0.4%
8	285 0	0.1%
9	83 0	0.0%
10	55 0	0.0%
11	67 0	0.0%
12	107 0	0.0%
13	35 0	0.0%
14	37 0	0.0%
15+	387 0	0.2%
16 NA	1567 0	0.7%
17 DNA	188606 0	79.6%
..Grand Total		

Axis s16 (level stage)·

++S16. DRIVER/PASSENGER

Total	238154.0	100.0%
1 Driver	145584.0	61.1%
2 Passenger	92570.0	38.9%
3 NA	263.0	0.1%
4 DNA	188606.0	79.2%
..Grand Total		

Axis s17 (level stage)·

++S17 MEAN STAGE SPEED

Total	80659.0	100.0%
1 Under 5mph	39363.0	48.8%
2 5 to 9.9mph	10016.0	12.4%
3 10 to 19 9mph	17685.0	21.9%
4 20 to 29 9 mph	8744.0	10.8%
5 30 to 39 9 mph	3555.0	4.4%
6 40 to 49 9 mph	971.0	1.2%
7 50 mph and over	325.0	0.4%
8 NA	13393.0	16.6%
9 DNA	332971.0	412.8%
..Grand Total		



Axis sv1 (level stage):

++V01 Vehicle Number

Total	198064.0	100.0%
1 No.1	165348.0	83.5%
2 No.2	28888.0	14.6%
3 No.3	3195.0	1.6%
4 No.4	542.0	0.3%
5 No.5	91.0	0.0%
6 No.6	0 0	0.0%

Axis sv1v (level stage)

Total vehicles	198064 0	100 0%
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Axis sv2 (level stage)

++V02 Main Driver Person Number

Total	198044.0	100 0%
1 Person no.1	145616.0	73.5%
2 Person no.2	37161.0	18.8%
3 Person no.3	12337.0	6.2%
4 Person no.4	2209.0	1.1%
5 Person no.5	495.0	0.2%
6 Person no.6	185.0	0.1%
7 Person no.7	22.0	0.0%
8 Person no.8	19.0	0.0%
9 Person no.9	0.0	0.0%
10 DNA	20.0	0.0%
..Grand Total		

Axis sv3 (level stage)

++V03 Vehicle Registration

Total	194963.0	100.0%
1 Firm/organisation	19467.0	10.0%
2 H/h member	174542.0	89.5%
3 Borrowed	549.0	0.3%
4 Other person	405.0	0.2%
5 NA	3101.0	1.6%
..Grand Total		

Axis sv4 (level stage)

++V04 Type of vehicle

Total	194963.0	100.0%
1 4 wh van/lorry	9397.0	4.8%
2 4 wh saln car	154156.0	79.1%
3 4 wh est car	22852.0	11.7%
4 4 wh conv car	1591.0	0.8%

Axis sv4 (level stage): (continued)

5 3 wh veh	1196.0	0.6%
6 M'cycle and Scooter	92.0	0.0%
7 M'cycle	2916.0	1.5%
8 Sctr	409.0	0.2%
9 Moped	1381.0	0.7%
10 Other	973.0	0.5%
11 NA	3101.0	1.6%
..Grand Total		

Axis sv5 (level stage).

++V05 Taxation Class

Total	188944.0	100.0%
1 Private	178590.0	94.5%
2 Goods	5095.0	2.7%
3 M/cy, sctr, moped	4574.0	2.4%
4 Invalid carriage	202.0	0.1%
5 Hackney carriage	170.0	0.1%
6 Other	313.0	0.2%
7 NA	9120.0	4.8%
..Grand Total		

Axis sv6 (level stage)

++V06 Make/Origin of car

Total	178541.0	100.0%
1 BL Aust/Morr	51101.0	28.6%
2 BL Other	15395.0	8.6%
3 Chrysler UK	19642.0	11.0%
4 Ford	43366.0	24.3%
5 Vauxhall	17763.0	9.9%
6 Other British	475.0	0.3%
7 Import	30799.0	17.3%
8 DK/NA	58.0	0.0%
9 DNA	19465.0	10.9%
Grand Total		

Axis sv7 (level stage):

++V07 Engine Capacity (cc)

Total	178306.0	100.0%
1 Up to 50	1749.0	1.0%
2 51-200	1679.0	0.9%
3 201-250	451.0	0.3%
4 251-350	65.0	0.0%
5 351-500	422.0	0.2%
6 501-600	465.0	0.3%
7 601-700	1065.0	0.6%
8 701-1000	25895.0	14.5%
9 1001-1200	33535.0	18.8%

Axis sv7 (level stage): (continued)

10 1201-1500	50444.0	28.3%
11 1501-2000	53093.0	29.8%
12 2001-3000	6302.0	3.5%
13 3001 or over	3141.0	1.8%
14 DK/NA	7260.0	4.1%
15 DNA	12498.0	7.0%
..Grand Total		

Axis sv8 (level stage)

++V08 Unladen weight

Total	4435.0	100.0%
1 Up to 1.5 tons	4163.0	93.9%
2 Over 1.5 tons	272.0	6.1%
3 DK/NA	4962.0	111.9%
4 DNA	188667.0	4254.0%
. Grand Total		

Axis sv9 (level stage)

++V09 Status of Car

Total	175217.0	100.0%
1 Sole H/h car	132442.0	75.6%
2 Sole car+ Van/Lor	294.0	0.2%
3 Not main car	19941.0	11.4%
4 Main car of 2/+ cars	22540.0	12.9%
5 NA	7541.0	4.3%
6 DNA	15306.0	8.7%
..Grand Total		

Axis sv10 (level stage)

++V10 Year of first registration

Total	173358.0	100.0%
1 Pre 1961	3160.0	1.8%
2 1961	1411.0	0.8%
3 1962	1945.0	1.1%
4 1963	3305.0	1.9%
5 1964	4913.0	2.8%
6 1965	7049.0	4.1%
7 1966	8213.0	4.7%
8 1967	10697.0	6.2%
9 1968	13584.0	7.8%
10 1969	12219.0	7.0%
11 1970	14868.0	8.6%
12 1971	15192.0	8.8%
13 1972	21170.0	12.2%
14 1973	23299.0	13.4%
15 1974	15934.0	9.2%
16 1975	13447.0	7.8%

Axis sv10 (level stage) (continued)

17 1976	2952.0	1.7%
18 NA	5241.0	3.0%
19 DNA	19465.0	11.2%
..Grand Total		

Axis sv11 (level stage):

++V11 Vehicle schedule completed		
Total	198064.0	100.0%
1 Yes	194963.0	98.4%
2 No	3101.0	1.6%

Axis sv12 (level stage):

++V12 Vehicle Taxable Benefit		
Total	18973.0	100.0%
1 Yes	7572.0	39.9%
2 No	11401.0	60.1%
3 NA	494.0	2.6%
4 DNA	178597.0	941.3%
. Grand Total		

Axis sv13 (level stage)

++V13 Firm pays running costs		
Total	19097.0	100.0%
1 Yes-All	13828.0	72.4%
2 No/Some	5269.0	27.6%
3 NA	0.0	0.0%
4 DNA	178967.0	937.1%
..Grand Total		

Axis sv14 (level stage):

++V14 Pay firm for use of vehicle		
Total	13582.0	100.0%
1 No payment	8096.0	59.6%
2 Pay for petrol	3728.0	27.4%
3 Mileage charge	806.0	5.9%
4 Fixed charge	556.0	4.1%
5 Other payment	396.0	2.9%
6 NA	189.0	1.4%
7 DNA	184293.0	1356.9%
Grand Total		

Axis sv15 (level stage):

++V15 Tax allowance for vehicle		
Total	175821.0	100.0%

Axis sv15 (level stage): (continued)

1 Purchase/depreciation costs	1632.0	0.9%
2 Running costs	4244.0	2.4%
3 Both	10743.0	6.1%
4 Yes - details unknown	1406.0	0.8%
5 None	157796.0	89.7%
6 NA	3990.0	2.3%
7 DNA	18253.0	10.4%
Grand Total		

Axis sv16 (level stage):

++V16 Vehicle purchased by firm

Total	174148.0	100.0%
1 Yes-full	6709.0	3.9%
2 Yes-part	4585.0	2.6%
3 No	162854.0	93.5%
4 NA	5721.0	3.3%
5 DNA	18195.0	10.4%
. Grand Total		

Axis sv17 (level stage):

++V17 Free petrol/ Mileage expense

Total	173114.0	100.0%
1 Free petrol only	11003.0	6.4%
2 Mileage expense only	27251.0	15.7%
3 Fixed allowance only	4683.0	2.7%
4 Free petrol + mileage expense	1017.0	0.6%
5 Free petrol + fixed allowance	293.0	0.2%
6 Mileage expense + fixed allowance	473.0	0.3%
7 Free petrol + Mileage + Allowance	112.0	0.1%
8 None	128282.0	74.1%
9 NA	6697.0	3.9%
10 DNA	18253.0	10.5%
.Grand Total		

Axis sv18 (level stage):

++V18 Firm pays tax/insurance

Total	168865.0	100.0%
1 Road tax only	551.0	0.3%
2 Insurance only	646.0	0.4%
3 Road tax + insurance	10298.0	6.1%
4 Neither	157370.0	93.2%
5 NA	5969.0	3.5%
6 DNA	23230.0	13.8%
. Grand Total		

Axis sv19 (level stage)

++V19 Firm pays garage/service

Total	173842.0	100.0%
1 Park/ garage only	1053.0	0.6%
2 Service / repair only	6357.0	3.7%
3 Park / garage + service / repair	4319.0	2.5%
4 None	157136.0	90.4%
5 Fixed allowance only	4977.0	2.9%
6 NA	5969.0	3.4%
7 DNA	18253.0	10.5%
. Grand Total		

Axis sv20 (level stage):

++V20 Summary subsidies received

Total	49813.0	100.0%
1 Tax relief only	7784.0	15.6%
2 Mileage expenses only	20887.0	41.9%
3 Other subs one type	5207.0	10.5%
4 More than one subs	15935.0	32.0%
5 NA	14572.0	29.3%
6 DNA	133679.0	268.4%
.Grand Total		

Axis sv21 (level stage)

++V21 Journeys affected fuel incl

Total	192272.0	100.0%
1 Work/School	8169.0	4.2%
2 Shops	5997.0	3.1%
3 Others	40667.0	21.2%
4 Work/School +shops	1069.0	0.6%
5 Work/School +others	4285.0	2.2%
6 Shops + others	15681.0	8.2%
7 All	6688.0	3.5%
8 None	109716.0	57.1%
9 NA	2691.0	1.4%
10 DNA	3101.0	1.6%

Axis sv22 (level stage)

++V22 1st Change fuel rise

Total	83812.0	100.0%
1 Subsd car travel	136.0	0.2%
2 Inc use pub trans	1833.0	2.2%
3 Inc use diff car	829.0	1.0%
4 Inc use other priv trans	2255.0	2.7%
5 Inc walk	3603.0	4.3%
6 Buy diff veh	5607.0	6.7%
7 Share Taxi/car	3601.0	4.3%

Axis sv22 (level stage). (continued)

8 Driv slow	4238.0	5.1%
9 Used veh less	52341.0	62.5%
10 Reduced travel	7225.0	8.6%
11 Others	2144.0	2.6%
12 NA	187.0	0.2%
13 DNA	114065.0	136.1%
..Grand Total		

Axis sv23 (level stage)

++V23 2nd Change fuel rise

Total	20278.0	100.0%
1 Subsd car travel	0.0	0.0%
2 Inc use pub trans	1119.0	5.5%
3 Inc use diff car	322.0	1.6%
4 Inc use other priv trans	1515.0	7.5%
5 Inc walk	4432.0	21.9%
6 Buy diff veh	429.0	2.1%
7 Share Taxi/car	1118.0	5.5%
8 Driv slow	1673.0	8.3%
9 Used veh less	4714.0	23.2%
10 Reduced travel	3967.0	19.6%
11 Others	989.0	4.9%
12 NA	0.0	0.0%
13 DNA	177786.0	876.7%
.Grand Total		

Axis sv24 (level stage).

++V24 3rd Change fuel rise

Total	2790.0	100.0%
1 Subsd car travel	0.0	0.0%
2 Inc use pub trans	322.0	11.5%
3 Inc use diff car	70.0	2.5%
4 Inc use other priv trans	258.0	9.2%
5 Inc walk	700.0	25.1%
6 Buy diff veh	101.0	3.6%
7 Share Taxi/car	178.0	6.4%
8 Driv slow	304.0	10.9%
9 Used veh less	446.0	16.0%
10 Reduced travel	306.0	11.0%
11 Others	105.0	3.8%
12 NA	0.0	0.0%
13 DNA	195274.0	6999.1%
..Grand Total		

Axis sv25 (level stage):

++V25 Parking at night

Total	194003.0	100.0%
-------	----------	--------

Axis sv25 (level stage) (continued)

1 Garage covered car port	118631.0	61.1%
2 Not covered own prem	40636 0	20.9%
3 Street	33839 0	17.4%
4 Other	15.0	0.0%
5 Not covered other prem	882.0	0.5%
6 NA	4061.0	2.1%
. Grand Total		

Axis sv26 (level stage):

++V26 Cost of service last month

Total	71588.0	100.0%
1 0 to 9	21107.0	29.5%
2 10 to 19	13951.0	19.5%
3 20 to 29	8347.0	11.7%
4 30 to 39	4670.0	6.5%
5 40 to 49	3321.0	4.6%
6 50 to 59	2417.0	3.4%
7 60 to 79	1823 0	2.5%
8 80 to 99	930 0	1.3%
9 100 to 149	1026.0	1.4%
10 150 to 199	455.0	0.6%
11 200 and over	783.0	1.1%
12 None- under warrnty	3899.0	5.4%
13 Amount not known	8859.0	12.4%
14 NA	930.0	1.3%
15 DNA	125546.0	175.4%
..Grand Total		

Axis sv27 (level stage).

++V27 Work done by garage

Total	70701.0	100.0%
1 Yes - All or part	49082.0	69.4%
2 No	21619 0	30.6%
3 NA	1817.0	2.6%
4 DNA	125546.0	177.6%
.Grand Total		

Axis sv28 (level stage):

++V28 Annual Vehicle Mileage

Total	187032 0	100.0%
1 Under 500	362 0	0.2%
2 500-999	850.0	0.5%
3 1000-1999	5345.0	2.9%
4 2000-2999	6881.0	3.7%
5 3000-3999	9819.0	5.2%
6 4000-4999	9305.0	5.0%
7 5000-6999	32493 0	17.4%



Axis sv28 (level stage): (continued)

8 7000-8999	26347.0	14.1%
9 9000-9999	7663.0	4.1%
10 10 to < 12 Thou	30122.0	16.1%
11 12 to < 15 Thou	26089.0	13.9%
12 15 to < 18 Thou	12820.0	6.9%
13 18 to < 20 Thou	3067.0	1.6%
14 20 to < 21 Thou	4486.0	2.4%
15 21 to < 25 Thou	2742.0	1.5%
16 25 to < 30 Thou	3638.0	1.9%
17 30 to < 35 Thou	2459.0	1.3%
18 35 to < 40 Thou	1029.0	0.6%
19 40 to < 50 Thou	739.0	0.4%
20 50 Thou and over	776.0	0.4%
21 NA	7559.0	4.0%
22 DNA	3473.0	1.9%
Grand Total		

Axis sv29 (level stage)

++V29 Annual Vehicle Commuting Mileage

Total	176995.0	100.0%
1 Under 500	47391.0	26.8%
2 500-999	10378.0	5.9%
3 1000-1999	24456.0	13.8%
4 2000-2999	23399.0	13.2%
5 3000-3999	17785.0	10.0%
6 4000-4999	11642.0	6.6%
7 5000-6999	21997.0	12.4%
8 7000-8999	8690.0	4.9%
9 9000-9999	2075.0	1.2%
10 10 to < 12 Thou	4196.0	2.4%
11 12 to < 15 Thou	2764.0	1.6%
12 15 to < 18 Thou	907.0	0.5%
13 18 to < 20 Thou	300.0	0.2%
14 20 to < 21 Thou	312.0	0.2%
15 21 to < 25 Thou	274.0	0.2%
16 25 to < 30 Thou	297.0	0.2%
17 30 to < 35 Thou	117.0	0.1%
18 35 to < 40 Thou	0.0	0.0%
19 40 to < 50 Thou	11.0	0.0%
20 50 Thou and over	4.0	0.0%
21 NA	9053.0	5.1%
22 DNA	12016.0	6.8%
Grand Total		

Axis sv30 (level stage):

++V30 Annual Vehicle Business Mileage

Total	177248.0	100.0%
1 Under 500	120155.0	67.8%
2 500-999	5128.0	2.9%

Axis sv30 (level stage). (continued)

3	1000-1999	7360.0	4.2%
4	2000-2999	7380.0	4.2%
5	3000-3999	4688.0	2.6%
6	4000-4999	3601.0	2.0%
7	5000-6999	6886.0	3.9%
8	7000-8999	5045.0	2.8%
9	9000-9999	1754.0	1.0%
10	10 to < 12 Thou	3538.0	2.0%
11	12 to < 15 Thou	3130.0	1.8%
12	15 to < 18 Thou	2013.0	1.1%
13	18 to < 20 Thou	675.0	0.4%
14	20 to < 21 Thou	1233.0	0.7%
15	21 to < 25 Thou	1520.0	0.9%
16	25 to < 30 Thou	1159.0	0.7%
17	30 to < 35 Thou	863.0	0.5%
18	35 to < 40 Thou	403.0	0.2%
19	40 to < 50 Thou	608.0	0.3%
20	50 Thou and over	109.0	0.1%
21	NA	8800.0	5.0%
22	DNA	12016.0	6.8%
Grand Total			

Axis sv31 (level stage)

++V31 Annual Vehicle Private Mileage

Total		183680.0	100.0%
1	Under 500	8689.0	4.7%
2	500-999	6223.0	3.4%
3	1000-1999	21656.0	11.8%
4	2000-2999	26686.0	14.5%
5	3000-3999	21162.0	11.5%
6	4000-4999	19910.0	10.8%
7	5000-6999	37451.0	20.4%
8	7000-8999	19216.0	10.5%
9	9000-9999	6315.0	3.4%
10	10 to < 12 Thou	8385.0	4.6%
11	12 to < 15 Thou	5396.0	2.9%
12	15 to < 18 Thou	1011.0	0.6%
13	18 to < 20 Thou	592.0	0.3%
14	20 to < 21 Thou	303.0	0.2%
15	21 to < 25 Thou	302.0	0.2%
16	25 to < 30 Thou	267.0	0.1%
17	30 to < 35 Thou	55.0	0.0%
18	35 to < 40 Thou	0.0	0.0%
19	40 to < 50 Thou	10.0	0.0%
20	50 Thou and over	51.0	0.0%
21	NA	10911.0	5.9%
22	DNA	3473.0	1.9%
..Grand Total			

Axis sv32 (level stage)

++V32 Driving all way to work

Total	180226.0	100.0%
1 Yes	139879.0	77.6%
2 No	40347.0	22.4%
3 NA	5794.0	3.2%
4 DNA	12044.0	6.7%
Grand Total		

Axis sv33 (level stage)

++V33 Parking at work

Total	139447.0	100.0%
1 Street	16083.0	11.5%
2 Firm car park	109192.0	78.3%
3 Public car park	7534.0	5.4%
4 Else where	3585.0	2.6%
5 Not left there	1031.0	0.7%
6 Varies	2022.0	1.5%
7 NA	432.0	0.3%
8 DNA	58185.0	41.7%
Grand Total		

Axis sv34 (level stage):

++V34 Cost parking at work

Total	134106.0	100.0%
1 Nil	129667.0	96.7%
2 Under 10p	1180.0	0.9%
3 10- <20p	1154.0	0.9%
4 20- <30p	820.0	0.6%
5 30- <40p	405.0	0.3%
6 40- <50p	370.0	0.3%
7 50p - < 1pound	331.0	0.2%
8 1pound and over	179.0	0.1%
9 NA	5773.0	4.3%
10 DNA	58185.0	43.4%
..Grand Total		

Axis sv35 (level stage):

++V35 Others taken to work

Total	116884.0	100.0%
1 One person	12443.0	10.6%
2 Two people	4605.0	3.9%
3 Three people	1787.0	1.5%
4 Four people	408.0	0.3%
5 Five or more people	162.0	0.1%
6 None	97479.0	83.4%
7 NA	22995.0	19.7%

Axis sv35 (level stage)· (continued)

8 DNA 58185.0 49 8%  
. Grand Total

Axis sv36 (level stage).

++V36 Mileage personal travel

Total	186340.0	100.0%
1 None	453.0	0.2%
2 1- 9 miles	937.0	0 5%
3 10- 29 miles	6066.0	3 3%
4 30- 49 miles	12020.0	6 5%
5 50- 74 miles	21069.0	11.3%
6 75- 99 miles	20934 0	11.2%
7 100- 149 miles	39749 0	21.3%
8 150- 199 miles	28554 0	15.3%
9 200- 299 miles	30178.0	16 2%
10 300- 399 miles	11812.0	6.3%
11 400- 499 miles	6606 0	3.5%
12 500- 749 miles	6111.0	3.3%
13 750 miles and over	1851.0	1.0%
14 NA/DK	8623.0	4.6%
15 DNA	3101.0	1.7%
Grand Total		

Axis sv37 (level stage):

++V37 Mileage driven main driver

Total	182999 0	100.0%
1 None	1386.0	0.8%
2 1- 9 miles	1564.0	0.9%
3 10- 29 miles	9070.0	5 0%
4 30- 49 miles	14471.0	7.9%
5 50- 74 miles	23217.0	12.7%
6 75- 99 miles	21879.0	12.0%
7 100- 149 miles	37691 0	20.6%
8 150- 199 miles	25135.0	13.7%
9 200- 299 miles	25732.0	14.1%
10 300- 399 miles	9870.0	5 4%
11 400- 499 miles	6019.0	3 3%
12 500- 749 miles	5224 0	2.9%
13 750 miles and over	1741.0	1.0%
14 NA/DK	3341.0	1.8%
15 DNA	11724.0	6.4%
. Grand Total		

Axis sv38 (level stage)·

++V38 Mileage driven other H/h mbrs

Total	183074.0	100.0%
1 None	139377.0	76.1%

Axis sv38 (level stage) (continued)

2 1- 9 miles	7934.0	4 3%
3 10- 29 miles	13266.0	7.2%
4 30- 49 miles	7560.0	4.1%
5 50- 74 miles	5906.0	3.2%
6 75- 99 miles	3229.0	1.8%
7 100- 149 miles	3071.0	1.7%
8 150- 199 miles	1417.0	0.8%
9 200- 299 miles	692 0	0.4%
10 300- 399 miles	370.0	0 2%
11 400- 499 miles	166.0	0.1%
12 500- 749 miles	86.0	0.0%
13 750 miles and over	0 0	0.0%
14 NA/DK	3266.0	1 8%
15 DNA	11724.0	6.4%
. Grand Total		

Axis sv39 (level stage).

++V39 Mileage driven non H/h mbrs

Total	183230.0	100 0%
1 None	178623.0	97 5%
2 1- 9 miles	1144 0	0.6%
3 10- 29 miles	1435 0	0.8%
4 30- 49 miles	579.0	0.3%
5 50- 74 miles	366.0	0.2%
6 75- 99 miles	205 0	0.1%
7 100- 149 miles	334.0	0.2%
8 150- 199 miles	121.0	0.1%
9 200- 299 miles	132 0	0.1%
10 300- 399 miles	174 0	0.1%
11 400- 499 miles	54 0	0.0%
12 500- 749 miles	36.0	0 0%
13 750 miles and over	27.0	0 0%
14 NA/DK	3110.0	1.7%
15 DNA	11724.0	6.4%
..Grand Total		

Axis sv40 (level stage):

++V40 Mileage carrying goods

Total	172962 0	100.0%
1 None	163956 0	94.8%
2 1- 9 miles	1149.0	0.7%
3 10- 29 miles	2175.0	1.3%
4 30- 49 miles	814.0	0.5%
5 50- 74 miles	940.0	0.5%
6 75- 99 miles	503.0	0.3%
7 100- 149 miles	966.0	0.6%
8 150- 199 miles	425 0	0.2%
9 200- 299 miles	912.0	0.5%
10 300- 399 miles	337.0	0.2%

Axis sv40 (level stage) (continued)

11 400- 499 miles	220 0	0.1%
12 500- 749 miles	412.0	0.2%
13 750 miles and over	153.0	0.1%
14 NA/DK	13378.0	7.7%
15 DNA	11724.0	6.8%
..Grand Total		

Axis sv41 (level stage).

++V41 Mileage for service/repair

Total	172068 0	100.0%
1 None	163898 0	95.3%
2 1- 9 miles	5036.0	2.9%
3 10- 29 miles	2589.0	1.5%
4 30- 49 miles	294.0	0.2%
5 50- 74 miles	109.0	0.1%
6 75- 99 miles	127.0	0.1%
7 100- 149 miles	15.0	0.0%
8 150- 199 miles	0.0	0.0%
9 200- 299 miles	0 0	0.0%
10 300- 399 miles	0.0	0.0%
11 400- 499 miles	0.0	0.0%
12 500- 749 miles	0 0	0.0%
13 750 miles and over	0.0	0.0%
14 NA/DK	14272.0	8.3%
15 DNA	11724 0	6.8%
Grand Total		

Axis sv42 (level stage)

++V42 Mileage carrying passengers

Total	172035.0	100.0%
1 None	1894.0	1.1%
2 1- 9 miles	1029 0	0.6%
3 10- 29 miles	5994 0	3.5%
4 30- 49 miles	11388 0	6.6%
5 50- 74 miles	19749.0	11.5%
6 75- 99 miles	19877.0	11.6%
7 100- 149 miles	35997.0	20.9%
8 150- 199 miles	26127.0	15.2%
9 200- 299 miles	27654.0	16.1%
10 300- 399 miles	10377.0	6.0%
11 400- 499 miles	5892.0	3.4%
12 500- 749 miles	4577 0	2.7%
13 750 miles and over	1480 0	0.9%
14 NA/DK	14305 0	8.3%
15 DNA	11724.0	6.8%
..Grand Total		

Axis sv43 (level stage)

++V43 Analysis vehicle use

Total	172035.0	100.0%
1 Passenger only	154771.0	90.0%
2 Passenger/other	15370 0	8.9%
3 Other only	1441 0	0.8%
4 No mileage	453 0	0.3%
5 NA	22928 0	13.3%
6 DNA	3101 0	1.8%
..Grand Total		

Axis sv44 (level stage)

++V44 Why Was Vehicle Not Used

Total	383 0	100.0%
1 Vehicle not insured/taxed	109 0	28.5%
2 Vehicle being repaired/serviced	133 0	34.7%
3 Driver sick/ on holiday	47 0	12.3%
4 Driver disqualified	0 0	0.0%
5 Other /spec	19 0	5.0%
6 Other /vague	75 0	19.6%
7 NA	70 0	18.3%
8 DNA	197611	051595.6%
. Grand Total		

Numeric and Alpha variables

Numeric variable hholdid (level hhold)

Min value = 1, max value = 15343, mean value = 7671.7 (all short integers)

Numeric variable nveh (level hhold)

Min value = 0, max value = 6, mean value = 0.6 (all very short integers)

Numeric variable nind (level hhold):

Min value = 0, max value = 11, mean value = 2.2 (all very short integers)

Numeric variable vehn (level vehicle):

Min value = 1, max value = 6, mean value = 1.3 (all very short integers)

Numeric variable v45 (level vehicle):

Min value = 0, max value = 1023, mean value = 113.7 (all short integers)

Numeric variable njou (level individual)

Min value = 0, max value = 99, mean value = 11.6 (all very short integers)

Numeric variable j16 (level journey):

Min value = 0, max value = 630, mean value = 3.6 (all short integers)

Numeric variable s5 (level stage):

Min value = 0, max value = 3025, mean value = 3.0 (all short integers)

Numeric variable s9 (level stage)

Min value = 0, max value = 8120, mean value = 58.2 (all short integers)

Numeric variable s13 (level stage):

Min value = 0, max value = 555, mean value = 3.5 (all short integers)

Numeric variable svehn (level stage):

Min value = 0, max value = 5, mean value = 0.6 (all very short integers)

Numeric variable sv45 (level stage).



Wednesday January 30 1991 disk directory: /zarquon/dot75

Numeric and Alpha variables: (continued)

Min value = 0, max value = 1023, mean value = 77.4 (all short integers)

NATIONAL TRAVEL SURVEY 1975-1976

TECHNICAL REPORT

LINDSAY BROOK

The 1975 National Travel Survey was commissioned by the Department of the Environment and subsequently completed for the newly formed Ministry of Transport.

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## I. INTRODUCTION

### 1.1. Background to the survey

The 1975-1976 National Travel Survey, commissioned by the Department of the Environment, is part of a series designed to provide a national data bank of the travel patterns of the population of Great Britain for use in the overall planning of national transport facilities. The travel data were collected during the year June 25, 1975 to June 30, 1976 and were obtained from 11,110 households reporting journeys they made during a specified week in this period.

This series of surveys originated and developed during the period 1964-1966. Further development took place in 1972-1973 when the survey was carried out by the Social Survey Division of the Office of Population Censuses and Surveys, on whose behalf the current survey was undertaken. The main objectives of the survey remained unaltered:

- (i) Estimation of the distribution of car ownership and the variation in car utilisation, and their dependence on demographic, socio-economic and other factors.
- (ii) Determination of personal and household travel generation rates and the relationship between these rates and a wide range of demographic, socio-economic and other variables.
- (iii) Provision of data affording an examination of the modal split for journeys of different types, to determine in what ways and what circumstances public transport is competitive with the private sector.
- (iv) Provision of information to fill gaps in national transport data derived from other sources; for example, taxi and car hire usage, ownership and usage of two-wheeled vehicles, and the distribution of expenditure between private and business travel.

It had been the intention that the next National Travel Survey should be carried out after a five year interval. The effects of the oil crisis on fuel costs and fares, however, made it necessary to monitor the resultant changes in travel patterns in 1975-1976. Comparability of results was obviously essential and the survey design and method of the 1972-1973 study was followed closely.

The 1975-1976 survey (including development work in consultation with OPCS and the Department) was carried out by the associated organisations of Social and Community Planning Research (SCPR) and the Centre for Sample Surveys.

## 1 2. Development work

### Aims

During the design phase for the 1975-1976 survey consideration was given to a self-completion travel diary to replace the system used previously of an aide memoire (for respondents) and a trip transfer sheet (for interviewers). It was decided, however, that in the time available to mount the study such a radical change would involve too great a risk of lack of comparability with earlier surveys in the same series. It was nevertheless accepted that the trip transfer sheet (Journey Sheet) required modification and an amended version was duly tested in a field pilot.

This pilot work was on a fairly small scale in view of the short time available prior to the start of the main study in June 1975. Its main functions were to pretest all the survey documents, to clear up points of detailed layout and wording, and to obtain a workable sequence of questions covering the business motoring section. These objectives were achieved.

An important aim of the pilot was to learn more about the relationship between business and private motoring and any subsidy which motorists might receive from their employment or in other ways. OPCS made a special examination of the relevant sections of the Vehicle Questionnaires returned by 100 (randomly selected) households interviewed during the first quarter of the 1975-1976 survey. The results of this examination are given in Appendix II of this report.

### Methods

Thirteen interviewers attended a briefing in London on May 15, 1975. Efforts were made to achieve a spread of interviewing throughout the country, although the areas chosen were to some extent dependent upon where the pilot interviewers lived. Travelling time had to be reduced to a minimum in order to leave sufficient time for interviewers to complete their assignment in the week allowed. The pilot areas eventually chosen were.

South Bedford, Bexhill-on-Sea, Hitchin, North London, Southampton, Surrey.

Midlands: Birmingham, Brierley Hill, Grantham, Wolverhampton.

North Leeds, Liverpool, North Shields.

Interviewers were set quotas in terms of sex, age and social class of the head of household since there was insufficient time to pre-select addresses from the electoral registers. Because of time constraints, participating households were left three-day rather than seven-day Travel Diaries. In all other main respects, the pilot survey followed the design projected for the main survey.

The interviewers attended a de-briefing in London on May 23, 1975, at which general problems were discussed, and each survey document was discussed in turn, with interviewers encouraged to mention any difficulties they had found.

### 1.3. Format of this report

This technical report is in two parts. Chapters I to IV cover the background to the survey and the survey design, including a summary of the sample design and sampling operation, technical definitions employed, coverage and administration of the questionnaires and other survey documents used. Chapters V and VI cover survey administration, including fieldwork, response rates achieved and data processing. A detailed description of the sampling procedures, a list of sampling points, and the main survey documents (with the exception of the Project Manual and the Editing and Coding Manual\*) are included in the Appendices

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\*The Project Manual and the Editing and Coding Manual are available on request either from SCPR or from the Centre for Sample Surveys.

## II. SAMPLE DESIGN AND SELECTION

### 2.1. Summary of the sample design

A national sample of households was required with individual household members to be contacted for interview. Because it was known that travel habits vary throughout the year, an even distribution of households over time was required (that is, over the year, the months of the year and the days of the week).

The sample design, which is discussed in detail in Appendix I, was based on a three-stage stratified design using constituencies as the primary sampling units. Constituencies were stratified by

- 1) Standard Regions
- 2) Electoral population density
- 3) An economic indicator based on one-car ownership households.

Two hundred and forty constituencies were selected with probability proportional to electorate size. From these, four inter-penetrating samples of 60 constituencies were drawn and randomly assigned to quarters of the year, so that nationally representative quarterly data could be obtained.

Three wards per primary sampling unit were selected, again with probability proportional to electorate size, and the three wards were randomly allocated to the months within the quarter.

At the final stage, 21 addresses were picked with equal probability from the current electoral registers. These addresses were distributed over the month to give as even a spread as possible both throughout the month and by the day of the week.

Where an address contained more than one household, the procedures developed by OPCS for their General Household Survey were adopted, to ensure that such households were represented as nearly as possible in their correct proportions.

## 2.2 Selection of addresses

### General principles

The sample of addresses in each sampling point (a ward or group of wards) was drawn according to equal probability methods using the 'firsting' rule\*. All addresses, as defined by house/flat number or name, were eligible for inclusion in the sample with the exception of certain types of institution these are specified below. Addresses which appeared to be occupied by four or more households were, however, treated as special cases, in accordance with the principles described in Appendix I, at the address selection stage, households at these addresses were in effect treated as separate addresses and sampled as such.

### Institutions excluded from and included in the sample

Institutions to be excluded were defined as non-private establishments where none of the electors registered there was responsible for his or her own catering. This definition covered the great majority of institutions, among which were hospitals, nurses' homes, old persons' homes and schools. These were usually identifiable from the name of the establishment. If in doubt, however, the sampler was instructed to include them as multi-household addresses, the interviewer would exclude any she found to be ineligible at the field stage.

Institutions to be included in the sample were those where resident owners, managers or staff might cater for themselves, these eligible institutions were mainly hotels, commercial boarding houses, inns and public houses. Potentially eligible institutional addresses where four or more surnames were listed were treated in the same way as multi-household addresses for address selection purposes, although interviewers were instructed to check in the field whether or not the listed persons each belonged to a separate household. If the sampler could not identify ineligible institutions positively by name, she included them and, if they were in fact ineligible, the interviewer excluded them at the field stage.

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\*'Firsting' is the principle by which addresses eligible for selection are those at which the random start point and the sampling interval fall upon the first listed person at that address.



### Address selection procedure

For each sampling point the sampler drew 46 electors' numbers, using a random start and the fixed interval method. The selected numbers were then inspected. An eligible address was one at which one of the selected numbers was that of the first listed person for that address (or, at addresses where four or more different surnames were listed, the first person listed for a given surname at that address\*). Addresses at which the selected numbers were not those of persons first in the list for that address were treated as ineligible and deleted.

The remaining (eligible) names were counted. If exactly 21 were left, the sampler could proceed to transfer the addresses of these named people to the Sample Issue Sheets. If fewer or more than 21 names were left, the deficiency was made up or the surplus rejected systematically, using a random start and a fixed interval\*\*. In selecting additional names the firsting rule was again applied. Addresses of these additional named persons were inserted on the Sample Issue Sheets in the order in which they appeared on the register.

In areas (usually rural parishes) in which electors' surnames were listed alphabetically, the firsting rule was adhered to, although the process (which involved inspecting the whole list to check whether or not an address had already been chosen) could be very time-consuming. These sampling points were usually referred to the sampling supervisor.

### Writing up Sample Issue Sheets

The 21 selected addresses were transferred to 7 Sample Issue Sheets, 3 addresses to a page. Carbonised sheets giving an original and two copies were used. Each Sample Issue Sheet was marked with the Area Code, constituency name, sampling point name and relevant Travel Month. Addresses were transferred to the sheets (in the order in which they appeared on the register), but were not numbered at this stage. Also transferred were electors' surnames (up to three per address at 'small' multi-household addresses); or the number of different surnames (at 'large' multi-household addresses). Beside the 'large' multi-household addresses was attached (on the top copy only of the sheet) the selection grid label appropriate to that address (see Appendix I). A copy of the Sample Issue Sheet is included in Appendix IV of this report.

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\*The sampler ringed these numbers to remind her to put a selection grid label beside them.

\*\*At sampling points where two or more names had to be added, the sampler divided the electorate by 2.2 (an estimate of the average number of electors at an address) to calculate the interval.

2.3. Allocation of Travel Weeks to selected addresses

The final stage of the sampling operation was to allocate Travel Weeks to the 21 addresses selected at each sampling point. This allocation was carried out by numbering each of the seven pages of the Sample Issue Sheets for that point in sequence 1 to 7, and sorting the sheets by this number using a random selection grid, one line of which was used for each sampling point each month, in strict rotation. After sorting the seven sheets, the sampler allocated numbers (01 to 21) to the selected addresses, the addresses on the first sheet being numbered 01 to 03, on the second sheet 04 to 06 and so on.

The address number determined the days of the week each eligible member of the household(s) at that address was to begin and end his Travel Diary (the Travel Week). Persons at addresses number 01-03 were allocated a Travel Week Monday to Sunday, 04-06 were allocated Tuesday to Monday and so on. The sampler's final task was therefore to enter the travel start day (Diary Day One) in the space provided at the top of each page of the Sample Issue Sheets.

### III TECHNICAL DEFINITIONS

#### 3.1. Travel Definitions

For the 1975-1976 National Travel Survey, a manual containing definitions relating to travel was prepared, and issued to all interviewers undertaking assignments during the year. The contents of the Definition Manual are listed below

Section 1 Travel Coverage and Structure

Section 2 Journey Purposes

Section 3 Stage Methods of Travel

Section 4 Household Motor Vehicles

Section 5 Public Transport Fares

The Definition Manual was designed to serve three main purposes

- To provide a list of the basic principles around which the survey was constructed (for example, travel included and excluded from the survey, definitions of a journey and of a stage)
- To provide basic information on which interviewers could draw when showing Travel Diaries to respondents and advising them (especially those working in particular occupational groups) how to fill them in
- To provide interviewers with a comprehensive guide to the problems of travel definition and structuring - a guide which, because of its size and format, could be referred to easily during the pick-up interviews

A copy of the Definition Manual is included in the Appendix to this report. Consequently the travel definitions employed for this survey are not set out in the text as part of this Chapter.

#### 3.2. Definitions relating to Households and Persons

The following definitions were given to interviewers undertaking assignments on this survey. All definitions were given at the project briefing and included in the Project Manual issued to each interviewer

##### A. Household (Household Questionnaire, Section A)

"A household is a group of people who all live regularly at the address given on the Sample Issue Sheet and who are all catered for, when in residence, for at least one meal a day, by one and the same person. 'Regularly' means:

- for a spouse working away from home, that he or she returns home at least one night a week
- for other relatives and other persons, that they spend at least 4 nights every week at home.

"Examples of people who are counted as household members

- People on holiday, away on a business trip or in hospital at the time of interview, who normally live in the household (and who have lived there within the past 6 months).
- Fishermen and merchant seamen whose only shore address this is
- Children away at boarding or other schools. (This is an exception to the 'regularity' rule)
- Boarders (i.e. people staying with the household who satisfy the 'catering' and 'regularity' rule) provided there are no more than 3 of them living as part of the household.

"Persons excluded from one particular household will almost always form part of another household (not necessarily included in this survey) or they will each form a single-person household. The exceptions to this rule are paying guests or lodgers at hotels, boarding houses, inns and public houses.

"The household is defined at the first successful placement contact. If there are changes in the household composition after that, new household members should not be included and former household members with whom no interview has been obtained should be recorded as unproductive."

B. Activity Status (Individual Questionnaire, Q.7)

The definitions of various terms, given to interviewers to enable them to code the Activity Status of individuals aged 16 and over, were as follows

Working (full-time or part-time) means employed in a paid occupation. This group includes persons on holiday, persons on strike, persons laid off (for less than 6 months) and full-time students who have full- or part-time jobs at the time of interview. Full-time is defined as over 30 hours a week; part-time work was coded either 'up to and including 10 hours a week' or 'over 10, up to and including 30 hours a week'.

Unemployed means actively looking for work in some way, waiting to take up a paid job, or off sick for less than six months, if their jobs remain open for them. 'Working' always takes precedence over 'unemployed'; if a person is working part-time while looking for a full-time job he is coded as working part-time.

Retired applies only to those stopping work through age, or through permanent sickness or through disability. It includes people who are not working because of sickness (which has lasted six months or over), provided that they have no job to go back to. Only women who worked until retirement age are classified as retired, those who leave work at marriage or to raise a family have not 'retired'.

Semi-retired applies to those who have retired, mainly through age (but possibly also through permanent disability) from their 'career' jobs and now work part-time (up to 30 hours a week). If they have retired from their 'career' job but still work full-time (over 30 hours a week) they are coded as 'working full-time'

Full-time students are people following full-time educational courses at school or at further education establishments (colleges, university, etc ). This category includes all school children aged 16 years and over. Sandwich students and students on vacation are always coded as students even when in the working phase of their course or doing a paid vacation job. Full-time students with paid jobs of other sorts are multi-coded as necessary. Part-time students who have paid work are included in the appropriate 'Working' code only

Non-working housewives are women who conform to the definition of housewife and who do not have a paid job. Women in paid employment are coded as 'working' (full-time or part-time). 'Career women' who worked until retirement age are coded as 'retired'. Men who perform the duties of a housewife are coded into one of the working categories, or described under 'other' (if they are not working).

'Other' is a category used for persons who fall into none of the above categories. It includes:

- o au pair girls who receive 'pocket money' rather than wages
- o women living with their mothers or daughters who do not come into the 'housewife', 'working', or 'retired' categories
- o men who have never worked (e.g. because of a handicap)

## C Occupation (Individual Questionnaire, Q.11)

Information about occupation was asked of every respondent coded under 'Activity Status' as having 'full- or part-time work', as 'unemployed', as 'retired' or as 'semi-retired'. Women who were widowed, separated or divorced were asked for details of their (late) husband's last main occupation, provided that the women themselves were not working or had not retired from a career.

Some additional guidance was given to interviewers:

"For a retired person with no occupation now, details of his last main job are required. If he is now working part- or full-time, details of his present job and details of his last main job are required.

"A job held by a full-time student should be recorded and a note added as to whether or not this is a vacation job.

"For a respondent with two or more occupations, the most remunerative one is to be recorded. Details of other work are to be recorded in the supplementary box provided."

D Income (Individual Questionnaire, Q.12)

The gross income of each individual aged 16 years and over was required. In order to obtain this figure, interviewers showed respondents a card on which was printed various ranges of weekly and annual incomes. Beside each range was a two-digit code number, and the respondent was asked to read out the code number which corresponded to his income group. A copy of the Income Card is reproduced in the Appendix.

Individual income was asked only of the respondent, never of a third person. Some additional guidance as to which items are included in and excluded from individual gross income was given to interviewers:

"The following items are included in the individual gross income.

- all earned income, i.e. including overtime, bonuses, tips, profits and salaries drawn from businesses, (before Income Tax, superannuation or graduated pension contributions, and social security deductions)
- pensions (joint pensions should be halved to arrive at individual income)
- sickness, social security and unemployment benefits, and redundancy payments
- income from personal investments and savings

"The following items are excluded:

- drawings on capital or savings
- family allowances
- money transferred from one member of the household to another (e.g. housekeeping money or payment for board by a member of the household)"

E. Accommodation Type (Contact Sheet, Section F)

At each eligible household in the sample, the interviewer was asked to code the residential unit occupied by that household. Almost always accommodation type could be coded from observation. The following guidance was, however, given to interviewers to help them distinguish between a 'flat/maisonette' and 'room(s)'

"The distinction between a 'flat/maisonette' and 'room(s)' is that the former is self-contained and has all its rooms contained behind one door, whereas a dwelling classed as 'room(s)' does not. But in Scotland a self-contained flat might not have its own lavatory and bathroom behind its own front door "

F. Tenure (Household Questionnaire, Qs 1a-c)

The following guidance was given to interviewers to help them to code the tenure of the residential unit occupied by the household

"Properties on long leases (in Scotland lease = feu) granted for at least 21 years (99 and 999 are common leases) are included in the *owned/buying* category. This category also includes property being bought with the help of a mortgage or loan, and property being bought through a Housing Association

"There are two sorts of Housing Association. If a respondent is not sure whether any part of what he is paying goes towards buying the accommodation, check by asking whether he gets any money back when he leaves. If some repayment is made (the sum returned is sometimes called a 'premium') then the accommodation is included under the 'owned/buying' category. Ordinary rental Housing Associations, where payment is only rent, are sometimes referred to as 'cost-rent' or 'benevolent' Housing Associations.

"Accommodation which is tied to a household member's present or previous employment (for example, a farm labourer's cottage, a shop flat, a vicarage, married quarters of H.M. Forces) and accommodation provided by relatives or friends, or by a present or previous employer, is included in the *rented/rent free* category according to whether the occupants pay or not."

#### IV. SURVEY PROCEDURES

##### 4.1. Outline of the survey

The survey was designed to measure changes in the pattern of travel associated with different days of the week, different weeks of the month and different months of the year. Hence it was necessary to spread the sample of 15,120 addresses evenly over a complete calendar year. This basic requirement determined the way in which interviewers were required to plan their calls.

Each eligible household at the sampled addresses was asked to provide information about its travel patterns for one week only. Detailed information, however, was required about the journeys made (for example, on the cost of each journey made by public transport and on the length of journeys made on foot). So, to obtain data of sufficient accuracy, it was necessary first to ask respondents to keep a diary of their travel over a full week to serve principally as an aide memoire, and then to call back after the end of the week to record journey patterns in greater detail than respondents could be expected to provide, and in a standardised form which was capable of complex analysis.

In summary, the basic fieldwork procedures were these.

- allocation of sampled addresses to days of the week and weeks of the month in such a way as to ensure an even spread over each 'Travel Month' (and in consequence over the whole year of the survey)
- making placement calls to identify households at issued addresses and eligible individuals\* within these households, collecting background data about the household, the individual and any vehicles they might use, and placing and explaining how to use the diaries
- making pick-up calls to collect the diaries and, on the basis of information recorded by the respondent, to collect more detailed information about travel patterns from each eligible respondent in person.

Each of these procedures is described more fully in the following pages of this Chapter of the report.

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\*'Eligible individuals' are household members (according to the definition given above in Chapter III, Section 2 of this report) who are aged 3 or over at the time of first contact with the household.



#### 4.2. Allocating addresses

Monthly interviewing assignments consisted of 21 addresses within a ward or parish (or sometimes within a group of wards or parishes). Each monthly assignment was split into seven groups of three addresses, and each group of addresses was given a different starting day for the week in which travel information was to be recorded. This starting day was called 'Diary Day One'. For example

Address Numbers 01, 02, 03 were always allocated to a Travel Week starting on a Monday and ending on a Sunday

Address Numbers 04, 05, 06 were always given a Tuesday to Monday Travel Week

and so on. The last day of the Travel Week was called 'Diary Day Seven'.

The 21 addresses in the monthly assignment could be contacted in any order although, for reasons of economy, the interviewer was asked to plan her placements according to the geographical distribution of addresses within the sampling point. The interviewer was also asked to spread her placements as evenly as possible over each Travel Month to achieve an even spread of Travel Weeks over that month. For this purpose, for each Travel Month the interviewer was issued with an Allocation Calendar, divided into five columns

- in column one was given the four Allocation Periods (each consisting of either 7 or 8 days) into which the Travel Month was split up
- in columns two and three were shown (in date order) the Travel Weeks available in each Allocation Period, together with the days of the week and dates on which the available Travel Weeks start and finish.\*
- in column four were shown the Target Pick-up Days (those were the 3 days after Diary Day Seven during which the interviewer should aim to call back on the relevant households to collect travel information)
- in column five was shown those Address Numbers that could be allocated to the Travel Weeks listed in columns two and three.

The 12 Allocation Calendars issued to interviewers during the course of the project are reproduced in the Appendix to this report.

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N.B \*Diary Day Seven of the first available Travel Week was always the 1st of that particular Travel Month, and Diary Day Seven of the last available Travel Week was always the last day of that particular Travel Month.

#### 4.3. Planning calls

Upon receiving the monthly Allocation Calendar and the survey materials, the interviewer was asked to start planning her placement calls for that Travel Month well before contacting the first addresses in her assignment. Her first task was to allocate at least 5 addresses to each of the four Allocation Periods to ensure an even spread of Travel Weeks over the Travel Month. She then added the twenty-first address into one of the four Periods (preferably to a Period with 8 starting days). In rural sampling points, it was essential that this basic allocation was carried out with the help of a map, in order to plan calls as economically as possible.

The interviewer was also asked to inspect her sheets of issued addresses to see whether or not they contained any potential concealed multi-household addresses ( these addresses are defined in Appendix I. 'Sample Design'). If she found any such addresses, she was advised to spread these addresses between different Allocation Periods in order to reduce the chance of having to interview at many more than 5 households in any one Period. The interviewer was not permitted to allocate different Travel Weeks to different households found at an address at multi-household addresses, all households eligible to take part in the survey had to start and end their Travel Weeks on the same date.

In planning her initial calls, the interviewer had also to bear in mind the weight and geographical spread of calls during the Target Pick-Up Period (the three days immediately following Diary Day Seven) Since at least some of these pick-up calls would be carried out on days in which placements later that month would be made, it was essential that she plan her work to avoid too heavy a commitment to different kinds of calls in any one day or successive group of days, and to avoid too great a geographical dispersal of calls in any one day. Additionally the interviewer had to plan her assignment in the expectation that her provisional allocation would have to be altered. Addresses at which no contact had been made in one Allocation Period could be assigned to a later Allocation Period in the hope of eventually finding the occupants at home but other addresses, provisionally assigned to an earlier Period, would have to be substituted for these to preserve an even spread of Travel Weeks over the month. Thus care had to be taken (particularly in rural sampling points) that addresses assigned to Allocation Periods 3 and 4 were not all in different areas from those assigned to the first two Periods.

It was the general responsibility of the Field Monitors on this project to check interviewers' allocation plans for the month: the role of the Monitors is discussed below in Section 3 of Chapter V of this report.

#### 4 4. Interview structure

The basic fieldwork procedure following allocation of addresses and planning calls was to place Travel Diaries at eligible households and, after Diary Day Seven, to return to pick up completed Diaries from all eligible household members and collect detailed journey information. The interviewer was also advised to make a reminder call before the start of Travel Week. The instructions to interviewers on the procedures to be followed at each household at each call are given below

##### A. Placement call(s)

- o Explain the survey to a responsible adult (preferably the head of household and/or housewife) and then try to see each eligible household member to explain the survey personally to all concerned.
- o Complete the Contact Sheet and Household Questionnaire with a responsible adult.
- o See and interview as many eligible individuals as possible and complete Individual Questionnaires, and Vehicle Questionnaires (with main drivers), wherever possible.
- o Leave Explanation Leaflets and Travel Diaries with (or for) each individual, and show how the Diaries are to be filled in.
- o Advise eligible household members about walking journeys and journeys made in the course of work.
- o Make appointments to call back and undertake any further placement visits which might be necessary to contact and interview household members who were absent at earlier calls.

##### B. Reminder call

- o Call just before Travel Week starts to remind the household to start keeping their Diaries. If it is not possible to call, send the reminder/appointment postcard (or telephone).

##### C. Pick-Up call(s)

- o Complete any Individual Questionnaires and Vehicle Questionnaires not filled in at the placement call(s).
- o By means of personal interview, complete all Journey Sheets and collect Travel Diaries. As a general rule the interview has to be with the person concerned (no proxy information), although this does not always apply to children.

- Complete any parts of the Household Questionnaire, the Individual Questionnaire and the Vehicle Questionnaire not filled in at placement.
- Finally, complete productivity summaries and other administrative sections of the Household Questionnaire and Contact Sheet.

Further details about the instructions given to interviewers on how to administer the different parts of the interview are described below in Sections 7 and 8 of this Chapter.

#### 4.5. Procedures at contact and placement

The instructions given to interviewers on procedures to be followed for contacting and placement at sampled households are outlined below:

##### Notifying the police

Before starting work at any sampling point, the interviewer was asked to call at the police station nearest to that point. She was asked to show her Centre for Sample Surveys Identity Card, to leave a copy of the DoE Explanation Leaflet and to ensure that her name, home telephone number, details of the area and period in which the interviewing was being carried out and (if applicable) her car registration number were recorded in the day-book at the station desk. The aim was to provide reassurance to any respondent who might contact the police with enquiries about the legitimate nature of the interviewer's visits in the area.

##### Timing placement calls

As one way to help in allocating addresses and maximising response, the interviewer was advised to begin her placement calls at least seven days before the Travel Week allocated to the address. In holiday months, the interviewer was advised to start her visits up to two weeks ahead of Diary Day One for that address. Advance warning of possible non-contacts and multi-household addresses would help the interviewer's allocation plans for the month.

Placement calls at any one household were to be continued until as many eligible persons (in particular, adults) as possible had been seen personally. Ideally, every eligible household member should have been contacted before the start of his or her Travel Week, but placement could be made up to the end of Diary Day Three\* allocated to that person or household if contact was not possible before this date.

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\*Journey information based on Travel Diaries kept for at least four days of Travel Week was accepted into the data set.

### Reallocating non-contacts

If the interviewer failed to contact any occupants at an address before the start of the Travel Week allocated to that address, she could reallocate it to another Period later in the month. Once contact had been made with a responsible person at an address, the Travel Week allocated to that address could not be changed. The interviewer was therefore asked to make every possible attempt to persuade respondents to start their Diaries on the days allocated to them.\* If, however, the interviewer failed to make contact with any eligible household at a multi-household address where other households had been contacted, she could not re-allocate that non-contact, the requirement being that all households at an address must be allocated the same Travel Week.

Addresses found to be vacant at the first call were not to be reallocated in the chance that they would be occupied later that Travel Month. Such addresses were to be recorded as 'ineligible'.

### Maximising response

The interviewer was instructed to make calls at sampled addresses in attempts to obtain as much of the required data as possible. Contact Sheets and Household Questionnaires, Individual and Vehicle Questionnaires were to be completed even in households where co-operation in keeping Travel Diaries was refused, or where one or more members were unavailable or unwilling to co-operate. Attempts were to be made to contact households, even after the last date for completing Travel Diaries has passed, so that information about those households could be collected on the Household, Individual and Vehicle Questionnaires.

Advice on how to attempt to persuade reluctant individuals to participate was given both at the survey briefing and in the Project Manual. Interviewers were asked to study the Explanation Leaflet prepared by the DoE, to show the Leaflet to eligible individuals and leave it with them, and be prepared to explain to respondents in their own words why the survey was needed, why it was being carried out in this way and how the results would be used.

When the gap between the first placement call and Diary Day One was more than a day or two, the interviewer was advised either to make a reminder call in person or (if this was uneconomical) to send a reminder/appointment postcard, a copy of which is reproduced in the Appendix of this report. In a few cases, telephone reminders were

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\*Households, or eligible individuals within households, who declined to take part unless they could change their starting day or Travel Week were recorded as 'refusals'. Under no circumstances could they be reallocated to a later Period.

permissible. In some instances, the interviewer could help maintain interest over the period leading up to the start of Travel Week by planning placement interviews with individuals within a household over this period, and even after the start of Travel Week when the interviewer could check that Diaries were being kept.

#### 4 6. Procedures for pick-up

Details of procedures used by interviewers to place Travel Diaries, to explain their use and to record Journey Information at pick-up are described below in Section 8 of this Chapter of the report. The general procedures used at sampled households for the pick-up stage are outlined below.

##### Making appointments

Appointments for pick-up were made at the end of the placement call or calls. Whenever possible, appointments were made with each eligible individual within the household, failing that, they were made with the responsible household member with whom Diaries were placed on behalf of other members.

The date and time of the appointment(s) for pick-up was recorded by the interviewer inside each Travel Diary placed, and on every reminder/appointment postcard sent to co-operating respondents.

##### Timing Pick-Up calls

Target Pick-Up Days were the 3 days immediately following Diary Day Seven. Ideally the appointment should have been made for the day after Travel Week ended; only in the most exceptional circumstances was the appointment permitted to take place more than 7 days after the end of Travel Week.

##### Maximising Response

Instructions similar to those given to interviewers for maximising response at placement were given for pick-up, it was stressed that repeated visits were to be made in attempts to collect the required data. In addition to completing Journey Sheets the interviewer was to use the opportunity of recall to complete any Individual or Vehicle Questionnaires not filled in at placement. When necessary, further appointments were made to interview any individuals within the household who failed to keep the original appointments.

Some respondents did not keep their diaries at all, some did not keep them for the whole seven-day period; others made only minimal notes of their journeys. In these instances, information was taken 'from memory' and recorded as such in the Journey Summary of the Individual Questionnaires concerned. No journey information could, however, be collected by proxy except for children aged under eleven, and for children aged eleven to fifteen who could not be contacted during pick-up. In these cases, proxy information was permissible, but only from a parent or guardian.

#### 4.7 Administering the Questionnaires

In addition to journey information, a considerable amount of background data were required from households and individuals co-operating in the survey. These data were collected on a Contact Sheet, completed for all households, and on three questionnaires (Household, Vehicle and Individual) completed for participating households and their members. Some parts of the questionnaires had to be completed at placement, some parts had to be completed at pick-up, a few parts could be completed at either stage. The following chart, reproduced from the Project Manual, was given to interviewers for guidance as to when and from whom to collect various parts of the data.

QUESTIONNAIRE	WHO COMPLETED WITH OR BY	WHAT PARTS COMPLETED	
		- AT PLACEMENT STAGE	- AT PICK-UP STAGE
Contact Sheet (blue)	Front page by interviewer alone; back page with responsible adult <i>FOR PRODUCTIVES AND UNPRODUCTIVES</i>	All except Household Productivity and final administrative details on front page	Some of Part B and Part C
Household Questionnaire (white)	with responsible adult	All except Part G (Pick-up Productivity) and final check on household vehicles acquired or disposed of	Part G and final check of household vehicles
Vehicle Questionnaire (buff)	with main driver, if available at placement	All except for mileage during Travel Week	Mileage during Travel Week
Individual Questionnaire (pink)	with members of household aged 3+. 3-15 year olds - front page only	All except Travel Summary (bottom of front page) and possibly income (back page)	Travel Summary and Income (if not already obtained)

Those parts of the questionnaires that could be completed only at pick-up were shaded, as in the chart above.

Copies of the Contact Sheet and of the Individual, Vehicle and Household Questionnaires are included in the Appendix to this report. Essential instructions on how to administer these (for example, filter instructions and instructions on

single- and multi-coding) were printed on the questionnaires. Where necessary, these were amplified in the Project Manual.\* Consequently these instructions are not repeated in this report. Instead, only a brief synopsis of the function and coverage of each questionnaire is given on the following pages.

A Contact Sheet

The interviewer was instructed to complete and return a Contact Sheet for every issued address, whether eligible or ineligible\*\* for placement, and, at multi-household addresses where more than one household was selected for interview, for every eligible household, whether productive or unproductive. For ineligible addresses, and for unproductive households, the Contact Sheet was returned alone, for fully or partially productive households, it was returned in the Interview Folder together with all other completed survey documents for that household.

The data to be recorded on the Contact Sheet were these

Address/Household Identification Data surname(s) of occupant(s) and listed address (from Sample Issue Sheet), number of households at the address and identification letter of selected household(s)<sup>†</sup>, area (sampling point) number and address number.

Address/Household Productivity Data record of reasons for ineligibility of addresses and for household unproductivity at placement call, record of reasons for unproductivity at pick-up stage, record of partially and fully productive households. Approximate in-house interviewing time was also recorded.

Call Summary the number of placement and pick-up calls, and the times of day at which the calls were made; the date of the first visit to the address, of the first successful placement contact and of the last visit to the address.

Travel Week Data the day of week and date of Diary Day One.

Basic Classification: accommodation type, household structure, car ownership, household status, working status and occupation of the head of household. Basic classification details were collected at placement for all co-operating households and for those households which refused to accept Travel Diaries. Accommodation Type was completed, where possible, by observation for households at which no contact had been made; but interviewers were instructed never to approach neighbours for further classification information on non-responding households

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\*Available on request either from Social and Community Planning Research or from Centre for Sample Surveys

\*\*'Ineligible' addresses are defined in Chapter II.

<sup>†</sup>The coding method used to identify different households at multi-households addresses is explained below in Section 9 of this Chapter.



The Contact Sheet was the only document on which the surname of the occupant of the sampled address was recorded. Names were, however, deleted as soon as the survey materials relating to that person's household had been booked in, and identification was henceforth by serial number (area, address and person number) only

Certain data recorded on the Contact Sheet were transferred in the form of numeric codes to a perforated slip at the bottom of the Sheet. The use of the perforated slips is explained in Chapter V of this report.

#### B. Household Questionnaire

The Household Questionnaire was to be administered to any responsible adult member of all households found to be productive at the placement stage. In practice, the person to whom the questionnaire was administered was almost always the head of household or housewife.

The data to be recorded on the Household Questionnaire were these

Household Composition sex, age, marital status, working status and relationship to the head of household of all members of the household aged 3 and over\*

Tenure of household accommodation

Accessibility and frequency of public transport buses and trains

Accessibility of various facilities by bus and on foot

Vehicle ownership and use bicycles and all motor vehicles

The Household Questionnaire was also used to record the productivity of individual household members at placement and at pick-up.

The Household Questionnaire was the document on which the Person Number of individuals and the Vehicle Number of motor vehicles used by the household were noted. Once a person or a vehicle had been allocated a number, this number was used for identification on all other survey documents and could under no circumstances be changed.

#### C. Vehicle Questionnaire

The Vehicle Questionnaire was to be administered to the main driver of each eligible household motor vehicle, a separate questionnaire being completed for each vehicle. To be eligible, a household motor vehicle had to be in the household's possession,

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\*The composition of the household at the time of placement was recorded. If household composition changed between placement and pick-up, no changes were made to the household composition grid; instead note was made on the Individual Questionnaire(s) of the person(s) concerned.

and available for (relevant) travel during all or part of Travel Week. Further guidance as to which vehicles qualified for inclusion was given to interviewers on page 30 of the Definition Manual. The main driver was defined as the person who usually drives the most mileage in the vehicle, taken over the year as a whole.

Among the data to be recorded on the Vehicle Questionnaire were these.

Type of vehicle

Registration details taken, whenever possible, from the vehicle registration document which the interviewer asked to see. Respondents were asked in whose name the vehicle was registered

Vehicle upkeep and running costs a series of questions to establish the extent of the user's liability for costs of use and upkeep, including whether or not tax allowances were claimed for purchase/depreciation or running costs.

Purchase costs whether the purchase cost of the vehicle was paid for, in part or in full, by the respondent's firm or other organisation.

Changes of vehicle use over the past two years

Garaging or parking at night

Vehicle servicing and repairs (within last four weeks) costs and by whom carried out.

Annual mileage with separate estimates of miles driven to and from work and in the course of work.

Costs of parking while main driver at work

At the pick-up stage, the interviewer was asked to transfer the mileometer readings made by the main driver in his Travel Diary from the Diary to the Vehicle Questionnaire. A final series of questions established, among other points, the mileage done (by the main driver and by other persons) while carrying goods in the course of work and in connection with servicing or repairing the vehicle. If the vehicle was not used during Travel Week, the respondent was asked the reason.

If any household vehicle was disposed of during Travel Week or acquired before the end of Travel Week, the interviewer was required to code this on the Household Questionnaire at the pick-up stage; and to enter the number of days during Travel Week on which the vehicle was available for use by the household.

#### D. Individual Questionnaire

The Individual Questionnaire was to be completed for all household members aged 3 years and over, and administered personally to all household members aged 16 years and over. For those aged under 16 years, only the first page (dealing with concessionary and season tickets\*) applied and could be asked of a parent or guardian this page was not backed and so could be detached from the remainder of the questionnaire.

The data to be recorded on the Individual Questionnaire were these

Concessionary tickets issuing authority, reason for and nature of concession, and the cost to the individual.

Season tickets (for bus, train or underground) details of mode(s) of transport, place(s) of origin and destination, period covered, journeys made per week, full cost of season ticket, amount of cost paid by a person or organisation outside the household and the nature of the person or organisation subsidising the ticket.

Changes in travel behaviour, including journeys to work, school, college and shops made as a result of increases in bus and train fares and of cuts or major alterations in bus and train services.

Driving licences: type, validity and length of time held

Activity Status

Usual place of work\*\* whether the respondent has a usual place of work, its location; the method used to travel there, whether travels by a household vehicle, as a driver or as a passenger, any alternative methods used, availability and cost of parking near usual place of work if car were available.

Occupation Details including whether self-employed, employed manager or employee. At the pick-up stage, the interviewer was asked to complete three further sections of the Individual Questionnaire. These were: gross income of all individuals aged 16 years and over (if not already asked at placement), a section to record whether or not the head of household (or, with his consent, a proxy) had answered the Activity Status, Occupation and Income sections, if he had not completed the Individual Questionnaire, and the Journey Record Summary for the individual. In this Summary, the interviewer entered under each of the seven Travel Days the number of journeys recorded on the Journey Sheets for that person on that day.

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\*Concessionary and season tickets are defined on pages 34-37 of the Definition Manual.

\*\*Usual place of work is defined on pages 4 and 5 of the Definition Manual.

Whether the majority of the Journey Sheet information was based on the person's Travel Diary entries or on his memory was also recorded. Finally the interviewer added the total number of journeys made each day, entered the grand total for the Travel Week in a box provided and checked that this total tallied with Journey Sheets completed for that individual.

#### 4.8. Collecting Journey Information

At each co-operating household, the interviewer was required to place Travel Diaries in which household members were asked to record all their journeys during Travel Week. At the pick-up call(s), the interviewer was required to interview each member in order to transfer details of journeys from the Diaries to the Journey Sheets. The procedures followed at each stage are outlined below.

##### A. Placing Travel Diaries

###### Placement rules

Each household member aged 3 years and over qualified for a separate Diary. For young children, however, parents were allowed to note the child's journeys on their own Diaries. The interviewer was asked to make every effort to see all eligible adults at placement and to explain to each individually how to use the Diaries. If this was not possible, then Diaries were left with a third person to give to those household members not seen. Children aged under 16 years old were seen wherever possible, but the interviewer was not expected to make a special journey for this purpose. Those persons who claimed that they rarely or never made any journeys (for example, the aged and disabled) were nevertheless encouraged to accept Diaries "just in case". Those respondents who claimed that they would be away from home during the Target Pick-Up Period were left a stamped, addressed envelope to return their Diaries to the interviewer. Those persons who were absent

during the whole of the placement period, but who might or would be returning at any time before the end of Travel Week were left Diaries (and an Explanation Leaflet), and another household member was asked to pass these to him on his return. Only those persons who were absent from home at placement, during the whole of Travel Week and at pick-up were not given Diaries,\* all other 'temporary' absentees were eligible for placement.

#### Use of the Travel Diary

Each eligible household member was asked to note in his Diary the details required about each journey, as that journey occurred. These details were

Place Journey Started  
Main Purpose of Journey  
Time Journey Started  
Time Journey Ended  
Method of Travel  
Distance Travelled (in miles)  
Ticket cost (if any)

There was a separate page in the Diary for each day of Travel Week. Respondents were asked to carry the Diary around in their pocket or handbag on every Diary Day the size and format of the diary were decided upon with this aim in mind.\*\* The interviewer was, however, asked to make respondents aware in advance that their Diaries were not intended to be a fully detailed record of their journeys, but rather to be an aide memoire. This advice was thought necessary, since some respondents might otherwise have resented the interviewer's apparent checking at pick-up of details entered, as part of the process of completing the Journey Sheets.

#### Identifying the Travel Diary

A space was provided at the top of the first page of the Diary for 'Personal Identification' the interviewer was advised to mark this space to minimise the risk of household members mixing up their Diaries. To preserve confidentiality, surnames were not used; instead forenames were normally used for children, and "Mr.", "Mrs.", "Father", or "Mother" for the parents. The four sets of identity codes (Area Code, Address Number, Person Number and - in Diaries given to main drivers - Vehicle Number) were also entered in boxes provided in the Diaries.

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\*These household members were coded 'absent throughout' in the Placement Productivity grid on the Household Questionnaire

\*\*A copy of the Travel Diary will be found in the Appendix to this report.

### Explaining how to use the Diary

The interviewer was advised to go through a previous day's journey with at least one household member - and preferably with every eligible member - and note the details in the 'Example' grid, to show what was required. This example was given to interviewers in the Project Manual

<i>Where did the journey start</i>	<i>Main purpose of journey</i>	<i>Time journey started</i>	<i>Time journey ended</i>	<i>How did you travel</i>	<i>How far (miles)</i>	<i>Ticket cost (if any)</i>
Home	Going shopping	10 a.m.	10.20 a.m.	Bus	4	20p
Local shops	House of friend	11 a.m.	11.10 a.m.	Walk	$\frac{1}{2}$	-
House of friend	Going home	12 noon	12.10 p.m.	Car	$4\frac{1}{2}$	-

Among other points that the interviewer was asked particularly to stress were

- o that return journeys should be recorded separately from outward journeys
- o that all walking journeys or parts of journeys made on public roads were to be included, provided that these were one mile or more
- o that on the final Travel Day all walks of 50 yards or more were to be included
- o that those respondents who travelled in the course of their work should be especially advised as to which journeys to include and which to exclude
- o that main drivers should fill in mileometer readings at the start and end of Travel Week

Before she left, the interviewer again mentioned the day on which the Diaries were to be started; and as a further precaution, entered Diary Day One and the day and date of each Travel Day at the top of each page for that day.

## B. Completing Journey Sheets

### General procedures

At the pick-up interview, the interviewer was required to see and interview each eligible household member and, with the help of the Travel Diaries, record information about his daily travel on Journey Sheets. Proxy information, except about children aged 3 to under 11 years old (and, if unavoidable, children aged over 11 but under 16 years old) was not acceptable.

If a person had made no journeys during Travel Week, then the interviewer coded this in the Journey Record Summary on that person's Individual Questionnaire. For all other respondents, an attempt was made to complete the Journey Sheet. Even if the respondent had completed his Diary for only a part of Travel Week, or had completed it only sketchily, or had not completed his Diary at all, the interviewer tried to help these respondents to reconstruct their travel patterns from memory. If journeys for a whole day were reconstructed from memory, this was coded in the Journey Record Summary, if individual journeys made in any Travel Day appeared to the interviewer to be 'suspect' (for example, if the respondent seemed to be confused about his movements) the interviewer noted this at the top of the relevant 'block' on the Journey Sheet.

### Interview method

The interviewer was encouraged to work closely with her respondents to help them reconstruct their journeys, and to use informal probing procedures in a way which would not be expected in a normal structured interview. Ideally, the interviewer would sit next to the respondent so that both could refer to the Travel Diary while the interviewer, by taking the respondent stage by stage through his journeys, completed the Journey Sheets. Normally, interviewers started with the first Travel Day, although they were encouraged to work backwards from Diary Day Seven, if a respondent found this easier. Similarly, journeys made during Travel Days were most easily recorded forwards in sequence as a way of minimising error\*, but 'extra' journeys remembered later in the interview would be recorded in any order, as long as the interviewer checked for inconsistencies and omissions in the travel data obtained for that day.

An example of how to probe for journey and stage details was given in the Project Manual issued to interviewers.

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\*In this way, the destination purpose of one journey could be checked against the origin purpose of the next.

### The Journey Sheet

Each Journey Sheet contained 'blocks' for recording four journeys. Any number of sheets could be used for each individual to record all his journeys during Travel Week. The same Journey Sheet could not, however, be used to record the journeys of more than one person. In each of the four blocks on the Journey Sheet one journey, and the stages travelled as part of that journey, was recorded. In each block, allowance was made for four stages\* interviewers used a second block for 'continuation journeys' of more than four stages in the rare event of this being necessary.

All qualifying travel\*\* was to be recorded as separate journeys in separate blocks on the Journey Sheets. The only exceptions to this rule were duplicated journeys these journeys could be coded in a special box, using the journey number of the original journey to save the interviewers some repetitive interviewing and coding Duplicated journeys were defined as those where either

- (a) the same person made the same journey (particularly journeys to work) - in identical form - on several days of the week, or
- (b) the same people (particularly parents and children) made the same journey together - in identical form. In these cases, the Person Number of the person making the journey had also to be entered in the duplicate journey box.

Duplicated journeys had, however, to be exact replicas of journeys already recorded in detail. If, for example, two people travelled together but had different purposes for the journey, then this would not qualify as a duplicate journey. The duplicated journey facility could not be used for Diary Day Seven when more detailed information, perhaps involving differences in time spent travelling, was required. If the interviewer used the duplicated journey facility she was asked, on each occasion, to leave a journey block empty so that full details of that journey could be entered at the coding stage.

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\*Details about the first stage were to be precoded in full across the top of each block, for the second, third and fourth stages interviewers entered numeric codes on the appropriate lines across the bottom of the block. The difference between a journey and a stage is defined on pages 10 and 11 of the Definition Manual.

\*\*Full details as to which travel qualified and did not qualify for inclusion in the survey are given on pages 2 and 3 of the Definition Manual.



Each completed Journey Sheet had to be identified by the three standard codes - Area Code, Address Number and Person Number - and the interviewer was also instructed to number each sheet in the order which it was filled in (not necessarily in the order in which the respondents made the journeys) separately for each person.

### Entering Journey and Stage Information

Each journey block on the Journey Sheet was divided into five columns in which interviewers recorded

- (A) Journey details
- (B) All stages
- (C) Private (vehicle) stages
- (D) Public (vehicle) stages
- (E) All final day stages

### Journey details

Each journey was given a 2-digit journey number in sequence from 01 upwards for each person. The numbers were to correspond with the order in which journeys (including duplicated journeys) were entered, but not necessarily the order in which respondents made them.

The interviewer entered a code for the day of week on which the journey was made, and to record whether or not that journey was made on Diary Day Seven. Journey purpose was coded according to the definitions given on pages 13-21 of the Definition Manual. Journey time was entered using the 24-hour clock.

### All stages

Method of travel was coded following the definitions given on pages 23-27 of the Definition Manual. Distance travelled was entered in miles and fractions of a mile.

### Private stages

This section was to be completed if a private motor vehicle (except a works or school bus) had been used at any stage in the journey. If a household vehicle was used for any stage, the Vehicle Number was coded. Also to be coded were whether the respondent was the driver or a passenger and the number of persons ~~aged 3 and over~~ (including the driver) travelling in the vehicle.

*See  
Project  
Manual*

### Public stages

This section was to be completed if any public transport vehicle (including a taxi) had been used for any stage. Ticket type was coded following the definitions given on pages 34 and 35 of the Definition Manual. Ticket cost and who paid were also coded, according to instructions given on pages 36 and 37 of the Definition Manual.

### All final day stages

This section was used to enter both journey and stage details for Diary Day Seven only. The first column referred to the whole journey and only one entry was made for the journey. Total door-to-door journey time, including all waiting and walking time, was entered in this column.

The second column referred to walking times on each stage on the public highway. The time entered was either

- (a) the total walking time for that stage (if it was a walk-stage of 1 mile or more, or if it was a single-stage walk of between 50 yards and 1 mile), or
- (b) the walking time which immediately preceded the transport method used (for example, walk to bus, train, etc. of between 50 yards and 1 mile on public roads).

Thus the end walk of a final stage of a multi-stage journey was entered as a separate stage of its own, if it was over 50 yards in length. This was the only occasion on which a walk stage of less than one mile was recorded as a separate stage of a multi-stage journey.

For all stages involving some form of transport other than walking, the length of time spent travelling was required, excluding waiting and walking time on that stage. This meant that two of the three components of the total journey time (all walking and all travelling) were recorded, waiting times were not separately recorded.

## C. Collecting Travel Diaries

The interviewer was asked to ensure that all Travel Diaries were collected from household members and returned to the appropriate Field Office. This applied to respondents who had apparently completed Diaries but who had refused to be interviewed at pick-up. The interviewer made a final check that all completed Diaries were marked with the three Identification Codes, and that the Diaries of main drivers had entered in them mileometer readings for the start of Diary Day One and for the end of Diary Day Seven, and the Vehicle Number.

#### 4.9 Survey Administration

##### Sample Issue Sheet

The monthly interviewing assignment was issued on batches of seven Sample Issue Sheets, three addresses to a page. An example of the Sample Issue Sheet used is included in the Appendix to this report.

Each page of each Sample Issue Sheet was headed with the 'Travel Month' and 'Diary Day One'. The Travel Month referred the interviewer to the appropriate monthly calendar for this assignment. Diary Day One was the day of the week on which every eligible respondent at addresses listed on that page of the Sample Issue Sheet must begin keeping his Travel Diary.

On her copy of the Sample Issue Sheet the interviewer had to record

- (for all addresses) the result of her calls - i.e. 'fully productive', 'partial(ly) productive' or 'unproductive'.
- (for any multi-household addresses) identification of the households in residence in the selection grid, and notes on which household(s) were selected for placement.

Two further copies of the Sample Issue Sheet were prepared the second copy was used by the Field Offices to book in returned work, and the third copy was held by the Data Processing Unit principally for use in addressing postal check cards to respondents.

##### Identification Codes

Each page of each Sample Issue Sheet was also headed with a three-digit Area Code, and beside each listed address was a two-digit Address Number. These two Identification Codes were to be transferred to the boxes provided on all survey documents relating to that particular address

Occasionally interviewers were required to interview at up to three households at an address. At such addresses, interviewers were asked to identify the first, second and third households by putting an 'A', 'B' or 'C' after the Address Number box on all relevant documents. 'Additional' households located and interviewed were subsequently allocated another Address Number by the Data Processing Unit at the manual edit stage.\*

Individual household members and household vehicles were also given Identification Codes (by the interviewer, not by the Office).

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\*Households B were renumbered by adding 30 to the original Address Number (e.g. household 05B became 35 ) and Households C by adding 60 to the original Address Number

### Fieldwork Administration

The overall responsibility for fieldwork administration lay with the Field Manager of the Centre for Sample Surveys who was based in the London Field Office. Under her supervision, the day-to-day tasks of allocating interviewing assignments, issuing supplies and dealing with interviewers' queries, uncompleted assignments, returned work and claims for fees and expenses were handled by three Regional Field Controllers. For the greater part of fieldwork, field control responsibilities were divided between the three Regional Field Offices as follows

<u>Standard Regions</u>	<u>Regional Field Office</u>
East Anglia, South West, South East, Greater London and Wales	London
North West, Yorkshire and Humberside, West Midlands and East Midlands	Leeds
Northern and Scotland	Darlington

Certain administrative functions, however, were not devolved to either of the Regional Offices. These functions mainly had a bearing on the quality control checks made on interviewers' work, for example, results of checks on early work and returned check cards which appeared to cast doubt upon the quality of interviewers' work were examined by the Field Manager before being passed to the Regional Offices.

In each of the three areas, several senior interviewers and members of field staff were responsible to the Field Controller for that area for a group of interviewers. The most experienced of these senior interviewers were called 'Field Monitors', and besides the usual supervisory duties, they were given the task of monitoring the progress in the field of the interviewers working under them. Their duties included arranging and taking subsidiary briefings of interviewers whom they had recruited to replace those who were unable to complete their assignments.

Details of the monitoring and supervisory work carried out are given below in Sections 3 and 4 of Chapter V of this report.

### Return of Work

The interviewer returned work by post to the Regional Field Office for the area in which she was carrying out her assignment (see above). The interviewer was provided with Interview Folders in which she placed (in a specified order) all the completed survey materials for a particular household, and asked not to return any work for that household until the final pick-up call there had been made. On the Interview Folder were printed boxes for recording the necessary

Identification Codes, and space on the back was provided for recording dates and times of pick-up appointments with individual household members, and the survey documents completed for each individual. The front and back page of the Interview Folder are reproduced (slightly reduced to A4 size) in the Appendix to this report.

#### Data Processing Administration

Overall responsibility for data processing on this project lay with the Manager of the Centre's Data Processing Unit based at Brentwood, Essex. The data was handled, from booking-in through all the stages to card correction after the computer edit, by three teams each with responsibilities for particular stages of the processing. Further details of the organisation of data processing through to handing over tapes, are given below in Chapter VI of this report.

V FIELDWORK AND RESPONSE

A FIELDWORK

5.1 The Interviewing Panel

A total of 247 interviewers was briefed to work on the 1975-1976 National Travel Survey. Of these 220 accepted interviewing assignments a few of the 27 not accepting assignments were briefed as reserves and not required, but the majority either decided not to accept an assignment or were judged at their first supervision to be unable to cope with the task. The 11% 'failure rate' represented by these figures is rather higher than usual, given the demanding nature of the project, it was not unexpected.

Because sampling points within constituencies were changed every month, those interviewers who worked for all three months in a quarter were in a minority. The workload pattern over the four interviewing quarters was as follows

	Quarter							
	First		Second		Third		Fourth	
	No	%	No	%	No	%	No	%
All working interviewers	103	100	106	100	98	100	92	100
No of months worked per quarter								
One	37	36	40	38	35	36	23	25
Two	28	27	28	26	19	19	23	25
Three	38	37	38	36	44	45	46	50

The average number of months worked by each interviewer each quarter ranged between 2.0 and 2.3, and the average number of sampling points tackled by each interviewer each quarter averaged 2.4 points

5.2 Briefings

Each interviewer undertaking an assignment on this survey attended a personal briefing before she started work in the field. For field administration purposes, fieldwork was divided into four quarterly phases to correspond with the change of sampling areas every three months. Three of these phases were preceded by one or more main briefings held in London and conducted by the SCPR Co-Director responsible for the Survey\*. Two approaches were considered either to invite a very large number of interviewers

\* The great majority of interviewers working in the fourth quarter had already attended a main briefing at the beginning of one of the preceding three interviewing quarters. For this reason, no main briefing was held in the fourth quarter

to the London briefings at the beginning of each quarter in the expectation that a high proportion of these would act as reserves (or work in one of the three travel months only), or to invite only those who had been given assignments starting in the first month of the quarter, and to supplement the London briefings by smaller briefings held as required later in the quarter. This latter approach was adopted, the first being rejected for two reasons: interviewers would tend to forget what they had been told if they had no opportunity to put it into practice for several weeks or several months, and the expense of inviting interviewers to London for a two-day briefing when they might not be needed as reserves.

Six main briefings were held, each lasting two days and all held at the offices of the Centre for Sample Surveys in London. Four of these briefings immediately preceded the start of fieldwork on the first quarter: briefing dates were June 10-11, June 12-13, June 17-18 and June 19-20. Two-day briefings were also held before the start of fieldwork on the second and third quarters, on September 8 - 9, and December 9 - 10.

A detailed programme of topics to be covered on each day of the main briefing was prepared: this programme is outlined below. Timings are included but these were necessarily flexible.

BRIEFING - DAY ONE

10 30 - 12 00 am

Talk about general principles

Coverage survey purpose, organisations involved, survey structure, Travel Weeks, need for the Travel Diary, transfer of travel information from Diary to Journey Sheets, definition of a household, placement calls, pick-up calls, partially productive households, introducing the questionnaire, survey supplies, serial numbers, and outline of remainder of briefing programme Slides were used to illustrate points

12 00 - 12 20 pm

Demonstration of placement interview

Method an (abbreviated) demonstration interview was carried out, in which questions selected from all the questionnaires were asked and the Diary was introduced and explained The use of the driving licence, car registration document and season ticket to record data was shown The purpose of this demonstration was to put the operation into perspective rather than to show a complex interview

12 20 - 12 45 pm

Description of how to fill in the Contact Sheet

Method the Contact Sheet was handed round and interviewers shown, with the aid of slides, how to fill it in The definition of fully and partially productive interviews was given and the need for information about unproductives was explained Slides were used to illustrate points

12 45 pm

Familiarisation with use of Travel Diary

Method Travel Diaries were handed round and interviewers asked to record all journeys made over the briefing period The purpose was to familiarise interviewers with the layout and content of the Diary and with problems respondents might meet in keeping it during Travel Week

12 45 - 1 30 pm

Lunch

1 30 - 4 00 pm

Practice in filling in the Household, Vehicle and Individual Questionnaires

Method for most sections of the questionnaires, interviewers took turns to administer different parts of the questionnaire with the briefer acting as respondent Completion of certain sections of the Household and Vehicle Questionnaires was demonstrated on slides.



4 00 - 4 20 pm

Demonstration of pick-up interview

Method the technique of "talking respondents through" their journeys was outlined and illustrated on a slide, this was followed by a demonstration interview, to show how the technique could be applied in practice

4 20 - 4 30 pm

General questions from interviewers

The sections of the Project Manual describing the survey method in general were distributed to interviewers

BRIEFING - DAY TWO

10 30 - 12 00 am

Description of the (Travel) Definition Manual

Coverage role of the Manual as a reference document, detailed briefing on Travel Coverage and Structure followed by a summary of other definitions The Manual was distributed to interviewers at the end of the morning session

12 00 - 1 30 pm

Description of how to fill in Journey Sheets

Method Journey Sheets were distributed, and the structure and use of the form were explained six examples were given Particular attention was given to recording duplicated journeys, stage information, final day data and walking only journeys Interviewers practised by recording journey information on the Sheets

1 30 - 2 00 pm

Lunch

2 00 - 2 30 pm

Description of the sampling method

Coverage identifying eligible addresses, institutions, pre-identified and concealed multi-household addresses Layout of Sample Issue Sheet and its use in selecting households to interview were described and illustrated by slides

2 20 - 3 55 pm

Allocation of addresses to Travel Weeks

Coverage assignment size, Allocation Periods, use of the Allocation Calendar to spread Travel Start Days over the Travel Month, work planning, re-allocation of non-contacts, role of the Field Monitor

3 55 - 4 00 pm

Final Questions

4 00 - 4 30 pm

Fieldwork administration

Coverage: monitoring, supervision, return of work, fees and expenses, issue of survey supplies

Throughout the two-day briefing, every effort was made to maintain interviewers' interest in the points being described and demonstrated. At most briefings, the main sessions were taken by four different researchers in an effort to vary the form of presentation, extensive use was made of slides, charts and the survey materials themselves, interviewer participation was encouraged by the use of trial interviews and by asking interviewers to keep Diaries and complete dummy Journey Sheets, and Senior Field Staff gave a practical demonstration of how to cope with various aspects of the interview.

There was also a programme of supplementary briefings, largely based on the model devised for the main briefings, since smaller numbers of interviewers attended each supplementary briefing, the programme was condensed into one day, followed immediately by half a day or a day's supervision in the field for all but the most experienced interviewers. Less use was made of visual aids at briefings of very small numbers of interviewers, a more informal approach being adopted whereby greater attention could be given to the problems of individual interviewers.

5 3 Field Monitoring

The task of the interviewer on this survey was one of unusual complexity, and the survey design was such that failure to follow instructions in any one sampling point would seriously affect the data collected for that month. The correct allocation of addresses to Travel Weeks needed careful planning, the interviewer had to be familiar with an unusually large number of survey documents and technical definitions, and she had to make repeated visits to households in her assignment in a limited period to collect the required information. In particular, it was considered vital that appointments made with respondents should be kept, or if this was impossible (because of illness among interviewers) that respondents be warned in advance, and asked to make another appointment.

It was decided that Field Control should devolve some of the day-to-day responsibilities for fieldwork progress upon a number of senior interviewers whose task would be to keep in close touch with a group of about ten interviewers. Problems encountered in the field could then be detected and acted upon quickly. Field Control would be relieved of some of the problems of reallocating individual addresses and answering specific queries and would have more time to concentrate on assigning and reassigning sampling points, booking in returned work and processing claims for fees and expenses. These senior interviewers were called 'Field Monitors' and each had nominated to work with her two or three project supervisors whose duties, in addition to routine supervision, were to ensure that in emergencies all addresses at a sampling point were satisfactorily covered.

The Field Monitors attended a personal briefing, conducted by the Field Manager, at which their duties were explained. Each Monitor was given a copy of the Sample Issue Sheets, listing all the addresses assigned to interviewers under her control and was encouraged to study the geographical layout of the sampling points (if necessary, buying maps and street plans). She was given the addresses and telephone numbers of interviewers in her group, and asked to find out about the availability of each interviewer each Travel Month. The Field Monitor contacted every interviewer personally at least once a week (by telephone, letter or personal visit), and examined supervisors' reports before sending them to the Field Office. She also kept a small supply of survey materials to send to interviewers in emergencies.

Each interviewer was asked to send a copy of the monthly Allocation Calendar to her Monitor, before she started fieldwork. Any allocation errors could then be noted and corrected before any sampled addresses were visited. Once every week, each interviewer sent to her Monitor a form devised to show how placements and pick-ups had progressed during the previous week. If response was particularly low, the Monitor contacted the interviewer to ask her the reason, and if possible arranged for extra supervision or for a reserve interviewer or supervisor to help at or even take over the point\*. Any interviewer who failed to send in an Allocation Calendar or a Weekly Monitoring Sheet was immediately contacted.

It was appreciated that the Field Monitors had been given considerable responsibility and that it would be necessary throughout fieldwork to ensure that they were carrying out their tasks satisfactorily. This was done in two principal ways: frequent personal contact between the Monitor and Field Control (particularly the Field Manager) and more formally, by the requirement that Monitors report weekly to the Field Manager on progress in the sampling points for which they were responsible.

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\* The extent to which a Monitor could act varied from area to area depending on the availability of experienced interviewers in each area. In Greater London, for example, it was considerably more difficult than in other areas to replace interviewers whose response rate was consistently below average.

5 4 Supervision

A total of 163 interviewers undertaking assignments on this survey was personally supervised in the field by staff members or by senior members of the regular interviewing panel

Those interviewers with little or no previous experience on travel or transportation surveys were supervised either on their first day in the field, or within a few days of starting work. More experienced interviewers were scheduled for supervision throughout the travel year, the heaviest concentration being in the first three (and particularly the first two) interviewing quarters. Supervisors were asked to submit written reports under these headings:

- personality
- appearance
- interest in the work
- planning
- respondent selection
- introduction of the survey
- administering the questionnaires at placement
- explaining the use of Travel Diaries
- administering the questionnaires at pick-up
- collecting travel information
- legibility of writing
- keeping progress records
- coding

To these specific comments, supervisors were asked to add general comments about the interviewer's performance and to grade her on actual and potential interviewing ability. Further supervision was carried out either on her recommendation or on that of the Field Monitor or Field Controller, or if the interviewer's subsequent work suggested that it was necessary.

One hundred and fourteen interviewers were supervised once, 43 were supervised twice and 6 were supervised three times. Of the 218 field supervisions, 69 took place in the first interviewing quarter, 68 in the second quarter, 51 in the third quarter and 30 in the fourth quarter. Fifty-seven interviewers working on this project were not supervised. 22 were themselves supervisors or Field Monitors and a further 16 were senior members of the panel not scheduled for supervision on this project. The remaining 19 interviewers were scheduled for supervision but not supervised - almost invariably because they returned their assignment uncompleted before supervision could be arranged.\*

5 5 Early work checks

The early work of all interviewers undertaking assignments on this survey was subject to an edit check. This check was carried out by the Centre's D P Unit, and was usually limited to the first

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\* These 19 interviewers, although representing 9% of the panel working on this project, visited only 2.6% of households found to be in scope and carried out an even smaller percentage of the total number of interviews achieved.

five (fully or partially) productive household records received from each interviewer. Those interviews conducted under supervision were not checked, since the supervisor carried out her own edit check in the field. Particular attention was paid to the following types of error:

- omitted data (for example, questions missed out through a misunderstanding of filter instructions)
- incomplete data (for example, on occupation, preventing accurate coding of Socio-economic Group)
- consistent miscoding (for example, missed leading zeros or illegal multi-coding)
- illegibility (of answers to open questions) and carelessness (for example, ambiguous precoding)

Completed Journey Sheets were also examined to gauge whether or not the interviewer appeared to understand the general principles of recording travel information. The early work edit check did not, however, replace the detailed editing of any of the data.

During this check, the editor noted all serious and consistent errors on a carbonised Early Work Check Form. The top copy was sent to the Field Manager, and the second and third copies to the Field Controller at the appropriate Regional Field Office. The third copy could then be sent to the interviewer at the Field Controller's discretion.

During the first four months of fieldwork early work checks were supplemented by selected monitoring of the tape recordings of productive interviews, simultaneously with editing the questionnaires of taped interviews. This quality control measure was carried out by the Centre's Senior Training Officer who prepared reports for the Field Manager and graded each interviewer under these general headings: general interviewing technique, asking closed questions, asking open questions (including eliciting travel information) and recording answers. This check provided additional reassurance as to the quality of the work carried out. The exercise was, however, found to be both time-consuming administratively in relation to its value, and less appropriate for this kind of survey than for those conducted using one questionnaire administered to one household member. All indications were that the quality of work was high. The decision was taken to discontinue the experiment.

#### 5.6. Postal checks

Since all participating households would be visited on at least two occasions, and since many would be visited three or more times, it was decided to carry out back-checks almost entirely by post. A large-scale postal check provided, moreover, a further opportunity to thank respondents for participating in a survey that had made considerable demands upon their time and to reassure them that the data collected would be treated in strictest confidence. Personal recall checks were carried out as necessary, but on a strictly ad hoc basis.

A letter of thanks was sent to all those households recorded either as fully productive or as partially productive with travel data. With the letter was enclosed a reply-paid card which respondents were asked to complete and return only if they wished to comment on the study, or on the way in which it had been carried out. In the event 95% of co-operating households were sent letters of thanks and cards\*. They were despatched by the Centre's Data Processing Unit, about once every two days for the duration of the survey, the D.P. Unit also booked in the returned cards.

A total of 10,525 cards was despatched of which 2,083 (20%) were returned by co-operating households. As anticipated, the great majority of replies recorded on returned cards merely confirmed that the interview had taken place with all eligible household members, if the replies included comments, these comments were almost always either favourable, or neutral, or (if critical of the survey) not in any way critical of the interviewers' performance. A very small proportion of households (about 3% of those to which cards were despatched) were critical of the interviewer, either of her manner or stating that she had not interviewed all household members personally \*\*

Two or more such criticisms about a particular interviewer led to personal recalls being made on the respondents concerned, and on other addresses in her sample for that month. If, however, the comment or criticism was the only one received for that particular interviewer, she would be contacted by the appropriate Field Controller and asked to give her account of the circumstances before any personal recalls were arranged.

A copy of both the letter of thanks and of the postal check card will be found in Appendix IV of this report.

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\*Five per cent of participating households were not covered, mainly because the time elapsing between interview and receipt of the completed questionnaires was exceptionally long, or because the address given on the Sample Issue Sheet was thought insufficiently precise for the letter to reach its destination.

\*\*It was only very rarely that respondents claimed not to have been interviewed. These households were either visited personally by another interviewer or (where the address was isolated) were sent a letter describing the project in more detail and enclosing a self-completion form to be returned to the Field Office. In the event, it was found that in every case either that respondents had filled in the card incorrectly, or that the card had been delivered to the wrong address.

## B. RESPONSE

### 5.7. Sources of response data

The response data presented in this Chapter are taken from two sources: first, from the monthly field returns based on data transferred by the Centre's D.P Unit soon after booking-in to a perforated slip at the bottom of each Contact Sheet, and secondly from the quarterly hole counts of the final data set for each quarter. Some response analyses (including those by standard region and Travel Start Day) were available only from the field returns on these returns Tables I - VIII are based. Other analyses (of response in terms of individuals and household vehicles - shown on Tables X to XII) could be obtained only from the hole counts.\*

Not unexpectedly, there are slight discrepancies between these two sources of data. During the manual edit and coding operations the data collected from each household were checked thoroughly for inconsistencies and omissions, and as a result the productivity codes for some households were changed. The most common reclassification was of a household interview recorded by the interviewer as fully productive to partially productive. The extent of the discrepancies between field return and hole count data is shown on Table IX. In percentage terms, the main discrepancies were small there was a 0.4% difference between the two sources in the percentage of fully productive interviews recorded over the whole year (and no difference in the percentage of all productive interviews recorded)

While the results of the response category reclassification could not be incorporated into the field returns, each quarter every effort was made to ensure that the field returns represented the entire data set.\*\* This meant checking that there was a perforated slip for every issued address (except those deleted from the sample), and for every eligible household at multi-household addresses. As far as possible, any irregularities found were corrected prior to producing tabulations of quarterly field returns. As Table IX shows, a high degree of success was achieved, justifying the usefulness of the field returns as a monitoring device.

### 5.8. Response in terms of households

Response in terms of households - by standard region, by region within interviewing quarter, and by Travel Start Day - is shown on Tables I to VI. The main points emerging from these tables are commented on below.

#### Household response - total

15,120 addresses were issued to interviewers over the travel year. Of these, 29 were deleted from the sample (using the procedures described in Appendix I of this report), and a further 668 were found or assumed to be out of scope because the listed premises

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 \*Response Tables I-XII will be found at the end of this Chapter of the report.

\*\*Of considerably more importance was the use of the field return data to ensure that the final 'real' data set was complete. This process is described in Section 11 of Chapter VI.

were vacant, derelict or demolished, or business, industrial or (ineligible) institutional premises only, or because the listed addresses could not be traced. At the remaining 14,423, a total of 254 eligible additional households was found, raising the sample of eligible households to 14,677.

Productive interviews were achieved at 12,530 (85.4%) of these households. At 9,981 households (68.0% of those in scope), all eligible household members were interviewed and full travel data were obtained from every member, at a further 1,146 (7.8% of those in scope) some travel data were obtained, and at a further 1,403 (9.6% of those in scope) household and other information was collected, but the interviewer failed to obtain any travel data. The remaining 2,147 households (14.6% of those in scope) were totally unproductive, 563 because no household member was contacted and 1,584 for other reasons (mainly refusal to participate) \*

The total effective sample of eligible households was thus reduced by 2,147 at pick-up. Response at pick-up is compared with overall response in the table below.

	HOUSEHOLD RESPONSE		
	No.	Overall	At pick-up
		%	%
In scope households	14,677	100	
Unproductive at placement	2,147	14.6	
- refused/all	1,584	10.8	
- not contacted	563	3.8	
In scope households at pick-up	12,530	85.4	100
- fully productive	9,981	68.0	79.7
- partially productive with travel data	1,146	7.8	9.1
- all travel data	59	0.4	0.5
- some travel data	1,087	7.4	8.7
- partially productive without travel data	1,403	9.6	11.2
- refused/all	1,124	7.7	9.0
- not contacted	279	1.9	2.2

Thus at pick-up, full travel data were obtained from one or more eligible individuals at 10,040 households (80.1% of those eligible for pick-up); and full travel data were obtained from all eligible individuals at 9,981 households (79.7% of those eligible for pick-up).

#### Household response-by interviewing quarter and Travel Month

Quarterly response data may be inspected on Tables II - V at the end of this chapter. To summarise, the proportion of productive interviews rose from 82.5% in the first interviewing quarter.

\* Reasons for non-response are shown in detail on Tables VII and VIII, and discussed on later pages of this Section.



to 86.2% in the second quarter and stayed fairly steady at around this figure for the remainder of the year. The proportion of fully productive interviews was 63.2% in the first quarter, and rose through the second and third quarters to a peak of 70.6%; the last quarter showed a slight fall to 70.0%.

Reasons for the increase in household response can be only speculative. It is very likely that response in the first quarter was affected by holidays (August being by far the least successful Travel Month in terms of response), although increasing skill on the part of the Field Office and interviewers in handling the survey probably also helped the steady rise in productivity throughout the year.

#### Household response - by standard region

There was a fairly wide variation in response between different regions, not only for the whole year, but also from quarter to quarter. This variation was not unexpected as sampling points changed each month, and constituencies changed each quarter, so much depended on the type of area selected, on its accessibility and on the skill and experience of the interviewer allocated to it.

Certain patterns did, however, emerge. The proportion of productive interviews (taking the year as a whole) ranged between 85% and 91% in all regions with the exception of Scotland (82%) and Greater London (78%). The proportion of fully productive interviews was above average (68%) in all areas except in the West Midlands (66%), Scotland (62%) and Greater London (52%). Whereas success at placement was as high (or perhaps higher) than might be expected in Scotland and Greater London, the response rate at recall (reflected in the large number of partially productive interviews) in these regions was rather lower than average. The problem of finding people at home in inner city areas and once found of persuading them to be interviewed is well known. This and the difficulties of finding interviewers close to, and willing to interview in, these areas go some way to explaining the lower response rate in these two regions. In the remaining nine regions however, response ranged between 66% and 76% fully productive households.

#### Household response - by Travel Start Day

Table VI is included as one of several means of checking the stability of the data over the year. Ideally the distribution of interviews achieved for each of seven Travel Start Days should not have varied at all, in practice variations in the number of out of scope addresses found, and in response at in scope addresses, led to slight differences in the numbers of respondents for whom data was collected in each Travel Week.

These differences are summarised below

	<u>Range of numbers of interviews achieved in each Travel Week</u>	<u>'Ideal'*</u>	<u>Range expressed as % variation from 'ideal'</u>
Fully productive h'holds	1,386 - 1,468	1,426	- 2.8% to + 2.9%
Partially productive h'holds	347 - 386	364	- 4.7% to + 6.0%
All productive households	1,763 - 1,815	1,790	- 1.5% to + 1.4%

\*The figures in this column are the numbers of interviews expected in each category for each Travel Week (the total achieved in each category divided by seven).

#### Household response - reasons for non-response

As mentioned above, 2,147 households were totally unproductive at placement, 563 (3.8% of those in scope) because no household member was contacted and 1584 (10.8% of those in scope) for other reasons (mainly refusal to participate). Interviewers were asked to record in a box provided on the Contact Sheet the reasons why contacted households were unwilling or unable to be interviewed. These reasons are shown on Table VII (by region) and Table VIII (by interviewing quarter).

Approximately a fifth of those not interviewed for reasons other than non-contact could not be interviewed - because they were too ill or too old or were unable to speak adequate English. The remainder refused, most gave reasons (the main ones being 'not interested/too busy' and that the survey was an invasion of privacy), others gave no reasons, or slammed the door or failed to keep appointments. The reasons given must however be treated with some caution. Stated "reasons" for refusal may sometimes have been pretexts to conceal a more important reason for reluctance to participate. Furthermore, the figures are based on the interviewer's interpretation of the situation which may not always have been correct.

The incidence of non-contacts was particularly high in the North, in Wales and in Scotland, and the refusal rate was highest in the East Midlands, East Anglia, the South-West and Yorkshire and Humberside. Non-contacts were highest in the holiday months of August, September and June (but not in July) and (surprisingly) in February.

Taking placements and pick-up together, data were lost at 842 households (5.7% of those in scope) through non-contact, and at 2,708 households (18.5% of those in scope) through refusals, illness and other reasons.

5.9. Response in terms of individuals

Response in terms of individuals is shown - by interviewing quarter - on Tables X and XI. At the 12,520 fully or partially productive households, a total of 33,887 eligible individuals was identified, on this basis it was estimated that there were a further 5,830 eligible individuals at the 2,159 unproductive households for which no information could be obtained. Out of the estimated total of 39,717 eligible individuals, 28,213 (71.0% of those estimated to be in scope) gave full travel data. Of those 11,504 individuals not giving travel data, 7,382 (18.6%) were lost at placement and 4,122 (10.4%) were lost to the sample at pick-up.

The total effective sample of eligible individuals was thus reduced by 7,382 at pick-up. Response at pick-up is compared with overall response in the table below

	No.	INDIVIDUAL RESPONSE	
		Overall	At pick-up
		%	%
In scope individuals	39,717	100	
Unproductive at placement	7,382	18.6	
- refused	5,134	12.9	
- not contacted	2,047	5.2	
- other reasons	201	0.5	
In scope individuals at pick-up	32,335	81.4	100
- fully productive	28,213	71.0	87.3
- partially productive (without full travel data)	4,122	10.4	12.7
- refused	1,418	3.6	4.4
- not contacted	1,002	2.5	3.1
- other reasons (including incomplete travel data)	1,702	4.3	5.3

Thus, at pick-up, full travel data were obtained from 28,213 eligible individuals (87.3% of those estimated to be eligible at pick-up). Refusals accounted for an estimated 4.4% of eligible individuals and non-contact for an estimated 3.1% of eligible individuals.

5.10. Response in terms of household vehicles

Response in terms of household vehicles is shown - by interviewing quarter - on Table XII. At the 12,520 fully or partially productive households, a total of 9,534 eligible household vehicles was identified; on this basis it was estimated that there were a further 1,649 eligible vehicles at the 2,159 unproductive households for which no information could be obtained. Of the estimated total of 11,183 eligible vehicles, information was obtained from the main driver on 8,658 vehicles (77.4% of those estimated to be in scope). Full information was not obtained about an estimated 2,525 vehicles data about 1,649 of these (14.7% of those estimated to be in scope) were lost because the whole household was unproductive; and for 876 vehicles (7.8% of those estimated to be in scope), the main driver was identified but was unwilling or not available to give information.

TABLE 1 - SUMMARY OF RESPONSE BY STANDARD REGION - TOTAL SAMPLE

	STANDARD REGION												TOTAL											
	Northern	North-West	Yorks. & Humber-side	West Midlands	East Midlands	East Anglia	South West	South East	Greater London	Wales	Scotland													
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%								
<b>I ADDRESSES</b>																								
Issued	819		1827		1386		1449		1008		504		1197		2709		2016		756		1449		15120	
Deleted from sample	-		1		1		2		-		-		1		2		21		1		-		29	
Included in sample	819		1826		1385		1447		1008		504		1196		2707		1995		755		1449		15091	
Found to be out of scope																								
- vacant	24		51		40		27		22		10		32		65		73		18		56		418	
- derelict, demolished	6		13		10		7		4		-		2		7		12		5		29		95	
- institution	2		5		2		3		1		3		5		20		13		-		10		64	
- business/industrial premises only	3		5		4		2		5		-		2		1		5		-		3		30	
Assumed to be out of scope																								
- not traced	2		5		5		10		5		1		2		9		17		-		5		61	
Total out of scope	37		79		61		49		37		14		43		102		120		23		103		668	
Total in scope	782		1747		1324		1398		971		490		1153		2605		1875		732		1346		14423	
<b>II HOUSEHOLDS</b>		%		%		%		%		%		%		%		%		%		%		%		%
Additional households found	6		15		8		6		8		-		24		28		125		3		31		254	
Total in scope	788	100	1762	100	1332	100	1404	100	979	100	490	100	1177	100	2633	100	2000	100	735	100	1377	100	14677	100
Productive	680	86	1562	89	1151	86	1195	85	883	90	425	87	1014	86	2266	86	1550	78	672	91	1132	82	2530	85.4
- fully productive	547	69	1257	71	979	73	928	66	744	76	371	76	833	71	1865	71	1047	52	559	76	851	62	9981	68.0
- partially productive with travel data	76	10	144	8	79	6	122	9	67	7	25	5	98	8	170	6	186	9	59	8	120	9	1146	7.8
- partially productive with no travel data	57	7	161	9	93	7	145	10	72	7	29	6	83	7	231	9	317	16	54	7	161	12	1403	9.6
Unproductive	108	14	200	11	181	14	209	15	96	10	65	13	163	14	367	14	450	23	63	9	245	18	2147	14.6
- refusal/ill	63	8	144	8	145	11	148	11	80	8	53	11	132	11	280	11	335	17	37	5	167	12	1584	10.8
- no contact	45	6	56	3	36	3	61	4	16	2	12	2	31	3	87	3	115	6	26	4	78	6	563	3.8

TABLE II - SUMMARY OF RESPONSE BY STANDARD REGION - FIRST QUARTER\*

	STANDARD REGION												TOTAL
	North- ern	North West	Yorks. & Number- side	West Midlands	East Midlands	East Anglia	South West	South East	Greater London	Wales	Scotland		
<b>I ADDRESSES</b>	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Issued	189	441	378	378	252	126	315	693	504	189	315		3780
Deleted from sample	-	1	1	2	-	-	1	1	17	1	-		24
Included in sample	189	440	377	376	252	126	314	692	487	188	315		3756
Found to be out of scope													
- vacant	9	12	11	4	4	4	10	21	21	3	6		105
- derelict, demolished	1	-	3	1	-	-	1	4	-	1	7		18
- institution	1	2	-	2	-	-	4	8	6	-	2		25
- business/industrial premises only	-	1	1	1	1	-	1	-	-	-	-		5
Assumed to be out of scope													
- not traced	-	1	-	-	-	1	-	2	1	-	-		5
Total out of scope	11	16	15	8	5	5	16	35	28	4	15		158
Total in scope	178	424	362	368	247	121	298	657	459	184	300		3598
<b>II HOUSEHOLDS</b>	%	%	%	%	%	%	%	%	%	%	%	%	%
Additional households found	4	8	1	4	1	-	5	4	32	1	4		64
Total in scope	182 100	432 100	363 100	372 100	248 100	121 100	303 100	661 100	491 100	185 100	304 100		3662 100
Productive	148 81	361 84	317 87	309 83	220 89	98 81	259 85	559 85	359 73	167 90	224 74		3021 82.5
- fully productive	98 54	275 64	270 74	245 66	173 70	77 64	213 70	452 68	223 45	136 74	151 50		2313 63.2
- partially productive with travel data	28 15	43 10	22 6	29 8	24 10	8 7	27 9	47 7	59 12	15 8	38 13		340 9.3
- partially productive with no travel data	22 12	43 10	25 7	35 9	23 9	13 11	19 6	60 9	77 16	16 9	35 12		368 10.0
Unproductive	34 19	71 16	46 13	63 17	28 11	23 19	44 15	102 15	132 27	18 10	80 26		641 17.5
- refusal/ill	25 14	43 10	31 9	42 11	22 9	22 18	35 12	70 11	100 20	2 1	64 21		456 12.5
- no contact	9 5	28 6	15 4	21 6	6 2	1 1	9 3	32 5	32 7	16 9	16 5		185 5.1

\*Because of the small & variable number of constituencies selected in each region each quarter, regions are not truly comparable quarter by quarter.

TABLE III - SUMMARY OF RESPONSE BY STANDARD REGION - SECOND QUARTER\*

	STANDARD REGION												TOTAL
	North- ern	North- West	Yorks & Humber- side	West Midlands	East Midlands	East Anglia	South West	South East	Greater London	Wales	Scotland		
I <u>ADDRESSES</u>	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Issued	189	504	378	315	252	126	252	693	504	189	378	3780	
Deleted from sample	-	-	-	-	-	-	-	1	2	-	-	3	
Included in sample	189	504	378	315	252	126	252	692	502	189	378	3777	
Found to be out of scope													
- vacant	3	14	11	6	7	2	6	15	17	9	10	100	
- derelict, demolished	-	6	4	1	2	-	1	-	4	2	5	25	
- institution	-	2	-	1	1	-	1	3	4	-	3	15	
- business/industrial premises only	-	3	-	-	2	-	-	-	1	-	-	6	
Assumed to be out of scope													
- not traced	1	2	2	6	1	-	-	2	3	-	1	18	
Total out of scope	4	27	17	14	13	2	8	20	29	11	19	164	
Total in scope	185	477	361	301	239	124	244	672	473	178	359	3613	
II <u>HOUSEHOLDS</u>	%	%	%	%	%	%	%	%	%	%	%	%	
Additional households found	-	2	4	-	1	-	6	6	27	-	10	56	
Total in scope	185 100	479 100	365 100	301 100	240 100	124 100	250 100	678 100	500 100	178 100	369 100	3669 100	
Productive	168 91	436 91	314 86	249 83	222 93	115 93	218 87	583 86	389 78	158 89	310 84	3162 86.2	
- fully productive	145 78	346 72	259 71	176 58	187 78	106 85	186 74	469 69	260 52	130 73	239 65	2503 68.2	
- partially productive with travel data	14 8	38 8	29 8	34 11	20 8	4 3	15 6	49 7	49 10	16 9	19 5	287 7.8	
- partially productive with no travel data	9 5	52 11	26 7	39 13	15 6	5 4	17 7	65 10	80 16	12 7	52 14	372 10.1	
Unproductive	17 9	43 9	51 14	52 17	18 8	9 7	32 13	95 14	111 22	20 11	59 16	507 13.8	
- refusal/ill	13 7	31 6	39 11	36 12	14 6	8 6	26 10	83 12	82 16	17 10	37 10	386 10.5	
- no contact	4 2	12 3	12 4	16 5	4 2	1 1	6 2	12 2	29 6	3 2	22 6	121 3.3	

\*Because of the small & variable number of constituencies selected in each region each quarter, regions are not truly comparable quarter by quarter.

TABLE IV - SUMMARY OF RESPONSE BY STANDARD REGION - THIRD QUARTER\*

	STANDARD REGION												TOTAL
	North- ern	North- West	Yorks & Humber- side	West Midlands	East Midlands	East Anglia	South West	South East	Greater London	Wales	Scotland		
I <u>ADDRESSES</u>	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Issued	252	378	315	378	252	126	315	693	504	189	378	3780	
Deleted from sample	-	-	-	-	-	-	-	-	-	-	-	-	
Included in sample	252	378	315	378	252	126	315	693	504	189	378	3780	
Found to be out of scope													
- vacant	8	15	10	6	6	4	8	12	17	4	26	116	
- derelict, demolished	4	4	1	1	2	-	-	-	4	-	11	27	
- institution	1	1	-	-	-	1	-	8	-	-	1	12	
- business/industrial premises only	3	-	2	1	1	-	-	1	3	-	1	12	
Assumed to be out of scope													
- not traced	1	2	2	2	2	-	-	3	2	-	2	16	
Total out of scope	17	22	15	10	11	5	8	24	26	4	41	183	
Total in scope	235	356	300	368	241	121	307	669	478	185	337	3597	
II <u>HOUSEHOLDS</u>	%	%	%	%	%	%	%	%	%	%	%	%	
Additional households found	-	3	3	1	3	-	5	6	29	2	9	61	
Total in scope	235	359	303	369	244	121	312	675	507	187	346	3658	
Productive	203	316	262	326	224	111	273	595	380	174	280	3144	
- fully productive	168	277	221	267	192	98	232	502	255	153	216	2581	
- partially productive with travel data	22	16	13	27	10	6	17	40	39	7	30	227	
- partially productive with no travel data	13	23	28	32	22	7	24	53	86	14	34	336	
Unproductive	32	43	41	43	20	10	39	80	127	13	66	514	
- refusal/ill	14	33	35	37	17	7	29	61	97	11	36	377	
- no contact	18	10	6	6	3	3	10	19	30	2	30	137	

Because of the small & variable number of constituencies selected in each region each quarter, regions are not truly comparable quarter by quarter.

TABLE V - SUMMARY OF RESPONSE BY STANDARD REGION - FOURTH QUARTER\*

	STANDARD REGION												TOTAL
	North- ern	North- West	Yorks.& Humber- side	West Midlands	East Midlands	East Anglia	South West	South East	Greater London	Wales	Scotland		
I ADDRESSES	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Issued	189	504	315	378	252	126	315	630	504	189	378	3780	
Deleted from sample	-	-	-	-	-	-	-	-	2	-	-	2	
Included in sample	189	504	315	378	252	126	315	630	502	189	378	3778	
Found to be out of scope													
- vacant	4	10	8	11	5	-	8	17	18	2	14	97	
- derelict, demolished	1	3	2	4	-	-	-	3	4	2	6	25	
- institution	-	-	2	-	-	2	-	1	3	-	4	12	
- business/industrial premises only	-	1	1	-	1	-	1	-	1	-	2	7	
Assumed to be out of scope													
- not traced	-	-	1	2	2	-	2	2	11	-	2	22	
Total out of scope	5	14	14	17	8	2	11	23	37	4	28	163	
Total in scope	184	490	301	361	244	124	304	607	465	185	350	3615	
II HOUSEHOLDS	%	%	%	%	%	%	%	%	%	%	%	%	
Additional households found	2	2	-	1	3	-	8	12	37	-	8	73	
Total in scope	186 100	492 100	301 100	362 100	247 100	124 100	312 100	619 100	502 100	185 100	358 100	3688 100	
Productive	161 86	449 91	258 86	311 86	217 88	101 81	264 85	529 85	422 84	173 94	318 89	3203 86.8	
- fully productive	136 73	359 73	229 76	240 66	192 78	90 73	202 65	442 71	309 62	140 76	245 68	2584 70.0	
- partially productive with travel data	12 6	47 10	15 5	32 9	13 5	7 5	39 13	34 5	39 8	21 11	33 9	292 7.9	
- partially productive with no travel data	13 7	43 9	14 5	39 11	12 5	4 3	23 7	53 9	74 15	12 6	40 11	327 8.9	
Unproductive	25 13	43 9	43 14	51 14	30 12	23 19	48 15	90 15	80 16	12 6	40 11	485 13.2	
- refusal/ill	11 6	37 8	40 13	33 9	27 11	16 13	42 13	66 11	56 11	7 4	30 8	365 9.9	
- no contact	14 8	6 1	3 1	18 5	3 1	7 5	6 2	24 4	24 5	5 3	10 3	120 3.3	

Because of the small & variable number of constituencies selected in each region each quarter, regions are not truly comparable quarter by quarter.



TABLE VI - SUMMARY OF RESPONSE BY TRAVEL START DAY - TOTAL SAMPLE

	TRAVEL START DAY														TOTAL	
	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday			
<b>I ADDRESSES</b>	No.		No.		No.		No.		No.		No.		No.		No.	
Issued	2160		2160		2160		2160		2160		2160		2160		15120	
Deleted from sample	5		5		3		6		5		1		4		29	
Included in sample	2155		2155		2157		2154		2155		2159		2156		15091	
Found to be out of scope																
- vacant	73		63		53		54		61		56		58		418	
- derelict/demolished	13		17		16		14		12		13		10		95	
- institution	8		11		7		13		5		10		10		64	
- business/industrial premises only	4		1		8		1		8		2		6		30	
Assumed to be out of scope																
- not traced	5		7		12		6		14		6		11		61	
Total out of scope	103		99		96		88		100		87		95		668	
Total in scope	2052		2056		2061		2066		2055		2072		2061		14423	
<b>II HOUSEHOLDS</b>	%		%		%		%		%		%		%		%	
Additional households found	33		28		50		28		36		54		25		254	
Total in scope	2085	100	2084	100	2111	100	2094	100	2091	100	2126	100	2086	100	14677	100
Productive	1791	86	1771	85	1815	86	1772	85	1810	87	1808	85	1763	85	12530	85.4
- fully productive	1418	68	1421	68	1435	68	1386	66	1437	69	1468	69	1416	68	9981	68.0
- partially productive with travel data	171	8	158	8	185	9	189	9	162	8	134	6	147	7	1146	7.8
- partially productive with no travel data	202	10	192	9	195	9	197	9	211	10	206	10	200	10	1403	9.6
Unproductive	294	14	313	15	296	14	322	15	281	13	318	15	323	15	2147	14.6
- refusal/ill	224	11	223	11	227	11	225	11	215	10	235	11	235	11	1584	10.8
- no contact	70	3	90	4	69	3	97	5	66	3	83	4	88	4	563	3.8

TABLE VII - REASONS FOR NON-PRODUCTIVITY BY STANDARD REGION - TOTAL SAMPLE

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	STANDARD REGION												TOTAL											
	North- ern		North- West		Yorks. & Humber- side		West Mid- lands		East Mid- lands		East Anglia				South West		South East		Greater London		Wales		Scotland	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
<u>HOUSEHOLDS</u>																								
Total in scope	788		1762		1332		1404		979		490		1177		2633		2000		735		1377		14677	
Productive	680		1562		1151		1195		883		425		1014		2266		1550		672		1132		12530	
Unproductive	108	100	200	100	181	100	209	100	96	100	65	100	163	100	367	100	450	100	63	100	245	100	2147	100
<u>Reasons for non-productivity</u>																								
No contact	45	42	56	28	36	20	61	29	16	17	12	18	31	19	87	24	115	26	26	41	78	32	563	26.2
Refusal/ill	63	58	144	72	145	80	148	71	80	83	53	82	132	81	280	76	335	74	37	59	167	68	1584	73.8
- not interested/ too busy	30	28	75	38	48	27	69	33	33	34	25	38	60	37	119	32	127	28	22	35	69	28	677	31.5
- invasion of privacy	16	15	19	10	26	14	22	11	13	14	9	14	21	13	49	13	34	8	2	3	18	7	229	10.7
- just refused (no reason)	6	6	19	10	23	13	20	10	9	9	4	6	17	10	38	10	69	15	2	3	20	8	227	10.6
- too ill	7	6	11	6	23	13	18	9	8	8	3	5	14	9	18	5	26	6	6	10	20	8	154	7.2
- too old	3	3	7	4	18	10	6	3	8	8	9	14	7	4	24	7	21	5	1	2	18	7	122	5.7
- slammed the door	1	1	1	1	-	-	1	*	1	1	2	3	6	4	12	3	11	2	2	3	8	3	45	2.1
- did not speak English	-	-	2	1	4	2	4	2	5	5	1	2	-	-	5	1	17	4	-	-	3	1	41	1.9
- broke appointment	-	-	5	3	2	1	-	-	1	1	-	-	3	2	7	2	14	3	1	2	3	1	36	1.7
- not stated	-	-	4	2	1	1	5	2	2	2	-	-	4	2	6	2	11	2	-	-	7	3	40	1.9
- other reason	-	-	1	1	-	-	3	1	-	-	-	-	-	-	2	1	5	1	1	2	1	*	13	0.6

\* = less than 0.5%

TABLE VIII - REASONS FOR NON-PRODUCTIVITY BY QUARTER - TOTAL SAMPLE

	QUARTER								TOTAL	
	First		Second		Third		Fourth			
	No	%	No.	%	No.	%	No	%	No.	%
Total in scope	3,662		3,669		3,658		3,688		14,677	
Productive	3,021		3,162		3,144		3,203		12,530	
Unproductive	641	100	507	100	514	100	485	100	2,147	100
<u>Reasons for non-productivity</u>										
No contact	185	29	121	24	137	27	120	25	563	26.2
Refusal/ill	456	71	386	76	377	73	365	75	1,584	73.8
- not interested/too busy	171	27	184	36	143	28	179	37	677	31.5
- invasion of privacy	88	14	31	6	46	9	64	13	229	10.7
- just refused (no reason)	78	12	58	11	76	15	15	3	227	10.6
- too ill	35	5	42	8	44	9	33	7	154	7.2
- too old	38	6	33	7	19	4	32	7	122	5.7
- slammed the door	11	2	11	2	15	3	8	2	45	2.1
- did not speak English	8	1	5	1	20	4	8	2	41	1.9
- broke appointment	18	3	8	2	2	*	8	2	36	1.7
- not stated	9	1	11	2	7	1	13	3	40	1.9
- other reason	-	-	3	1	5	1	5	1	13	0.6

\* = less than 0.5%

TABLE IX - COMPARISON BETWEEN AGGREGATED MONTHLY FIELD RETURN AND HOLE COUNT RESPONSE DATA - BY QUARTER

	FIRST QUARTER			SECOND QUARTER			THIRD QUARTER			FOURTH QUARTER			TOTAL				
	Field Return	Hole Count	Dif-fer-ence*	Field Return	Hole Count	Dif-fer-ence*	Field Return	Hole Count	Dif-fer-ence*	Field Return	Hole Count	Dif-fer-ence*	Field Return	Hole Count	Dif-fer-ence*		
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	%	No.	%	No.
<b>I ADDRESSES</b>																	
Issued	3780	3780	-	3780	3780	-	3780	3780	-	3780	3780	-	15120		15120		-
Deleted from sample	24	21	-3	3	3	-	-	-	-	2	2	-	29		26		-3
Included in sample	3756	3759	+3	3777	3777	-	3780	3780	-	3778	3778	-	15091		15094		+3
Out of scope	158	160	+2	164	163	-1	183	186	+3	163	164	+1	668		673		+5
In scope	3598	3599	+1	3613	3614	+1	3597	3594	-3	3615	3614	-1	14423		14421		-2
<b>II HOUSEHOLDS</b>																	
Additional households found	64	61	-3	56	59	+3	61	50	-11	73	76	+3	254		246		-8
Total in scope	3662	3660	-2	3669	3673	+4	3658	3644	-14	3688	3690	+2	14677	100	14667	100	-10
Productive	3021	3016	-5	3162	3164	+2	3144	3139	-5	3203	3201	-2	12530	85.4	12520	85.4	-10
- fully productive	2313	2297	-16	2503	2488	-15	2581	2561	-20	2584	2567	-17	9981	68.0	9913	67.6	-68
- partially productive	708	719	+11	659	676	+17	563	578	+15	619	634	+15	2549	17.4	2607	17.8	+58
- all travel data obtained	38	47	+9	7	14	+7	9	13	+4	5	8	+3	59	0.4	82	0.6	+23
- some travel data obtained	302	302	-	280	289	+9	218	227	+9	287	297	+10	1087	7.4	1115	7.6	+28
- no travel data obtained	368	370	+2	372	373	+1	336	338	+2	327	329	+2	1403	9.6	1410	9.6	+7
Unproductive	641	644	+3	507	509	+2	514	505	-9	485	489	+4	2147	14.6	2147	14.6	-
- refusal/ill	456	459	+3	386	390	+4	377	380	+3	365	369	+4	1584	10.8	1598	10.9	+14
- no contact	185	185	-	121	119	-2	137	125	-12	120	120	-	563	3.8	549	3.7	-14

\*Difference: the amount by which the hole counts exceed (+) or fall short of (-) the field returns.

+Two second quarter interviews and eleven third quarter interviews were processed with the fourth quarter data. On this table, however, these thirteen interviews are shown in the quarters to which they belong and not with the fourth quarter data.

TABLE X - SUMMARY OF RESPONSE IN TERMS OF INDIVIDUALS - BY QUARTER

	Q U A R T E R								TOTAL	
	First		Second		Third		Fourth			
	No.	%	No.	%	No.	%	No.	%	No.	%
<b>I HOUSEHOLDS</b>										
Total in scope	3660		3673		3643		3703		14679	
Productive (fully or partially)	3016		3162		3128		3214		12520	
Unproductive (refusal/ill, no contact)	644		511		515		489		2159	
<b>II ELIGIBLE INDIVIDUALS</b>										
Total found in fully and partially productive households	8089		8575		8451		8772		33887	
Estimated total in unproductive households*	1725		1385		1390		1330		5830	
Estimated total in all eligible households*	9814	100	9960	100	9841	100	10102	100	39717	100
Full travel data obtained	6593	67.2	7054	70.8	7126	72.4	7440	73.6	28213	71.0
No travel data obtained	3221	32.8	2906	29.2	2715	27.6	2662	26.4	11504	29.0
<u>Summary of reasons for no travel data</u>										
- fully unproductive (no data at all at placement)	1973	20.1	1579	15.9	1535	15.6	1487	14.7	6574	16.6
- partially productive (no travel data) at placement	243	2.5	164	1.6	195	2.0	205	2.0	808	2.0
- partially productive (no travel data) at pick-up	1005	10.2	1163	11.7	985	10.0	969	9.6	4122	10.4

\*estimates based on the total number of eligible individuals found at fully and partially productive households

TABLE XI - REASONS FOR NON-RESPONSE IN TERMS OF INDIVIDUALS - BY QUARTER

	Q U A R T E R								TOTAL	
	First		Second		Third		Fourth			
	No.	%	No.	%	No.	%	No.	%	No.	%
<u>ELIGIBLE INDIVIDUALS</u>										
Estimated total in all eligible households	9814	100	9960	100	9841	100	100	100	28213	100
Full travel data obtained	6513	67.2	7054	70.8	7126	72.4	7449	73.6	28213	71.0
Full travel data not obtained	3221	32.8	2906	29.2	2715	27.6	2662	26.4	11504	29.0
<u>Fully unproductive (no data at all) at placement</u>										
- household refused*	1230	12.5	1057	10.6	1023	10.4	1004	9.9	4314	10.9
- no contact with anyone in household*	495	5.0	328	3.3	367	3.7	326	3.2	1516	3.8
- individual refused	107	1.1	88	0.9	66	0.7	74	0.7	335	0.8
- individual not contacted	107	1.1	78	0.8	58	0.6	62	0.6	305	0.8
- individual not interviewed for other reasons (ill, did not speak English, etc.)	34	0.3	28	0.3	21	0.2	21	0.2	104	0.3
<u>Partially productive (no travel data) at placement</u>										
- individual refused	142	1.4	108	1.1	135	1.4	100	1.0	485	1.2
- individual not contacted	72	0.7	39	0.4	33	0.3	82	0.8	226	0.6
- individual did not speak English	29	0.3	17	0.2	27	0.3	24	0.2	97	0.2
<u>Partially productive (no travel data) at pick-up</u>										
- Individual Questionnaire only (travel data not used because incomplete, from proxy, etc.)	409	4.2	354	3.6	472	4.8	388	3.8	1623	4.1
- individual refused	305	3.1	481	4.8	309	3.1	323	3.2	1418	3.6
- individual not contacted	195	2.0	271	2.7	162	1.6	209	2.1	837	2.1
- individual away during pick-up period	72	0.7	32	0.3	29	0.3	32	0.3	165	0.4
- individual too sick for pick-up interview	24	0.2	25	0.3	13	0.1	17	0.2	79	0.2

\*estimates of the total number of eligible individuals at unproductive households

TABLE XII - SUMMARY OF RESPONSE IN TERMS OF HOUSEHOLD VEHICLES - BY QUARTER

	Q U A R T E R								TOTAL	
	First		Second		Third		Fourth			
	No	%	No.	%	No.	%	No.	%	No.	%
<u>I HOUSEHOLDS</u>										
Total in scope	3660		3673		3643		3703		14679	
Productive (fully or partially)	3016		3162		3128		3214		12520	
Unproductive (refusal/ill, no contact)	644		511		515		489		2159	
<u>II ELIGIBLE HOUSEHOLD VEHICLES</u>										
Total found in fully and partially productive households	2344		2392		2327		2471		9534	
Estimated total in unproductive households*	495		388		381		385		1649	
Estimated total in all eligible households*	2839	100	2780	100	2708	100	2856	100	11183	100
Full vehicle information obtained	2132	75.1	2143	77.1	2121	78.3	2262	79.2	8658	77.4
No vehicle information obtained	707	24.9	637	22.9	587	21.7	594	20.8	2525	22.6
<u>Reasons for no vehicle information</u>										
- fully unproductive household at placement*	495	17.4	388	13.9	381	14.1	385	13.5	1649	14.7
- main driver unproductive (refusal/ill, no contact)	212	7.5	249	9.0	206	7.6	209	7.3	876	7.8

\*estimates based on the total number of eligible household vehicles found at fully productive households

## VI DATA PROCESSING

Checking in completed work, manual editing, numeric and open response coding and card correction were carried out by the Centre for Sample Surveys' Data Processing Unit at Brentwood, Essex.\* Personnel at the Centre's D.P. Unit in London were responsible for the computer edit, for which they wrote the program. Punching (with the exception of the repunching carried out following the computer edit) was carried out by Whittle Data Services. The computing necessary for editing the data and producing response breaks was carried out by several agencies using I.B.M. 360 and 370 machines.

### 6.1. Organisation of data processing

Three teams were organised to carry out data processing, each led by a team supervisor responsible to the Manager of the D.P. Unit. The first team was responsible for checking in work from the Field Office, for checking the contents of the Interview Folder for each household, for editing and coding the Contact Sheet and for numbering and batching coded questionnaires. The second team was responsible for editing and coding the majority of the data (the Household and Individual Questionnaires and the Journey Sheets). The third team was responsible for editing and coding the Vehicle Questionnaires, for coding Socio-economic Group and for card correction following the computer edit.

Before any record was passed from one team to the next, the team supervisor was required to check that each procedure for which her team was responsible had been carried out. For this she used an edit control form on which she ticked each item the form was then attached to the Interviewer Folder for that record. In this way, an instant check could be made on the progress through editing and coding of that record, at any time during the data processing.

Co-ordination of the work of the three teams was the responsibility of the Manager of the D.P. Unit at Brentwood. In particular, it was her responsibility to ensure that amendments made to questionnaires were communicated to all three team supervisors in cases where changes might affect editing carried out by another team. She was also responsible for setting up and monitoring systems for ensuring the quality of the work.

### 6.2. Dealing with queries

Because of the size and complexity of the data set, it was anticipated that there would be a large number of queries, particularly in the early stages of editing and coding. The system devised for dealing with queries was as follows. Specific queries relating to a household record were written on to self-adhesive stickers (a different coloured sticker was used by each team) which were attached

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\*The D.P. Unit was also responsible for checking the early work of interviewers and reporting on its quality; and for despatching and booking in postal check cards. The procedures used for these operations are described in Chapter V.



to the Interview Folder for that household. Specific queries and all general queries first of all went to the team supervisor on a frequent and regular basis, and if she could deal with them, she returned the folder to the data set. Queries still outstanding at the end of coding a batch of records were passed to the Manager of the D P Unit. Any queries that she could not solve were referred to the research staff on the survey and, if still unresolved, through the researcher to the Social Survey Division of OPCS. This system was successful in that it prevented the flow of work between teams from being interrupted.

Rules for dealing with many of the queries that arose throughout the year were evolved in the early stages of editing and coding. Supervisors were required to record their decisions in writing, and where appropriate these were incorporated into the Editing and Coding Manual.

### 6.3 The Editing and Coding Manual

The Editing and Coding Manual prepared for this survey was to a large extent based on a similar document prepared by the Social Survey Division of OPCS for the 1972-73 National Travel Survey. Some changes were required to the Manual to take account of changes in questionnaire content (particularly on the Vehicle Questionnaire) and in the design of the Journey Sheet.

The Manual was prepared by the D P Unit of the Centre for Sample Surveys and distributed to all members of the three teams engaged in data processing on the survey. It was divided into six sections, the first covering the organisation of data processing, including dealing with queries, and the remaining five sections each covering one of the five main survey documents - the Contact Sheet, the Household Questionnaire, the Vehicle Questionnaire, the Individual Questionnaire and the Journey Sheet. Each of the last five sections contained detailed instructions on all editing and coding procedures - for example, transfer, priority and summary coding, coding frames for open response questions, instructions on dealing with 'other answers', the range and validity checks required on individual questions and cross-checks necessary between two or more questionnaires. Some changes in editing and coding instructions were made during the first few weeks of data processing and were incorporated into a final version of the Manual circulated in September, 1975. \*

### 6.4 Manual Editing Procedures

#### Scope of the Manual Edit

The basic purpose of the manual edit was to check the completed questionnaires and Journey Sheets for completeness and accuracy, thus reducing the failure rate at the computer edit stage (and hence the costs of card correction). Most range and logic checks

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\* Copies of the Manual are available on request from the Centre for Sample Surveys

were made during the manual edit, although some involving complex cross-checks between questionnaires were left for the computer edit. At the manual edit stage, however, particular attention was given to checking journey patterns, and stages of journeys in order to assess the apparent completeness of the journey record. The checks sometimes required subjective judgements, and such checks could not be made at the computer edit stage. When appropriate, reference was made to the respondents' completed Travel Diaries in attempts to resolve inconsistencies and eliminate recording errors.\*

### Briefing

Team supervisors were personally briefed on the editing (and coding) of the survey by the Centre Director responsible for data processing. This was followed by a personal briefing of twelve editors on September 5, 1975. A further eight editors joined the data processing teams later, they were briefed individually before they started work.

### Standard edit checks

Many different kinds of manual edit checks were employed. Most of these were of a standard kind used on all surveys employing structured questionnaires. They included:

- checks that filter instructions had been correctly followed (Irrelevant information, collected from respondents not eligible to answer a particular question, was deleted)
- Checks that no answers were illegally multi-coded (Instructions on which codes took priority were given for questions which were most likely to elicit more than one response)
- checks that the data contained no logical inconsistencies (For editing the Journey Sheets, detailed instructions on logic checks to be made were included in the Manual )
- checks on the completeness of the information recorded (Editors had to ensure that an answer was coded on every applicable column. omissions were usually rectified by supplying a dummy code, although occasionally the correct code could be inferred from responses elsewhere on the questionnaire)

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\* Only very rarely was it thought appropriate to ask the interviewer to elucidate a point or to revisit a respondent in an attempt to correct errors and omissions. In making this decision, the reactions of the interviewer and the respondent, as well as the likely memory loss, were taken into account. General criticisms were, however, passed on to individual interviewers through the appropriate Field Controller

### Special edit checks

Besides these standard checks, two special checks were carried out by team one, as part of the task of checking the contents of the Interview Folder for each Household.

The first of these checks was to ensure that the strict allocation rules had been followed. The editor was provided with an Allocation Calendar for each sampling point and, as each household record was received, circled its address number within the appropriate Allocation Period. Duplicated and missing entries were checked after the end of each month, in case any record had to be rejected from the data set because the interviewer had broken the allocation rules.

Secondly, the productivity category coded by the interviewer was checked against the contents of the Interview Folder, and against the quality and completeness of the data recorded. Special checks were made for evidence of proxy journey information, of retrospective journey information involving more than three Travel Days reconstructed from memory, and for details of absentees from the household. These checks resulted in a certain amount of recategorising from 'fully productive' to 'partially productive' (and very occasionally to 'unproductive'). An indication of the extent of this recategorising is given by the figures on Table IX in Chapter V of this report.

### Logic checks on travel data

Numerous logic checks were made on the travel data collected on respondents. Many of these checks were specified in the Editing and Coding Manual, for example:

- o all journeys of more than four stages to be queried
- o "home" to "home" and "work" to "work" journeys are invalid
- o "duplicated" journeys cannot have more than one purpose

Considerable reliance was, however, placed on the experience and common sense of the editors to check discrepancies in journey purposes, timing and costs; and for journeys involving more than one household member to cross-check between sets of Journey Sheets (referring as necessary to the Travel Diaries) to ensure that a consistent account had been recorded. Editors were supplied with copies of the Project Manual (the instructions to interviewers) and of the Definition Manual, and were required to be familiar with the contents of both documents.

### Quality control measures

Because editing lasted for a whole year it was possible to build up specialist teams of editors who, after initial problems had been overcome, were in no need of constant supervision. The dangers of boredom and fatigue were, however, considered and random checks on the quality of the editing were carried out throughout the entire year. The most intensive quality control measures were

taken during the first three months of editing during which time a hundred per cent check was carried out on the work of all editors, this involved checking every item on over a thousand household records. After this initial stage, virtually all consistent errors had been eliminated and subsequent random checks revealed only occasional errors.

In the early months of editing, the three team supervisors had sole responsibility for quality control checks. A checking sheet was used on which the supervisors listed the main errors made by each editor and graded her performance. Later, however, this formal system, involving detailed checking of batches of work, was discontinued as fewer and fewer serious or consistent errors were found and instead periodic random quality checks were instituted. Some of the editors were eventually given responsibility for checking work.

## 6.5 Coding procedures

On this survey, as on other Centre projects, manual editing and the coding of open responses and 'other answers' were carried out simultaneously. No one group or team was solely responsible for all coding, although coding of Socio-economic Group was the particular responsibility of one supervisor with considerable experience in this field. The editing and coding briefings were therefore combined (details are given above).

### Summary of coding operations

Since the questionnaires were all highly structured, coding operations were limited to the following:

- o coding of 'other answers' (sometimes involving recoding of open responses into the precoded frames)
- o some summary and transfer coding (for example, on the perforated slip)
- o coding of factual items not precoded on the questionnaire (for example, make of car)
- o coding of duplicated journeys (described below)
- o coding of items on three open response questions
- o coding of Socio-economic Group \*

### Coding of duplicated journeys

For this survey, a new method of recording duplicated journeys was introduced\*\* its purpose was to reduce the time spent by the interviewer

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\* SEG was coded from the categories listed in OPCS Classification of Occupations, 1970, HMSO, 1970

\*\* The duplicated journey facility offered to interviewers is described above in Section 8 of Chapter IV of this report. It should be noted that the method could not be used for journeys made on Travel Day Seven

in completing the Journey Sheets, but it necessarily involved additional office coding.

Duplicated journeys had to be exact replicas of journeys already recorded in detail. They could, however, either be made by the same person on another occasion, or by a different person on the same occasion. In both cases, the interviewer assigned a journey block and journey number to the duplicated journey, and coded the day, purpose and start time; when the duplicated journey was made by a different person, she also had to record the Person Number of the respondent who made the journey. No further details were required, except that the interviewer had to record the Journey Number of which the recorded journey was a duplicate.

The coding operation involved the transfer of all the details of the original journey into the block on the appropriate Journey Sheet left vacant by the interviewer. When the duplicated journey was made by a different person, the transfer was made on to the Journey Sheets for that person. Checks were made that duplicated journeys recorded by the interviewer were exact replicas of journeys already recorded in full. Particular care was taken when transferring details of duplicated journeys made by car: if details of the original journey related to the driver, all other persons making the same journey would have to be coded as passengers.

Although use of the duplicated journey facility was not obligatory, interviewers took advantage of it on a large number of occasions. At the coding stage, the transfer of data caused only occasional problems of a minor kind, and the system can be judged to have worked well.

#### Coding of open response data

Coding frames for all but the three open response questions already existed, and were taken directly from the coding instructions prepared by the Social Survey Division of OPCS for the 1972-73 National Travel Survey. The detailed instructions on the coding of 'other answers' to certain questions (for example, method of travel and ticket type) were incorporated in the Centre's Editing and Coding Manual. Any 'other answers' not covered in the coding instructions were listed. One hundred questionnaires were drawn from among those received during the first Travel Month, and the answers to the three open response questions were listed verbatim. On the basis of these listings, the research staff responsible for the survey compiled coding frames for the open questions, re-coded listed 'other answers' as appropriate and added additional codes as necessary. These were then incorporated into the Manual. Only one open question was not coded. This was Q.10 d) on the Vehicle Questionnaire from which almost all respondents were filtered: the responses to this question were listed and passed to the sponsor.

#### Preparation of 'dummy' Individual Questionnaires

One further coding operation should be noted, namely the preparation of a 'dummy' Individual Questionnaire for heads

of household who were unable or unwilling to take part in the survey. Dummy questionnaires were not prepared for other members of the household who did not participate

Quality control measures

Since manual editing and coding were carried out simultaneously by the same personnel, checks on the quality of the coding were carried out at the same time that checks on the editing were made. Details are given in Section 4 of this chapter

6.6 Size of the Data Set

The total number of household records (fully productives, partially productives and unproductives) sent for punching was 15,353 over the whole year. The number of different types of questionnaire is shown by quarter and in total on the table below

	Contact Sheets	<u>Type of questionnaire</u>			Journeys*
		Household Q'aies	Individual Q'aies	Vehicle Q'aies	
<u>Sent for punching in</u>					
- first quarter	3820	3016	7813	2132	97153
- second quarter	3836	3162	8235	2143	98242
- third quarter	3830	3127	8226	2121	92346
- fourth quarter	3867	3214	8537	2262	104577
Total sent for punching	15353	12519	32811	8658	392318

6.7 Timing of editing and coding

The editing and coding operation started on July 15, 1975 when the first household records were received by the D P Unit and ended on September 30th, 1976 when the last batch of records was sent for punching. The timing on each quarter is given below

<u>Date on which</u>	<u>QUARTER</u>			
	FIRST	SECOND	THIRD	FOURTH
- first h'hold records received	15 7.75.	14.10 75.	31 12.75	30 3 76
- last h'hold records received	17 11 75	17 2 76.	19 5.76.	25 8 76
- last batch of records sent for punching	18 11.75	24 2 76	10 6.76	30 9 76

\* No figure is available for the number of Journey Sheets completed, since journeys were coded individually, and not in groups as they happened to be recorded on the Journey Sheets

As can be seen, there were three periods of between five and seven weeks when household records for two quarters were being booked in simultaneously. These overlaps created some problems, given the requirement that the data sets were to be transferred to tape by quarter, it was essential that work was booked in and processed separately for each quarter to minimise the chance of including household records in the wrong quarter.

## 6 8 Card punching

### Data sequence and card layout

The edited and coded questionnaires for each household were sorted into questionnaire order to correspond with card type order.

Card 1	Contact Sheet
Cards 2 & 3	Household Questionnaire
Cards 4 & 5	Vehicle Questionnaire(s)
Card 6	Individual Questionnaire(s) in Person Number order
Card 7	Journey Sheet(s) in Person Number order

Each set of household records was given a unique five digit record number, recorded on the Interview Folder and on each questionnaire within the Folder for that household.

### Record identification

Columns 1 - 15 of each card were reserved for record identification as follows:

Cols 1 - 3	SCPR/Centre for Sample Surveys	Project Number (400)
Cols 4 - 8	Record Number (00001 - 15353 )	
Col 9	Card Type (1 - 7)	
Cols 10 - 15	Card Identity (see below)	

Columns 16 - 20 on the Contact Sheet only were used to record Sampling Point Number and Address Number. These numbers were however eventually totally superseded as a means of record identification by the five-digit record number.

Columns 10 - 15 were used to ensure the correct sorting sequence of the data.

Cards 4 - 5	Col 10	Vehicle Number*
Cards 6 - 7	Cols 11 - 12	Person Number* (linked to journey number)
Card 7	Cols 13 - 14	Journey Number

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\* These sequences could be broken if information about one or more individual or vehicle was not obtained.

Card 2	Col 15	Identification of households containing more than 8 persons
Card 3	Col 15	Identification of households containing more than 5 vehicles
Card 7	Col 15	Identification of journeys consisting of more than 2 stages

On some questionnaires, some or all of these columns were not used for card identification purposes. In these columns, a code '0' was printed to facilitate card sorting.

Restriction on card formation

The following restrictions on card formation were imposed

- no more than six vehicle cards per household
- no more than fourteen individuals per household
- no more than ninety-nine journey cards per individual
- no more than two journey cards (each representing two stages) per journey

Punching

The Centre for Sample Surveys prepared a set of punching instructions covering each of the five survey documents\*. Data were punched in record number order, and within record number in card type order as described above. Timing of the card punching operation was as follows

	<u>QUARTER</u>			
	FIRST	SECOND	THIRD	FOURTH
First records sent for punching	8 9.75.	3.11.75	10 2.76.	6 5 76
First records received from punching	15 9 75	14 11 75	24 2.76.	20 5 76
Last records sent for punching	18.11 75	24 2 76	10 6 76	30 9 76
Last records received from punching	25.11 75.	25 2 76.	16 6.76.	8 10 76

The data were key punched onto 80-column cards by Whittle Data Services.

\* The punching instructions are reproduced in Appendix III of this report.



Size of card data set

The number of cards of each type punched for each quarter is given below

	<u>QUARTER</u>			
	FIRST	SECOND	THIRD	FOURTH
Contact Sheet Card 1	3820	3836	3830	3867
Household Questionnaire Card 2	3026	3182	3140	3229
Supplementary Card 2				
Household Questionnaire Card 3	3019	3165	3130	3217
Supplementary Card 3				
Vehicle Questionnaire Card 4	2132	2143	2121	2262
Card 5	2132	2142	2121	2262
Individual Questionnaire Card 6	7813	8235	8226	8537
Journey Sheets Card 7	97,998	98,971	92,900	105,224
Supplementary Card 7				
TOTAL	119,940	121,674	115,468	128,598

Thus the total number of cards punched over the year of the 1975-1976 National Travel Survey was 485,680

6.9. Computer Edit

Data collected in each interviewing quarter were edited separately. The edit check was rigorous and followed a specification agreed after consultations between the Centre for Sample Surveys, the Social Survey Division of OPCS and the DoE. The specification together with minor amendments made to the specification in February 1976 is reproduced in full in Appendix III of this report.

The Edit Program

The Centre was responsible for writing the edit program, using CSSEdit \* This had already proved to be an effective editing package, but nevertheless required substantial revision to cope with the considerable variation in the size of records which the National Travel Survey could generate. \*\*

\* The copyright of CSSEdit is held by Libra Computing Limited it is a version of their own edit program which was prepared for and is leased to the Centre for Sample Surveys

\*\* Households generating upwards of 200 trips during Travel Week

The final version of CSSEdit was capable of controlling a card set of infinite size without loss on range, filter or logic checking functions. All the checks carried out were with a single pass through the data. To illustrate the output an example of the computer print-out is shown on page 61 of this report.

All data passed through two versions of the edit program, the first version without a load to disk facility, and the second with a direct load to disk facility for all records successfully passing through the edit.

Version 1 of the edit program included 'flag' or query checks of doubtfully valid responses. These were flagged for further checking even though they may well have been correct. All records passed through this initial edit, and 57% of records were rejected as having one or more items in error. This apparently high rejection rate in terms of records must be viewed in the context of the large number of cards per record (an average of 31.6 over the year of the survey), any one code omitted on any one column would lead to the failure of that record on this stage of the edit.\* A partial analysis of the first edit run on Version 1 of the program was carried out in order to estimate the error rate in terms of cards and columns. The results of this analysis are shown below.

<u>Total number of cards punched over year</u>	<u>Total number of cards in error at first edit run</u>	<u>% of cards in error at first edit run</u>
485,680	E 18,930	E 3.9%
<u>Total number of columns** punched over year</u>	<u>Total number of columns** in error at first edit run</u>	<u>% of columns** in error at first edit run</u>
16,500,000	E 33,000	E 0.2%

Thus although a high proportion of records failed the first edit run, the number of errors on those records was very small. It was further estimated that of the 106,000 items punched, 0.2% were found to be in error at the first edit run. The percentage of items in error due to coding was estimated to be 0.17% and the percentage of items in error due to punching was estimated to be 0.03%.

Version 2 of the edit program had a direct load to disk facility for all those records passing through the edit. A total of 15,353 records was directly loaded to disk over the whole year. A less rigorous edit, from which the 'flag' checks had been removed,

\* An analysis of the pass and failure rate for household records is shown, by quarter and in total, on page 62 of this chapter.

\*\* Only columns on which substantive survey data were punched have been included. Columns on which data such as serial numbers were punched have been excluded from this analysis.

was used. No record could be loaded to disk without passing through this second edit, consequently all records which failed on this edit (1,398 representing 9 % of those submitted during the year) had to be corrected until passed and loaded.

At both stages of the edit, the card correctors referred back to the questionnaires and Journey Sheets in order to identify the source of error and correct the cards. Card correction procedures are outlined in Section 10 of this chapter.

Large record sets (defined as those with 100 or more cards) could not be loaded to disk through the edit program. These 'Excess Sets' were passed through Version 1 of the edit check until no errors appeared and were subsequently loaded directly to disk. Minor errors (such as the occasional blank or illegal multi-punch) could therefore be present in Excess Set data, these irregularities, however, were rare.

#### Example of the computer print-out

An example of the output of the computer edit is shown below. The first column of the print-out gives the column and codes failed and describes the error, the second column gives the record number of the record in error, and the third column provides the key to the card type on which the error is to be located. Members of the team responsible for card correction were provided with a key to card type (range 01-75 card types).

EXAMPLE OF COMPUTER EDIT OUTPUT

P400 NATIONAL TRAVEL EDIT

1.24-47 RANGE	RECORD 12002	0000000000000000	
LC201 1.48+49RE24-35	RECORD 12002	0000000000000000	
1.54-55 RANGE	RECORD 12054	0000000000000000	
1.54-55 RANGE	RECORD 12055	0000000000000000	
1.54-55 RANGE	RECORD 12056	0000000000000000	
1.54-55 RANGE	RECORD 12058	0000000000000000	
1.54-55 RANGE	RECORD 12059	0000000000000000	
1.54-55 RANGE	RECORD 12062	0000000000000000	
1.54-55 RANGE	RECORD 12100	0000000000000000	
LC227 7.16 RE 1.58	RECORD 12171	0000000000000000	TYPE NO. 47
6.18-19 ETC RANGE	RECORD 12254	0000000000000000	TYPE NO. 15
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 17
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 17
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 17
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 17
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 18
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 18
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 18
6.18-19 ETC RANGE	RECORD 12269	0000000000000000	TYPE NO. 18
7.31 RANGE	RECORD 12294	0000000000000000	TYPE NO. 57
7.28 RANGE	RECORD 12308	0000000000000000	TYPE NO. 35
7.31 RANGE	RECORD 12308	0000000000000000	TYPE NO. 35
7.52 RANGE	RECORD 12308	0000000000000000	TYPE NO. 35
7.55 RANGE	RECORD 12308	0000000000000000	TYPE NO. 35
7.60 RANGE	RECORD 12308	0000000000000000	TYPE NO. 35
7.26-27 RANGE	RECORD 12308	0000000000000000	
7.28 RANGE	RECORD 12308	0000000000000000	TYPE NO. 48
7.31 RANGE	RECORD 12308	0000000000000000	TYPE NO. 48
7.36 RANGE	RECORD 12308	0000000000000000	TYPE NO. 53
7.60 RANGE	RECORD 12308	0000000000000000	TYPE NO. 53
LC231 7.20-21 RE6.58	RECORD 12462	0000000000000000	TYPE NO. 54
LC230 7.18-19 RE6.58	RECORD 12462	0000000000000000	TYPE NO. 55
LC231 7.20-21 RE6.58	RECORD 12462	0000000000000000	TYPE NO. 56
LC230 7.18-19 RE6.58	RECORD 12462	0000000000000000	TYPE NO. 57
3.46+47 NOT= 3.48-49	RECORD 12471	0000000000000000	
7.32-35 NOT BLANK	RECORD 12473	0000000000000000	TYPE NO. 53
7.36 RANGE	RECORD 12473	0000000000000000	TYPE NO. 53
7.37 RANGE	RECORD 12473	0000000000000000	TYPE NO. 53
7.41 RANGE	RECORD 12473	0000000000000000	TYPE NO. 53
SC102 CD3 MISSING	RECORD 12486	0000000000000000	
SC102 CD3 MISSING	RECORD 12488	0000000000000000	
7.47-49 NOT BLANK	RECORD 12493	0000000000000000	TYPE NO. 56
7.47-49 NOT BLANK	RECORD 12493	0000000000000000	TYPE NO. 57
7.31 RANGE	RECORD 12516	0000000000000000	TYPE NO. 53
TYPE NO. 1 MISSING FROM	RECORD 12534	0000000000000000	
LC202 1.67-72 TOTAL	RECORD 12584	0000000000000000	
LC203168-70N=273-74	RECORD 12584	0000000000000000	
7.42-49 NOT BLANK	RECORD 12603	0000000000000000	TYPE NO. 66
7.42-44 RANGE	RECORD 12610	0000000000000000	TYPE NO. 50
7.45 RANGE	RECORD 12610	0000000000000000	TYPE NO. 50
7.47-49 RANGE	RECORD 12610	0000000000000000	
7.42-44 RANGE	RECORD 12610	0000000000000000	TYPE NO. 51
7.45 RANGE	RECORD 12610	0000000000000000	TYPE NO. 51
7.47-49 RANGE	RECORD 12610	0000000000000000	
SC111 JOURNEY ORDERJ	RECORD 12619	0000000000000000	TYPE NO. 39

Analysis of submissions (by record)

The table below summarises the pass and failure rate for household records, by interviewing quarter and over the whole year of the survey

	<u>QUARTER</u>				TOTAL
	FIRST	SECOND	THIRD	FOURTH	
No of records submitted	3,820	3,836	3,830	3,867	15,353
No of cards submitted	119,940	121,674	115,468	128,598	485,680
Average no of cards per record	31.4	31.7	30.1	33.3	31.6
<u>First edit run (not to disk)</u>					
No of records passing	1,299	1,802	1,523	1,959	6,583
No of records failing	2,521	2,034	2,307	1,909	8,771
% of records failing	66%	53%	60%	49%	57%
<u>First load run (to disk 1)</u>					
No of records passing	2,747	2,408	2,616	2,387	10,158
No of records failing*	863	214	149	172	1,398
% of records failing	23%	6%	4%	4%	9%
<u>Second load run (to disk 2)</u>					
No of records passing	1,073	1,428	1,214	1,480	5,195
No of records failing initially+	336	101	79	110	626
% of records failing	9%	3%	2%	3%	4%
No of records accepted	3,820	3,836	3,830	3,867	15,353

\* These records were submitted to disk 2

+ These records which failed initially were subsequently passed and are included as such in the number of records passing on the second load run to disk 2

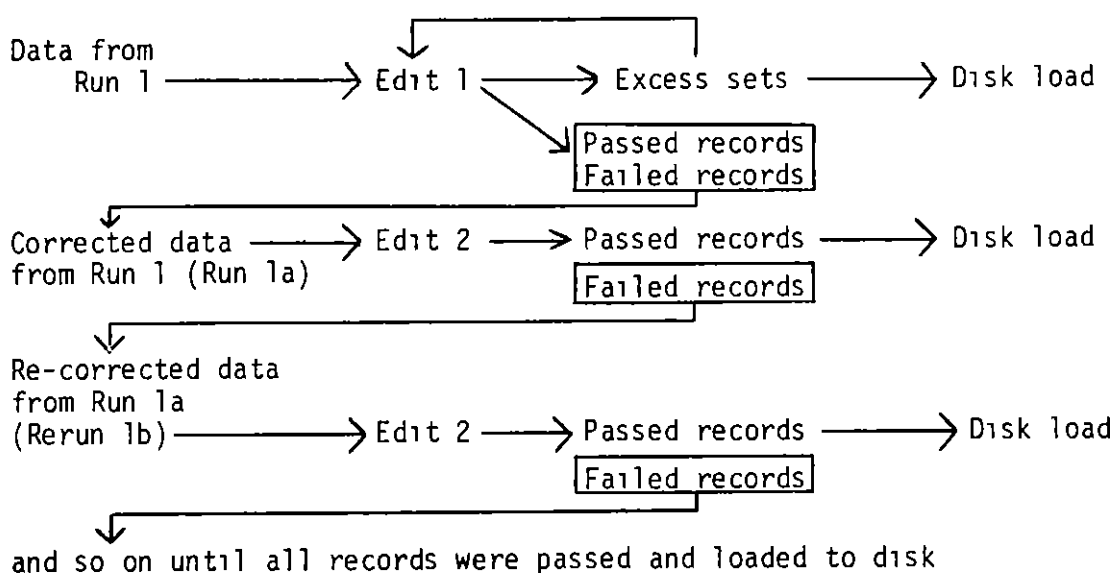
6.10 Card Correction

Card correction was the responsibility of the third of the three teams organised to carry out the data processing on this project, and all repunching was carried out by staff of the Centre for Sample Surveys. Standard procedures were employed. The Interview Folders containing the household records thought to be in error were abstracted, and the relevant columns on the questionnaires were examined. Cards requiring correction were marked and altered as follows.

- cards with omitted punches were marked in red, the column/code position to be punched being blocked out. The position was then punched with a small hand puncher
- cards with incorrect punches were marked with the correct column/code position. Repunching was carried out on an electric punching machine

In all cases, reference was made to the relevant questionnaire(s) in the household record before any card was altered, and the questionnaire itself was amended if an editing rather than a punching error was found

The process of card correction is shown in schematic form below



#### 6 11 Verifying the completeness of the data set

At the end of data processing each quarter, the perforated slips taken from the Contact Sheets were sorted into serial number order (address number within sampling point), and all anomalies were checked against the data set before it was written to disk. When anomalies were found (in the form of missing or duplicated slips or slips recording non-existent serial numbers) the edit program was used to identify them. For example, if the perforated slip had been incorrectly coded with a non-existent serial number, the edit program sought out this record and, if necessary, it was amended. Duplicates were removed from the data set using the same procedure. This method of ensuring that the data set loaded to disk was complete was time-consuming and did not guarantee perfection. The results, however, indicate a very high success rate.

#### 6 12 Data delivery and storage

Each interviewing quarter, the data were stored on two disks. From these disks, eight hole-counts (two per quarter) were produced, and on acceptance by the Social Survey Division of OPCS, tape copies of the disks were produced for and delivered to the DOE. The data were retained on disk until the DOE had notified the Centre

and OPCS that they had accepted the tapes, after which the disks were wiped

The dates on which the hole-counts were produced were as follows

	<u>QUARTER</u>			
	FIRST	SECOND	THIRD	FOURTH
Tape 1	18.12 75.	20 3 76	28 6.76	7 9 76
Tape 2	8 1 76	13 4 76.	20 7 76	21.10 76

and the dates on which the tapes were delivered to the DoE were as follows \*

	<u>QUARTER</u>			
	FIRST	SECOND	THIRD	FOURTH
Tape 1	13.5 76	15 5 76	22 7 76.	28.10 76.
Tape 2	13 5 76	15 5 76	22 7 76	28.10 76.

At the end of data processing, cards and questionnaires were handed over to the Social Survey Division of OPCS for storage

\* Dates for delivery of the tapes were determined by the DoE  
The tapes were in fact available for handover on completion of the hole-count.

APPENDIX I

SAMPLE DESIGN  
LIST OF PRIMARY SAMPLING UNITS  
First Quarter  
Second Quarter  
Third Quarter  
Fourth Quarter

APPENDIX II

BUSINESS USE OF HOUSEHOLD VEHICLES

APPENDIX III

COMPUTER EDIT SPECIFICATION  
PUNCHING INSTRUCTIONS

APPENDIX IV

SURVEY DOCUMENTS  
Set of Allocation Calendars  
Sample Issue Sheet  
Interview Folder  
Explanation Leaflet  
Contact Sheet  
Household Questionnaire  
Cards A and B  
Income Card  
Individual Questionnaire  
Vehicle Questionnaire  
Journey Sheet  
Appointment Card  
Postal Check Card  
Letter of thanks  
Travel Diary  
Definition Manual

The Project Manual (Interviewers' Instructions) and the Editing and Coding Manual are not included in Appendix IV. Both documents are, however, available on request either from Social and Community Planning Research or from Centre for Sample Surveys.



APPENDIX I

SAMPLE DESIGN

(by Dave Griffiths, Sampling Branch, OPCS)

1. INTRODUCTION

The survey was carried out on behalf of the Department of the Environment who required the information for the development of public transport and road building policies. The aim of the survey was to produce data about travel patterns of the population throughout the country, and to measure differences in the pattern associated with different days of the week and times of the year.

2. SAMPLE REQUIREMENTS

A sample of households in England, Wales and Scotland was required, with information being sought about the travel habits of all persons aged 3 years and over within the household. To collect accurate information with sufficient detail, respondents were asked to keep travel records for a period of one calendar week. The date upon which respondents started recording was arranged to achieve an even distribution of households over time so that both short and long term changes in travel patterns could be measured.

To meet these objectives the sample had to be nationally representative not only for the complete year but also for each quarter of the year so that data could be analysed for the quarter or aggregated to those of other quarters.

The 1st Quarter was the months July - September 1975

The 2nd Quarter was the months October - December 1975

The 3rd Quarter was the months January - March 1976

The 4th Quarter was the months April - June 1976

3. SAMPLE DESIGN

The sample was based on a three stage stratified design using parliamentary constituencies as primary sampling units (p.s.u.'s). These were decided upon for the following reasons -

1. The availability of suitable stratification factors.
2. Constituencies are slightly smaller and less varied in population size than new administrative districts. The former vary from about 37,000 to 134,000 with an average size of 89,000, whilst districts vary from nearly 19,000 to 1,088,000 and average 122,000. A consequence of this

is that the social and demographic attributes of the wards randomly selected as second-stage units are likely to be more representative of their parent constituencies than the corresponding administrative districts.

3. The greater ease of drawing a sample of addresses within constituencies than within districts (electoral registers are arranged by constituency).

240 constituencies were selected with probability proportional to 1974 electorate and from these, four interpenetrating samples of 60 constituencies were drawn and randomly assigned to quarters of the year, so that a nationally representative sample for the year and for the separate quarters was obtained.

#### 4. STRATIFICATION

Primary sampling units were stratified by three factors -

- 1 A regional factor based upon new Standard Regions (see Table A). The number of p.s.u.'s selected per region was proportional to the estimated mid-1974 population.

If the component parts of a constituency were not all contained within one region the relative parts were allocated to the appropriate regions. Constituency parts with an electorate of less than 5,000 were grouped with other geographically contiguous constituencies within the same region so as to form p.s.u.'s which were of sufficient size to enable three wards to be selected from each primary unit.

2. Primary sampling units were divided into three equal-sized electorate population-density bands. For every p.s.u. the electorate was obtained together with the acreage figure so that these densities could be calculated. The acreage figures are given in "New Districts for Old" by R. Blunden and S. Gray (Vol 2 Part 1 for England and Wales, and Vol 3 for Scotland), whilst the acreage figures for parts of constituencies were derived by aggregating appropriate 1971 Census ward acreage figures.

Every p.s.u. was allocated to one of the three equal-sized density bands and equal numbers of p.s.u.'s were selected from each. The number of p.s.u.'s to be selected from any stratum in any region was proportionate to the electorate within that stratum (see Table B), however where populations in some of these strata were very small, bands within a region were combined (see Table C).

Electoral population density was used as a stratifying factor in order to ensure the inclusion of 'ruralised' areas in the correct proportions. It was felt that travel patterns could vary between 'rural' and 'non-rural' type areas and that electorate population density would be the best approximation to an 'urban'/'rural' stratification.

3. Constituencies within regional population density bands were finally stratified by an economic indicator. Using 1971 Census data, the two most relevant factors by which constituencies could be stratified appeared to be the percentage of households owning one car or the percentage owning two or more. The latter is very small (the average being approximately 8.4%) though the coefficient of variation is quite large (the variation ranges from under 1% to nearly 25%). The percentage owning one car is much higher (averaging approximately 42%) and although the coefficient of variation is smaller, the absolute variation is larger (ranging from 8 to 60%). Because the two-car or more proportion is so small and because it was felt that this could vary with time, it was decided to use the one-car household criterion. To stratify by this factor, constituencies within regional population density bands were ranked according to the car-ownership criterion and the appropriate number of selections were systematically made with probability proportional to constituency electorate, thereby ensuring that the distribution of the selected sample of p.s.u.'s matched, as nearly as possible, the actual distribution of constituencies by the car-ownership criterion.

Once all 240 constituencies had been selected in this way, they were divided into the four interpenetrating quarterly samples to achieve the balanced selections.

##### 5. INTERMEDIATE STAGE SELECTIONS

An intermediate stage was introduced so that addresses could be clustered within an area that was of a reasonable size for a single interviewer to handle, thereby reducing fieldwork costs.

Three wards per p.s.u. were selected with probability proportional to their electoral size and randomly assigned to the months within the quarter so that one ward was selected for each month. As it was important to obtain a proper distribution of the sample by population density, it was decided to check the distributions of the selections, as ward population densities can vary considerably within a given constituency.

Ward densities were therefore calculated for all the wards in the primary units selected for the first quarter. Ward acreages were derived from 1971 Census data and the electorate figures were those relating to the 1974 Electoral Register. The distribution was reweighted to produce the estimated national distribution by density (column E of Table D). Against this, the densities of the wards selected for both the first and second quarters were compared (columns F and G of Table D). These distributions were found to be acceptably close. The acceptability of this method of comparison was based upon the fact that the selection of units was with probability proportional to size, thereby enabling equal quotas to be selected from within each; and, assuming that the relationship between addresses and the number of electors is fairly constant, comparisons can then be made directly between these columns.

At the final stage, sampling intervals were calculated to produce samples of 21 addresses selected with equal probabilities from each intermediate unit. The procedure for selecting these addresses from the electoral register is described in Chapter II of this report

## 6. SELECTION PROCEDURES AT MULTI-HOUSEHOLD ADDRESSES

In the past, an address was included in the National Travel sample if the selected elector was the first person listed in the electoral register at that address. This gave each address an equal probability of selection.

This system is valid only if all households within the address are then included. However, problems can arise when an address containing two or more households (a multi-household address) is selected. Multi-household addresses generally fall into one of two categories -

1. The first is found most frequently in large conurbations, particularly the Scottish cities and London. In these cases one can usually predict that the interviewer will find a number of households on arrival at the address by the large number of surnames listed on the electoral register for that address, even though the register does not separately enumerate the households to which the persons belong.
2. The second situation is encountered where the number of surnames shown on the register for an address gives no prior indication of multi-occupancy (concealed multi-household addresses). This may occur where, for some reason, electors do not appear on the register, for example, where a house is being converted into several flats or simply where people have failed to register.

Previously, if an interviewer found more than one household at an address she was instructed to interview up to three, selected at random, and then delete up to two of the following uncalled-upon addresses on her list to compensate for the extra interviews

This procedure leads to an under-enumeration of multi-household addresses, since theoretically all households at a selected address should be interviewed to give an equal probability of selection to each household. Furthermore, such a procedure has the effect of clustering the households to be interviewed over a smaller number of addresses.

In an attempt to overcome such bias it was decided to introduce a new procedure for dealing with multi-household addresses. It was assumed that the number of households at an address is roughly proportional to the number of different surnames listed at that address in the register (for approximately 85% of all addresses the number of different surnames corresponds to the number of households). Moreover experience suggested that a reasonable indicator of multi-occupancy is that the

address contains more than three different surnames on the register. Such addresses were sampled with probability proportional to the number of surnames listed. In the field, interviewers were asked to ascertain the total number of households within the address. The ratio of the number of households found to the number of surnames on the electoral register determined how many households would be selected for interview. From selection grid labels (attached against multi-household addresses on the Sample Issue Sheets), the interviewer could determine both the number of households and which of these households were to be interviewed. This procedure, that is, sampling with probability proportional to a measure of size (surnames), ensured that each household at such an address had the correct chance of selection.

Addresses containing three surnames or less on the electoral register were sampled with equal probability and all households within were to be interviewed, except in the rare event of an address found to contain more than three households, when only three were selected at random. However, no deletions of subsequent addresses on the address list were made. This covered 'concealed' multi-household addresses.

Even with these revised procedures, small variations remain in the number of households to be interviewed in any particular quota. This occurs.-

1. Where the number of surnames given on the electoral register proves to be a poor predictor of the number of households actually found at that address.
2. Where the 'concealed' multi-household situation arises, because there is no address deletion procedure.

## 7. ALLOCATING ADDRESSES WITHIN THE TRAVEL MONTH

In collecting information about travel patterns the objective was to obtain an even spread of data over each day of the week and week of the month as well as month of the year. To ensure an even distribution of addresses over time, the month was divided into four address allocation periods of approximately equal length (7 or 8 days) and within any one allocation period 5 of the 21 addresses in a quota had to be dealt with. The 21st address was allocated to any one of the four allocation periods, although if possible it was to be allocated to an 8-day period.

In order to ensure that addresses were also evenly spread by day of the week (that is, by the day on which travel recording was started), the day of starting was predetermined for each address. The 21 addresses were grouped into 7 blocks of 3 so that the first three addresses fell into one block, the second three into the second block, and so on, the blocks were then randomly assigned across the 7 different possible days of starting (Monday - Sunday) by allocating one block to each day.

Interviewers could then allocate work at their own convenience provided that at least 5 addresses were allocated to each 7- or 8-day period, and provided that not more than one of the three addresses with the same predetermined starting day was dealt with in the same allocation period. This ensured an even distribution of addresses by day of the week and week of the month for each assignment of 21 addresses

In cases where more than one household per address was found, then all households were allocated to the same starting day for the week in which travel information was to be recorded.

### 8. SAMPLING ERRORS

If  $y_{h1jk}$  is the value of the study variable in the  $k^{\text{th}}$  selected third stage unit (address) of the  $j^{\text{th}}$  selected second stage unit (ward) of the  $i^{\text{th}}$  selected first stage unit (constituency) in the  $h^{\text{th}}$  stratum (region) ( $h = 1, 2, \dots, L$ ,  $i = 1, 2, \dots, n_h$ ,  $j = 1, 2, \dots, m_{h1}$ ,  $k = 1, 2, \dots, q_{h1j}$ )

<u>Stage</u>	<u>Let No. in Universe be</u>	<u>Let No. in Sample be</u>	<u>Selection Method</u>	<u>Selection Probability</u>
1st (Constituencies)	$N_h$	$n_h$	p.p.s without replacement	$\pi_{h1}$
2nd (Wards)	$M_{h1}$	$m_{h1}$	p.p.s without replacement	$\pi_{h1j}$
3rd (Addresses)	$Q_{h1j}$	$q_{h1j}$	simple random sample	$\pi_{h1jk}$

For a self-weighting sample the overall probability of selection

$$= \frac{1}{\pi_{h1} \cdot n_h} \cdot \frac{1}{\pi_{h1j} \cdot m_{h1}} \cdot \frac{1}{\pi_{h1jk} \cdot q_{h1j}} = \frac{1}{p} \text{ (a constant)}$$

An unbiased estimator of the stratum total  $Y_h$  from the  $i^{\text{th}}$  sample final stage unit is

$$y^*_{h1} = \frac{1}{\pi_{h1} \cdot m_{h1}} \cdot \sum_{j=1}^{m_{h1}} \frac{1}{\pi_{h1j} \cdot q_{h1j}} \pi_{h1jk} \sum_{k=1}^{q_{h1j}} y_{h1jk} \quad \dots (1)$$

The combined unbiased estimator of  $Y_h$  is  $y^*_{ho} = \frac{1}{n_h} \sum_{i=1}^{n_h} y^*_{h1}$

and an unbiased estimator of the total  $Y$  is  $y = \sum_{h=1}^L y^*_{ho}$

(v11)

$$y = \sum_{h=1}^L y_{ho}^* = \sum_{h=1}^L \frac{1}{n_h} \sum_{i=1}^{n_h} y_{hi}^* = \frac{1}{p} \sum_{h=1}^L \sum_{i=1}^{n_h} \sum_{j=1}^{m_{hi}} \sum_{k=1}^{q_{hij}} y_{hijk}$$

similarly  $x = \frac{1}{p} \sum_{h=1}^L \sum_{i=1}^{n_h} \sum_{j=1}^{m_{hi}} \sum_{k=1}^{q_{hij}} x_{hijk}$  where  $x$  is an unbiased

estimator of the total  $X$

For the whole universe a consistent but generally biased estimator

of the ratio totals  $R = \frac{Y}{X}$  is the ratio of the sample estimators

$r = \frac{y}{x}$  with a variance estimator

$$S_r^2 = \frac{1}{x^2} (S_y^2 + r^2 S_x^2 - 2r S_{yx}) \quad \dots(2)$$

$$S_{yx} = \sum_{h=1}^L \frac{1}{n_h(n_h-1)} \sum_{i=1}^{n_h} (y_{hi}^* - y_{ho}^*)(x_{hi}^* - x_{ho}^*) \quad \dots(3)$$

$$S_y^2 = \sum_{h=1}^L S_{y_{ho}^*}^2 = \sum_{h=1}^L \frac{1}{n_h(n_h-1)} \sum_{i=1}^{n_h} (y_{hi}^* - y_{ho}^*)^2 \quad \dots(4)$$

$$S_x^2 = \sum_{h=1}^L \frac{1}{n_h(n_h-1)} \sum_{i=1}^{n_h} (x_{hi}^* - x_{ho}^*)^2 \quad \dots(5)$$

Substituting (3), (4) and (5) in (2) and rearranging, it can be shown that

$$S_r^2 = \frac{1}{x^2} \sum_{h=1}^L \frac{1}{n_h(n_h-1)} \sum_{i=1}^{n_h} (d_{hi} - \bar{d}_h)^2$$

where  $d_{hi} = y_{hi}^* - rx_{hi}^*$

and  $\bar{d}_h = \frac{1}{n_h} \sum_{i=1}^{n_h} d_{hi}$

Equations (1), (2), (3), (4) and (5) are given in R.Som "A Manual of Sampling Techniques" sections 16.2.2., 20.3.4 and 20.3.5.

TABLE A

DISTRIBUTION OF SELECTIONS BY REGION BASED UPON 1974 POPULATION ESTIMATES

REGION	POP(MID-74) ESTIMATES (thousands)	NUMBER OF CONSTITUENCY SELECTIONS PER YEAR	No.'s PER QUARTER*				TOTAL
			1	2	3	4	
NORTHERN (METROPOLITAN COUNTY)	1,189.5	5.25	1	1	2	1	5
NORTHERN (Non M.C.)	1,937.9	8.56	2	2	2	2	8
YORKS & HUMBERSIDE (M.C.)	3,399.4	15.02	4	4	4	3	15
YORKS & HUMBERSIDE (Non M.C.)	1,497.4	6.61	2	2	1	2	7
NORTH WEST (M.C.)	4,320.8	19.08	5	5	4	5	19
NORTH WEST (Non M.C.)	2,272.4	10.04	2	3	2	3	10
WEST MIDLANDS (M.C.)	2,779.7	12.28	3	3	3	3	12
WEST MIDLANDS (Non M.C.)	2,400.9	10.60	3	2	3	3	11
EAST MIDLANDS	3,719.0	16.43	4	4	4	4	16
EAST ANGLIA	1,758.3	7.77	2	2	2	2	8
GREATER LONDON	7,167.6	31.66	8	8	8	8	32
SOUTH EAST	9,787.2	43.23	11	11	11	10	43
SOUTH WEST	4,205.7	18.58	5	4	5	5	19
WALES	2,759.3	12.19	3	3	3	3	12
SCOTLAND	5,140.3	22.70	5	6	6	6	23
TOTALS	54,335.4	240.00	60	60	60	60	240

\*Because of the small and variable number of constituencies selected in each region per quarter, regions are not truly comparable quarter by quarter.



(1x)

TABLE B

## ELECTORS BY REGION AND POPULATION DENSITY

REGION	ELECTORATE IN HIGH POP. DENSITY BAND (>8.64 ELECTORS PER ACRE (E.P.A.))	ELECTORATE IN MEDIUM POP. DENSITY BAND (8.63-1.12 E.P.A)	ELECTORATE IN LOW POP DENSITY BAND (<1.11 E.P.A.)	TOTAL ELECTORATE	NO. OF CONSTITUENCIES
NORTHERN (MC)	584,155 (3.33)	292,310 (1.67)		876,465	5
NORTHERN (NON MC)	186,584 (1.06)	510,546 (2.90)	711,614 (4.04)	1,408,744	8
YORKS & HUMBERSIDE (MC)	462,293 (2.84)	1,624,834 (9.97)	357,979 (2.19)	2,445,106	15
YORKS & HUMBS. (NON MC)	265,534 (1.73)	129,861 (0.84)	681,618 (4.43)	1,077,013	7
NORTH WEST (MC)	1,452,067 (9.04)	1,523,676 (9.49)	75,990 (0.47)	3,051,733	19
NORTH WEST (NON MC)	272,428 (1.60)	914,350 (5.38)	512,839 (3.02)	1,699,617	10
WEST MIDLANDS (MC)	1,633,341 (9.91)	344,908 (2.09)		1,978,249	12
WEST MIDLANDS (NON MC)	61,492 (0.40)	583,805 (3.77)	1,058,500 (6.83)	1,703,797	11
EAST MIDLANDS	460,131 (2.75)	865,189 (5.18)	1,349,452 (8.07)	2,674,772	16
EAST ANGLIA	178,446 (1.14)	76,200 (0.49)	999,653 (6.38)	1,254,299	8
GREATER LONDON	4,545,405 (27.44)	755,240 (4.56)		5,300,645	32
SOUTH EAST	1,081,243 (6.68)	3,149,617 (19.45)	2,732,343 (16.87)	6,963,203	43
SOUTH WEST	594,372 (3.69)	578,410 (3.59)	1,886,505 (11.72)	3,059,287	19
WALES	96,343 (0.57)	972,669 (5.79)	947,674 (5.64)	2,016,686	12
SCOTLAND	1,217,113 (7.69)	790,113 (4.99)	1,632,646 (10.32)	3,639,872	23
TOTAL TOTAL	13,090,947 (79.87)	13,111,728 (80.16)	12,946,813 (79.98)	39,149,488	240

The bracketed figures denote the expected number of selections per regional population density band.

(x)

TABLE C  
DISTRIBUTION OF SELECTIONS BY REGION AND POPULATION DENSITY

<u>REGION</u>	<u>≥8.64 E.P.A.</u>	<u>8.63-1.12 E.P.A.</u>	<u>≤1.11 E.P.A.</u>	<u>TOTAL</u>
NORTHERN (MC)	3.33(3)	1.67(2)		5
NORTHERN (NON MC)	1.06(1)	2.90(3)	4.04(4)	8
YORKS & HUMBERSIDE (MC)	2.84(3)	9.97(10)	2.19(2)	15
YORKS & HUMBERSIDE (NON MC)	1.73(2)	0.84(1)	4.43(4)	7
NORTH WEST (MC)	9.04(9)	9.49(10)	0.47(*)	19
NORTH WEST (NON MC)	1.60(2)	5.38(5)	3.02(3)	10
WEST MIDLANDS (MC)	9.91(10)	2.09(2)		12
WEST MIDLANDS (NON MC)	0.40(*)	3.77(4)	6.83(7)	11
EAST MIDLANDS	2.75(3)	5.18(5)	8.07(8)	16
EAST ANGLIA	1.14(1)	0.49(*)	6.38(7)	8
GREATER LONDON	27.44(27)	4.56(5)		32
SOUTH EAST	6.68(7)	19.45(19)	16.87(17)	43
SOUTH WEST	3.69(4)	3.59(3)	11.72(12)	19
WALES	0.57(*)	5.79(6)	5.64(6)	12
SCOTLAND	7.69(8)	4.99(5)	10.32(10)	23
TOTAL				240

\* Where values in adjoining columns are boxed together, the density bands were amalgamated.

(x1)

TABLE D

COMPARISONS BETWEEN ESTIMATED ELECTORATE AND 1ST AND 2ND QUARTER WARD SELECTIONS  
PER POPULATION DENSITY BAND

POPULATION DENSITY BANDS IN ELECTORS PER ACRE	ESTIMATED NATIONAL DISTRIBUTION OF ELECTORATE IN 000's BASED ON WARDS AND WARD ELECTORATE IN 1ST QUARTER CONSTITUENCY SELECTIONS		DISTRIBUTION OF 1st and 2nd QUARTER WARD SELECTIONS BY POPULATION DENSITY BAND			
	ELECTORATE (E)	CUMULATIVE % ELECTORATE (E1)	1st QUARTER WARD SELECTIONS (F)	WARD % CUM TOTAL (F1)	2nd QUARTER WARD SELECTIONS (G)	WARD % CUM TOTAL (G1)
0.00- 0.49	5,317	13.6	27	15.0	24	13.3
0.50- 0.99	2,220	19.3	14	22.8	8	17.8
1.00- 1.49	1,169	22.2	3	24.4	7	21.7
1.50- 1.99	1,455	26.0	6	27.8	7	25.6
2.00- 2.49	1,520	29.8	9	32.8	4	27.8
2.50- 2.99	929	32.2	2	33.9	4	30.0
3.00- 3.49	1,223	35.3	5	36.7	5	32.8
3.50- 3.99	1,055	38.0	7	40.6	5	35.6
4.00- 4.49	1,325	41.4	5	43.3	6	38.9
4.50- 4.99	1,448	45.1	6	46.7	3	40.6
5.00- 5.99	1,473	48.9	8	51.1	8	45.0
6.00- 6.99	1,862	53.6	8	55.6	11	51.1
7.00- 7.99	1,227	56.8	5	58.3	9	56.1
8.00- 8.99	1,578	60.8	7	62.2	10	61.7
9.00- 9.99	1,204	63.9	6	65.6	8	66.1
10.00-10.99	1,711	68.3	10	71.1	11	72.2
11.00-11.99	1,671	72.5	9	76.1	5	75.0
12.00-12.99	1,698	76.9	6	79.4	6	78.3
13.00-13.99	975	79.4	4	81.7	5	81.1
14.00-14.99	1,535	83.3	8	86.1	1	81.7
15.00-15.99	938	85.7	3	87.8	6	85.0
16.00-16.99	565	87.1	1	88.3	4	87.2
17.00-17.99	543	88.5	2	89.4	3	88.9
18.00-18.99	690	90.3	3	91.1	3	90.6
19.00-19.99	212	90.8	2	92.2	2	91.7
20.00-24.99	1,040	93.5	5	95.0	11	97.8
25.00-29.99	1,427	97.1	4	97.2	-	-
30.00-34.99	212	97.7	1	97.8	-	-
35.00-39.99	229	98.3	1	98.3	4	100.0
40.00-44.99	51	98.4	-	-	-	-
45.00-49.99	255	99.0	1	98.9	-	-
50.00-54.99	319	99.9	2	100.0	-	-
55.00-59.99	-	-	-	-	-	-
60.00-64.99	57	100.0	-	-	-	-
TOTAL	39,133*		180		180	

\*This estimated total electorate figure compares with the actual total 1974 electorate of 39,213,725 which, when the constituencies of Orkney and Zetland, The Western Isles, parts of Argyll, Bute and North Ayrshire are deducted, reduces to 39,149,488. It was decided to omit such areas from the sampling frame because the very low and scattered population in these areas would have meant prohibitive fieldwork costs, had any of these areas been selected.

APPENDIX I

LIST OF PRIMARY SAMPLING UNITS

There follows a list of primary sampling units (Constituencies) selected for each quarter of the 1975-1976 National Travel Survey. A full account of the sample design is given in the preceding section of this Appendix.

The three digit Area Code is made up as follows

First digit . Registrar General's Standard Region

Second digit . Constituency identity number

Third digit . Month of interview (Travel Month)

This area numbering system was designed to enable field control and data processing staff to identify the region and month in which any interview had been carried out, without the need to refer to any other documents.

The codes used to identify Standard Region were as follows

- 1 Northern
- 2 North West
- 3 Yorkshire and Humberside
- 4 West Midlands
- 5 East Midlands
- 6 East Anglia
- 7 South West
- 8 South East
- 9 Greater London
- 0 Wales
- X Scotland

The codes used to identify Travel Month were as follows

- 7 July
- 8 August
- 9 September
- 0 October
- X November
- Y December
- 1 January
- 2 February
- 3 March
- 4 April
- 5 May
- 6 June

In each quarter, 60 constituencies were selected - a total of 240 constituencies over the year. In each constituency, 3 wards/parishes (or combinations of wards/parishes) were selected - a total of 720 sampling points over the year

(x111)

FIRST QUARTER

AREA CODE	CONSTITUENCY	TRAVEL MONTH
117	BLAYDON	JULY
118		AUG.
119		SEPT.
127	TEESSIDE & MIDDLESBROUGH	JULY
128		AUG.
129		SEPT
137	PENRITH & BORDER	JULY
138		AUG
139		SEPT
217	HAZELGROVE	JULY
218		AUG.
219		SEPT.
227	NEWTON	JULY
228		AUG.
229		SEPT.
237	WALLASEY	JULY
238		AUG.
239		SEPT.
247	MANCHESTER - BLACKLEY	JULY
248		AUG.
249		SEPT.
257	SOUTHPORT	JULY
258		AUG
259		SEPT.
267	CHEADLE	JULY
268		AUG.
269		SEPT.
277	ROSSENDALE	JULY
278		AUG.
279		SEPT.
317	BARNSELY	JULY
318		AUG.
319		SEPT.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
327	LEEDS SOUTH	JULY
328		AUG.
329		SEPT.
337	YORK	JULY
338		AUG.
339		SEPT.
347	NORMANTON	JULY
348		AUG.
349		SEPT
357	GOOLE	JULY
358		AUG.
359		SEPT.
367	CLEVELAND & WHITBY	JULY
368		AUG.
369		SEPT.
417	HALESOWEN & STOURBRIDGE	JULY
418		AUG.
419		SEPT.
427	BIRMINGHAM - YARDLEY	JULY
428		AUG.
429		SEPT.
437	COVENTRY SOUTH EAST	JULY
438		AUG.
439		SEPT.
447		THE WREKIN
448		AUG.
449		SEPT.
457	RUGBY	JULY
458		AUG.
459		SEPT.
467	WARWICK & LEAMINGTON	JULY
468		AUG.
469		SEPT.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
517	NOTTINGHAM WEST	JULY
518		AUG.
519		SEPT.
527	SOUTH EAST DERBYSHIRE	JULY
528		AUG.
529		SEPT
537	BOSWORTH	JULY
538		AUG.
539		SEPT.
547	DAVENTRY	JULY
548		AUG.
549		SEPT.
617	LOWESTOFT	JULY
618		AUG.
619		SEPT
627	CAMBRIDGE-SHIRE	JULY
628		AUG.
629		SEPT.
717	CHELTENHAM	JULY
718		AUG.
719		SEPT.
727	BATH	JULY
728		AUG
729		SEPT.
737	WESTON-SUPER-MARE	JULY
738		AUG.
739		SEPT.
747	CIRENCESTER & TEWKESBURY	JULY
748		AUG
749		SEPT.

## FIRST QUARTER (cont'd)

AREA CODE	CONSTITUENCY	TRAVEL MONTH
757	BRIDGEWATER	JULY
758		AUG.
759		SEPT.
817	EPSOM & EWELL	JULY
818		AUG.
819		SEPT.
827	PORTSMOUTH SOUTH	JULY
828		AUG.
829		SEPT.
837	SOUTHAMPTON - ITCHEN	JULY
838		AUG.
839		SEPT.
847	MID- OXFORDSHIRE	JULY
848		AUG.
849		SEPT.
857	READING SOUTH	JULY
858		AUG.
859		SEPT.
867	SOUTH-EAST ESSEX	JULY
868		AUG.
869		SEPT.
877	EAST SURREY	JULY
878		AUG.
879		SEPT.
887	TONBRIDGE & MALLING	JULY
888		AUG.
889		SEPT.
897	GUILDFORD	JULY
898		AUG.
899		SEPT.
807	FOLKESTONE & HYTHE	JULY
808		AUG.
809		SEPT.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
8X7	ASHFORD	JULY
8X8		AUG.
8X9		SEPT.
917	SOUTHWARK & BERMONDSEY	JULY
918		AUG.
919		SEPT.
927	CROYDON SOUTH	JULY
928		AUG.
929		SEPT.
937	HARINGEY - WOOD GREEN	JULY
938		AUG.
939		SEPT.
947	KENSINGTON & CHELSEA	JULY
948		AUG.
949		SEPT.
957	ENFIELD & EDMONTON	JULY
958		AUG.
959		SEPT.
967	WANDSWORTH - PUTNEY	JULY
968		AUG.
969		SEPT.
977	WANSTEAD & WOODFORD	JULY
978		AUG.
979		SEPT.
987	BEXLEY - BEXLEY HEATH	JULY
988		AUG.
989		SEPT.
017	CARMARTHEN	JULY
018		AUG.
019		SEPT.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
027	BARRY	JULY
028		AUG.
029		SEPT.
037	ABERTILLERY	JULY
038		AUG.
039		SEPT.
X17	EDINBURGH EAST	JULY
X18		AUG.
X19		SEPT.
X27	GLASGOW - MARYHILL	JULY
X28		AUG.
X29		SEPT.
X37	KIRKCALDY	JULY
X38		AUG.
X39		SEPT.
X47	EAST KILBRIDE	JULY
X48		AUG.
X49		SEPT.
X57	CLACKMANNAN & EAST STIRLINGSHIRE	JULY
X58		AUG.
X59		SEPT.

SECOND QUARTER

AREA CODE	CONSTITUENCY	TRAVEL MONTH
110 11X 11Y	SUNDERLAND NORTH	OCT. NOV. DEC.
120 12X 12Y	BLYTH	OCT. NOV. DEC.
130 13X 13Y	BISHOP AUCKLAND	OCT NOV DEC
210 21X 21Y	MANCHESTER - WITHINGTON	OCT. NOV. DEC.
220 22X 22Y	OLDHAM EAST	OCT. NOV DEC.
230 23X 23Y	CROSBY	OCT. NOV. DEC.
240 24X 24Y	HUYTON	OCT. NOV DEC.
250 25X 25Y	ORMSKIRK	OCT. NOV. DEC.
260 26X 26Y	WARRINGTON	OCT. NOV. DEC.
270 27X 27Y	CREWE	OCT. NOV. DEC.
280 28X 28Y	SKIPTON	OCT. NOV. DEC.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
310 31X 31Y	LEEDS WEST	OCT. NOV. DEC.
320 32X 32Y	SHIPLEY	OCT NOV. DEC.
330 33X 33Y	BRADFORD SOUTH	OCT. NOV. DEC.
340 34X 34Y	BARKSTON ASH	OCT. NOV. DEC.
350 35X 35Y	GRIMSBY	OCT. NOV DEC.
360 36X 36Y	HOWDEN	OCT. NOV. DEC.
410 41X 41Y	COVENTRY NORTH WEST	OCT.. NOV. DEC.
420 42X 42Y	WALSALL NORTH	OCT. NOV. DEC.
430 43X 43Y	WEST BROMWICH	OCT. NOV. DEC.
440 44X 44Y	NEWCASTLE-UNDER-LYME	OCT. NOV. DEC.
450 45X 45Y	KIDDERMINSTER	OCT. NOV. DEC.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
510 51X 51Y	LEICESTER EAST	OCT. NOV. DEC.
520 52X 52Y	ASHFIELD	OCT. NOV. DEC
530 53X 53Y	HARBOROUGH	OCT NOV. DEC.
540 54X 54Y	WELLING-BOROUGH	OCT. NOV. DEC.
610 61X 61Y	NORTH NORFOLK	OCT. NOV. DEC.
620 62X 62Y	ISLE OF ELY	OCT NOV DEC.
710 71X 71Y	BRISTOL NORTH WEST	OCT NOV. DEC.
720 72X 72Y	NORTH DORSET	OCT. NOV DEC.
730 73X 73Y	CHIPPENHAM	OCT. NOV. DEC.
740 74X 74Y	NORTH DEVON	OCT. NOV. DEC.
810 81X 81Y	ROCHESTER & CHATHAM	OCT. NOV. DEC.

## SECOND QUARTER (cont'd)

AREA CODE	CONSTITUENCY	TRAVEL MONTH
820	SOUTHEND EAST	OCT.
82X		NOV.
82Y		DEC.
830	HORSHAM & CRAWLEY	OCT
83X		NOV.
83Y		DEC.
840	SOUTH HERT-FORDSHIRE	OCT.
84X		NOV.
84Y		DEC.
850	THURROCK	OCT.
85X		NOV.
85Y		DEC.
860	WINDSOR & MAIDENHEAD	OCT.
86X		NOV.
86Y		DEC.
870	HASTINGS	OCT.
87X		NOV.
87Y		DEC.
880	NEWBURY	OCT.
88X		NOV
88Y		DEC.
890	WINCHESTER	OCT.
89X		NOV
89Y		DEC.
800	SAFFRON WALDEN	OCT.
80X		NOV.
80Y		DEC.
8X0	ISLE OF WIGHT	OCT.
8XX		NOV.
8XY		DEC.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
910	HOUNSLOW-FELTHAM & HESTON	OCT.
91X		NOV.
91Y		DEC.
920	RICHMOND-UPON-THAMES	OCT.
92X		NOV.
92Y		DEC.
930	REDBRIDGE - ILFORD SOUTH	OCT.
93X		NOV.
93Y		DEC.
940	BARKING	OCT
94X		NOV.
94Y		DEC.
950	BRENT SOUTH	OCT.
95X		NOV.
95Y		DEC.
960	WANDSWORTH - BATTERSEA NORTH	OCT.
96X		NOV.
96Y		DEC.
970	HAMMERSMITH NORTH	OCT.
97X		NOV.
97Y		DEC.
980	BROMLEY - RAVENSBORNE	OCT.
98X		NOV
98Y		DEC.
010	ABERAVON	OCT.
01X		NOV.
01Y		DEC.
020	MONMOUTH	OCT.
02X		NOV.
02Y		DEC.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
030	CAERNARVON	OCT.
03X		NOV
03Y		DEC.
X10	EDINBURGH SOUTH	OCT
X1X		NOV.
X1Y		DEC.
X20	GREENOCK & PORT GLASGOW	OCT.
X2X		NOV.
X2Y		DEC.
X30	EAST DUNBARTON-SHIRE	OCT.
X3X		NOV.
X3Y		DEC.
X40	RUTHERGLEN	OCT.
X4X		NOV.
X4Y		DEC.
X50	EAST FIFE	OCT
X5X		NOV.
X5Y		DEC.
X60	DUMFERMLINE	OCT.
X6X		NOV.
X6Y		DEC.



## THIRD QUARTER

AREA CODE	CONSTITUENCY	TRAVEL MONTH
111	TYNEMOUTH	JAN.
112		FEB.
113		MAR.
121	JARROW	JAN.
122		FEB.
123		MAR.
131	TEESIDE - STOCKTON	JAN.
132		FEB.
133		MAR.
141	MORECAMBE & LONSDALE	JAN.
142		FEB.
143		MAR.
211	MANCHESTER - GORTON	JAN.
212		FEB.
213		MAR.
221	SALFORD WEST	JAN.
222		FEB.
223		MAR.
231	INCE	JAN.
232		FEB.
233		MAR.
241	ECCLES	JAN.
242		FEB.
243		MAR.
251	WIRRAL	JAN.
252		FEB.
253		MAR.
261	SOUTH FYLDE	JAN.
262		FEB.
263		MAR.
311	SHEFFIELD - HEELEY	JAN.
312		FEB.
313		MAR.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
321	COLNE VALLEY	JAN.
322		FEB.
323		MAR.
331	BATLEY & MORLEY	JAN.
332		FEB.
333		MAR.
341	BRADFORD NORTH	JAN.
342		FEB.
343		MAR.
351	HALTEMPRICE	JAN.
352		FEB.
353		MAR.
411	WEST BROMWICH EAST	JAN.
412		FEB.
413		MAR.
421	WOLVERHAMPTON SOUTH-EAST	JAN.
422		FEB.
423		MAR.
431	SOLIHULL	JAN.
432		FEB.
433		MAR.
441	BROMSGROVE & REDDITCH	JAN.
442		FEB.
443		MAR.
451	LICHFIELD & TAMWORTH	JAN.
452		FEB.
453		MAR.
461	SOUTH WORCESTER	JAN.
462		FEB.
463		MAR.
511	CARLTON	JAN.
512		FEB.
513		MAR.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
521	DERBY SOUTH	JAN.
522		FEB.
523		MAR.
531	HOLLAND & BOSTON	JAN.
532		FEB.
533		MAR.
541	BASSETLAW	JAN.
542		FEB.
543		MAR.
611	CAMBRIDGE	JAN.
612		FEB.
613		MAR.
621	NORTH-WEST NORFOLK	JAN.
622		FEB.
623		MAR.
711	BRISTOL SOUTH-EAST	JAN.
712		FEB.
713		MAR.
721	CHRISTCHURCH & LYMINGTON	JAN.
722		FEB.
723		MAR.
731	NORTH CORNWALL	JAN.
732		FEB.
733		MAR.
741	BODMIN	JAN.
742		FEB.
743		MAR.
751	TOTNES	JAN.
752		FEB.
753		MAR.
811	ETON & SLOUGH	JAN.
812		FEB.
813		MAR.

## THIRD QUARTER (cont'd)

AREA CODE	CONSTITUENCY	TRAVEL MONTH
821	WORTHING	JAN.
822		FEB.
823		MAR.
831	FAREHAM	JAN.
832		FEB.
833		MAR.
841	HARLOW	JAN.
842		FEB.
843		MAR.
851	CHERTSEY & WALTON	JAN.
852		FEB.
853		MAR.
861	DARTFORD	JAN.
862		FEB.
863		MAR.
871	EASTBOURNE	JAN.
872		FEB.
873		MAR.
881	HENLEY-ON-THAMES	JAN.
882		FEB.
883		MAR.
891	AYLESBURY	JAN.
892		FEB.
893		MAR.
801	HITCHIN	JAN.
802		FEB.
803		MAR.
8X1	ROYAL TUNBRIDGE WELLS	JAN.
8X2		FEB.
8X3		MAR.
911	HARROW EAST	JAN.
912		FEB.
913		MAR.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
921	ENFIELD - SOUTHGATE	JAN.
922		FEB.
923		MAR.
931	EALING - SOUTHALL	JAN.
932		FEB.
933		MAR.
941	EALING - ACTON	JAN.
942		FEB.
943		MAR.
951	LEWISHAM - DEPTFORD	JAN.
952		FEB.
953		MAR.
961	CAMDEN - ST. PANCRAS NORTH	JAN.
962		FEB.
963		MAR.
971	ISLINGTON SOUTH & FINSBURY	JAN.
972		FEB.
973		MAR.
981	BARNET - CHIPPING BARNET	JAN.
982		FEB.
983		MAR.
011	WREXHAM	JAN.
012		FEB.
013		MAR.
021	ABERDARE	JAN.
022		FEB.
023		MAR.
031	GOWER	JAN.
032		FEB.
033		MAR.
X11	DUNDEE EAST	JAN.
X12		FEB.
X13		MAR.

AREA CODE	CONSTITUENCY	TRAVEL MONTH
X21	GLASGOW - QUEEN'S PARK	JAN.
X22		FEB.
X23		MAR.
X31	STIRLING, FALKIRK & GRANGEMOUTH	JAN.
X32		FEB.
X33		MAR.
X41	EAST ABER-DEENSHIRE	JAN.
X42		FEB.
X43		MAR.
X51	BERWICK & EAST LOTHIAN	JAN.
X52		FEB.
X53		MAR.
X61	WEST LOTHIAN	JAN.
X62		FEB.
X63		MAR.

## FOURTH QUARTER

AREA CODE	CONSTITUENCY	TRAVEL MONTH
114 115 116	SUNDERLAND SOUTH	APRIL MAY JUNE
124 125 126	HARTLEPOOL	APRIL MAY JUNE
134 135 136	EASINGTON	APRIL MAY JUNE
214 215 216	ALTRINCHAM & SALE	APRIL MAY JUNE
224 225 226	OLDHAM WEST	APRIL MAY JUNE
234 235 236	LIVERPOOL - EDGEHILL	APRIL MAY JUNE
244 245 246	BURY & RADCLIFFE	APRIL MAY JUNE
254 255 256	ASHTON-UNDER-LYNE	APRIL MAY JUNE
264 265 266	BLACKPOOL SOUTH	APRIL MAY JUNE
274 275 276	W. HOUGHTON CROSBY (PART) ORMSKIRK (PART)	APRIL MAY JUNE
284 285 286	KNUTSFORD	APRIL MAY JUNE

AREA CODE	CONSTITUENCY	TRAVEL MONTH
314 315 316	PUDSEY	APRIL MAY JUNE
324 325 326	DEWSBURY	APRIL MAY JUNE
334 335 336	DEARNE VALLEY	APRIL MAY JUNE
344 345 346	KINGSTON-UPON-HULL	APRIL MAY JUNE
354 355 356	SCARBOROUGH	APRIL MAY JUNE
414 415 416	COVENTRY SOUTH WEST	APRIL MAY JUNE
424 425 426	DUDLEY EAST	APRIL MAY JUNE
434 435 436	BIRMINGHAM - EDGBASTON	APRIL MAY JUNE
444 445 446	NUNEATON	APRIL MAY JUNE
454 455 456	STAFFORD & STONE	APRIL MAY JUNE
464 465 466	OSWESTRY	APRIL MAY JUNE

AREA CODE	CONSTITUENCY	TRAVEL MONTH
514 515 516	LEICESTER WEST	APRIL MAY JUNE
524 525 526	LINCOLN	APRIL MAY JUNE
534 535 536	GAINSBOROUGH (PART)	APRIL MAY JUNE
544 545 546	NEWARK	APRIL MAY JUNE
614 615 616	IPSWICH	APRIL MAY JUNE
624 625 626	SOUTH NORFOLK	APRIL MAY JUNE
714 715 716	SWINDON	APRIL MAY JUNE
724 725 726	GLOUCESTER	APRIL MAY JUNE
734 735 736	WEST DEVON	APRIL MAY JUNE
744 745 746	WILTSHIRE - WESTBURY	APRIL MAY JUNE
754 755 756	FALMOUTH	APRIL MAY JUNE

## FOURTH QUARTER (cont'd)

AREA CODE	CONSTITUENCY	TRAVEL MONTH
814	OXFORD	APRIL
815		MAY
816		JUNE
824	ALDERSHOT	APRIL
825		MAY
826		JUNE
834	EASTLEIGH	APRIL
835		MAY
836		JUNE
844	NORTH WEST SURREY	APRIL
845		MAY
846		JUNE
854	FARNHAM	APRIL
855		MAY
856		JUNE
864	ARUNDEL	APRIL
865		MAY
866		JUNE
874	ABINGDON	APRIL
875		MAY
876		JUNE
884	BRENTWOOD & ONGAR	APRIL
885		MAY
886		JUNE
894	DORKING	APRIL
895		MAY
896		JUNE
804	RYE	APRIL
805		MAY
806		JUNE

AREA CODE	CONSTITUENCY	TRAVEL MONTH
914	BEXLEY - ERITH & CRAYFORD	APRIL
915		MAY
916		JUNE
924	BROMLEY - BECKENHAM	APRIL
925		MAY
926		JUNE
934	HOUNSLOW - BRENTFORD & ISLEWORTH	APRIL
935		MAY
936		JUNE
944	WALTHAM FOREST	APRIL
945		MAY
946		JUNE
954	CAMDEN - HAMPSTEAD	APRIL
955		MAY
956		JUNE
964	HACKNEY N. - STOKE NEWINGTON	APRIL
965		MAY
966		JUNE
974	BROMLEY - ORPINGTON	APRIL
975		MAY
976		JUNE
984	BARNET - HENDON NORTH	APRIL
985		MAY
986		JUNE
014	CAERPHILLY	APRIL
015		MAY
016		JUNE
024	MONTGOMERY	APRIL
025		MAY
026		JUNE
034	LLANELLI	APRIL
035		MAY
036		JUNE

AREA CODE	CONSTITUENCY	TRAVEL MONTH
X14	GLASGOW - CRAIGTON	APRIL
X15		MAY
X16		JUNE
X24	EDINBURGH - CENTRAL	APRIL
X25		MAY
X26		JUNE
X34	EDINBURGH WEST	APRIL
X35		MAY
X36		JUNE
X44	WEST ABERDEENSHIRE	APRIL
X45		MAY
X46		JUNE
X54	SOUTH ANGUS	APRIL
X55		MAY
X56		JUNE
X64	CENTRAL AYRSHIRE	APRIL
X65		MAY
X66		JUNE

APPENDIX IIBUSINESS USE OF HOUSEHOLD VEHICLES

As mentioned in the Introduction to the report, one of the main objects of the preliminary pilot survey was to devise an effective set of questions that would throw light on the relationship between the private and any business use and financing of household vehicles. The most practical approach appeared to be to start by establishing for each household vehicle whether that vehicle was registered in the name of a person or of a firm or organisation. It was anticipated that the majority of registrations would turn out to be in the names of persons who were members of the households in the sample, and if any registrations were in the name of a firm or organisation that it would most likely be because the firm or organisation employed someone in the household. It was also anticipated that, among the vehicles not falling into either of these categories, a considerable proportion of those personally-registered would turn out to be vehicles borrowed from persons who were not members of the household, and of those registered in the name of a firm or organisation a considerable proportion would turn out to be hired vehicles. It was hoped therefore that only very small residues would then remain in the 'Other' categories.

In order to assess how well the questions were working in the form they finally took on pages 2 and 3 of the Vehicle Questionnaire, a special examination was made by OPCS of 100 households which had motor vehicles, these households were selected at random from the questionnaires returned for the first interviewing quarter. In general, the questions seemed to be working well. In the great majority of cases examined, the vehicles were registered, as anticipated, in the name of a member of the household and, in a small minority of cases only, in the name of a firm or organisation. The questions relating to the latter category of vehicles (Qs 6, 7, 8 and 15) appeared to be sensibly and consistently answered. For the personally-registered majority of vehicles, routed through Qs 9 and 10, these questions were picking up (for example) cases of allowances for a wife's course-of-work mileage done in a vehicle the main driver of which was the husband. The adequacy of this series of questions for self-employed people seemed more doubtful. While the latter included a fish-and-chip shop proprietor, a grocer and a plumber (all with course-of-work mileage who acknowledged tax allowances at Q.9a), there was also a self-employed plasterer two-thirds of whose annual mileage was done in course of work who answered 'No' to every part of Q.9 and 10. The questions were also unsatisfactory for farmers, since they might or might not regard the farm as a firm or organisation. For example:

one farmer who did regard his farm as a firm had two vehicles with a combined annual mileage of 13,500 of which about half was course-of-work, we were told that the firm paid all running costs and no repayment was made for private use of the vehicle.

one farmer who did not regard his farm as a firm had three vehicles which together did 12,000 miles annually of which about two-thirds was course-of-work mileage. The main driver of each

was the wife of the farmer, shown as in full-time paid employment as "Farmer's wife and assists generally". She answered 'No' to all parts of Q.9 and 10 except to say 'Don't know' to Q.9a in respect of one of the vehicles. There was another rather similar case where the main driver was a self-employed farmer with course-of-work mileage in an estate car and no acknowledged subsidy.

The problem here apparently arose either from lack of direct knowledge (as in the case of the farmer's wife above), or from failure to appreciate the significance of the questions (possibly deliberate in some cases). Since there seemed to be nothing that interviewers could be asked to do to reinforce the questions that was likely to be both acceptable to respondents and consistently applied (and hence effective), no further action was taken. It seemed however, that it would be advisable to review the problem again at the stage when the data came to be used.

A further (but less serious) defect in the questions was that the 'Other' code at Q 5b and 6d turned out not to be as 'residual' as had been hoped. When the year's data were available on tape, it was found that of the 79 vehicles registered neither in the name of a household member nor in the name of a firm or organisation employing anyone in the household, slightly less than half (37) were borrowed or hired and slightly more than half (including 6 about which no information was available) were 'Other'. While the absolute number is hardly significant as a percentage of the total number of vehicles in the sample over the year, it may be possible to produce a hand analysis of these cases. This analysis will, it is hoped, indicate the extent to which business use is going undetected in these residual cases also, and provide better information than could be expected from a pilot on which to consider revision of this series of questions for the next occasion on which the survey takes place.

APPENDIX III

COMPUTER EDIT SPECIFICATION

The data are all single punched - generally between 0-9. On rare occasions X or Y have been used. These are the characters - and & respectively and as such are valid for installations and programs which impose 'read' limits e.g. S.P.S.S.

The specification contains three sub-parts

1. Structure checks
2. Logic checks
3. Valid range and filter checks

The edit program will be constructed in such a way that a structure failure will automatically abort other checks on a record. However, in the other two cases all failings will be listed for a record.

Data input (initially at least) will be by card and the correction system will involve reference back to the questionnaires, amendment of cards and re-edit. Records will need to be resubmitted until finally clean.

1. Structure ChecksCheck

- 101 IF 1/21/0-6 THEN NO CARD TYPES 2-7
- 102 IF 1/21/789XY THEN CARD 2 AND 3 PRESENT
- 103 IF 2/73-74/08-14 THEN ADDITIONAL CARD 2 PRESENT
- 104 IF 3/48-49/05-06 THEN ADDITIONAL CARD 3 PRESENT
- 105 FOR EACH CODE 1 Punched on Card 3 Co1s. 55, 61, 67, 73  
THEN CARD 4/5 PRESENT FOR EACH VEHICLE (WITH CORRECT REFERENCE)
- 106 FOR EACH PERSON Punched 3-7 on card 2 Co1s. 23, 31, 39, 47, 55,  
63, 71 THEN CARD 6 PRESENT FOR EACH PERSON (WITH CORRECT REFERENCE)
- 107 FOR EACH HEAD OF HOUSEHOLD punched 012 on card 2 col. 23 THEN CARD 6  
PRESENT
- 108 FOR EACH JOURNEY recorded on 6/18-19, 21-22, 24 25, 27 28, 30-31,  
33-34, 36-37, then card 7 present for that person/journey
- 109 CARDS in correct sequence 1, 2, 3, 4, 5, 6, 7 etc.
- 110 Person cards (6) in correct sequence
- 111 Journey cards (7) in correct sequence
- 112 2 75 76 (first card) = No.of card 6's



2. Logic Checks

- 201  $\Sigma$  1 48 + 1.49 = No. of lines 1-24-35
- 202  $\Sigma$  1 67 + 1.68 + 1.69 + 1 70 = 1.71-72
- 203  $\Sigma$  1.68 + 1.69 + 1.70 = 2.73-74 (UNLESS 1 21/0-6) FIRST CARD
- 204 2.73-74 (FIRST CARD) = No. of persons in grid 2.17 - 2.65
- 205 All Married persons code 1 column 2/21 (etc) aged 16-99 (2/19-20 etc)
- 206 All Adults codes 123 columns 2/17 (etc) aged 16-99
- 207 All Children Codes 4 columns 2/25 (etc) aged 03-15
- 208 " " " " " " Single code 2 columns 2/29(etc)
- 209 2/75-76 same or less than 2/73.74
- 210 2/77-78 " " " " 2/75.76
- 211 Correct partially productive code 9 a 1/21 (to be defined)
- 212 " " " " X " (" " " )
- 213 Correct fully productive Code Y a 1/21 (" " " )
- 214 3 38.39(etc) person exists
- 215 Main driver 3/51 etc tallies with 4/16 (if 3/55 etc 1 punched)
- 216 Vehicle type 3/50 etc. tallies with 4/17( " " " )
- 217  $\Sigma$  4 64-66 + 4.67-69 + 4.70-72 = 4.60-62 (unless 4/63/0)
- 218  $\Sigma$  5.21-24 + 5.25-28 + 5.29-32 = 5 17-20 (unless 5 17-20 = 0000, 9998, 9999 or if any item 9999)
- 219  $\Sigma$  5.33-36 + 5.37-40 + 5.41-44 = 5.17-20 ( " " " )
- 220  $\Sigma$  6.18-19 + 6.21-22 + 6.24-25 + 6.27-28 + 6 30-31 + 6.33-34 + 6.36-37 = 6.39-40 (unless any item 98,99 or blank)
- 221 Age filter (6.50) correct with household grid for relevant person
- 222 IF 6/52/6 THEN AGE OF PERSON = 22-99
- 223 IF 6/56-57/05 THEN AGE OF PERSON = 45-99
- 224 IF 6/60/1 or 2 THEN 3/48-49 = 01-06
- 225 IF 6/64/1 THEN 3.50 etc NOT 1 or 4
- 226 IF 6/64/23 THEN 3/48-49 = 01-06
- 227 IF FINAL DAY 7/17/1 THEN DAY AT 7/16 is correct in relation to 1/58/1 i.e.

1.58

7.16

1	2	3	4	5	6	7
7	1	2	3	4	5	6

228 Purpose (7.18-19/7.20-21) Home to Home 01 - 01 invalid  
229 " " " Work to Work 02 - 02 "  
230 If purpose From (7.18-19) 02 then that person must be 1 or 2 or 6/58  
231 " " To (7.20-21) 02 " " " " " " "  
232 " " From (7.18-19) 03 " " " " " 1-4,9 or 6/58  
233 " " To (7.20-21) 03 " " " " " "  
234 If not final day(7.17-2) AND WALK (7/26 27 01) THEN 7 28-30 = 001-999  
235 Vehicle Ref. 7/32 EXISTS AT 3.48-49  
236 No. of occupants 7/34-35 = 01-10, 99 IF vehicle type is 2-4 (4/17)  
237 " " " " = 01-05, 99 " " " " 5-6 ( " )  
238 " " " " = 01-02, 99 " " " " 78( " )  
239 " " " " = 01 " " " " 9 ( " )  
240 IF SEASON (7/36/3) THEN PERSON HAS SEASON 6 17.1  
241 3 48 - 49 = Nos of vehicle coding on 3 50 - 73 and \* 3.50 - 61  
242 IF 1.58/1P CK 1.19 20 = 01-03, 31-32 61-63  
2 = 04-06 34-36 64-66 (ETC)  
(ETC)  
WRONG DAY CHECK

## 3 Valid range and filter checks

CARD	COLUMN	RANGE	FILTER	NOTES
1	1-3	400	ALL	*Requires amendment each quarter  The number of entries along the 24-35 grid determines the number of entries along the 36-47 grid  +Arbitrary limit + " "  Quarter Needs calendar check Quarter 1=06-09,2=09-12,3=12-03,4=03-06
	4-8	00001-15200	"	
	9	1	"	
	10-15	000000	"	
	16-18	LIST 1*	"	
	19-20	01-81	"	
	21	0-9 XY	"	
	22	0-9	1/21/789XY	
	23	0,1,9	"	
	24	1-5, 9	ALL	
25etc to 35	1-5,9 or blank		"	
36	1-2, 9		"	
37etc to 47	1-2, 9 or blank		"	
48	1-9		"	
49	0-9	1/21/789XY		
50	1-9	ALL		
51	0-9	"		
52-53	00-31+ 99		"	
54-55	01-21+,99	99 "	"	
56-57	BLANK 1,2	IF/54-55/01-06		
58	1-7	ALL		
59-60	01-31, 99	"		
61-62	01-12, 99	"		
63	0-9,XY	"		
64-65	01-99	"		
66	1-9	1/21/56789XY		
67	0-9	1/21/6789XY		
68	0-9	"		
69	0-9	"		
70	0-9	"		
71-72	01-19, 99	"		
73	0-3, 9	"		
74	1-4, 9	"		
75	0-9	"		
76-77	01-17	1/21/6 AND 1/75/1-6		
78	1-3, 9	1/75/1-6		
79	0-2, 9	1/78/12, *		
80	BLANK			
			*May or may not be answered often Col 78 code 9	

LIST 1
QUARTER 1 1st 3 DIGITS 11-13, 21-27, 31-36, 41-46 51-54, 61-62, 71-75, 80-89 8X, 91-98, X1-X5, 01-03 3rd Digit 7, 8, 9
QUARTER 2  3rd Digit 0, X, Y
QUARTER 3  3rd Digit 1, 2, 3
QUARTER 4  3rd Digit 4, 5, 6

CARD	COLUMN	RANGE	FILTER	NOTES
2	1-3	400	ALL	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">           ALL = ALL WITH H'HOLD Q'NAIRE            i.e 1/21/789XY         </div> There may be more than <u>one</u> card 2 - a supplementary is punched if more than 8 persons This identified with a 1 on 15
	4-8	00001-15200	"	
	9	2	"	
	10-14	00000	"	
	15	0, 1	"	
	16	1-9	2/15/0 (if 2/15/1 Col.16=blank)	
	17	1	"	
	18	1, 2, 9	"	
	19-20	16-99	"	
	21	1-3, 9	"	
	22	1-4, 8, 9	"	
	23	0-7	"	
	24	1-6	2/15/0 AND 2/23/67	
	25	2-4, 9	(2/15/0 AND 2/73/02-14) ①	
	26	1-2, 9	" "	
	27-28	03-99	" "	
	29	1-3, 9	" "	
	30	1-4 8,9	" "	
	31	0-7	" "	
	32	1-6	2/15/0 AND 2/73/02-14 AND 2/31/67 ②	
33-40	AS Cols. 25-32 but filter 1 is 2/15/0 AND 2/73/03-14 and filter ② . AND 2/39/67			
41-48	"	" " " "	04-14 " 47	
49-56	"	" " " "	05-15 " 55	
57-64	"	" " " "	06-14 " 63	
65-72	"	" " " "	07-14 " 71	
SUPPLEMENTARY CARD 2	17-24	"	" " 2/15/1 2/73/08-14*	" 23
	25-32	"	" " " "	09-14 " 31
	33-40	"	" " " "	10-14 " 39
	41-48	"	" " " "	11-14 " 41
	49-56	"	" " " "	12-14 " 55
	57-64	"	" " " "	13-14 " 63
	65-72	"	" " " "	14 " 71
	73-80	BLANK	*From 1st Card 2	SUPPLEMENTARY CARD 2(Col 15/1)
	73-74	01-14+	2/15/0	+Arbitrary limit
	75-76	00-14	"	
	77-78	00-14	"	
	79-80	BLANK		

CARD	COLUMN	RANGE	FILTER	NOTES
3	1-3	400	ALL	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">           ALL = ALL WITH H'HOLD Q'NAIRE            i.e. 1/21/789XY i.e.            continuation of card 2            (n.b supplementary            card 2 does not need            supplementary card 3)         </div> <p>There may be more than <u>one</u>          card 3 - a supplementary is          punched if more than 4          vehicles. This identified          with a 1 on 15 Columns          16-49, 62-80 will always          be blank in this case</p>
	4-8	00001-15200	"	
	9	3	"	
	10-14	00000	"	
	15	0, 1	"	
	16	1-3, 9	3/15/0	
	17	1-2, 9	3/16/23	
	18	1-3, 9	3/17/2	
	19	1-6, 9	3/15/0	
	20	1-6, 9	"	
	21	1-8, 9	"	
	22	1-5, 8, 9	"	
	23	1-6, 9	"	
	24	1-7, 9	"	
	25	1-6, 9	"	
	26	1-7, 9	"	
	27	1-6, 9	"	
	28	1-7, 9	"	
	29	1-6, 9	"	
	30	1-7, 9	"	
	31	1-6, 9	"	
	32	1-7, 9	"	
	33	1-6, 9	"	
	34	1-7, 9	"	
	35	1-6, 9	"	
	36	1-9	3/37/1	
	37	1-2, 9	3/15/0	
	38-39	01-14, 99	3/37/1	
	40-41	01-14, 99 or blank	"	
	42-43	01-14, 99 or blank	"	
	44-45	01-14, 99 or blank	"	
	46	0-9	3/15/0	
	47	0-9	3/15/0	
48-49	00-06	3/15/0		
50	1-5, 9	3/48-49/01-06		
51	1-9	"		
52	129	"		
53	0-2, 9	"	or 3/48-49/05-06	
54	0-7, 9	"	(on second card)	
55	1, 2	"		
56-61	As 50-55	3/48-49/02-06	or 3/48-49/06	
62-67	"	3/48-49/03-06		
68-72	"	3/48-49/04-06		
74-80	NOT USED			

CARD	COLUMN	RANGE	FILTER	NOTES
4	1-3	400	ALL	ALL = ALL VEHICLES
4-8		00001-15200	"	
9		4	"	
10		1-6	"	
11-15		00000	"	
16		1-9	"	
17		1-9,X0	"	
18		1-2,9	"	
19		1-7,9	3/17/2-4	
20-21		18-76,99*	"	*Arbitrary limits
22		1-6,9	ALL	
23-24		01-13,98-99	3/17/2-9,X	
25		1-2,9	3/17/1	
26		1-4	ALL	
27		1-2,9	3/26/1	
28		1-2,9	"	
29		1-3,9	"	
30		1-2,9	3/29/1,3	
31		0-9	3/30/1	nb If 31 blank, 32 answered If 31 answered, 32 blank
32		1-7 OR	3/30/1	
33		1-3,9	3/26/2 OR 3/30/2	
34		1-2or blank	3/33/1	If 35 code 3/9 then 34 blank
35		1-3,9	"	
36		1-3,9	3/26/2 OR 3/30/2	
37		1-2or blank	"	
38		1-2or blank	"	If 40 code 3, 4, 9 then 37-39 blank
39		1-2or blank	"	
40		1-4,9	"	
41		1-2or blank	"	If 43 code, 3, 9 then 41-42 blank
42		1-2or blank	"	
43		1-3,9	"	
44		1-2,9	"	
45		BLANK		
46		1-3,9	ALL	
47		1 or blank	3/46/1	There may be more than one code <u>between</u> the 3 cols but there <u>must</u> be at least one if filter applies
48		2 or blank		
49		3 or blank or 9		
50		1-9*0XY	3/46/1	
51		0-9Xor blank	"	
52		0-9Xor blank	"	
53		1-6,9	ALL	
54		1-2,9	"	
55-57		000-999	3/54/1	
58		1-2,9	"	
59		0, 1, 9	3/26/3 OR 3/29/2	
60-62		000-999	ALL EXCEPT 3/59/0	
63		0 or blank	ALL EXCEPT 3/59/0	

(1X)

CARD	COLUMN	RANGE	FILTER	NOTES
4	64-66 67-69 70-72 73 74 75-77 78 79-80	000-999 000-999 000-999 1-2,9 1-5,8,9 67 000-200* 888-999 0-9 NOT USED	ALL EXCEPT 3/59/0 OR 3/63/0 " " " 3/73/1 " " "	*Arbitrary limit

(x)

CARD	COLUMN	RANGE	FILTER	NOTES	
5	1-3	400	ALL	ALL= ALL VEHICLES	
	4-8	00001-15200	"		
	9	5	"		
	10	1-6	"		
	11-15	00000	"		
	16	1-3, 9	"		
	17-20	0000-9999	"		
	21-24	0000-9999	ALL EXCEPT 5/17-20/0000, 9998, 9999		
	25-28	0000-9999	"		
	29-32	0000-9999	"		
	33-36	0000-9999	"		
	37-40	0000-9999	"		
	41-44	0000-9999	"		
	45	0-5, 9	5/17-20/0000		
	46	1-2, 9	"		
	47-80	NOT USED			



CARD	COLUMN	RANGE	FILTER	NOTES
6	1-3	400	ALL	ALL = ALL INDIVIDUALS
	4-8	00001-15200	"	
	9	6	"	
	10	0	"	
	11-12	01-14	"	
	13-15	000	"	
	16	1-2, 9	ALL EXCEPT 6/73/12	
	17	1-2, 9	"	
	18-19	00-40, 98*	ALL SUCCESSFUL i.e. 2/24/6 etc (dependent on person no.)	*Arbitrary limit
	20	1293	"	
	21-23	As 18-20	"	
	24-26	"	"	
	27-29	"	"	
	30-32	"	"	
	33-35	"	"	
	36-38	"	"	
	39-40	00-99	"	
	41	1-3, 9	ALL 16+ i.e. 2/19-20/16-99 etc. (dependent on person no.) except 6/73/12	
	42	0-6, 9	6/41/1	
	43	1-90XY	"	
	44	1-90X or blank *	"	
	45	1-3, 9	As 41	
	46	1-3, 9	6/45/1	
	47	0-6, 9	"	
	48	1-90XY	"	
	49	1-90X or blank *	"	
	50	1-2, 9	As 41	
	51	1-4, 9	"	
	52	0-6, 9	6/50/1	
	53	1-2, 9	"	
	54	1-4, 9	"	
	55	1-2, 9	"	
	56-57	01-13, 99	ALL 16+ (i.e. as 41) except 6/73/2	
	58	1-4, 9	6/56-57/01-03, 06 except 6/73/12	
	59	1-5, 9	6/58/12	
	60	1-3, 9	"	
	61	1-3, 9	6/60/12	
	62	1-6, 9	"	
	63	1-5, 9	"	
	64	1-3, 9	6/60/3	
	65	1-5, 9	6/64/3	
	66-68	000-200*, 888, 999	6/65/1-4	*Arbitrary limit
	69-70	01-17	6/56-57/01-06, 10, 11, 12	
	71-72	00-12, 98 99	ALL EXCEPT 6/73/2	
	73	12	2/23/012	
	74-80	NOT USED		

CARD	COLUMN	RANGE	FILTER	NOTES
7	1-3	400	ALL	ALL = ALL JOURNEYS
	4-8	00001-15200	"	
	9	7	"	nb If more than 2 stages an additional card 7 will be punched identified by a 1 on 15 16-25 blank
	10	0	"	
	11-12	01-14	"	(FILTERS CHANGE)
	13-14	01-99	"	
	15	0,1	"	
	16	1-7	7/15/0	
	17	1-2	"	
	18-19	01-19, 99	"	
	20-21	01-19, 99	"	
	22-25	0000-2400, 9999	"	
	26-27	01-27, 99	" OR 1	
	28-30	000-999	" OR 1	
	31	013589	" OR 1	
	32	0-9	7/26-27/04-07, 26, 27	
	33	1-2, 9	"	
	34-35	01-45, 99*	"	*Arbitrary limit
	36	0-9	7/26-27/08-20	
	37-40	0000-9999	"	
	41	1-4, 9	"	
	42-44	001-900* 998, 999	7/17/1	*Arbitrary limit
	45-46	00-99	"	
	47-49	001-900* 998, 999	" except 7/26-27/01	
	50-51	01-27, 99	IF 2 or more stages ie 7/50-51/ 01-27, 99	
	52-54	000-999	"	
	55	0-3, 9	7/52-54/000	
	56	0-9	7/50-51/04-07, 26	
	57	1-2, 9	"	
	58-59	01-45, 99*	"	*Arbitrary limit
	60	0-9	7/50-51/08-20	
	61-64	0000-9999	"	
	65	1-4, 9	"	
	66-67	00-99	7/17/1 (and 2+ stages ie 7/50/01-27, 99	
	68-70	001-900* 998, 999	" except 7/50-51/01	
	71-80	NOT USED		nb. if 3 or more stages 26-49 as stage 1 except 42-44 blank  if 4 stages 50-70 as stage 2

Page 2 Structure check 108. Σ6.39.40 all persons = no of journeys

Page 2 Structure check 106 add . UNLESS 2/23 code 6 AND code 2/24/1 - 4  
(for person 2 etc columns should read 31, 32 etc.)

Structure check 105 only performed on first edit runs

Page 3 Logic check 211-213 not performed

Logic check 216 not performed

Logic check 217 only performed on first edit runs

Page 4 Logic check 230/231 should read . that person must be  
1, 2 or 9 on 6/58 OR student 10-11 on 6/56-57

Logic check 232/233 should read that person must be  
1-4 or 9 6/58 OR student 10-11 on 6/56-57

Quarter 1 Households making 77 or more journeys (approx 279) cross  
card logic check between 1-6 and 7 were not performed

ie Structure checks 108, 109

Logic checks 227, 230 - 233, 236 - 240 not performed

Where arbitrary limits defined ie 1.52 - 53, 1.54-55, 2 73-4  
4 20-21 4. 75-77, 6. 18-19, 6 66-68, 7 34-35, 7 42-46,  
7 47-49, 7. 58-59, these were treated as FLAG checks for  
run 1 Once established as correct, ranges were amended  
for second edit runs. Thus full numeric fields are possible  
e g. on a 2 digit column 01-99 on a 3 digit 001-999 etc

PUNCHING INSTRUCTIONS1 General

Cards are punched in record number order with each card in correct sequence 1e

CARD 1	Blue Contact Sheet
2)	White Household Questionnaire *
3)	
4)	Buff Vehicle 01
5)	
4)	Buff Vehicle 02 etc
5)	
6	Person 01
6	Person 02 etc
7	Person 01 Journey 01
7	" " " 02 etc
7	" 02 " 01 etc

Questionnaires are kept in folders and will be in punching order  
Any combination of card types is permitted Only card 1 is fixed,  
all others are optional

All data is NUMERIC single punched with X (1e -) and Y (&) used on  
rare occasions only

If any MULTI-PUNCHING present (1e coding error) leave BLANK  
There is no need to leave a note in these cases since the computer  
edit will reject these

Please retain questionnaires in folders and within the order given

400 is punched on ALL cards for the project as the project identity

A five-digit record number is punched on columns 4-8 for all cards  
within a record set

Column 9 is reserved for card type

Columns 10-15 are used variously on all card types for identification  
purposes

2 Blue Contact Sheet Card 1

Columns 10 - 15 punch 000000 on all card 1's

22 - 23 column nos obscured but is either 2 digit number or blank

24 - 35 see dummy

3 White Household Questionnaire Cards 2/3

Card 2 columns 10-14 punch 00000 on all cards

15 " 0 on all cards UNLESS supplementary in  
which case punch 1 on column 15

17 always 1 (unless supplementary card)

18-24 see dummy IGNORE A, B etc  
25-32 etc see dummy  
73-78 not punched on Supplementary Card 2

Card 3 1-14 As card 2  
15 0 (Unless supplementary card 3 and then this will be 1)  
46/47 Punch number in box or 0  
50-55 See dummy

nb if supplementary cols 16 - 49 BLANK

4 Buff Vehicle Questionnaire Cards 4/5

Card 4 Column 10 Vehicle reference (repeated on card 5)  
11-15 00000 always punched  
16 Main driver If leading zero left, IGNORE eg 03 s/be 3  
20+21 Year should be ringed eg 19 (65)  
29 See dummy for wrong columning Ignore A  
31 Ignore ABCD etc Either 0, 1-9 or blank  
35 See dummy  
40 "  
43 "  
47-49 Since three columns allowed all codes may be ringed

Card 5 Cols 1-15 as card 4  
16 If second '2' circled, this takes priority over code 1 which should have been deleted  
17-20 either 4-digit number or 0000

5 Pink Individual Questionnaire Card 6

10 0 always punched  
11-12 Person number  
13-15 000 always punched  
18-20 etc See dummy  
39-40 nb if single sheet only to questionnaire then card ends at column 40  
42 WATCH FOR MULTI - if found leave BLANK  
47 " "  
52 Entry in box or 0 or BLANK  
56-57 WATCH FOR MULTI - if found leave BLANK  
73 nb If 73 answered most of questionnaire will be BLANK

6 Yellow Journey Sheets - Card 7

Column	10	0 always punched
	11-12	Person No. repeated on all journeys made by that person
	13-14	Journey number
	15	'0' always punched UNLESS supplementary journey card is required in which case 1 punched on supplementary
	17	Watch for this column If BLANK punch as follows Yes Code 1 if section (E) answered No Code 2 if " NOT ANSWERED
	50-70	Stage 2 if required Note printing on columns has only allowed for first column of field See dummy

If supplementary card 7 required punch 1 on column 15 leave  
16-25 BLANK and then punch as for stage 1/2

CALENDAR

July

TRAVEL WEEK

Diary Day  
ONE

Diary Day  
SEVEN

Target  
Pick-up  
Day

Eligible Address  
Numbers

ALLOCATION  
PERIOD

1

Wed 25 June  
Thurs 26 June  
Fri 27 June  
Sat 28 June  
Sun 29 June  
Mon 30 June  
Tues 1  
Wed 2

Tues 1  
Wed 2  
Thurs 3  
Fri 4  
Sat 5  
Sun 6  
Mon 7  
Tues 8

Wed 2  
Thurs 3  
Fri 4  
Sat 5  
Mon 7  
Mon 7  
Tues 8  
Wed 9

07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09

ALLOCATION  
PERIOD

2

Thurs 3  
Fri 4  
Sat 5  
Sun 6  
Mon 7  
Tues 8  
Wed 9

Wed 9  
Thurs 10  
Fri 11  
Sat 12  
Sun 13  
Mon 14  
Tues 15

Thurs 10  
Fri 11  
Sat 12  
Mon 14  
Mon 14  
Tues 15  
Wed 16

10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09

ALLOCATION  
PERIOD

3

Thurs 10  
Fri 11  
Sat 12  
Sun 13  
Mon 14  
Tues 15  
Wed 16  
Thurs 17

Wed 16  
Thurs 17  
Fri 18  
Sat 19  
Sun 20  
Mon 21  
Tues 22  
Wed 23

Thurs 17  
Fri 18  
Sat 19  
Mon 21  
Mon 21  
Tues 22  
Wed 23  
Thurs 24

10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12

ALLOCATION  
PERIOD

4

Fri 18  
Sat 19  
Sun 20  
Mon 21  
Tues 22  
Wed 23  
Thurs 24  
Fri 25

Thurs 24  
Fri 25  
Sat 26  
Sun 27  
Mon 28  
Tues 29  
Wed 30  
Thurs 31

Fri 25  
Sat 26  
Mon 28  
Mon 28  
Tues 29  
Wed 30  
Thurs 31  
Fri 1 August

13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15

CALENDAR

August

TRAVEL WEEK

Diary Day  
ONE

Diary Day  
SEVEN

Target  
Pick-up  
Day

Eligible Address  
Numbers

ALLOCATION  
PERIOD

1

Sat 26 July  
Sun 27 July  
Mon 28 July  
Tues 29 July  
Wed 30 July  
Thurs 31 July  
Fri 1  
Sat 2

Fri 1  
Sat 2  
Sun 3  
Mon 4  
Tues 5  
Wed 6  
Thurs 7  
Fri 8

Sat 2  
Mon 4  
Mon 4  
Tues 5  
Wed 6  
Thurs 7  
Fri 8  
Sat 9

16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18

ALLOCATION  
PERIOD

2

Sun 3  
Mon 4  
Tues 5  
Wed 6  
Thurs 7  
Fri 8  
Sat 9  
Sun 10

Sat 9  
Sun 10  
Mon 11  
Tues 12  
Wed 13  
Thurs 14  
Fri 15  
Sat 16

Mon 11  
Mon 11  
Tues 12  
Wed 13  
Thurs 14  
Fri 15  
Sat 16  
Mon 18

19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21

ALLOCATION  
PERIOD

3

Mon 11  
Tues 12  
Wed 13  
Thurs 14  
Fri 15  
Sat 16  
Sun 17

Sun 17  
Mon 18  
Tues 19  
Wed 20  
Thurs 21  
Fri 22  
Sat 23

Mon 18  
Tues 19  
Wed 20  
Thurs 21  
Fri 22  
Sat 23  
Mon 25

01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21

ALLOCATION  
PERIOD

4

Mon 18  
Tues 19  
Wed 20  
Thurs 21  
Fri 22  
Sat 23  
Sun 24  
Mon 25

Sun 24  
Mon 25  
Tues 26  
Wed 27  
Thurs 28  
Fri 29  
Sat 30  
Sun 31

Mon 25  
Tues 26  
Wed 27  
Thurs 28  
Fri 29  
Sat 30  
Mon 1 Sept  
Mon 1 Sept

01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03



CALENDAR

September

TRAVEL WEEK

Diary Day  
ONE

Diary Day  
SEVEN

Target  
Pick-up  
Day

Eligible Address  
Numbers

ALLOCATION  
1

Tues 26 Aug  
Wed 27 Aug  
Thurs 28 Aug  
Fri 29 Aug  
Sat 30 Aug  
Sun 31 Aug  
Mon 1

Mon 1  
Tues 2  
Wed 3  
Thurs 4  
Fri 5  
Sat 6  
Sun 7

Tues 2  
Wed 3  
Thurs 4  
Fri 5  
Sat 6  
Mon 8  
Mon 8

04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03

ALLOCATION PERIOD  
2

Tues 2  
Wed 3  
Thurs 4  
Fri 5  
Sat 6  
Sun 7  
Mon 8  
Tues 9

Mon 8  
Tues 9  
Wed 10  
Thurs 11  
Fri 12  
Sat 13  
Sun 14  
Mon 15

Tues 9  
Wed 10  
Thurs 11  
Fri 12  
Sat 13  
Mon 15  
Mon 15  
Tues 16

04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06

ALLOCATION PERIOD  
3

Wed 10  
Thurs 11  
Fri 12  
Sat 13  
Sun 14  
Mon 15  
Tues 16

Tues 16  
Wed 17  
Thurs 18  
Fri 19  
Sat 20  
Sun 21  
Mon 22

Wed 17  
Thurs 18  
Fri 19  
Sat 20  
Mon 22  
Mon 22  
Tues 23

07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06

ALLOCATION PERIOD  
4

Wed 17  
Thurs 18  
Fri 19  
Sat 20  
Sun 21  
Mon 22  
Tues 23  
Wed 24

Tues 23  
Wed 24  
Thurs 25  
Fri 26  
Sat 27  
Sun 28  
Mon 29  
Tues 30

Wed 24  
Thurs 25  
Fri 26  
Sat 27  
Mon 29  
Mon 29  
Tues 30  
Wed 1 Oct

07 08 09  
10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09

A COPY OF THIS CALENDAR MUST BE SENT TO MONITOR AS SOON AS INITIAL ALLOCATION HAS BEEN MADE

## CALENDAR

### October

Sampling Area			
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Interviewer	
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### TRAVEL WEEK

Diary Day  
**ONE**

Diary Day  
**SEVEN**

Target  
Pick-up  
Days

Eligible Address  
Numbers

ALLOCATION PERIOD  
**1**

Thurs 25 Sept  
Fri 26 Sept.  
Sat 27 Sept  
Sun 28 Sept.  
Mon 29 Sept  
Tues 30 Sept  
Wed 1

Wed 1  
Thurs 2  
Fri 3  
Sat 4  
Sun 5  
Mon 6  
Tues 7

Thurs 2 - Sat 4  
Fri 3 - Mon 6  
Sat 4 - Tues 7  
Mon 6 - Wed 8  
Mon 6 - Wed 8  
Tues 7 - Thurs 9  
Wed 8 - Fri 10

10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09

ALLOCATION PERIOD  
**2**

Thurs 2  
Fri 3  
Sat 4  
Sun 5  
Mon 6  
Tues 7  
Wed 8  
Thurs 9

Wed 8  
Thurs 9  
Fri 10  
Sat 11  
Sun 12  
Mon 13  
Tues 14  
Wed 15

Thurs 9 - Sat 11  
Fri 10 - Mon 13  
Sat 11 - Tues 14  
Mon 13 - Wed 15  
Mon 13 - Wed 15  
Tues 14 - Thurs 16  
Wed 15 - Fri 17  
Thurs 16 - Sat 18

10 11 12  
13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12

ALLOCATION PERIOD  
**3**

Fri 10  
Sat 11  
Sun 12  
Mon 13  
Tues 14  
Wed 15  
Thurs 16  
Fri 17

Thurs 16  
Fri 17  
Sat 18  
Sun 19  
Mon 20  
Tues 21  
Wed 22  
Thurs 23

Fri 17 - Mon 20  
Sat 18 - Tues 21  
Mon 20 - Wed 22  
Mon 20 - Wed 22  
Tues 21 - Thurs 23  
Wed 22 - Fri 24  
Thurs 23 - Sat 25  
Fri 24 - Mon 27

13 14 15  
16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15

ALLOCATION PERIOD  
**4**

Sat 18  
Sun 19  
Mon 20  
Tues 21  
Wed 22  
Thurs 23  
Fri 24  
Sat 25

Fri 24  
Sat 25  
Sun 26  
Mon 27  
Tues 28  
Wed 29  
Thurs 30  
Fri 31

Sat 25 - Tues 28  
Mon 27 - Wed 29  
Mon 27 - Wed 29  
Tues 28 - Thurs 30  
Wed 29 - Fri 31  
Thurs 30 - Sat 1 Nov  
Fri 31 - Mon 3 Nov  
Sat Nov - Tues 4 Nov

16 17 18  
19 20 21  
01 02 03  
04 05 06  
07 08 09  
10 11 12  
13 14 15  
16 17 18

A COPY OF THIS CALENDAR MUST BE SENT TO MONITOR AS SOON AS INITIAL ALLOCATION HAS BEEN MADE

CALENDAR

NOVEMBER

Sampling Area			
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Interviewer	
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TRAVEL WEEK

Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers
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ALLOCATION PERIOD <b>1</b>	Sun 26 Oct	Sat 1	Mon 3 - Wed 5	19 20 21
	Mon 27 Oct	Sun 2	Mon 3 - Wed 5	01 02 03
	Tues 28 Oct	Mon 3	Tues 4 - Thurs 6	04 05 06
	Wed 29 Oct	Tues 4	Wed 5 - Fri 7	07 08 09
	Thurs 30 Oct	Wed 5	Thurs 6 - Sat 8	10 11 12
	Fri 31 Oct	Thurs 6	Fri 7 - Mon 10	13 14 15
	Sat 1	Fri 7	Sat 8 - Tues 11	16 17 18
	Sun 2	Sat 8	Mon 10 - Wed 12	19 20 21

ALLOCATION PERIOD <b>2</b>	Mon 3	Sun 9	Mon 10 - Wed 12	01 02 03
	Tues 4	Mon 10	Tues 11 - Thurs 13	04 05 06
	Wed 5	Tues 11	Wed 12 - Fri 14	07 08 09
	Thurs 6	Wed 12	Thurs 13 - Sat 15	10 11 12
	Fri 7	Thurs 13	Fri 14 - Mon 17	13 14 15
	Sat 8	Fri 14	Sat 15 - Tues 18	16 17 18
	Sun 9	Sat 15	Mon 17 - Wed 19	19 20 21

ALLOCATION PERIOD <b>3</b>	Mon 10	Sun 16	Mon 17 - Wed 19	01 02 03
	Tues 11	Mon 17	Tues 18 - Thurs 20	04 05 06
	Wed 12	Tues 18	Wed 19 - Fri 21	07 08 09
	Thurs 13	Wed 19	Thurs 20 - Sat 22	10 11 12
	Fri 14	Thurs 20	Fri 21 - Mon 24	13 14 15
	Sat 15	Fri 21	Sat 22 - Tues 25	16 17 18
	Sun 16	Sat 22	Mon 24 - Wed 26	19 20 21

ALLOCATION PERIOD <b>4</b>	Mon 17	Sun 23	Mon 24 - Wed 26	01 02 03
	Tues 18	Mon 24	Tues 25 - Thurs 27	04 05 06
	Wed 19	Tues 25	Wed 26 - Fri 28	07 08 09
	Thurs 20	Wed 26	Thurs 27 - Sat 29	10 11 12
	Fri 21	Thurs 27	Fri 28 - Mon 1 Dec	13 14 15
	Sat 22	Fri 28	Sat 29 - Tues 2 Dec	16 17 18
	Sun 23	Sat 29	Mon 1 Dec - Wed 3 Dec	19 20 21
	Mon 24	Sun 30	Mon 1 Dec - Wed 3 Dec	01 02 03

CSS/P400 National Travel Survey

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CALENDAR

DECEMBER

Sampling Area:

Interviewer:

TRAVEL WEEK				
Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers	
ALLOCATION PERIOD <b>1</b>	Tues 25 Nov	Mon 1	Tues 2 - Thurs 4	04 05 06
	Wed 26 Nov	Tues 2	Wed 3 - Fri 5	07 08 09
	Thurs 27 Nov	Wed 3	Thurs 4 - Sat 6	10 11 12
	Fri 28 Nov	Thurs 4	Fri 5 - Mon 8	13 14 15
	Sat 29 Nov	Fri 5	Sat 6 - Tues 9	16 17 18
	Sun 30 Nov	Sat 6	Mon 8 - Wed 10	19 20 21
	Mon 1	Sun 7	Mon 8 - Wed 10	01 02 03
	Tues 2	Mon 8	Tues 9 - Thurs 11	04 05 06
ALLOCATION PERIOD <b>2</b>	Wed 3	Tues 9	Wed 10 - Fri 12	07 08 09
	Thurs 4	Wed 10	Thurs 11 - Sat 13	10 11 12
	Fri 5	Thurs 11	Fri 12 - Mon 15	13 14 15
	Sat 6	Fri 12	Sat 13 - Tues 16	16 17 18
	Sun 7	Sat 13	Mon 15 - Wed 17	19 20 21
	Mon 8	Sun 14	Mon 15 - Wed 17	01 02 03
	Tues 9	Mon 15	Tues 16 - Thurs 18	04 05 06
	ALLOCATION PERIOD <b>3</b>	Wed 10	Tues 16	Wed 17 - Fri 19
Thurs 11		Wed 17	Thurs 18 - Sat 20	10 11 12
Fri 12		Thurs 18	Fri 19 - Mon 22	13 14 15
Sat 13		Fri 19	Sat 20 - Tues 23	16 17 18
Sun 14		Sat 20	Mon 22 - Wed 24	19 20 21
Mon 15		Sun 21	Mon 22 - Wed 24	01 02 03
Tues 16		Mon 22	Tues 23 - Sat 27	04 05 06
Wed 17		Tues 23	Wed 24 - Mon 29	07 08 09
ALLOCATION PERIOD <b>4</b>	Thurs 18	Wed 24	Sat 27 - Tues 30	10 11 12
	Fri 19	Thurs 25	Sat 27 - Tues 30	13 14 15
	Sat 20	Fri 26	Sat 27 - Tues 30	16 17 18
	Sun 21	Sat 27	Mon 29 - Wed 31	19 20 21
	Mon 22	Sun 28	Mon 29 - Wed 31	01 02 03
	Tues 23	Mon 29	Tues 30 - Fri 2 Jan	04 05 06
	Wed 24	Tues 30	Wed 31 - Fri 2 Jan	07 08 09
	Thurs 25	Wed 31	Fri 2 Jan - Mon 5 Jan	10 11 12

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CALENDAR

January

Sampling Area:			
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Interviewer:	
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		TRAVEL WEEK					
		Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers		
ALLOCATION PERIOD  1	Fri 26 Dec	Thurs 1	Fri 2 - Mon 5	13	14	15	
	Sat 27 Dec	Fri 2	Sat 3 - Tues 6	16	17	18	
	Sun 28 Dec	Sat 3	Mon 5 - Wed 7	19	20	21	
	Mon 29 Dec	Sun 4	Mon 5 - Wed 7	01	02	03	
	Tues 30 Dec	Mon 5	Tues 6 - Thurs 8	04	05	06	
	Wed 31 Dec	Tues 6	Wed 7 - Fri 9	07	08	09	
	Thurs 1	Wed 7	Thurs 8 - Sat 10	10	11	12	
ALLOCATION PERIOD  2	Fri 2	Thurs 8	Fri 9 - Mon 12	13	14	15	
	Sat 3	Fri 9	Sat 10 - Tues 13	16	17	18	
	Sun 4	Sat 10	Mon 12 - Wed 14	19	20	21	
	Mon 5	Sun 11	Mon 12 - Wed 14	01	02	03	
	Tues 6	Mon 12	Tues 13 - Thurs 15	04	05	06	
	Wed 7	Tues 13	Wed 14 - Fri 16	07	08	09	
	Thurs 8	Wed 14	Thurs 15 - Sat 17	10	11	12	
Fri 9	Thurs 15	Fri 16 - Mon 19	13	14	15		
ALLOCATION PERIOD  3	Sat 10	Fri 16	Sat 17 - Tues 20	16	17	18	
	Sun 11	Sat 17	Mon 19 - Wed 21	19	20	21	
	Mon 12	Sun 18	Mon 19 - Wed 21	01	02	03	
	Tues 13	Mon 19	Tues 20 - Thurs 22	04	05	06	
	Wed 14	Tues 20	Wed 21 - Fri 23	07	08	09	
	Thurs 15	Wed 21	Thurs 22 - Sat 24	10	11	12	
	Fri 16	Thurs 22	Fri 23 - Mon 26	13	14	15	
Sat 17	Fri 23	Sat 24 - Tues 27	16	17	18		
ALLOCATION PERIOD  4	Sun 18	Sat 24	Mon 26 - Wed 28	19	20	21	
	Mon 19	Sun 25	Mon 26 - Wed 28	01	02	03	
	Tues 20	Mon 26	Tues 27 - Thurs 29	04	05	06	
	Wed 21	Tues 27	Wed 28 - Fri 30	07	08	09	
	Thurs 22	Wed 28	Thurs 29 - Sat 31	10	11	12	
	Fri 23	Thurs 29	Fri 30 - Mon 2 Feb	13	14	15	
	Sat 24	Fri 30	Sat 31 - Tues 3 Feb	16	17	18	
Sun 25	Sat 31	Mon 2 Feb - Wed 4 Feb	19	20	21		

CSS/P400 National Travel Survey

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CALENDAR

February

Sampling Area			
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Interviewer:	
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TRAVEL WEEK		Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers
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ALLOCATION PERIOD  
1

Mon 26 Jan	Sun 1	Mon 2 - Wed 4	01 02 03
Tues 27 Jan	Mon 2	Tues 3 - Thurs 5	04 05 06
Wed 28 Jan	Tues 3	Wed 4 - Fri 6	07 08 09
Thurs 29 Jan	Wed 4	Thurs 5 - Sat 7	10 11 12
Fri 30 Jan	Thurs 5	Fri 6 - Mon 9	13 14 15
Sat 31 Jan	Fri 6	Sat 7 - Tues 10	16 17 18
Sun 1	Sat 7	Mon 9 - Wed 11	19 20 21

ALLOCATION PERIOD  
2

Mon 2	Sun 8	Mon 9 - Wed 11	01 02 03
Tues 3	Mon 9	Tues 10 - Thurs 12	04 05 06
Wed 4	Tues 10	Wed 11 - Fri 13	07 08 09
Thurs 5	Wed 11	Thurs 12 - Sat 14	10 11 12
Fri 6	Thurs 12	Fri 13 - Mon 16	13 14 15
Sat 7	Fri 13	Sat 14 - Tues 17	16 17 18
Sun 8	Sat 14	Mon 16 - Wed 18	19 20 21

ALLOCATION PERIOD  
3

Mon 9	Sun 15	Mon 16 - Wed 18	01 02 03
Tues 10	Mon 16	Tues 17 - Thurs 19	04 05 06
Wed 11	Tues 17	Wed 18 - Fri 20	07 08 09
Thurs 12	Wed 18	Thurs 19 - Sat 21	10 11 12
Fri 13	Thurs 19	Fri 20 - Mon 23	13 14 15
Sat 14	Fri 20	Sat 21 - Tues 24	16 17 18
Sun 15	Sat 21	Mon 23 - Wed 25	19 20 21

ALLOCATION PERIOD  
4

Mon 16	Sun 22	Mon 23 - Wed 25	01 02 03
Tues 17	Mon 23	Tues 24 - Thurs 26	04 05 06
Wed 18	Tues 24	Wed 25 - Fri 27	07 08 09
Thurs 19	Wed 25	Thurs 26 - Sat 28	10 11 12
Fri 20	Thurs 26	Fri 27 - Mon 1 March	13 14 15
Sat 21	Fri 27	Sat 28 - Tues 2 March	16 17 18
Sun 22	Sat 28	Mon 1 March - Wed 3 March	19 20 21
Mon 23	Sun 29	Mon 1 March - Wed 3 March	01 02 03

CALENDAR

March

A COPY OF THIS CALENDAR MUST BE SENT TO MONITOR AS SOON AS INITIAL ALLOCATION HAS BEEN MADE

Sampling Area:			
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Interviewer:	
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TRAVEL WEEK

	Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers
ALLOCATION PERIOD <b>1</b>	Tues 24 Feb	Mon 1	Tues 2 - Thurs 4	04 05 06
	Wed 25 Feb	Tues 2	Wed 3 - Fri 5	07 08 09
	Thurs 26 Feb	Wed 3	Thurs 4 - Sat 6	10 11 12
	Fri 27 Feb	Thurs 4	Fri 5 - Mon 8	13 14 15
	Sat 28 Feb	Fri 5	Sat 6 - Tues 9	16 17 18
	Sun 29 Feb	Sat 6	Mon 8 - Wed 10	19 20 21
	Mon 1	Sun 7	Mon 8 - Wed 10	01 02 03
	Tues 2	Mon 8	Tues 9 - Thurs 11	04 05 06
ALLOCATION PERIOD <b>2</b>	Wed 3	Tues 9	Wed 10 - Fri 12	07 08 09
	Thurs 4	Wed 10	Thurs 11 - Sat 13	10 11 12
	Fri 5	Thurs 11	Fri 12 - Mon 15	13 14 15
	Sat 6	Fri 12	Sat 13 - Tues 16	16 17 18
	Sun 7	Sat 13	Mon 15 - Wed 17	19 20 21
	Mon 8	Sun 14	Mon 15 - Wed 17	01 02 03
	Tues 9	Mon 15	Tues 16 - Thurs 18	04 05 06
	Wed 10	Tues 16	Wed 17 - Fri 19	07 08 09
ALLOCATION PERIOD <b>3</b>	Thurs 11	Wed 17	Thurs 18 - Sat 20	10 11 12
	Fri 12	Thurs 18	Fri 19 - Mon 22	13 14 15
	Sat 13	Fri 19	Sat 20 - Tues 23	16 17 18
	Sun 14	Sat 20	Mon 22 - Wed 24	19 20 21
	Mon 15	Sun 21	Mon 22 - Wed 24	01 02 03
	Tues 16	Mon 22	Tues 23 - Thurs 25	04 05 06
	Wed 17	Tues 23	Wed 24 - Fri 26	07 08 09
	ALLOCATION PERIOD <b>4</b>	Thurs 18	Wed 24	Thurs 25 - Sat 27
Fri 19		Thurs 25	Fri 26 - Mon 29	13 14 15
Sat 20		Fri 26	Sat 27 - Tues 30	16 17 18
Sun 21		Sat 27	Mon 29 - Wed 31	19 20 21
Mon 22		Sun 28	Mon 29 - Wed 31	01 02 03
Tues 23		Mon 29	Tues 30 - Thurs 1 April	04 05 06
Wed 24		Tues 30	Wed 31 - Fri 2 April	07 08 09
Thurs 25		Wed 31	Thurs 1 April - Sat 3 April	10 11 12

CSS/P400 National Travel Survey

A COPY OF THIS CALENDAR MUST BE SENT TO MONITOR AS SOON AS INITIAL ALLOCATION HAS BEEN MADE

CALENDAR

APRIL

Sampling Area:			
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Interviewer:	
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TRAVEL WEEK

Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers
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ALLOCATION PERIOD <b>1</b>	Fri 26 March	Thurs 1	Fri 2 - Mon 5	13 14 15
	Sat 27 March	Fri 2	Sat 3 - Tues 6	16 17 18
	Sun 28 March	Sat 3	Mon 5 - Wed 7	19 20 21
	Mon 29 March	Sun 4	Mon 5 - Wed 7	01 02 03
	Tues 30 March	Mon 5	Tues 6 - Thurs 8	04 05 06
	Wed 31 March	Tues 6	Wed 7 - Fri 9	07 08 09
	Thurs 1	Wed 7	Thurs 8 - Sat 10	10 11 12

ALLOCATION PERIOD <b>2</b>	Fri 2	Thurs 8	Fri 9 - Mon 12	13 14 15
	Sat 3	Fri 9	Sat 10 - Tues 13	16 17 18
	Sun 4	Sat 10	Mon 12 - Wed 14	19 20 21
	Mon 5	Sun 11	Mon 12 - Wed 14	01 02 03
	Tues 6	Mon 12	Tues 13 - Thurs 15	04 05 06
	Wed 7	Tues 13	Wed 14 - Fri 16	07 08 09
	Thurs 8	Wed 14	Thurs 15 - Sat 17	10 11 12

ALLOCATION PERIOD <b>3</b>	Fri 9	Thurs 15	Fri 16 - Tues 20	13 14 15
	Sat 10	Fri 16	Sat 17 - Tues 20	16 17 18
	Sun 11	Sat 17	Tues 20 - Thurs 22	19 20 21
	Mon 12	Sun 18	Tues 20 - Thurs 22	01 02 03
	Tues 13	Mon 19	Tues 20 - Thurs 22	04 05 06
	Wed 14	Tues 20	Wed 21 - Fri 23	07 08 09
	Thurs 15	Wed 21	Thurs 22 - Sat 24	10 11 12
Fri 16	Thurs 22	Fri 23 - Mon 26	13 14 15	

ALLOCATION PERIOD <b>4</b>	Sat 17	Fri 23	Sat 24 - Tues 27	16 17 18
	Sun 18	Sat 24	Mon 26 - Wed 28	19 20 21
	Mon 19	Sun 25	Mon 26 - Wed 28	01 02 03
	Tues 20	Mon 26	Tues 27 - Thurs 29	04 05 06
	Wed 21	Tues 27	Wed 28 - Fri 30	07 08 09
	Thurs 22	Wed 28	Thurs 29 - Sat 1 May	10 11 12
	Fri 23	Thurs 29	Fri 30 - Mon 3 May	13 14 15
Sat 24	Fri 30	Sat 1 May - Tues 4 May	16 17 18	



CSS/P400 National Travel Survey

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CALENDAR

MAY

Sampling Area:

Interviewer:

TRAVEL WEEK				
Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers	
ALLOCATION PERIOD <b>1</b>	Sun 25 Apr.	Sat 1	Mon 3 - Wed 5	19 20 21
	Mon 26 Apr	Sun 2	Mon 3 - Wed 5	01 02 03
	Tues 27 Apr	Mon 3	Tues 4 - Thurs 6	04 05 06
	Wed 28 Apr	Tues 4	Wed 5 - Fri 7	07 08 09
	Thurs 29 Apr	Wed 5	Thurs 6 - Sat 8	10 11 12
	Fri 30 Apr	Thurs 6	Fri 7 - Mon 10	13 14 15
	Sat 1	Fri 7	Sat 8 - Tues 11	16 17 18
	Sun 2	Sat 8	Mon 10 - Wed 12	19 20 21
ALLOCATION PERIOD <b>2</b>	Mon 3	Sun 9	Mon 10 - Wed 12	01 02 03
	Tues 4	Mon 10	Tues 11 - Thurs 13	04 05 06
	Wed 5	Tues 11	Wed 12 - Fri 14	07 08 09
	Thurs 6	Wed 12	Thurs 13 - Sat 15	10 11 12
	Fri 7	Thurs 13	Fri 14 - Mon 17	13 14 15
	Sat 8	Fri 14	Sat 15 - Tues 18	16 17 18
	Sun 9	Sat 15	Mon 17 - Wed 19	19 20 21
	ALLOCATION PERIOD <b>3</b>	Mon 10	Sun 16	Mon 17 - Wed 19
Tues 11		Mon 17	Tues 18 - Thurs 20	04 05 06
Wed 12		Tues 18	Wed 19 - Fri 21	07 08 09
Thurs 13		Wed 19	Thurs 20 - Sat 22	10 11 12
Fri 14		Thurs 20	Fri 21 - Mon 24	13 14 15
Sat 15		Fri 21	Sat 22 - Tues 25	16 17 18
Sun 16		Sat 22	Mon 24 - Wed 26	19 20 21
Mon 17		Sun 23	Mon 24 - Wed 26	01 02 03
ALLOCATION PERIOD <b>4</b>		Tues 18	Mon 24	Tues 25 - Thurs 27
	Wed 19	Tues 25	Wed 26 - Fri 28	07 08 09
	Thurs 20	Wed 26	Thurs 27 - Sat 29	10 11 12
	Fri 21	Thurs 27	Fri 28 - Tues 1 June	13 14 15
	Sat 22	Fri 28	Sat 29 - Wed 2 June	16 17 18
	Sun 23	Sat 29	Tues 1 June - Thurs 3 June	19 20 21
	Mon 24	Sun 30	Tues 1 June - Thurs 3 June	01 02 03
	Tues 25	Mon 31	Tues 1 June - Thurs 3 June	04 05 06

CSS/P400 National Travel Survey

A COPY OF THIS CALENDAR MUST BE SENT TO MONITOR AS SOON AS INITIAL ALLOCATION HAS BEEN MADE

CALENDAR

JUNE

Sampling Area:			
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Interviewer:	
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TRAVEL WEEK

	Diary Day ONE	Diary Day SEVEN	Target Pick-up Days	Eligible Address Numbers
ALLOCATION PERIOD 1	Wed 26 May Thurs 27 May Fri 28 May Sat 29 May Sun 30 May Mon 31 May Tues 1	Tues 1 Wed 2 Thurs 3 Fri 4 Sat 5 Sun 6 Mon 7	Wed 2 - Fri 4 Thurs 3 - Sat 5 Fri 4 - Mon 7 Sat 5 - Tues 8 Mon 7 - Wed 9 Mon 7 - Wed 9 Tues 8 - Thurs 10	07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 01 02 03 04 05 06
ALLOCATION PERIOD 2	Wed 2 Thurs 3 Fri 4 Sat 5 Sun 6 Mon 7 Tues 8 Wed 9	Tues 8 Wed 9 Thurs 10 Fri 11 Sat 12 Sun 13 Mon 14 Tues 15	Wed 9 - Fri 11 Thurs 10 - Sat 12 Fri 11 - Mon 14 Sat 12 - Tues 15 Mon 14 - Wed 16 Mon 14 - Wed 16 Tues 15 - Thurs 17 Wed 16 - Fri 18	07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 01 02 03 04 05 06 07 08 09
ALLOCATION PERIOD 3	Thurs 10 Fri 11 Sat 12 Sun 13 Mon 14 Tues 15 Wed 16	Wed 16 Thurs 17 Fri 18 Sat 19 Sun 20 Mon 21 Tues 22	Thurs 17 - Sat 19 Fri 18 - Mon 21 Sat 19 - Tues 22 Mon 21 - Wed 23 Mon 21 - Wed 23 Tues 22 - Thurs 24 Wed 23 - Fri 25	10 11 12 13 14 15 16 17 18 19 20 21 01 02 03 04 05 06 07 08 09
ALLOCATION PERIOD 4	Thurs 17 Fri 18 Sat 19 Sun 20 Mon 21 Tues 22 Wed 23 Thurs 24	Wed 23 Thurs 24 Fri 25 Sat 26 Sun 27 Mon 28 Tues 29 Wed 30	Thurs 24 - Sat 26 Fri 25 - Mon 28 Sat 26 - Tues 29 Mon 28 - Wed 30 Mon 28 - Wed 30 Tues 29 - Thurs 1 July Wed 30 - Fri 2 July Thurs 1 July - Sat 3 July	10 11 12 13 14 15 16 17 18 19 20 21 01 02 03 04 05 06 07 08 09 10 11 12

P.400 NATIONAL TRAVEL SURVEY

SAMPLE ISSUE SHEET

INTERVIEWER \_\_\_\_\_

Number

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Area Code

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Area Name \_\_\_\_\_

Ward \_\_\_\_\_

Month

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Diary Day One \_\_\_\_\_

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O.U.O.

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ADDRESS NUMBER	SURNAME REGISTERED AT ADDRESS	ADDRESS	MULTI HOUSEHOLDS (EXPECTED) SELECTION GRID	NO. OF SUR-NAMES IF 4 OR MORE	RESULT			O.U.O. ELECTOR NUMBER
					FULLY PROD-UCTIVE (✓)	PARTIAL PROD-UCTIVE (✓)	UNPROD-UCTIVE	

P 400

INTERVIEW FOLDER  
FRONT COVER

AREA 

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ADDRESS 

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# NATIONAL TRAVEL SURVEY

CONTACT SHEET

INTERVIEW FOLDER  
BACK COVER

HOUSEHOLD  
Q'NAIRE

PERSON No

Indv  
Q naire

Journey  
Sheets

Travel  
Diary

APPOINTMENTS

1

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2

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3

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4

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5

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6

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7

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8

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9

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10

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VEHICLE Q'NAIRE(S)



Department of the Environment  
2 Marsham Street London SW1

## WHAT ARE WE DOING?

This Department is seeking information about the ways in which people get from place to place. We want to find out what use they make of all the different forms of transport available to them and how they combine them in the course of their journeys. This information is urgently needed to enable the Department to maintain a transport policy that will take account of the cost and use made of existing travel facilities and of changes in the transport needs of the public.

In order to obtain this information, a sample of addresses spread throughout Great Britain has been taken from the Electoral Register. Individual addresses have been selected completely at random, but when they are added together they are representative of the whole country. From each household selected at the address we want to get details of the journeys made by its members, together with certain information about the people in the household and any vehicles there may be.

Your household is one of those included and we should therefore like your help in this important enquiry.

## HOW ARE WE DOING IT?

There are many ways in which the required information could be obtained. The method we have chosen is to ask people about every journey they make during a period of seven days. This is perhaps not the most obvious method but it is the most accurate.

The information about each form of transport used (including buses, trains, cars, bicycles, your own two

feet, even horses') can be combined by treating it like a jig-saw puzzle in which all the different types of transport are the pieces in the puzzle. When the jig-saw is complete transport planners will be able to see the total number of journeys made in Great Britain and how often, by whom and for what purpose each form of transport is being used.

**WHY IS EVERYONE INCLUDED?**

When it is fitted together, we want the jig-saw to give us a complete picture. So it is important that even those who make very few journeys and those who do not go out at all should be included. We need information from everyone in each household in the survey, so your help is essential.

**WHAT DO YOU HAVE TO DO?**

To get the information required we will be asking about all the journeys made by everyone in your household (except children under 3) during the seven days. To help you keep track of your journeys the interviewer will leave with you a travel diary with the seven days specified on it. We would like you to enter in the diary details of each journey made by you during these seven days.

Please keep the travel diary with you and enter the details of each journey as you make it. If at the end of a day you have made no journeys, write in 'NONE' for that day.

The interviewer will collect details of the journeys from you when she comes back for the diary.

**WHY IS THE TRAVEL DIARY NECESSARY?**

We have supplied you with the travel diary so that when the interviewer returns you will be able to refer to it to tell her easily and quickly about all your journeys. Some people may find it easy to remember these details, but for most of us, trying to remember exactly what we

did a week ago is quite difficult and takes some time. When the interviewer calls, you will find it quicker and simpler if you have the travel diary to refer to, and there is less chance of journeys being missed out.

The interviewer will also be asking you for one or two other particulars about each journey that have not been provided for in the diary, and if you have a brief note of each journey, it will be easier to recall these other details.

**WHAT JOURNEYS DO YOU INCLUDE?**

The travel diary is only to help you to remember what you did on each day. If you make the same journey every day you need not write down full details of it unless on a particular day you do something a little different from what you normally do. What is important is that you enter enough details in your travel diary to remind you of all the different journeys you made, even if they were only short ones.

As well as details of journeys you make by bus, train, car, bicycle or any other type of transport, we should like you to write down details of any journeys you make on foot, if you walked one mile or more. (It takes about 15 or 20 minutes to walk a mile at a steady walking pace.)

Shorter walks than this need be included only on the final day of the diary. Journeys by other types of transport (however short) should always be included.

Commercial travellers should include all their journeys.

**WHAT JOURNEYS DON'T YOU INCLUDE?**

Apart from the walks of less than one mile, a few other types of journey should not be included in this survey. If you are a bus driver you should not include journeys made while driving your bus. And bus conductors, train drivers and guards, lorry drivers and taxi drivers should not include journeys made in their vehicles in the course of their work either. However, lorry and taxi

drivers should include journeys made in their vehicles when they are not working. If in doubt about any journey put details in the travel diary and leave it to the interviewer to decide whether the journey should be included

## WHAT DO WE DO WITH THE INFORMATION?

Any information that you may give will be treated as STRICTLY CONFIDENTIAL. It will be combined with information from everyone else taking part and nothing that can be identified with you or your family will appear in any report or be passed on to any other Government Department or Council. The results will appear in a form such as "Three-quarters of all bicycle journeys are made by people under 18" or "One third of those living in country districts and employed in offices use a car to get to the station when travelling to work"

Your name and address is known only to the Social Survey Division of the Office of Population Censuses and Surveys, who designed the sample and are responsible for organising the survey, and to the Centre for Sample Surveys who are carrying out the remainder of the work and whose interviewer is the bearer of this leaflet.

The interviewer will also be asking for information about things like your age and occupation. This is to enable us to see how travelling habits differ for people in different age groups and so on.

We are most grateful for your help. If you need any further information about the survey, please get in touch with Mr R P Donachie at this Office (Tel 01-212 0137 or 3434) or with Mr E S Finch of the Social Survey Division of the OPCS at St Catherines House 10 Kingsway London WC2B 6JP (Tel 01-242 0262).



G Penrice  
Director of Statistics



Office Use Only  
 Project 4 0 0  
 Record  
 June '75  
 Card 1  
 0 0 0 0 0 0  
 Area  
 Address

(P.400) **NATIONAL TRAVEL - CONTACT SHEET**

Surname(s)  
 Listed Address

No. of Households at address  If more than one This Household (A, B or C)

**A. ADDRESS PRODUCTIVITY**

IF ADDRESS IS ELIGIBLE (i.e. traced and contains household(s)) TICK BOX AND CONTINUE WITH PART B

- No trace of address . . . . . 0
- Vacant (habitable) premises . . . . . 1
- Derelict, demolished premises . . . . . 2
- Business, industrial premises only . . . . . 3
- Institution premises - (no eligible residents) 4

GIVE NON-RESPONSE DETAILS

**B. HOUSEHOLD PRODUCTIVITY (final summary)**

- No contact with household adult at placement 5
- Total refusal at placement (including illness and language) . . . . . 6

GIVE NON-RESPONSE DETAILS

**C. CALL SUMMARY (placement & pick-ups)**

Circle col. no. of 1st successful placement and 1st successful pick-up

CALL NO.

Date of first visit to address \_\_\_\_\_

	1	2	3	4	5	6	7	8	9	10	11	12
i) Noon or before	1	1	1	1	1	1	1	1	1	1	1	1
1201-1400	2	2	2	2	2	2	2	2	2	2	2	2
1401-1700	3	3	3	3	3	3	3	3	3	3	3	3
1701-1900	4	4	4	4	4	4	4	4	4	4	4	4
1901 or later	5	5	5	5	5	5	5	5	5	5	5	5
ii) Weekday	1	1	1	1	1	1	1	1	1	1	1	1
Weekend	2	2	2	2	2	2	2	2	2	2	2	2

Date of first successful placement contact \_\_\_\_\_

Total no. of placement visits

O.U.O.

**D. TRAVEL WEEK**

OFFICE USE ONLY

Start day: \_\_\_\_\_ (WRITE IN)

Date: \_\_\_\_\_ (WRITE IN)

**E. INTERVIEWER**

Name \_\_\_\_\_ (WRITE IN)

Interviewer No.

OFFICE USE ONLY

Project 4 0 0  
 Day  
 Date  
 Card 0  
 Productivity  
 Time  
 Area  
 Address  
 Placements  
 Pick-ups  
 Intv.

**BASIC CLASSIFICATION**

COMPLETE AT PLACEMENT STAGE FOR ALL CO-OPERATIVE HOUSEHOLDS AND REFUSALS TO MAIN SURVEY (Codes 6-Y at B)

*Do not approach neighbours for any of this information*

PART F CAN ALSO BE COMPLETED BY OBSERVATION FOR NON CONTACT HOUSEHOLDS AT PLACEMENT (Code 5 at B)

**F. ACCOMMODATION TYPE**

- Whole house/ } detached . . . . . 1
  - Bungalow/ } semi-detached . . . . . 2
  - or Cottage } terraced (including ends) 3
  - Purpose-built flat/maisonette . . . . . 4
  - Converted flat/maisonette . . . . . 5
  - Room(s) (or flat) - not self-contained . . . . . 6
  - Caravan . . . . . 7
  - Other (WRITE IN) . . . . . 8
- Not possible to obtain information . . . . . 9

**J. WORKING STATUS** (Head of Household)

- Working full time (over 30 hours) . . . . . 1
- Part time (over 10 up to 30 hours) . . . . . 2
- Part time (10 hours or less) . . . . . 3
- Unemployed, temporarily sick (seeking work) 4
- Retired (including permanently sick) . . . . . 5
- Semi-retired (i.e. retired but working part time) 6
- Full-time student . . . . . 7
- Non-working housewife . . . . . 8
- Other non-working (STATE) . . . . . 9
- No information . . . . . 0

**G. HOUSEHOLD STRUCTURE**

- No. of infants less than 3 years . . . . .
  - No. of children aged 3-15 years . . . . .
  - No. of adults 16-59 . . . . .
  - No. of adults 60 years and over . . . . .
- TOTAL NO. IN HOUSEHOLD (including respondent) →

**K. OCCUPATION** (previous main occ. for codes 4, 5 or 6.)

- o.u.o.
- Job title and description \_\_\_\_\_
- Skill, training experience and qualifications \_\_\_\_\_

**H. CAR OWNERSHIP**

- No. of cars or light vans for regular use of household, including business owned vehicles } None 0
- One 1
- 2 or more 2
- No information 3

Supervision and management responsibilities \_\_\_\_\_

Industry, business or profession of employer \_\_\_\_\_

**I. RESPONDENT'S STATUS**

- (Priority Code) Head of H/hold 1
- Housewife 2
- Other adult member of h/hold 3
- Other (STATE) 4

- Self employed 1
  - Employed manager 2
  - Other employee 3
- No. of employees in est.
- None (or family only) 0
  - 1-24 . . . . . 1
  - 25 or more . . . . . 2

Name of respondent: \_\_\_\_\_



			Col./ Code	Skip to
1a)	Is your accommodation owned or being bought by your household or is it rented?  [ OWNERSHIP APPLIES TO FREEHOLD, LONG LEASE, FEUHOLD AND BUYING THROUGH HOUSING ASSOCIATION ]	Owned/buying..... Rented..... Rent free.....	1 2 3	Q2
	<u>IF RENTED/RENT FREE</u>			
	b) Is it rented from a Council or New Town Corporation, from a housing association or from a private landlord?  [ PRIVATE LANDLORD APPLIES TO A PERSON, FIRM OR "COST-RENT" HOUSING ASSOCIATION ]	Council/New Town.. Private landlord.. (inc. housing ass'n.)	1 2	Q2
	<u>IF PRIVATE LANDLORD</u>			
	c) Is the accommodation rented fully furnished, partly furnished or unfurnished?	Fully furnished... Partly furnished.. Unfurnished.....	1 2 3	
2a)	<u>ASK ALL</u> About how long would it take me to walk from your home to the nearest bus-stop? It is the nearest one I am interested in even if that isn't the main one you use.	<u>BEST ESTIMATE</u> 6 minutes or less 7-13 minutes 14-26 minutes 27-43 minutes 44 or longer Don't know	1 2 3 4 5 6	
	<u>SHOW CARD A</u>	<u>PRIORITY CODE</u>		
b)	Would you look at this card and tell me how often I would be able to get a bus from there during the day?  [ IF VARIES TAKE OFF-PEAK FREQUENCY ]	Could not get one every day There are several per day There is at least one every hour There is at least one every 1/2 hour They run more frequently than every 1/2 hr. Don't know	1 2 3 4 5 6	
3.	Now I want you to tell me about your nearest railway or underground station. Again it is the nearest one I am interested in, even if that isn't the main one or the one you use.	<u>BEST ESTIMATE</u> 6 minutes or less 7-13 minutes 14-26 minutes 27-43 minutes 44 or longer No buses to station No station within 50 mls. Don't know	(a) BY BUS 1 2 3 4 5 6 7 8  (b) WALKING 1 2 3 4 5 - - 8	
a)	First, how long would it take me to get there by bus from here, including walking to the bus stop?			
b)	And how long would it take me if I walked from here to the station?			
	<u>SHOW CARD A</u>	<u>PRIORITY CODE</u>		
c)	And again from this card, how often would I be able to get a train from the station during the day? It doesn't matter where the trains go.	Could not get one every day There are several per day There is at least one every hour There is at least one every 1/2 hour They run more frequently than every 1/2 hr. Don't know	1 2 3 4 5 6	
	[ FOR RANGE ESTIMATES OF FREQUENCIES (Q2, 3 AND 6) e.g. 25-30 MINUTES, CODE INTO LOWEST GROUP i.e. CODE 3 ]			

4. What are the main difficulties (if any) of travelling by bus in this area?

PROBE ONCE ONLY. RECORD ANSWER FULLY

5. What are the main difficulties (if any) of travelling by train (or by underground) in this area?

PROBE ONCE ONLY. RECORD ANSWER FULLY

5. How long would it take me to get from your home to each of the following places ..... first by bus and then by walking all the way?

READ EACH IN TURN. RING 2 CODES ON EACH LINE, ONE FOR THE BUS TIME AND ONE FOR THE WALKING TIME. THEN GO TO NEXT LINE. CODE BEST ESTIMATES.

READ OUT	BY BUS							BY WALKING						
	6 mins or less	7-13 mins	14-26 mins	27-43 mins	44 mins or longer	NOT PRACTICAL BY BUS	Don't know	6 mins or less	7-13 mins	14-26 mins	27-43 mins	44 mins or longer	Don't know	
The doctor's surgery	1	2	3	4	5	6	7	1	2	3	4	5	6	24-25
The nearest post office	1	2	3	4	5	6	7	1	2	3	4	5	6	26-27
The nearest chemist to get a prescription	1	2	3	4	5	6	7	1	2	3	4	5	6	28-29
The nearest shop selling groceries	1	2	3	4	5	6	7	1	2	3	4	5	6	30-31
The nearest store like Woolworths	1	2	3	4	5	6	7	1	2	3	4	5	6	32-33
The nearest general hospital	1	2	3	4	5	6	7	1	2	3	4	5	6	34-35

7a. Does the household have any bicycles which are used on the public roads?

Write in Number  ← Yes

No

1

2 → Q8

b. Who uses it (them)?

Person Ref. No's →

**SHOW CARD B**

8a. Would you look at this card and tell me if anyone in the household owns or has the regular use of any of these motor vehicles?

[REGULAR - AVAILABLE DURING TRAVEL WEEK]

If 'Yes' → Enter Number of motor vehicles →

No, none

0

b. (Apart from that/those vehicles) Is anyone in the household likely to have one of the vehicles on this card between now and (last recording day)?

[INCLUDE VEHICLES WHICH WILL BECOME A HOLD VEHICLE DURING TRAVEL WEEK]

If 'Yes' → Enter Number of motor vehicles →

No, none

0

c. Who usually drives the most mileage in the ..... (vehicle identity) ..... taken over the year as a whole?

(i)	Ring Vehicle Reference No. →	1	2	3	4	5	6
(ii)	Identity Reference						
(iii)	TYPE						
	Car (incl. estate & 3 wheeler)	1	1	1	1	1	1
	M.cycle/scooter, with sidecar	2	2	2	2	2	2
	Motorcycle, scooter, moped	3	3	3	3	3	3
	Van, lorry, jeep, landrover	4	4	4	4	4	4
	Other (Write in)	5	5	5	5	5	5
(iv)	Main Driver Person Reference No.						
(v)	available at placement (8a)	1	1	1	1	1	1
	anticipated before recording ends (8b)	2	2	2	2	2	2
(vi)	PICK-UP						
	disposed of during travel week	1	1	1	1	1	1
	acquired before recording ends	2	2	2	2	2	2
(vii)	For vehicles disposed of or acquired enter no. of days during travel week on which vehicle was available for use by the household						

IF DISPOSALS OR ACQUISITIONS HAVE TAKEN PLACE DURING TRAVEL WEEK, INCLUDE THEM IN THIS SECTION

**CARD A**

**Could not get one every day**

**There are several per day**

**There is at least one every hour**

**There is at least one every half-hour**

**They run more frequently than  
every half-hour**

P400

Household Questionnaire. Questions 26/3c

**CARD B**

**Car (including estate and 3-wheeler)**

**Motor cycle or scooter with sidecar**

**Motor cycle, scooter, moped**

**Van, lorry, jeep, land rover**

**Other**

P400

Household Questionnaire. Question 8a

## INCOME CARD

GROSS INCOME—*i.e. from all sources including overtime and bonuses and BEFORE deductions for income tax, national insurance and pensions etc. Do not include money received from other members of your household.*

<i>Per week</i>	<i>Per year</i>	<i>Group No.</i>
Nil	Nil	00
Less than £15	(Less than £750)	01
£15 to £24.99	(£750 to £1249)	02
£25 to £29.99	(£1250 to £1499)	03
£30 to £39.99	(£1500 to £1999)	04
£40 to £49.99	(£2000 to £2499)	05
£50 to £59.99	(£2500 to £2999)	06
£60 to £79.99	(£3000 to £3999)	07
£80 to £99.99	(£4000 to £4999)	08
£100 to £119.99	(£5000 to £5999)	09
£120 to £149.99	(£6000 to £7499)	10
£150 to £199.99	(£7500 to £9999)	11
£200 or over	(£10,000 or over)	12

P400

Individual Questionnaires



(P.400)

**NATIONAL TRAVEL - INDIVIDUAL**

Area    Address

Identification Reference of Respondent

PERSON NO.   (11-12)

(13-15)

**COMPLETE THIS PAGE FOR EACH INDIVIDUAL 3 YEARS AND OVER**

Do you (does ...child...) have any kind of travel token or special pass, other than a season ticket that allows you (him/her) to travel on buses or trains (including the underground) either free or at reduced rate?

Yes 1  
No 2 → Q2 (16)

IF 'YES' - GIVE DETAILS

Issued by:
Reason for concession:
Nature of concession:
Cost to respondent of tokens/pass:

2 Do you (does ...child...) have any current season ticket for use on buses or trains (including the underground)?

Yes 1  
No 2 (17)

IF 'YES' - GIVE DETAILS

TICKET 1

TICKET 2

Mode(s) of transport:		
Ticket starts from: (PLACE NAMES)		
and ends at:		
Period covered:		
Normal no. of single journeys per week with tickets:		
Full cost of ticket:	£ p	£ p
Amount of ticket cost paid by person/organisation outside household (enter nil if none)	£ p	£ p
Nature of person/organisation subsidising ticket:	Private individual 1 Business/organisation 2	Private individual 1 Business/organisation 2

CHILDREN AGED 3-15 END  
ADULTS AGED 16+ → Q3

**COMPLETE AT PICK-UP FOR EACH INDIVIDUAL (3 YRS +)**

Method of completion

Enter Travel days →  
Number of journeys recorded →  
No journey made  
No details of journeys  
Mainly from diary  
Mainly from memory

TRAVEL DAY						
First						Last
00	00	00	00	00	00	00
98	98	98	98	98	98	98
1	1	1	1	1	1	1
2	2	2	2	2	2	2

(18-20)(21-23)(24-26)(27-29)(30-32)(33-35)(36-38)

Make one entry for each day, making sure that the entry coincides with journey record sheets for the individual.

Also make one entry per day.

TOTAL  
  
RECORDED JOURNEYS  
(39-40)

**THE REMAINDER IS COMPLETED ONLY FOR THOSE 16 YRS +**

3	<p>Fares on buses and trains have increased during the past 2 years.</p> <p>a) Have fare increases caused you to do anything different as regards journeys you made by bus or train?</p>	<p>Yes.....</p> <p>No.....</p> <p>Can't remember .....</p>	<p>(41)</p> <p>1</p> <p>2 } 3 } → Q4</p>	
	<p><u>IF 'YES' ASK (b) &amp; (c)</u></p> <p>b) What journeys or parts of journeys which you made were affected? Was it .....</p> <p><b>[ READ OUT PRECODES, MORE THAN ONE CODE MAY BE RINGED ]</b> .....</p> <p>..... or .....</p>	<p>journeys to work, school or college?</p> <p>journeys to shops .....</p> <p>other kinds of journeys.....?</p>	<p>(42)</p> <p>1</p> <p>2</p> <p>3</p>	
	<p>c) What sort of changes did you make?</p>	<p>(PROBE FULLY)</p>	<p>(43)</p> <p>(44)</p>	
4a)	<p><u>ASK ALL AGED 16+</u></p> <p>Have there been any cuts or major alterations in the bus or train service in this area during the past 2 years that you are aware of?</p>	<p>Yes, have been cuts .....</p> <p>No, Don't know .....</p> <p>Not lived here long enough .....</p>	<p>(45)</p> <p>1</p> <p>2 } 3 } → Q5</p>	
b)	<p><u>IF 'YES'</u></p> <p>Did any of these cuts or alterations cause you to do anything different as regards journeys you made by bus or train?</p>	<p>Yes.....</p> <p>No .....</p> <p>Can't remember.....</p>	<p>(46)</p> <p>1</p> <p>2 } 3 } → Q5</p>	
c)	<p><u>IF 'YES' ASK (c) &amp; (d)</u></p> <p>What journeys or parts of journeys which you made were affected? Was it .....</p> <p><b>[ READ OUT PRECODES, MORE THAN ONE CODE MAY BE RINGED ]</b> .....</p> <p>..... or .....</p>	<p>journeys to work, school or college?</p> <p>journeys to shops .....</p> <p>other kinds of journeys .....</p>	<p>(47)</p> <p>1</p> <p>2</p> <p>3</p>	
d)	<p>What sort of changes did you make?</p>	<p>(PROBE FULLY)</p>	<p>(48)</p> <p>(49)</p>	

5a)	<u>ASK ALL AGED 16+</u>	Yes	(50) 1
	Do you hold a full driving licence, valid in this country, to drive either a car or to drive a motorcycle, scooter or moped?	No	2
b)	<u>ASK ALL AGED 16+</u>	Yes - car	(51) 1
	Do you (also) hold a provisional driving licence for a car, motorcycle, scooter or moped?	Yes - motorcycle etc.	2
		Yes - invalid vehicle only	3
		No provisional licence held	4
6a)	<u>ASK ALL WITH FULL DRIVING LICENCE(S)</u> - (Code 1 at Q5a, remainder to Q7)	Less than 1 year	(52) 0
	How long have you held any kind of full driving licence?	1-5 years (ENTER NO.) →	<input type="text"/>
		6 years or more	6
b)	Is your current licence a British licence?	Yes	(53) 1
		No	2
c)	Is it a full licence for a car only a motorcycle only or for both?	Both car and motorcycle	(54) 1
		Car only	2
		Motorcycle only	3
		Invalid vehicle only	4
d)	Do you have a licence to enable you to drive a heavy good or public services vehicle?	Yes	(55) 1
		No	2
7	<u>ASK ALL AGED 16+</u>	<u>Probe for correct precode</u>	(56-57)
	Are you in paid employment?		
	Full-time work (over 30 hrs. a week) .....		01
	Part-time work (over 10, up to and including 30 hours a week) .....		02
	Part-time work (up to and including 10 hours a week) .....		03
	Unemployed, temporarily sick (seeking work) .....		04
	Retired (including permanently sick) .....		05
	Semi-retired (i.e. retired but now working part-time) .....		06
	Full time student (those also with part-time job code 02 or 03 as well).....		07
	Non-working housewife .....		08
	Other non-working (STATE).....		09
			→ Skip to back page
			→ Skip to income which should be left to pick-up
CONTINUE FOR THOSE WORKING FULL OR PART TIME (Codes 01-03, 06) FOR THOSE CODED 04 or 05 GO TO BACK PAGE AND COMPLETE OCCUPATION (AND INCOME) DETAILS FOR THOSE CODED 07, 08 or 09 YOU SHOULD END QUESTIONNAIRE HERE AND COMPLETE INCOME QUESTION AT PICK UP			

**ASK ALL WORKING FULL TIME OR PART TIME (Codes 01-03 and 06 at Q7)**

**PRIORITY CODE**

8a) When you go to work do you.....go to the same place every time	.....go to the same place on at least 2 days running each week	(59) 1	} Defines usual place or work
	..... go to different places	2	
	..... work at home	3	} Go to Back page
		4	

READ OUT CODES  
USE PAST MONTH IF PATTERN VARIES

**ASK ALL WITH USUAL PLACE OF WORK (Codes 1 and 2 at 8a)**

b) Is that workplace..... in the centre of a town or city		(59) 1
.....in an urban area outside a town centre	[Give Town Name: _____]	2
.....in the country or a rural area		3
.....or somewhere else (STATE)		4

[ READ OUT CODES ]

c) What is the most usual method you use to travel to work?		(60)
Driver of household vehicle	[For Entire Journey]	1
Passenger of household vehicle		2
Other method (including only part of journey in household vehicle)		3 → Q10

Household Vehicle Ref. No. [ ]

**ASK ALL WHO USE HOUSEHOLD VEHICLE FOR ENTIRE JOURNEY (Codes 1 and 2 at 8c)**

9a) On how many days a week do you usually use ..... (vehicle identity) ..... to get to work?	Most days (every day)	(61) 1
	1-3 days a week	2
	Less often	3

b) Assuming you are <u>not</u> able to use that vehicle how do you or would you get there?	Another household vehicle	(62) 1
	Non-household private vehicle	2
	Public transport	3
	Walk, cycle	4
	Other (STATE)	5
	Not able to specify alternative	6 → 5 at (c)

c) Does it (or would it) take you less time, about the same time or longer to get to work by that method?	Less time	(63) 1
IF 'LONGER' PROBE HOW MUCH LONGER (and Code 3 or 4)	About same time	2
	Longer	3
	Very much longer (i.e. 50% increase)	4
	Not able to specify alternative	5

**FOR ALL NOT USING HOUSEHOLD VEHICLE (Code 3 at 8c)**

Summary Code	Household has no car/van	} Go to Back page
	Individual has no full licence for car/van	
	Individual does not usually use household vehicle	3

**IF CODE 3 IS RINGED**

1 i) Suppose you used a car to get to your place of work. Where would you be most likely to leave it when you got there?	In the street	(65) 1
	In firm's car park or on firms premises	2
	In public car park	3
	Somewhere else (STATE)	4
	Nowhere to park at all	5 → Q11

**IF PARKING POSSIBLE (Codes 1-4)**

b) How much per day would that cost you?	ENTER IN PENCE → [ ] [ ] [ ]	(66-68)
COSTS ACTUALLY PAID BY SOMEONE ELSE ARE ALSO INCLUDED	No charge	000
	Don't know	888

11. OCCUPATION DETAILS (Codes 01-06 at Q7)

O.U.O.

		(69-70)
--	--	---------

Job title & description

---

Skills, training, experience & qualifications.

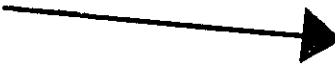
---

Supervision & Management responsibilities.

---

Industry, business or profession of employer

---

		No. of employees in establishment	
Self employed	1		None (or family workers only) 0
Employed manager	2		1-24 ..... 1
Other employee	3		25 or more ..... 2

GIVE COMPARABLE OCCUPATION DETAILS OF SEMI-RETIRES CURRENT OCCUPATION, A RETIRES PREVIOUS OCCUPATION IF HE IS NOW WORKING FULL TIME AND STUDENTS PART TIME WORK. (NOTING WHETHER VACATIONAL OR NOT)

12. INCOME (ASK ALL INDIVIDUALS 16 YEARS AND OVER)

Into which of the groups on this card does your own gross income come - before any deductions for income tax, national insurance or pension contributions, but not including money received from other members of your household.

Enter Code for Income

		(71)
--	--	------

SELF EMPLOYED

That is your income in the last 12 months for which you can give a figure from your business (practice etc.) together with any pension or private source of income.

Nil 00  
Refused 98

OTHER INDIVIDUALS

That is your income from your job (including bonuses and overtime) or from a pension or from a private source of income.

FOR HEADS OF H/HOLD NOT COMPLETING INDIVIDUAL Q'NAIRE

NOTE: An individual questionnaire should be returned for every head of household  
Questions 7, 11 and 12 (only) should be completed by suitable proxy if H. of H. has not refused.

Q. 7, 11 & 12 completed by proxy	(73) 1
Q7, 11 & 12 not attempted as H. of H. refused	2



REMINDER/APPOINTMENT CARD

FRONT

TRAVEL SURVEY

**JUST TO REMIND YOU**

- Please keep the diary in your pocket or handbag and jot down particulars of each journey you make as soon as possible
- Please start keeping your diary on

(day)

(date)

Name of interviewer

Tel No

Address

BACK

**Appointment**

I shall be calling back at

am/pm

on

to keep our appointment for  
interview

Thank you for your help

Centre for Sample Surveys

The Address to be  
written on this side



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POSTAL CHECK CARD

FRONT

CSS/P 400	Ref No	/	/	.
<b>TRAVEL SURVEY</b>				
If you would like to make any comments on the way in which this survey has been carried out, please fill in this card and return it to me				
	Yes	No		
Were you in fact interviewed ?	<input type="checkbox"/>	<input type="checkbox"/>		
Were all adults in your household interviewed personally ?	<input type="checkbox"/>	<input type="checkbox"/>	(Please tick)	
Were you shown any cards during the interview ?	<input type="checkbox"/>	<input type="checkbox"/>		
What comments have you to make on the survey?				
On completion, please post			Thank you, Colin Airey, <i>Managing Director</i> Centre for Sample Surveys	

BACK

Postage will be paid by licensee	Do not affix Postage Stamps if posted in Gt Britain, Channel Islands or N Ireland
<div style="border: 1px solid black; display: inline-block; padding: 5px; margin-bottom: 10px;">BUSINESS REPLY SERVICE Licence No ND 2177</div> <p><b>CENTRE FOR SAMPLE SURVEYS</b> <b>16 DUNCAN TERRACE</b> <b>LONDON</b> <b>N1 8BR</b></p> <div style="font-size: 48px; font-weight: bold; margin-left: 20px;"> 2 </div>	



# Centre for Sample Surveys

limited by guarantee

registered in England (No 1038241)

registered office

16 Duncan Terrace London N1 8BZ

01-278 2061

Dear Sir/Madam,

## TRAVEL SURVEY

We are writing to thank you for all the help that you gave us on this survey. We are most grateful to everyone who kept Travel Diaries and answered our interviewer's questions. The information which you gave will be of great help to the Department of the Environment in enabling them to plan future transport policy.

We should also like to take this opportunity of assuring you of the complete confidentiality of your replies. Perhaps you would kindly convey this assurance and our thanks to anyone else in your household who may have taken part in the survey.

You may like to comment on the study or on the way it is being carried out. If so, please complete the enclosed reply-paid card and return it to us. We rely entirely on the co-operation of people such as yourself for the success of such studies, and are always pleased to hear comments and reactions.

Yours faithfully,

Colin Airey

A handwritten signature in black ink, appearing to read 'Colin Airey', written in a cursive style. The signature is enclosed within a large, loopy circular flourish.

# TRAVEL DIARY


Personal identification \_\_\_\_\_ 

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Please enter details of ALL journeys which you make on each of the seven days shown on this card. These should include all journeys made by mechanical transport (e.g. *trains, buses, cars, motor cycles, bicycles, etc*) for any distance travelled however long or short and wherever these journeys started or finished.

Also include any *walking journeys or parts of journeys* you make on or by public roads, providing these were 1 mile or more. On the FINAL day include ALL walks of 50 yards or more.

<b>IF MAIN DRIVER</b>	<b>MAIN DRIVERS PLEASE REMEMBER TO ENTER MILEOMETER READING AT START OF FIRST DAY</b>		Vehicle Reference	
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**EXAMPLE**

Where did the journey start	Main purpose of journey	Time journey Started	Time Journey Ended	How did you travel (bus car walk etc)	How far (miles)	Ticket cost (if any)

Please keep the diary in your pocket or handbag and jot down particulars of each journey you make as soon as possible.

Your first travel day is (day) \_\_\_\_\_ (date) \_\_\_\_\_

Your interviewer will be calling again

on \_\_\_\_\_ at \_\_\_\_\_ a m / p m

*She will go through the diary with you then Thank you*







**FINAL DAY**

..... day

/

Where did the journey start	Main purpose of journey	Time journey Started	Time Journey Ended	How did you travel (bus, car, walk etc.)	How far (miles)	Ticket cost (if any)

**FINAL DAY**

Remember to note all walks of 50 yards or more which you make on public roads, including walks which were part of another journey.

MAIN DRIVER PLEASE REMEMBER TO ENTER MILEOMETER READING AT END OF FINAL DAY



Is this the same vehicle as noted at the start of travel period?

Yes

No

(please tick)