

National Travel Survey 2003 & 2004

Technical Report

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Contents

KEY

v

ACKNOWLEDGEMENTS VI

| | | |
|----------|---|-----------|
| 1 | INTRODUCTION..... | 1 |
| 1.1 | Background..... | 1 |
| 1.2 | Uses of the NTS data | 1 |
| 1.3 | Review of fieldwork sequence | 2 |
| 1.3.1 | Sample selection | 3 |
| 1.3.2 | The interview | 3 |
| 1.3.3 | Data input and editing..... | 4 |
| 1.3.4 | Data file protection..... | 6 |
| 1.4 | Response..... | 6 |
| 2 | SAMPLE SELECTION..... | 7 |
| 2.1 | Sample size and structure | 7 |
| 2.2 | Quasi-panel design | 7 |
| 2.3 | Selection of sample points..... | 8 |
| 2.4 | Oversampling of London..... | 10 |
| 2.5 | Selection of addresses | 10 |
| 2.6 | Allocation of PSUs..... | 10 |
| 2.7 | Selection of households at multi-household addresses..... | 11 |
| 2.8 | Ineligible (deadwood) addresses | 11 |
| 2.9 | PSU level variables..... | 12 |
| 3 | FIELDWORK PROCEDURES AND RESPONSE RATE | 15 |
| 3.1 | Introduction | 15 |
| 3.2 | Interviewer briefings..... | 15 |
| 3.3 | Confidentiality | 15 |
| 3.4 | Questionnaire and document despatch to interviewers | 15 |
| 3.5 | Contacting respondents..... | 16 |
| 3.6 | Allocation of Travel Weeks | 17 |
| 3.7 | The placement interview | 18 |
| 3.7.1 | The 2003 and 2004 NTS questionnaires..... | 20 |
| 3.7.2 | Placing the travel record and other documents..... | 22 |
| | <i>The seven day travel record.....</i> | <i>23</i> |
| | <i>The long distance journey record</i> | <i>24</i> |
| | <i>The fuel and mileage chart.....</i> | <i>25</i> |
| 3.7.3 | Length of the placement call..... | 25 |
| 3.8 | The reminder call | 26 |
| 3.9 | The mid-week check call | 27 |
| 3.10 | The Pick-up call | 28 |
| 3.11 | Outcome coding..... | 29 |
| 3.12 | The £5 gift voucher incentive..... | 31 |
| 3.13 | Response rates..... | 31 |
| 3.14 | The non-response survey | 35 |
| 3.15 | Back-checking and quality control | 36 |
| 4 | DATA PROCESSING | 37 |

| | | |
|----------|---|------------|
| 4.1 | Diary coding and entry | 37 |
| 4.2 | Editing the travel record data | 37 |
| 4.3 | Geocoding of address data | 37 |
| 4.4 | Coding and editing the CAPI questionnaire data | 38 |
| 4.4.1 | Examining notes | 38 |
| 4.4.2 | Back-coding other answers | 38 |
| 4.4.3 | SOC & SIC coding | 39 |
| 4.4.4 | Registration number checking | 40 |
| 4.4.5 | Vehicle coding | 41 |
| 4.4.6 | Distance checks and area coding | 41 |
| 4.4.7 | Data conversion | 42 |
| 5 | VARIABLES IN THE 2002/2003 NTS DATABASE | 43 |
| 5.1 | Introduction | 43 |
| 5.2 | List of main variables | 46 |
| 5.3 | PSU level variables | 51 |
| 5.4 | Household variables | 57 |
| 5.5 | Vehicle level variables | 71 |
| 5.6 | Individual level variables | 80 |
| 5.7 | Long distance trip variables | 109 |
| 5.8 | Trip level variables | 116 |
| 5.9 | Stage level variables | 129 |
| 6 | DEFINITIONS COMPARED WITH EARLIER SURVEYS | 137 |
| 6.1 | Summary of differences for each NTS | 137 |
| 6.2 | Detailed list of changes in procedure and definitions | 141 |
| 6.2.1 | Definition of a journey/ trip | 141 |
| 6.2.2 | Trip purpose | 142 |
| 6.2.3 | Round trips | 144 |
| 6.2.4 | Shopping trips | 144 |
| 6.2.5 | Walking jobs | 145 |
| 6.2.6 | Short walks | 145 |
| 6.2.7 | Length of walk | 146 |
| 6.2.8 | Main mode of transport | 147 |
| 6.2.9 | Mode of transport | 148 |
| 6.2.10 | Trip start time and travelling time | 148 |
| 6.2.11 | Treatment of part miles | 148 |
| 6.2.12 | Type of area | 149 |
| 6.2.13 | Population density | 150 |
| 6.2.14 | Household income | 151 |
| 6.2.15 | Walking time to various facilities | 151 |
| 6.2.16 | Miscellaneous differences | 152 |
| 6.3 | 2002 Survey Year | 154 |
| 6.4 | 2003 Survey Year | 157 |
| 6.5 | 2004 Survey Year | 157 |
| 7 | COMPARISON OF NTS DATA WITH OTHER SOURCES | 159 |
| 7.1 | Age and sex of NTS respondents | 159 |
| 7.2 | Region of residence of NTS respondents | 163 |
| 7.3 | Vehicle stock of household 4-wheeled cars | 163 |
| 7.4 | Car mileage estimates | 164 |
| 7.5 | Household car availability | 167 |
| 7.6 | Travel to work | 169 |
| 7.7 | Bicycle mileage | 171 |
| 7.8 | Bus boardings | 172 |
| 7.9 | Van mileage | 173 |

| | | |
|------------|---|------------|
| 7.10 | Driving licence holding | 173 |
| 8 | SAMPLING ERRORS | 175 |
| 8.1 | Introduction | 175 |
| 8.2 | Sampling error calculations and tables | 176 |
| 9 | PROGRESS ON IMPLEMENTING THE RECOMMENDATIONS OF THE NATIONAL STATISTICS QUALITY REVIEW | 191 |
| 9.1 | Introduction | 191 |
| 9.2 | Sample size and survey design | 191 |
| 9.2.1 | Sample size | 191 |
| 9.2.2 | Stratification | 191 |
| 9.2.3 | Quasi-panel design | 192 |
| 9.2.4 | Sample frame | 192 |
| 9.3 | Questionnaire topics | 192 |
| | <i>Household level</i> | 192 |
| | <i>Individual level</i> | 192 |
| | <i>Vehicle level</i> | 192 |
| | <i>Rotated questions</i> | 193 |
| | <i>Questions added for 2003-2005</i> | 193 |
| 9.4 | Diary data | 193 |
| 9.4.1 | Geocoding | 193 |
| 9.4.2 | New technologies | 194 |
| 9.5 | Response rates | 194 |
| 9.5.1 | Incentives | 194 |
| 9.6 | Data processing | 194 |
| 9.6.1 | Weighting | 194 |
| 9.6.2 | Non-response survey | 195 |
| 9.6.3 | Partially responding households | 195 |
| 9.6.4 | Census-linked Study of survey non-response (CLS) | 195 |
| 9.6.5 | Imputation | 196 |
| 9.6.6 | Area classifications | 196 |
| 9.6.7 | Rolling three year data | 196 |
| 9.6.8 | Tours database | 196 |
| 9.7 | Data Access | 196 |
| 9.8 | Other issues | 196 |
| 9.8.1 | Local authority boosts | 196 |
| 9.9 | Other changes from 2002 not covered in the Review | 197 |
| 9.9.1 | Registration number | 197 |
| 9.9.2 | Coding | 197 |
| 9.9.3 | Distance checks | 197 |
| | REPORTS AND PAPERS ON THE NATIONAL TRAVEL SURVEY | 199 |
| APPENDIX A | QUESTIONNAIRE DOCUMENTATION 2003 AND 2004 | 201 |
| APPENDIX B | 2003 AND 2004 ALLOCATION OF PSUS TO QUOTA MONTHS | 313 |
| APPENDIX C | ALLOCATION OF PSUS TO QUOTA MONTHS | 315 |
| APPENDIX D | ADVANCE LETTERS | 317 |
| APPENDIX E | QUESTIONS DELETED FROM THE NTS IN 2003 AND 2004 | 319 |
| APPENDIX F | SURVEY LEAFLET | 321 |
| APPENDIX G | ADULT AND YOUNG PERSONS TRAVEL RECORDS | 323 |

| | | |
|------------|---|-----|
| APPENDIX H | MEMORY JOGGER..... | 329 |
| APPENDIX I | LONG DISTANCE JOURNEY RECORD..... | 332 |
| APPENDIX J | FUEL AND MILEAGE CHART | 337 |
| APPENDIX K | ADDRESS RECORD FORM | 357 |
| APPENDIX L | EXAMPLE TRAVEL WEEK ALLOCATION CARD | 371 |
| APPENDIX M | PROMISSORY NOTE..... | 373 |

KEY

Symbols and conventions

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

Symbols. The following symbols have been used throughout.

.. = not available

. = not applicable

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

0 = Nil

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1 INTRODUCTION

1.1 Background

The National Travel Survey (NTS) provides up-to-date and regular information about personal travel within Great Britain and monitors trends in travel behaviour. The Ministry of Transport commissioned the first NTS in 1965/1966, and it was repeated on an ad-hoc basis in 1972/1973, 1975/1976, 1978/1979, and 1985/1986. In 1988, the NTS became a continuous survey (i.e. fieldwork was conducted on a monthly basis) with an annual set sample size of 5040 addresses which had increased to 5796 by 2001. In 2002 the annual set sample size increased to 15,048 addresses.

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

This report is a combined technical report which outlines both the 2003 and 2004 NTS methodology for sample design, fieldwork procedures, data preparation and data provision. Differences between the two survey years are noted where appropriate.

Every three years an extended NTS Technical report is produced, giving more detailed information on the methodology as well as additional information on the variables collected, sampling errors, the impact of changes to the survey over time and comparisons of NTS data with data from other sources. The last extended report was the 2000 Technical Report. This combined 2003 and 2004 report is also an extended report.

As this report is a combined report, chapters sometimes cover different time periods. In summary, chapters 1 to 4, 6, as well as the appendices (including the questionnaire documentation), cover the 2003 and 2004 survey years. Chapter 5 gives details on key variables based on 2002/2003 data and chapter 8 gives standard errors based on 2002/03 data; the data in these chapters is consistent with the latest detailed NTS publication, 'Focus on Personal Travel: 2005 Edition', which was based on 2002/03 data. Chapter 7 compares NTS data with other sources for the survey years 2002 to 2004, although for some tables only data up to 2003 was available. Chapter 9 looks at progress in implementing the recommendations of the National Statistics Quality Review up until the current survey year (2005).

1.2 Uses of the NTS data

The NTS gathers information about several different aspects of travel including: purpose of travel, method of travel (walk, car, bus etc.), origin and destination of trips, time travelling and distance, as well as detailed information about individuals, vehicles and households.

DfT publishes the survey results. The findings and data are used by a variety of organisations including: Government departments (including DfT, HM Revenue and Customs, the Department for Trade and Industry, the Department for Education and Skills), the Transport Research Laboratory, the Highways Agency, Friends of the Earth, the Institute of Child Health, Help the Aged, Safe Routes to School, Transport 2000, the AA and RAC, university academics and students, transport consultants and local councils (as background information for their local transport plans). DfT deposit the NTS dataset at the UK Data Archive at the University of Essex. Figure 1-1 shows examples of the uses of NTS data.

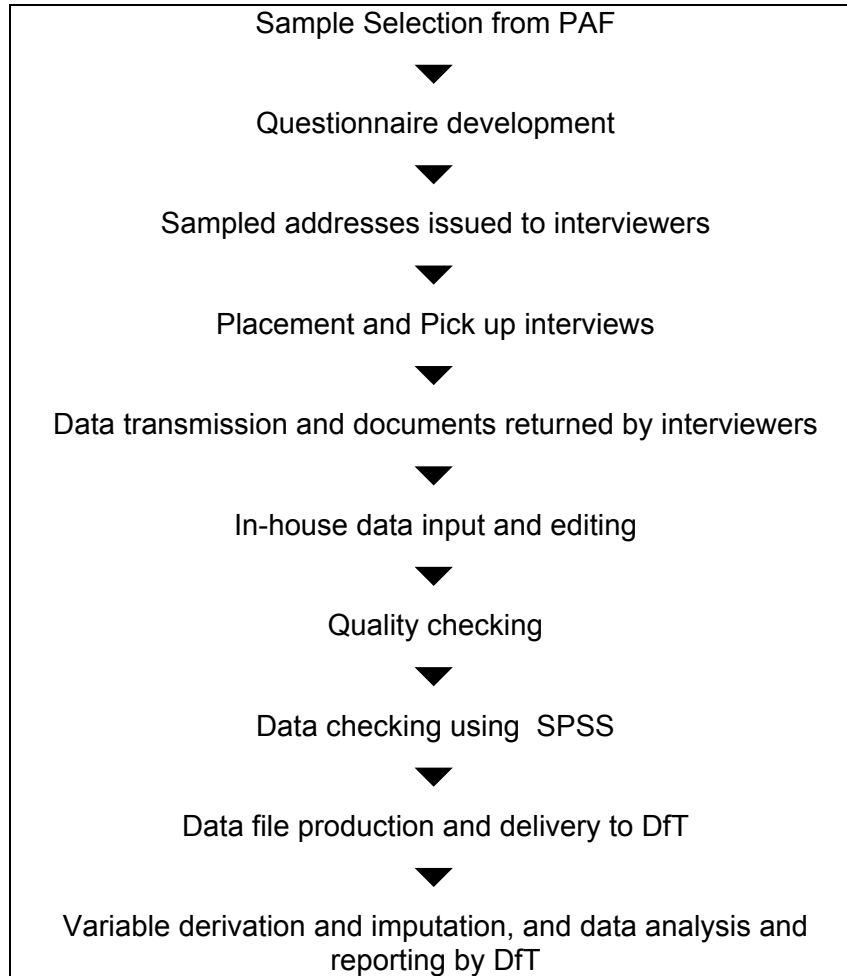
Figure 1-1 Examples of the uses of NTS data

NTS data has been used to:

- Build up a picture of changes in personal travel over time
- Examine travel among special groups in the population, such as children, elderly people, disabled people etc.
- Understand the circumstances in which people will tend to use cars rather than public transport (or vice versa)
- Understand how people travel to the shops or to school
- Demonstrate the relationship between increased driving licence holding and falling bus use among pensioners
- Identify the decline in the proportion of young people learning to drive
- Assess the take-up of OAP concessionary fares
- Understand how increased car ownership has led to increased driving among women
- Study the use of buses by school children and how this has changed
- Get guidance on the types of vehicle that cause the most pollution, by analysing fuel consumption and mileage levels
- Monitor accident rates amongst different types of road users
- Establish annual mileage for cars in order to advise on road and fuel tax
- Help to monitor journey speeds
- Examine car ownership levels and the accessibility of bus services in rural areas

1.3 Review of fieldwork sequence

The NTS uses two data collection methods: face to face interviewing using computer assisted personal interviewing (CAPI) and self-completion of a 7 day travel record. Figure 1-2 outlines the sequence of NTS tasks.

Figure 1-2 The sequence of NTS tasks

1.3.1 Sample selection

Both the 2003 and 2004 NTS were based on a random sample of 15,048 private households, drawn from the Postcode Address File (PAF). The sample was designed to ensure that the addresses for each quarter were representative of the total GB population (see Chapter 2).

1.3.2 The interview

Interviewers were instructed to begin fieldwork at the beginning of the quota month. Travel Week start dates were allocated within quota months, which ran from mid-month to mid-month. The field work procedure is outlined in figure 1-3 and began with the interviewer sending **advance letters** to the sampled addresses. These letters briefly explained the purpose of the NTS, and mentioned that an interviewer would contact them. It also stated that each respondent would receive a **£5 gift voucher** if all household members completed every section of the survey. From June 2004 onwards, a **book of six first-class stamps** was also included with the advance letter.

Interviewers followed up the advance letter by making **face-to-face contact** with the household to make arrangements for the placement interview. The **placement interview** generally took place before the Travel Week started. This interview was

conducted with all the household members and gathered information about the household, its individual members, household vehicles and long distance journeys that the household members had recently made. At the end of this interview the interviewer explained and placed the 7 day **travel diaries** with all household members.

If there was a gap of more than a few days between the placement interview and the start of the Travel Week, interviewers made a **reminder call** or sent a **reminder card** to the household to remind them that their Travel Week was about to start. This was followed by a **mid week check call** (either by telephone or face-to-face) during the Travel Week which checked on the household's progress in completing their diaries.

Within 6 days after the end of the Travel Week a **pick up interview** was conducted and the diaries were collected and checked. The pick up interview was used to complete any outstanding sections of the placement interview and to also check whether anything, such as a respondent's possession of various types of travel card, had changed since placement.

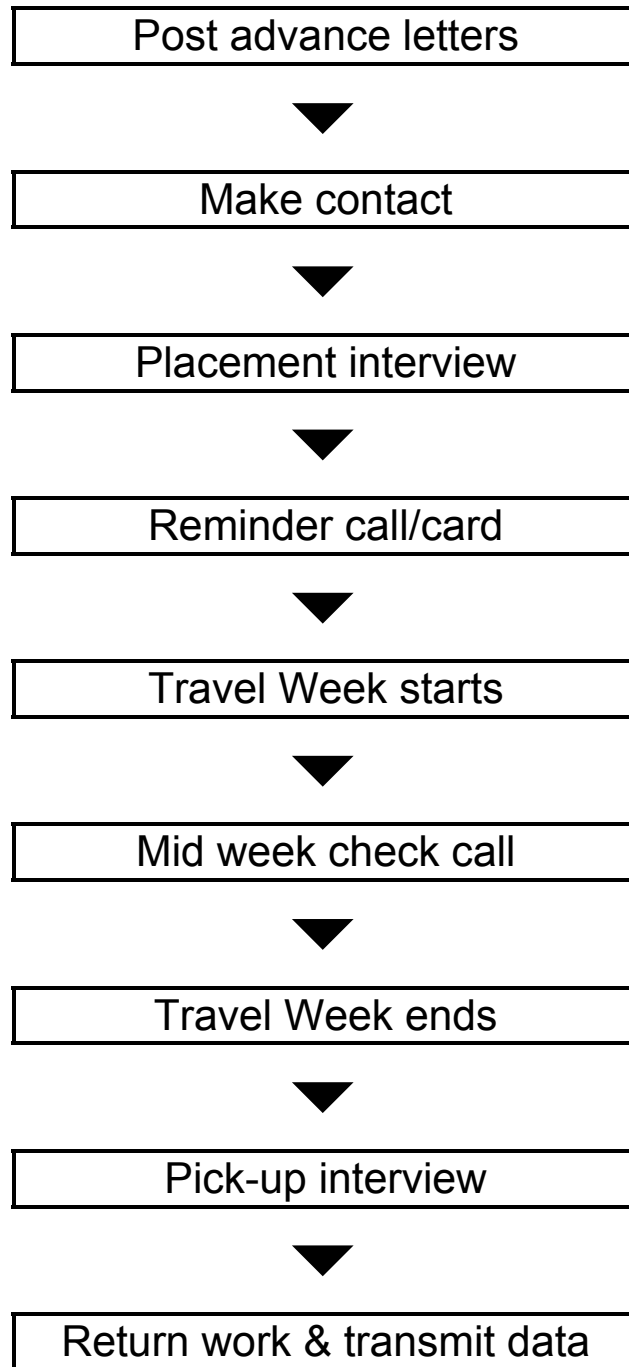
1.3.3 Data input and editing

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

Interviewers' progress was monitored on a weekly basis. The in-office deadline for fieldwork completion was approximately 8 weeks after the start of the first Travel Week for the quota month in question. For example, the cut off deadline for the January quotas was around 10th March. Quality checks were also made on selected interviewers on a rota basis and ten percent of addresses were back-checked¹.

¹ Back-checking involves contacting participating households by telephone to ensure that they were happy with the way that the interview was conducted.

Figure 1-3 NTS fieldwork procedures



1.3.4 Data file protection

The data were organised into nine record types and delivered to DfT. The nine record types consisted of households, individuals (two records), vehicles, long distance journeys made in the three weeks before the Travel Week (two records), days within the Travel Week, journeys made during the Travel Week, and the stages of these journeys. Lastly, NatCen provided DfT with PSU-level variables associated with each household - data which were not collected directly from households. See section 2.10 for a detailed description of PSU-level variables.

1.4 Response

Only households classed as 'fully co-operating'² are included in the response calculations. A national response rate of 60% was achieved in 2003 and in 2004. This is equivalent to an achieved sample rate (ASR) of 54% in 2003 and 53% in 2004. The ASR includes those households classified as ineligible in the denominator.

² See Section 3.11 for a definition of 'fully co-operating' and for full response details for both 2003 and 2004.

2 SAMPLE SELECTION

2.1 Sample size and structure

The samples for 2003 and 2004 were designed to provide a representative sample of households in Great Britain for each survey year. The annual issued sample size in both years was the same as 2002 at 15,048 addresses. This is over two and a half times the sample size for 2000 and 2001, and three times that for 1998 and 1999. The sample size was increased in 2002 to provide the degree of precision required by DfT with just one year's data. Previously, it had been necessary to combine three years' data for most analyses.

The NTS is based on a stratified two-stage random probability sample of private households in Great Britain. The sampling frame is the 'small user' Postcode Address File (PAF), a list of all addresses (delivery points) in the country which receive less than 25 items of mail per day. For practical reasons, the Scottish islands and the Isles of Scilly were excluded from the sampling frame. This excludes 2.2% of addresses in Scotland and 0.2% in Great Britain.

Each sample was drawn firstly by selecting the Primary Sampling Units (PSUs), and then by selecting addresses within PSUs. The sample design employs postcode sectors as PSUs. There were 684 PSUs in 2003 and 2004.

2.2 Quasi-panel design

Following a review of the NTS methodology³, it was decided that the NTS should introduce a quasi-panel design from 2002 onwards. According to this design, half the PSUs in a given year's sample are retained for the next year's sample and the other half are replaced. This has the effect of reducing the variance of estimates of year-on-year change. Hence 342 of the PSUs selected for the 2002 sample were retained for the 2003 sample, supplemented with 342 new PSUs. The PSUs carried over from the 2002 sample for inclusion in 2003 were excluded from the 2003 sample frame, so they could not appear twice in the sample. The dropped PSUs from 2002 were included in the sample frame. The same procedure of dropping PSUs was carried out to create the 2004 sample.

Whilst the same PSU sectors might appear in different survey years, no single addresses were allowed to be in more than one year. The PSUs which were carried over each year had different addresses selected to those selected in the same PSU in the previous year. Each year, NatCen provided the sampling company with a list of the addresses selected for the previous year's survey. These addresses were excluded from the sampling frame before either the 2003 or 2004 addresses were selected. This meant respondents to the previous year's survey in the PSUs which were carried over could not be contacted again.

³ Elliott, D. (2000) ONS Quality Review of the National Travel Survey: Some Aspects of Design and Estimation Methods.

2.3 Selection of sample points

A list of all postcode sectors in Great Britain was generated, excluding those in the Scottish Islands and the Isles of Scilly. Sectors carried over from each year were also excluded. Sectors south of the Caledonian Canal with less than 500 delivery points and sectors north of the Caledonian Canal with less than 250 delivery points were grouped with an adjacent sector. Grouped sectors were then treated as one PSU. On average each PSU contained about 2,900 delivery points.

This list of postcode sectors in Great Britain was stratified using a regional variable, car ownership and population density. This is done in order to increase the precision of the sample and to ensure that the different strata in the population are correctly represented. Random samples of PSUs were then selected within each stratum.

The regional strata for Great Britain are based on the NUTS2 areas, grouped in a few cases where single areas are too small. NUTS or Nomenclature of Units for Territorial Statistics is a European-wide geographical classification developed by the European Office for Statistics (Eurostat). NUTS2 roughly relates to counties or groups of counties in England, and groups of unitary authorities or council areas in Scotland and Wales. The 40 regional strata for the survey are shown in Figure 2-1.

Within each region, postcode sectors were listed in increasing order of the proportion of households with no car (according to the 1991 Census). Cut-off points were then drawn approximately one third and two thirds (in terms of delivery points) down the ordered list, to create three roughly equal-sized bands. Within each of the 120 bands thus created (40x3), sectors were listed in order of population density (people per hectare). 342 postcode sectors were then systematically selected with probability proportional to delivery point count⁴. Differential sampling fractions were used in Inner London, Outer London and the rest of Great Britain in order to oversample London (see section 2.4 for further details). These sectors were then added to the 342 sectors carried over from the previous year's survey to make the final sample of 684 sectors for each year.

⁴ after expansion by the Multiple Occupancy Indicator (MOI) in Scotland (see Section 2.7).

Figure 2-1 NTS regional stratification variable

| | England | GOR code |
|----|--|-----------------------------|
| 1 | Inner London – East | 7 Greater London |
| 2 | Inner London – West | 7 Greater London |
| 3 | Outer London – East and North East | 7 Greater London |
| 4 | Outer London – South | 7 Greater London |
| 5 | Outer London West and North West | 7 Greater London |
| 6 | Devon and Cornwall | 9 South West |
| 7 | North Somerset, North East Somerset, Bath, Somerset and Dorset | 9 South West |
| 8 | Bristol, South Gloucestershire, Gloucestershire and Wiltshire | 9 South West |
| 9 | Oxfordshire, Buckinghamshire and Berkshire | 8 South East |
| 10 | Hampshire and Isle of Wight | 8 South East |
| 11 | Kent | 8 South East |
| 12 | West Sussex and East Sussex | 8 South East |
| 13 | Surrey | 8 South East |
| 14 | Essex | 6 Eastern |
| 15 | Cambridgeshire, Suffolk and Norfolk | 6 Eastern |
| 16 | Hertfordshire and Bedfordshire | 6 Eastern |
| 17 | Leicestershire, Lincolnshire and Northamptonshire | 4 East Midlands |
| 18 | Warwickshire and Hereford & Worcester | 5 West Midlands |
| 19 | West Midlands | 5 West Midlands |
| 20 | Shropshire and Staffordshire | 5 West Midlands |
| 21 | Nottinghamshire and Derbyshire | 4 East Midlands |
| 22 | Cheshire | 2 North West and Merseyside |
| 23 | Merseyside | 2 North West and Merseyside |
| 24 | Greater Manchester | 2 North West and Merseyside |
| 25 | Lancashire and Cumbria | 2 North West and Merseyside |
| 26 | South Yorkshire | 3 Yorkshire and Humberside |
| 27 | West Yorkshire | 3 Yorkshire and Humberside |
| 28 | North Yorkshire and Humberside | 3 Yorkshire and Humberside |
| 29 | Cleveland, County Durham and Northumberland | 1 North East |
| 30 | Tyne & Wear | 1 North East |

Figure 2-1 NTS regional stratification variable (continued)

| Wales | | GOR code |
|-----------------|--|-----------------|
| 31 | Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, Wrexham, Powys, Ceredigion | 11 Wales |
| 32 | Carmarthenshire, Neath Port Talbot, Pembrokeshire, Swansea | 11 Wales |
| 33 | Blaenau Gwent, Caerphilly, Monmouthshire, Newport, Torfaen | 11 Wales |
| 34 | Bridgend, Cardiff, Merthyr Tydfil, Rhondda Cynon Taff, Vale of Glamorgan | 11 Wales |
| Scotland | | GOR code |
| 35 | Grampian, Highland, Argyll & Bute | 12 Scotland |
| 36 | Tayside, Fife and Central | 12 Scotland |
| 37 | Edinburgh, Lothians and Borders | 12 Scotland |
| 38 | Glasgow and Dunbartonshire | 12 Scotland |
| 39 | Lanarkshire, Renfrewshire and Inverclyde | 12 Scotland |
| 40 | Ayrshire and Dumfries & Galloway | 12 Scotland |

2.4 Oversampling of London

Each year London PSUs were oversampled in order to compensate for lower response rates. Response rates tend to be much lower in London compared with the rest of Great Britain, with rates being lowest in Inner London. The NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes in London and elsewhere which are proportional to their population. Estimates of response rates were made in order to oversample Inner and Outer London; 49% for Inner London, 58% for Outer London and 67% for the rest of Great Britain. These estimates were based on NTS response rates from 1995-2000 plus our own experience of achieving full household co-operation in these areas. Of the 684 sectors in the sample, 56 were in Outer London and 44 in Inner London. These figures were the same for both 2003 and 2004.

2.5 Selection of addresses

Within each selected sector, 22 addresses were sampled systematically, giving a sample of 15,048 addresses (684 postcodes x 22).

About 24.7 million delivery points were available for selection in Great Britain as a whole, with about three million delivery points in Greater London. Consequently the probability of an address in Great Britain being selected for the 2003 NTS was one in 1632; in Inner London this was one in 1221, and in Outer London one in 1458. In 2004, the probability of an address in Great Britain being selected was one in 1644; in Inner London this was one in 1237, and in Outer London one in 1465.

2.6 Allocation of PSUs

As travel patterns show a seasonal variation, equal numbers of PSUs were assigned to each quota month (57 PSUs per month). Furthermore, PSUs were allocated to quota months such that a nationally representative sample would be obtained for each quarter.

2.7 Selection of households at multi-household addresses

The term 'multi-household address' relates to an address with accommodation for more than one household. An example of this would be a house (no. 15) which has been split into two flats (15a and 15b) or there could be two families living as two separate households in one house.

In England and Wales multi-household addresses are not reliably identified on the PAF. On the whole these addresses will not be identified until the interviewer has visited the address. As a result these households will have had a lower chance of selection than others. While there are relatively few such addresses (one percent), they account for a larger proportion of households, and these households tend to be rather different to others (poorer, younger, and smaller), so consequent biases may not be entirely trivial. Special procedures are in place to minimise this bias; interviewers are instructed to include all households up to a maximum of three at each address. If there are more than three at any one address, interviewers use a selection grid on the Address Record Form to randomly select three of them. This limitation on the number of extra households leaves some residual bias that could be removed using corrective weighting. This will be done from 2006 when NTS data for 2005 and previous years will be published on a weighted basis.

In contrast to England and Wales, the 'multiple occupancy indicator' (MOI) on PAF reliably identifies the number of households there are at each address in Scotland. Consequently the sampling frame for Scotland was expanded by MOI to give these extra households the same chance of being selected as households at single occupancy addresses. Thus at multi-household addresses, interviewers randomly selected one household for interview.

2.8 Ineligible (deadwood) addresses

The following types of address were classified as ineligible in 2003 and 2004. (See also section 3.11 Outcome Coding):

Houses not yet built or under construction.

Demolished or derelict buildings or buildings where the address has "disappeared" when 2 addresses were combined into one.

Vacant/empty housing unit - housing units known not to contain any resident household on the date of the 1st contact attempt.

Non-residential address - an address occupied solely by a business, school, government office, other organisation, etc., with no resident persons

Residential accommodation not used as the main residence of any of the residents. This is likely to apply to second homes/seasonal/vacation/temporary residences. These were excluded to avoid double counting - the households occupying the address had a chance of selection at their permanent address.

Communal establishment/institution - an address at which 4 or more unrelated people sleep; while they may or may not eat communally, the establishment must be run or managed by the owner or a person (or persons) employed for this purpose.

Address is residential and occupied by a private household(s), but does not contain any household eligible for the survey - it is very rare for a residential household not to be eligible for NTS interview, exceptions include 'Household of foreign diplomat or foreign serviceman living on a base', addresses which are not the 'Main residence' of any of the residents and addresses where there are no residents aged 16 or over.

Address out of sample - cases where interviewers were directed not to approach a particular address. This is very rare and usually only occurs where an address should not have been listed on the original sampling frame.

2.9 PSU level variables

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

The 2003 and 2004 NTS included seventeen P-level variables (see Figure 2-2). A more detailed account of the derivation of PSU-level variables is given in Chapter 5.

Figure 2-2 Description of P-level variables

| Variable | Description |
|-----------------|--|
| P1 | PSU identification number |
| P2 | Region (Scotland, Wales and nine Government office regions in England) |
| P3 | Blank field, not used |
| P4 | Blank field, not used |
| P5 | Type of Area (urban/rural classification) constructed from a classification of urban areas derived by ONS and DfT from the 1991 Census of Population. |
| P6 | PSU Population Density derived from 1991 Census figures on the number of people living in private households per hectare |
| P7 | LA Population Density derived from 1991 Census figures on the number of people living in private households per hectare. |
| P8-14 | Concessionary fares This information is obtained by DfT via a questionnaire sent to all local authorities |
| P8 | Availability of concessionary bus fares for pensioners |
| P9 | Eligibility for concessionary bus fare schemes for pensioners |
| P10 | Type of concession bus fare schemes for pensioners |
| P11 | Membership fee for concessionary bus fare schemes for pensioners |
| P12 | Times available for concessionary bus fare schemes for pensioners |
| P13 | Geographical area covered by the concessionary bus fare schemes for pensioners |
| P14 | Modes additional to bus covered by concessionary bus fare schemes for pensioners |
| P15 | County of residence |
| P16 | Regional stratification prior to 2002 No longer in use |
| P17 | Regional stratification (from 2002) |
| P18 | County/ Unitary Authority codes |

3 FIELDWORK PROCEDURES AND RESPONSE RATE

3.1 Introduction

The NTS is a continuous survey with fieldwork taking place throughout the year. Respondents were interviewed face to face using Computer-Assisted Personal Interviewing (CAPI), and they recorded their travel details in a 7 day self-completion travel record.

Interviewers began fieldwork at the beginning of each month. The fieldwork involved making contact with households, conducting the placement interview, placing the travel diaries and conducting the pick up interview at the end of the Travel Week. Travel Week start dates were allocated within quota months, which ran from mid-month to mid-month. For example, the first Travel Week that interviewers could allocate for the June quota, started in mid-June. The CAPI data and NTS documents were returned to the NatCen operations department for in-house data input and editing.

The 2003 and 2004 CAPI questionnaires were designed and implemented using the software system Blaise 4. A single Blaise instrument was used for the household, individual, vehicle and administrative sections of the questionnaire. The Diary Entry System (DES) was written in Visual Basic. Selected CAPI variables were extracted and loaded into the NatCen field management system from where they were referenced by the DES. This provides contextual information from the CAPI interview for those people inputting and editing travel record data.

3.2 Interviewer briefings

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

3.3 Confidentiality

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

3.4 Questionnaire and document despatch to interviewers

Before the start of each quota month, the operations department transmitted the sampled addresses and latest version of the questionnaire to the interviewers by modem. The relevant NTS materials were despatched to the interviewers by post.

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

3.5 Contacting respondents

Interviewers were given **advance letters** to send to the selected addresses in advance of their first call (see Appendix D). A Welsh translation of the advance letter was used for addresses in Wales. The advance letter gave some general background to the survey and explained its importance, some of its uses, and how the household had been selected. It also stated that each respondent would receive a **£5 gift voucher** if the placement interview was complete and all household members had filled out a travel record. See section 3.12 for more details on the £5 incentive payment for respondents.

The letter included a space for interviewers to write in their name so that respondents knew who would be calling. The letters were sent in '**On Her Majesty's Service**' **envelopes** and also enclosed was an **NTS fridge magnet**. From June 2004 onwards, a **book of six first-class stamps** was also included with the advance letter as a gesture of goodwill to encourage respondents to take part.

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

A few days after the advance letters had been sent, interviewers made contact with respondents by personal visit, although telephone numbers were later made available for some households where it was found to be very difficult to make contact. Interviewers were required to make a minimum of 4 calls. These had to be at different times of day and on different days of the week. If there was still no contact, only then could an interviewer return a case as a 'non-contact'. However, in practice, interviewers made far more calls than this. The average number of calls made for each type of outcome is shown in Table 3-1.

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

Table 3-1 Mean number of calls, by outcome

| | 2003 | 2004 |
|------------------------|------|------|
| Fully co-operating | 6.1 | 6.0 |
| Partially co-operating | 6.8 | 6.8 |
| Non-contact | 8.5 | 8.2 |
| Refusal | 4.3 | 4.3 |
| Other unproductive | 4.4 | 4.3 |
| Unknown eligibility | 8.6 | 8.5 |
| Ineligible | 2.7 | 2.8 |
| Overall average | 5.5 | 5.4 |

3.6 Allocation of Travel Weeks

Each household had to be allocated a Travel Week during which they kept their travel record and entered details into the fuel and mileage chart. Travel Week start dates were allocated within quota months, which ran from mid-month to mid-month. The travel recording periods for each month are shown in the figure below.

Figure 3-1 NTS 2003 and 2004 quota month dates

| 2003 | | | 2004 | | |
|-----------|--------------|--------------|-----------|--------------|--------------|
| MONTH | From | To | MONTH | From | To |
| January | 12 January | 11 February | January | 12 January | 11 February |
| February | 12 February | 13 March | February | 12 February | 12 March |
| March | 14 March | 13 April | March | 13 March | 12 April |
| April | 14 April | 13 May | April | 13 April | 13 May |
| May | 14 May | 13 June | May | 14 May | 13 June |
| June | 14 June | 13 July | June | 14 June | 13 July |
| July | 14 July | 13 August | July | 14 July | 13 August |
| August | 14 August | 13 September | August | 14 August | 13 September |
| September | 14 September | 13 October | September | 14 September | 13 October |
| October | 14 October | 12 November | October | 14 October | 13 November |
| November | 13 November | 12 December | November | 14 November | 14 December |
| December | 13 December | 11 January | December | 15 December | 13 January |

It was important that the choice of Travel Week was not left to the discretion of the respondent or interviewer as this could lead to bias. To prevent bias, it was necessary to ensure that the Travel Weeks were evenly spread over the days of the week as well as the weeks of the quota month. The method for doing this was to give each interviewer a **Travel Week Allocation Card** (see Appendix L for an example) listing 22 Travel Week start dates for the month. These 22 dates were randomly selected from all the dates from mid-month to mid-month, thus giving each interviewer a slightly different set of 22 dates.

The interviewer had to allocate a start date to every address in their assignment, whether or not it was productive. They did this by allocating the first address at which they had a definite outcome (either a placement interview, deadwood, refusal or non-

contact) to the first date available on the list, the next address to the second date and so on. In exceptional circumstances where interviewers could not contact a household in time to allocate any of the original Travel Weeks (such as a household being away on holiday), interviewers were able to request additional Travel Weeks during the week after the original travel recording period (the '5th week'). The operations department controlled use of these additional dates.

3.7 The placement interview

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

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

It was not always possible to interview all household members in person and so proxy interviews were allowed for adults who were difficult to contact. The percentage who were interviewed face-to-face, by proxy and not interviewed in 2003 and 2004 is shown in Table 3.2. Interviewers were instructed to interview those under 11 by proxy, which is why most interviews with children were proxy interviews. In both years 67% of interviews with children aged under 11 were by proxy.

Table 3-2 Method of individual interview at placement in 2003 and 2004

| 2003 | Aged <16 | Aged 16+ | Total |
|---------------------------|--------------------|-----------------|---------------|
| | % | % | % |
| Face-to-face | 37 | 80 | 71 |
| Proxy | 62 | 19 | 29 |
| Not interviewed | 0.6 | 0.4 | 0.4 |
| <i>Base (individuals)</i> | <i>4,751</i> | <i>17,465</i> | <i>22,216</i> |
| 2004 | Aged <16 | Aged 16+ | Total |
| | % | % | % |
| Face-to-face | 37 | 79 | 70 |
| Proxy | 63 | 21 | 30 |
| Not interviewed | 0.1 | 0.3 | 0.2 |
| <i>Base (individuals)</i> | <i>4,701</i> | <i>16,992</i> | <i>21,693</i> |

In the majority of cases, the placement interview took place before the start of the Travel Week. Tables 3-3 and 3-4 show the gap between the placement interview and the start of the Travel Week in 2003 and 2004 (see Section 3.11 for a definition of full and partial response). In eight out of ten households, the placement interview was started and travel records placed before the Travel Week started. A further 8 percent in 2003 and 9 percent in 2004 were started on the first day of the Travel Week and four percent in 2003 and five percent in 2004 on the second day. Very few placement interviews were started after this time.

Table 3-3 Timing of the placement interview in relation to the Travel Week in 2003

| | Full Response | Partial Response | Total |
|--|----------------------|-------------------------|--------------|
| Placement interview was... | % | % | % |
| ... 8 or more days before start of Travel Week | 31 | 30 | 31 |
| ... 1-7 days before start of Travel Week | 52 | 51 | 52 |
| ... on day 1 of Travel Week | 8 | 9 | 8 |
| ... on day 2 of Travel Week | 4 | 4 | 4 |
| ... on day 3 of Travel Week | 2 | 3 | 2 |
| ... on day 4 of Travel Week | 1 | 0.8 | 1 |
| ... on day 5 of Travel Week | 0.5 | 0.5 | 0.5 |
| ... on day 6 of Travel Week | 0.4 | 0.5 | 0.4 |
| ... on day 7 of Travel Week | 0.3 | 0.2 | 0.3 |
| ... after end of Travel Week | 1 | 1.3 | 1 |
| <i>Base (households)</i> | <i>8258</i> | <i>1001</i> | <i>9259</i> |

Table 3-4 Timing of the placement interview in relation to the Travel Week in 2004

| | Full Response | Partial Response | Total |
|--|------------------|---------------------|-------|
| Placement interview was... | % | % | % |
| ... 8 or more days before start of Travel Week | 25 | 27 | 25 |
| ... 1-7 days before start of Travel Week | 54 | 45 | 53 |
| ... on day 1 of Travel Week | 9 | 8 | 9 |
| ... on day 2 of Travel Week | 5 | 5 | 5 |
| ... on day 3 of Travel Week | 2 | 4 | 3 |
| ... on day 4 of Travel Week | 2 | 2 | 2 |
| ... on day 5 of Travel Week | 1 | 1 | 1 |
| ... on day 6 of Travel Week | 0.6 | 2 | 0.7 |
| ... on day 7 of Travel Week | 0.5 | 1 | 0.6 |
| ... after end of Travel Week | 2 | 5 | 2 |
| <i>Base (households)</i> | 8122 | 900 | 9022 |

3.7.1 The 2003 and 2004 NTS questionnaires

The topics covered by each section of the placement interview are shown in Figure 3.2.

Figure 3-2 Placement interview topics, 2003 and 2004

| HOUSEHOLD | INDIVIDUAL | VEHICLE |
|--|---|------------------|
| Household grid | Disability | Registration no. |
| Accommodation | Walk of 20 minutes or more | Vehicle details |
| Tenure | Use of bicycles | Parking |
| Length of residence | Driving licences | Company cars |
| Reasons for moving | Economic activity | Mileage |
| Distances to amenities | Transport barriers to employment | |
| Deliveries | Transport-related benefits | |
| Shopping | Income | |
| Children's travel | Place of work | |
| Transport opinions | Home working | |
| Household vehicles | Difficulties travelling to work | |
| | Difficulties with shopping and other journeys | |
| Satisfaction with local bus services (new in 2004) | Season tickets | |
| | Long distance journeys | |

No new questions were introduced in 2003, although a change was made to the way long distance journeys were recorded in the CAPI. This change made it easier for interviewers to record return journeys so that rather than having to record all the details of the return journey the interviewer could just record that the journey was the return journey of a previous one and the details were then calculated by the CAPI.

In 2004, there were some minor additions to the questionnaire. A new set of questions on the planning of journeys by both private and public transport were introduced, which were intended to collect data about the use of Transport Direct. A question on satisfaction with local bus services, which was dropped in 2001, was reinstated in 2004. Also in 2004, an open question was added to the end of the placement interview so that the interviewer could record any general comments about travel that the respondent wanted to make.

From 2002, some questions were designated to be 'rotated', so that they would be asked every other year. For 2003 and 2004, these rotated questions are listed in Figure 3.3. Questions that were completely deleted are listed in Appendix E.

Figure 3-3 Rotated questions, 2003 and 2004

| Module B (2003 & 2005) | Module A (2002 & 2004) |
|---|---|
| Time to walk/bus to shop selling groceries Time to walk/bus to nearest shopping centre Time to walk/bus to post office | Time to walk/bus to shop selling groceries Time to walk/bus to doctors Time to walk/bus to chemist Time to walk/bus to nearest general hospital |
| Frequency of use of ordinary buses Frequency of use of express bus/coach Frequency of use of surface rail trains Frequency of use of taxi/minicab Frequency of use of air flight within GB Frequency of use of bicycle | Rating of reliability of local buses Rating of frequency of local buses Rating of reliability of local trains Rating of frequency of local trains Availability of combined bus and rail tickets Rating of pavement conditions Rating of cycle lane provision |
| | Has vehicle been driven outside GB in last 12 months Estimated mileage on last trip outside GB Purpose of trip outside GB Has vehicle been driven in Northern Ireland in last 12 months Estimated mileage on last trip in Northern Ireland Purpose of trip in Northern Ireland |

Harmonised questions

A number of harmonised questions are used in the NTS to allow users of the data to compare NTS data with those from other social surveys. These questions are documented in Figure 3-4. In 2004, a new harmonised question was added to gather information on how long someone had been looking for a job if they were currently out of work and looking for a job (HowLong).

Figure 3-4 HARMONISED QUESTIONS USED IN THE 2003 AND 2004 NTS

| Harmonised question | NTS question name | Year introduced |
|-----------------------------------|-------------------|-----------------|
| Sex | Sex | 1998 |
| Age | Agelf | 1998 |
| Date of birth | Birth | 2000 |
| Marital status | MarStat | 1999 |
| Living arrangements | LiveWith | 1999 |
| Ownership of accommodation | Hhldr | 2002 |
| Joint Ownership | HiHNum | 2002 |
| Ethnic Group | EthGroup | 2001 |
| Length of residence | HLong | 1998 |
| Relationship to head of household | RelHoH | 1998 |
| Accommodation type | Accom | 2000 |
| House type | HseTyp | 2000 |
| Flat type | FltTyp | 2000 |
| Other accommodation | AccOth | 2000 |
| Housing tenure | Tenl | 1998 |
| Car ownership | UseVcl | 1998 |
| Vehicle type | TypeVcl | 1998 |
| Company car | PrivVcl | 1998 |
| In employment | Wrking | 1998 |
| Training scheme | SchemeET | 1998 |
| Away from work | JbAway | 1998 |
| Own business | OwnBus | 1998 |
| Relative business | RelBus | 1998 |
| Looking for work | Looked | 1998 |
| Starting work | StartJ | 1998 |
| Inactive | YinAct | 1998 |
| Industry | IndD | 1998 |
| Job title | OccT | 1998 |
| Job description | OccD | 1998 |
| Job status | Stat | 1998 |
| Paid employment | EverWk | 1998 |
| Date of leaving last job | DtJbl | 1998 |
| Supervising employees | SVise | 2001 |
| Supervision responsibilities | SViseDesc | 2001 |
| Organisation size | EmpNo | 1998 |
| Self-employed | Solo | 1998 |
| Number of employees | SENo | 1998 |
| Full or part time work | FtPtWk | 1998 |
| Long-term unemployed | HowLong | 2004 |

Fully documented versions of the questionnaires used in the 2003 and 2004 NTS can be found in Appendix A. These show the routing and content of each questionnaire. The documentation of the 2003 and 2004 questionnaire includes not only the household, individual and vehicle sections, but also the administration block completed by all interviewers, as well as the diary entry system.

3.7.2 Placing the travel record and other documents

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

- the **seven day travel record** (Appendix G),
- the **long distance journey record** (Appendix I),
- and the **fuel and mileage chart** (Appendix J).

The seven day travel record

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

Each trip was recorded, and the respondent provided details of origin and destination, purpose, mode, distance travelled, cost, time, vehicles used, tickets used and number in the party for each journey. In addition the adult version of the travel record asked drivers to detail where they parked their vehicle as well as associated parking costs. From 2003 a new field was added to the travel record to collect information on whether drivers paid a congestion charge for each car journey. On day 7, the child travel record asked whether the respondent spent any time in the street (e.g. playing, talking with friends etc.). See Figure 3-5 for more substantive details on the content of the travel diaries in both 2003 and 2004.

Interviewers explained to respondents in detail how to complete the travel record. They generally did this by entering the details of some typical journeys made by the respondent in the blank example pages provided, often using the respondent's previous day's journeys. Some interviewers used the **NTS definitions manual** to help describe the level and type of details required.⁵

Simplified pocket size diaries or **memory joggers** (see Appendix H), into which respondents could briefly note down their journeys, were placed with respondents if the interviewer felt they would be helpful. Everyone received an **NTS pen** to aid travel record and other NTS document completion.

⁵ All survey definitions are given in the NTS definitions manual, copies of which are available on request.

Figure 3-5 Seven Day Travel Diaries

| Adult Diary (respondents aged 16 and over (blue)) | Young Person's Diary (green) |
|---|--|
| Day 1-6 | Day 1-6 |
| Purpose of journey | Purpose of journey |
| Time Left | Time Left |
| Time Arrived | Time Arrived |
| Origin - Where the journey started (From Village/ Town/ Local Area) | Where the journey started (From Village/ Town/ Local Area) |
| Destination - Where the journey ended (To Village/ Town/ Local Area) | Where the journey ended (To Village/ Town/ Local Area) |
| Method of Travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included) | Method of Travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included) |
| Distance (yards or metres/ miles) | Distance (yards or metres/ miles) |
| Number in party | Number in party (split into adults and children) |
| Time travelling (in minutes) | Time travelling (in minutes) |
| Ticket Type (Single/ return/ travel card etc.) | Ticket Type (Single/ return/ travel card etc.) |
| Cost | Cost |
| Number of boardings (the number of trains/ buses etc. used to reach journey destination) | Number of boardings (the number of trains/ buses etc. used to reach journey destination) |
| Which car/ motorcycle etc. used (only if journey was made not by public transport, but by car/ motorcycle etc.) | Which car/ motorcycle etc. used (if journey was made not by public transport, but by car/ motorcycle etc.) |
| Driver or Passenger? (whether they were a front, or rear passenger) (only if journey was made not by public transport, but by car/ motorcycle etc.) | Passenger (whether they were a front, or rear passenger) |
| Drivers only : where they parked and the cost | |
| Drivers only: Road/ Congestion charges paid (introduced in 2003) | |
| | |
| Day 7 additional information requested | Day 7 additional information requested |
| Postal address details for both the origin and destination of journeys | Postal address details for both the origin and destination of journeys |
| All walks over 50 yards (including those less than one mile, or twenty minutes in length) | All walks over 50 yards (including those less than one mile, or twenty minutes in length) |
| | Any time spent in the street not classified as a journey (e.g. playing with friends, skateboarding, riding bikes etc.) |

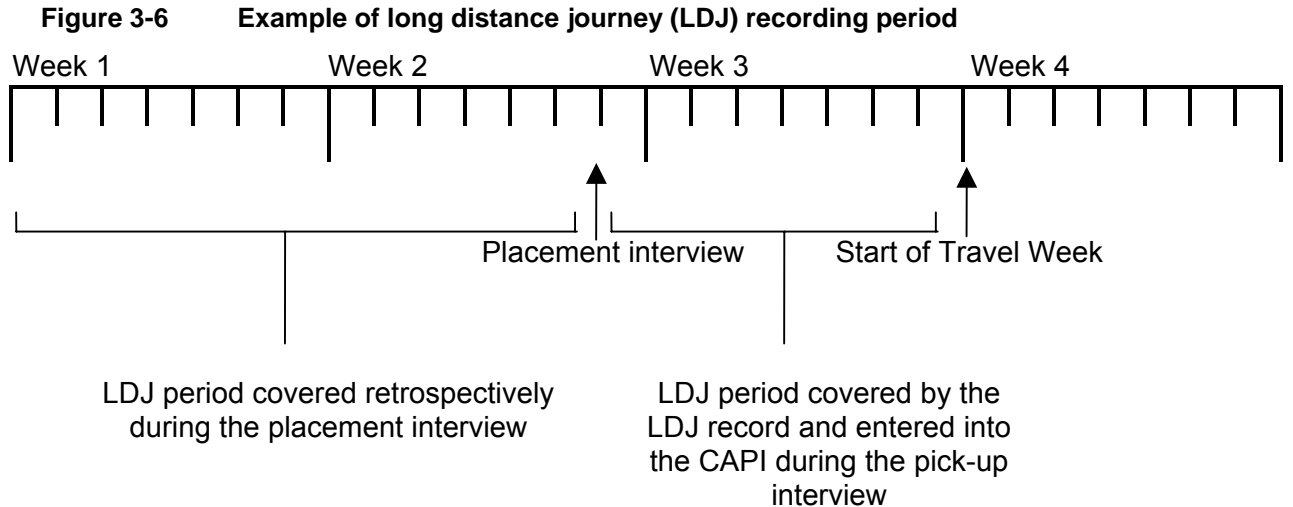
The long distance journey record

The NTS also collects details about any long distance journeys, defined as trips of 50 miles or more made within Great Britain, which a respondent makes over a four week period. A four week period is used to allow for enough journeys to be available for data analysis.

The four week period was determined by the date of the designated Travel Week for a household, with the last day of the four week period being the last day of the Travel Week (i.e. the four week period is the Travel Week plus the three weeks before it).

During the placement interview, any long distance journeys that occurred between the start of the 4 week period and the day of the interview were recorded retrospectively. If there was a gap remaining between the placement interview and the start of the Travel Week, the interviewer gave respondents the long distance

journey record. Long distance journeys during this period were then asked about during the pick-up interview. Long Distance Journeys that took place during the Travel Week were covered in the travel record. In total, a maximum of 40 long distance journeys could be recorded. See Figure 3.6 for an example of how the four week period works and Appendix I for a copy of the LDJ record.



The fuel and mileage chart

In addition to the diaries and long distance journey record, a fuel and mileage chart was placed at the end of the placement interview for each household vehicle. The driver was encouraged to keep this chart in their vehicle. The chart required the driver to record the fuel gauge and milometer readings at the start and end of the Travel Week. The amount and cost of fuel put into the vehicle during the Travel Week was also recorded. See Appendix J for a copy of the Fuel and Mileage chart.

3.7.3 Length of the placement call

The average length of the placement call (that is, the placement interview plus the time taken to place and explain the various documents) was 52.2 minutes in 2003 and 53.0 minutes in 2004. In both years the time it takes to do a placement interview varied according to household size, being almost twice as long for the largest households as for a one-person household (see Tables 3-5 and 3-6 below).

Table 3-5 Mean length of placement call (mins) by household size in 2003

| Number of people | Mean length | Base |
|------------------|-------------|-------|
| 1 | 38 | 2,419 |
| 2 | 52 | 3,057 |
| 3 | 60 | 1,264 |
| 4 | 63 | 1,160 |
| 5 | 68 | 376 |
| 6 | 70 | 117 |
| 7 | (79) | 27 |
| 8 | (86) | 9 |
| 9 | (90) | 4 |
| 10 | (87) | 4 |

Table 3-6 Mean length of placement call (mins) by household size in 2004

| Number of people | Mean length | Base |
|------------------|-------------|-------|
| 1 | 39 | 2,232 |
| 2 | 54 | 2,962 |
| 3 | 59 | 1,209 |
| 4 | 64 | 1,071 |
| 5 | 67 | 399 |
| 6 | 68 | 116 |
| 7 | (84) | 29 |
| 8 | (84) | 6 |
| 9 | (90) | 4 |
| 10 | (69) | 3 |

3.8 The reminder call

Once the travel record had been placed, the next stage was to remind the household to start recording their journeys on the date allocated to them. Interviewers did this either by sending a **reminder card**, or by making a **reminder phone call** one or two days before the start of the Travel Week. See Table 3-7 for details of reminder calls and the sending of reminder cards in 2003 and 2004.

Table 3-7 Proportion of productive households where a reminder was conducted

| 2003 | Fully co-operating | Partially co-operating | Total |
|--------------------------------|---------------------------|-------------------------------|--------------|
| | % | % | % |
| Reminder phone call | 41 | 31 | 40 |
| Reminder card sent | 13 | 9 | 13 |
| No reminder card or phone call | 46 | 60 | 47 |
| <i>Base (households)</i> | <i>8,255</i> | <i>1,000</i> | <i>9,255</i> |
| 2004 | Fully co-operating | Partially co-operating | Total |
| | % | % | % |
| Reminder phone call | 38 | 27 | 37 |
| Reminder card sent | 10 | 10 | 10 |
| No reminder card or phone call | 52 | 63 | 53 |
| <i>Base (households)</i> | <i>8,118</i> | <i>900</i> | <i>9,018</i> |

Reminder phone calls were generally short, lasting 3.4 minutes on average in both 2003 and 2004. Interviewers were instructed to make the call when they were particularly concerned about the household's commitment to filling in their travel diaries, or when there was a gap of several days between the placement call and the Travel Week.

3.9 The mid-week check call

Interviewers also had the option of conducting a call half-way through the Travel Week, in order to encourage and help respondents with any difficulties they might be having filling out their travel diaries. This could be either a phone call or a personal visit, and was at the interviewer's discretion, although they were strongly encouraged to conduct a face-to-face check for elderly participants. The proportion and type of mid-week checking calls conducted are shown in Table 3-8 below.

Table 3-8 Proportion of productive households where a mid-week check conducted

| 2003 | Fully co-operating | Partially co-operating | Total |
|------------------------------------|---------------------------|-------------------------------|--------------|
| | % | % | % |
| Mid week check conducted by phone | 38 | 24 | 37 |
| Mid week check conducted in person | 22 | 14 | 21 |
| No mid week check | 40 | 63 | 42 |
| <i>Base (households)</i> | 8,256 | 1,000 | 9,256 |
| 2004 | Fully co-operating | Partially co-operating | Total |
| | % | % | % |
| Mid week check conducted by phone | 37 | 23 | 36 |
| Mid week check conducted in person | 22 | 13 | 21 |
| No mid week check | 41 | 64 | 43 |
| <i>Base (households)</i> | 8,117 | 900 | 9,017 |

As shown above, in both 2003 and 2004, the majority of fully productive households received a mid-week check, either by phone or face-to-face. Partially co-operating households were less likely to receive one; this is likely to be because interviewers would not conduct a check for those who refused the travel record directly after the placement interview. The mid-week check call lasted 5.4 minutes on average in 2003 and 5.0 minutes in 2004.

3.10 The Pick-up call

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

Figure 3-7 Pick-up interview topics

| HOUSEHOLD | INDIVIDUAL | VEHICLE |
|--|---|--------------------|
| New vehicles acquired since placement | New driving licences acquired since placement | Fuel gauge details |
| Disposal of vehicles recorded at placement | New season tickets acquired since placement | Mileage details |
| | Long distance journeys between placement and the start of the Travel Week | |

At pick-up, both the Fuel and Mileage chart and the Long Distance Journey records were collected, checked, and the details transferred into the CAPI questionnaire either during the interview or later on by the interviewer at home.

If all household members had completed a travel record and the placement questionnaire was complete, the household was also issued with a **promissory note**

which informed them of the number of **£5 gift vouchers** they would receive. These vouchers would then be sent to them by the operations department.

The pick-up interview could be done either on the laptop, or using a paper questionnaire which was transferred into the Blaise questionnaire by the interviewer afterwards or by the operations team when paperwork was returned to the office.⁶

On average, the pick-up call (including the interview and checking the travel records) lasted 22.4 minutes in 2003 and 22.3 minutes in 2004. This call was made within six days of the end of the Travel Week.

3.11 Outcome coding

Interviewers were required to assign an outcome code to every address in their assignment. The range of possible outcomes is shown in Figure 3.8.

The fully and partially co-operating codes (11-13 and 21-23) were automatically computed by the CAPI questionnaire. For a household to be classed as fully co-operating, the placement interview had to be fully completed and filled in travel diaries had to be collected for all household members. To be classed as fully completed, the placement interview needed the household section, all individual interviews (whether in person or by proxy), and at least one vehicle section (if applicable) to be completed.

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

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

⁶ The paper version of the pick-up questionnaire was introduced in 2002 to enable interviewers do the pick-up interview on the doorstep where respondents were unwilling to let them into the property again.

Figure 3-8 NTS outcome codes

| Outcome | Code |
|---|-------------|
| FULLY CO-OPERATING | |
| Fully productive: All desired respondent(s) in person | 11 |
| Fully productive: Partly by desired respondent(s), partly by proxy | 12 |
| Fully productive: By proxy | 13 |
| PARTIALLY CO-OPERATING | |
| Partial productive: Desired respondent(s) | 21 |
| Partial productive: Partly by desired respondent(s), partly by proxy | 22 |
| Partial productive: By proxy | 23 |
| NON-CONTACT | |
| No contact with anyone at address | 31 |
| MULTI-HOUSEHOLDS ONLY: Contact made at address, but not with member of selected household | 32 |
| Contact made at selected household but not with any responsible member | 33 |
| REFUSAL | |
| Office refusal | 41 |
| MULTI-HOUSEHOLDS ONLY: information refused before selection of households complete (i.e. no of h'holds) | 42 |
| Refusal at introduction/before interview | 43 |
| Refusal during interview | 44 |
| Broken appointment – no recontact | 45 |
| OTHER UNPRODUCTIVE | |
| Illness at home during survey period | 51 |
| Absence from home/in hospital all survey period | 52 |
| Physical or mental incapacity | 53 |
| Language difficulties | 54 |
| OFFICE APPROVAL ONLY - Lost productive | 55 |
| OFFICE APPROVAL ONLY - Other unproductive | 56 |
| UNKOWN ELIGIBILTY | |
| OFFICE APPROVAL ONLY - Not attempted | 61 |
| OFFICE APPROVAL ONLY – Inaccessible | 62 |
| OFFICE APPROVAL ONLY - Unable to locate address | 63 |
| Unknown whether address contains residential housing | 64 |
| Residential address – unknown whether occupied by eligible household | 65 |
| Other unknown eligibility | 67 |
| INELIGIBLE/DEADWOOD | |
| OFFICE APPROVAL ONLY - Unable to locate/address doesn't exist | 70 |
| Not yet built/under construction | 71 |
| Demolished/derelict | 72 |
| Vacant/empty | 73 |
| Non-residential address e.g. business, school, office factory etc. | 74 |
| Address occupied, no resident household e.g. holiday or weekend home | 75 |
| Communal Establishment/Institution (no private dwellings) | 76 |
| Residential, but no eligible respondent (e.g. no-one aged 16 and over) | 77 |
| OFFICE USE ONLY - Address out of sample | 78 |
| Other ineligible | 79 |

3.12 The £5 gift voucher incentive

In 2002 an experiment to test the effect of offering incentives to NTS sample members was conducted from the beginning of the July 2002 quota until the end of the December 2002 quota (see section 3.12 in the 2002 NTS Technical report, and Stratford et al. 2003). This experiment found that offering an incentive did significantly increase the likelihood of gaining full household co-operation. At the end of 2002, it was decided that the incentive payment would be offered as a part of the NTS survey for 2003 onwards

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

3.13 Response rates

The tables below show the national response rates for 2003 and 2004, as well as the Inner and Outer London and National (excluding London) response rates for the same periods. The overall response rate in 2003 was 60% but this was lower in Inner (46%) and Outer London (51%), and higher in the rest of the country (62%). In 2004, the overall response rate was also 60% and was lower in Inner (43%) and Outer London (49%), and higher in the rest of the country (62%).

Table 3-9 NTS National response rates in 2003

| | Achieved Sample Rate | | Standard Response Rate |
|--|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 15048 | | |
| Additional households | 147 | | |
| Total dealt with | 15195 | 100 | |
| Ineligible/deadwood | 1412 | 9 | |
| Unknown eligibility | 201 | 1 | |
| Eligible households ⁷ | 13765 | | 100 |
| Fully co-operating | 8259 | 54 | 60 |
| Partially co-operating | 1000 | 7 | 7 |
| Refusal to co-operate and other unproductive | 3780 | 25 | 29 |
| Non-contact | 543 | 4 | 4 |

⁷ The number of eligible households is estimated by assuming that the proportion eligible among those of 'unknown eligibility' is the same as the proportion known to be eligible among the rest of the sample.

Table 3-10 NTS Inner London response rates in 2003

| | Achieved Sample Rate | | Standard Response Rate |
|---|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 968 | | |
| Additional households | 76 | | |
| Total dealt with | 1044 | 100 | |
| Ineligible/deadwood | 181 | 17 | |
| Unknown eligibility | 15 | 1 | |
| Eligible households | 862 | | 100 |
| Fully co-operating | 396 | 38 | 46 |
| Partially co-operating | 84 | 8 | 10 |
| Refusal to co-operate and other unproductive | 276 | 26 | 33 |
| Non-contact | 92 | 9 | 11 |

Table 3-11 NTS Outer London response rates in 2003

| | Achieved Sample Rate | | Standard Response Rate |
|---|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 1232 | | |
| Additional households | 21 | | |
| Total dealt with | 1253 | 100 | |
| Ineligible/deadwood | 99 | 8 | |
| Unknown eligibility | 16 | 1 | |
| Eligible households | 1153 | | 100 |
| Fully co-operating | 585 | 47 | 51 |
| Partially co-operating | 111 | 9 | 10 |
| Refusal to co-operate and other unproductive | 381 | 30 | 34 |
| Non-contact | 61 | 5 | 5 |

Table 3-12 NTS National excluding London response rates in 2003

| | Achieved Sample Rate | | Standard Response Rate |
|---|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 12848 | | |
| Additional households | 50 | | |
| Total dealt with | 12898 | 100 | |
| Ineligible/deadwood | 1132 | 9 | |
| Unknown eligibility | 170 | 1 | |
| Eligible households | 11750 | | 100 |
| Fully co-operating | 7278 | 56 | 62 |
| Partially co-operating | 805 | 6 | 7 |
| Refusal to co-operate and other unproductive | 3123 | 24 | 28 |
| Non-contact | 390 | 3 | 3 |

Table 3-13 NTS National response rates in 2004

| | Achieved Sample Rate | | Standard Response Rate |
|---|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 15048 | | |
| Additional households | 170 | | |
| Total dealt with | 15218 | 100 | |
| Ineligible/deadwood | 1585 | 10 | |
| Unknown eligibility | 243 | 2 | |
| Eligible households | 13611 | | 100 |
| Fully co-operating | 8124 | 53 | 60 |
| Partially co-operating | 898 | 6 | 7 |
| Refusal to co-operate and other unproductive | 3872 | 25 | 30 |
| Non-contact | 496 | 3 | 4 |

Table 3-14 NTS Inner London response rates in 2004

| | Achieved Sample Rate | | Standard Response Rate |
|---|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 968 | | |
| Additional households | 111 | | |
| Total dealt with | 1079 | 100 | |
| Ineligible/deadwood | 191 | 18 | |
| Unknown eligibility | 36 | 3 | |
| Eligible households | 885 | | 100 |
| Fully co-operating | 378 | 35 | 43 |
| Partially co-operating | 92 | 9 | 10 |
| Refusal to co-operate and other unproductive | 287 | 27 | 35 |
| Non-contact | 95 | 9 | 12 |

Table 3-15 NTS Outer London response rates in 2004

| | Achieved Sample Rate | | Standard Response Rate |
|---|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 1232 | | |
| Additional households | 22 | | |
| Total dealt with | 1254 | 100 | |
| Ineligible/deadwood | 155 | 12 | |
| Unknown eligibility | 18 | 1 | |
| Eligible households | 1097 | | 100 |
| Fully co-operating | 541 | 43 | 49 |
| Partially co-operating | 93 | 7 | 8 |
| Refusal to co-operate and other unproductive | 396 | 32 | 37 |
| Non-contact | 51 | 4 | 5 |

Table 3-16 NTS National excluding London response rates in 2004

| | Achieved Sample Rate | | Standard Response Rate |
|--|----------------------|-----------|------------------------|
| | Number | % | % |
| Set sample | 12848 | | |
| Additional households | 37 | | |
| Total dealt with | 12885 | 100 | |
| Ineligible/deadwood | 1239 | 10 | |
| Unknown eligibility | 189 | 1 | |
| Eligible households | 11629 | | 100 |
| Fully co-operating | 7205 | 56 | 62 |
| Partially co-operating | 713 | 6 | 6 |
| Refusal to co-operate and other unproductive | 3189 | 25 | 29 |
| Non-contact | 350 | 3 | 3 |

As mentioned in section 2.4, the NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes that reflect the regional distribution without the need for corrective weighting. The degree of oversampling in both 2003 and 2004, was based on estimates of differences in response rates between Inner London, Outer London and the rest of Great Britain and on mid-1998 population estimates.

Despite oversampling, Inner and Outer London are still slightly under-represented (see Table 3-17). This will be corrected from 2006 when NTS data for 2005 and previous years will be published on a weighted basis.

Table 3-17 Regional distribution of the 2003 and 2004 NTS compared with mid 2003 population estimates

| | Inner London (%) | Outer London (%) | Rest of GB (%) | Whole of GB (%) |
|-------------------------------|------------------|------------------|----------------|-----------------|
| 2003 Achieved Sample | 4.7 | 7.5 | 87.8 | 100 |
| 2004 Achieved sample | 4.5 | 7.3 | 88.2 | 100 |
| Mid 2003 population estimates | 5.0 | 7.7 | 87.2 | 100 |

3.14 The non-response survey

Non-response may bias the results of the NTS. For example, if those who do not respond to the survey are busier and do considerably more travel than those who do respond, then the amount of personal travel may be under-represented in the NTS results.

To investigate this possibility, non-response information was collected using a non-response form to provide data on whether the characteristics of non-respondents differed to those of participants. This form gathered information about the demographic characteristics and travel behaviour of household members.

Interviewers were instructed to ask Non-Response Form (NRF) questions once it became apparent that an interview was not going to be achieved at that visit to the address. These questions were located at the back of the Address Record Form (see Appendix K). This meant that non-response data was available for broken appointments and for households that refused to participate. In both 2003 and 2004 a NRF was completed on the doorstep at 31 percent of refusing households.

In 2003 and for the majority of 2004, self-completion postal NRFs were left at non-contact addresses, and respondents posted these back to NatCen. In late 2004, the procedure for dealing with these postal NRFs changed, with interviewers informing the operations department about a non-contact address on the Address record form, who subsequently sent out a form to the address. Response to the postal NRFs was low in both years and despite postal reminders only 23 percent of non-contacts returned an NRF in 2003 and 24 percent in 2004.

In addition, translations of the postal NRF were made into the four most common Asian languages (Gujarati, Punjabi, Urdu, and Bengali) and these were posted to households which had been unable to take part in the main survey due to inadequate English or the lack of availability of a household member able to translate or aid the interviewer.

Further data were collected on non-responding households via an interviewer-completed observation form which also formed part of the ARF. This was completed at 89 percent of non-productive addresses in 2003 and 93 percent in 2004.

Weighting the data to correct for non-response bias will be introduced from 2006 when NTS data for 2005 and previous years will be published on a weighted basis.

3.15 Back-checking and quality control

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

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

A percentage of ineligible (out of scope) addresses were also checked by letter to check the residential status of the sampled address. Of the 11 interviewers selected per month, a maximum of 4 deadwood addresses per interviewer were checked.

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

4 DATA PROCESSING

4.1 Diary coding and entry

After collection and brief checking by interviewers, the 7 day travel diaries were returned to NatCen's operations department where, after initial checking, they were entered into the Diary Entry System (DES) by a team of editors. The coding of data items such as journey purpose, origin and destination, method of travel, ticket type etc. took place as the data were entered into the system.

The NTS Diary system is a supplementary system to the National Travel Survey. It is used for the entry and validation of data entered by respondents into their Travel diaries. The data entered are stored in a SQL server database 'NTS_Diary'. The software was developed using Visual Basic version 5. Basic details of diaries entered into the office are recorded using the Diary Receipt program, which is also used to record a batch number.

Once recorded as received into the office, travel record data were entered using the Diary Entry program. This also has a number of subsidiary screens for displaying relevant information to assist data entry, and to enter further data specific to day 7 only. A screen to create journey details as a repeat or a duplicate of another journey is also provided.

An export facility then transforms all the travel record data entered for a wave into text files. This is called the "Quantum Export" as the data is fed into software developed using Quantum. Following the export of the data, the text files were processed outside the NTS Diary system. An edit checking program was run on the files to do a comprehensive set of consistency checks, with a report being produced. The NTS diary system was used to rectify any validation errors reported, and the data re-exported. When the data were clean they were delivered to the survey's sponsors, the DfT.

4.2 Editing the travel record data

Two extensive sets of checks were run on the travel record data. First, certain checks were applied in the DES as the travel record data were entered. These checks were put in place in order to catch keying errors and implausible or impossible data combinations. The editor either dealt with these errors immediately, or if they could not resolve them, they referred them to an experienced supervisor.

Once the data were entered and coded, a second set of checks was run on the data. These checks looked for inconsistencies with the CAPI data (for example a household with no car saying they used their own car for a journey). The CAPI data were checked and, if appropriate, either these or the travel record data were altered.

4.3 Geocoding of address data

Up to 2001, the only information recorded on travel diaries about the origin and destination of journeys was the name of the town or village. However, in 2002 and for subsequent survey years, respondents were required to provide more details. For

day 7 only, respondents were asked the full address (including the postcode if they knew it) for the origin and destination of their journeys.

This assignment of a postcode to the origin and destination of journeys enables further analysis of the NTS data, as it allows other coding to be applied including ward, urban/rural classification and National Transport Model (NTM) code.

An external company - Gatepost Systems – is used to supply and validate postcodes from the locations recorded, using approximations as needed. The tables below give details of the level of accuracy at which Gatepost coded the destination and origin details provided in the travel diaries on day 7 in both 2003 and 2004.

Table 4-1 Accuracy of postcode validation in 2003

| | Origin (%) | Destinations (%) |
|--|------------|------------------|
| Accurate postcode - exactly matches that location | 88.6 | 88.5 |
| Very close proximity - accurate to street level | 3.2 | 3.4 |
| Accurate to locality | 8.1 | 8.0 |
| Uncodeable (e.g. shops with no locality or town information) | 0.1 | 0.2 |

Table 4-2 Accuracy of postcode validation in 2004

| | Origin (%) | Destinations (%) |
|--|------------|------------------|
| Accurate postcode - exactly matches that location | 88.1 | 88.3 |
| Very close proximity - accurate to street level | 5.3 | 5.2 |
| Accurate to locality | 6.5 | 6.4 |
| Uncodeable (e.g. shops with no locality or town information) | 0.03 | 0.03 |

4.4 Coding and editing the CAPI questionnaire data

4.4.1 Examining notes

If a query or problem arose during the interview, interviewers could use a function within the Blaise CAPI programme to open a 'memo' to record it. At the operations department, these notes were printed on paper factsheets for each household, and one of the tasks of the CAPI coders was to examine them and see whether any action needed to be taken as a result of the message.

4.4.2 Back-coding other answers

The next task of the CAPI coders was to examine cases where a respondent had given an 'other answer' to some of the pre-coded questions. During an interview, if none of the pre-codes was felt to apply to a particular question, the response would be recorded verbatim by the interviewer. All such answers were examined by coders and back-coded to one of the existing codes if applicable.

4.4.3 SOC & SIC coding

In 2003 and 2004, the occupation and industry of respondents aged 16 and over was coded using the Standard Occupational Classification (SOC2000) and Standard Industrial Classifications (SIC 1992). The National Statistics Socio-economic Classification (NS-SEC) was derived from SOC2000 and employment status, and was used as a social class measure. Details of the classifications are set out in Figures 4.1- 4.3.

Figure 4-1 Standard Occupational Classification 2000 (SOC 2000)

| Description | Code |
|--|------|
| Corporate managers | 11 |
| Managers and proprietors in agriculture and services | 12 |
| Science & technology professionals | 21 |
| Health professionals | 22 |
| Teaching & research professionals | 23 |
| Business & public service professionals | 24 |
| Science & technology associate professionals | 31 |
| Health & social welfare associate professionals | 32 |
| Protective service occupations | 33 |
| Culture, media & sports occupations | 34 |
| Administrative occupations | 41 |
| Secretarial & related occupations | 42 |
| Skilled agricultural trades | 51 |
| Skilled metal & electric trades | 52 |
| Skilled construction & building trades | 53 |
| Textiles, printing & other skilled trades | 54 |
| Caring personal service occupations | 61 |
| Leisure & other personal service occupations | 62 |
| Sales occupations | 71 |
| Customer service occupations | 72 |
| Process, plant & machine operatives | 81 |
| Transport & mobile machine drivers & operatives | 82 |
| Elementary trades, plant & storage related occupations | 91 |
| Elementary administration & service occupations | 92 |

Figure 4-2 Standard Industrial Classification 1992 (SIC92)

| Description | Code |
|---------------------------------|------|
| Agriculture, hunting & forestry | A |
| Fishing | B |
| Mining & quarrying | C |
| Manufacturing | D |
| Electricity, gas & water supply | E |

Figure 4-2 Standard Industrial Classification 1992 (SIC92)

| | |
|--|---|
| Construction | F |
| Wholesale & retail trade; repair of motor vehicles, motorcycles & personal & household goods | G |
| Hotels & restaurants | H |
| Transport, storage & communication | I |
| Financial intermediation | J |
| Real estate, renting & business activities | K |
| Public administration & defence; compulsory social security | L |
| Education | M |
| Health & social work | N |
| Other community, social & personal service activities | O |
| Private households with employed persons | P |
| Extra-territorial organisations & bodies | Q |

Figure 4-3 National Statistics Socio-economic Classification (NS-SEC) Analytic Classes

| Description | Code |
|---|------|
| Large employers and higher managerial occupations | 1.1 |
| Higher professional occupations | 1.2 |
| Lower managerial & professional occupations | 2 |
| Intermediate occupations | 3 |
| Small employer & own account workers | 4 |
| Lower supervisory & technical occupations | 5 |
| Semi-routine occupations | 6 |
| Routine occupations | 7 |

4.4.4 Registration number checking

Since 2002 respondents to the NTS have been asked to give the registration number of all household vehicles. The reason for this is that the more technical information about a vehicle (for example, type of fuel used, and taxation class) can be gained through the DVLA database of vehicles, rather than having to ask respondents directly. It was felt that information gained in this way would be more accurate and would mean a shorter interview. If the respondent refused to give the registration number, then questions about engine size etc. were asked directly in the interview.

On the whole, respondents were willing to give their registration number – they were collected for 92 percent of vehicles in 2003 and 91 percent in 2004. However, checking by DfT showed that around 10 percent of these were invalid numbers. Either they did not match any number on the DVLA database, or if there was a match, the vehicle make and model details on the database for that registration number were different from the details that the respondent had provided.

The reason for this was investigated by re-contacting the respondents and confirming the registration number with them. Errors by interviewers accounted for at least some of the inaccuracy, for example transposition of digits and confusion of similar-sounding letters. In other cases, the respondent had not remembered the registration number accurately. In 2003, in 28 percent of cases, the respondent confirmed that the registration number was actually correct whilst in 2004, 31 percent did. Often

these were new vehicles and it seems likely that the DVLA database extract used by DfT did not yet include their details (since the DVLA database extract is updated quarterly). The registration numbers were rerun at the end of the survey year to collect details for those vehicles which weren't included on the earlier DVLA data extracts. In addition, each month, members of the operations team attempted to re-contact all those respondents where the registration number appeared inaccurate. They succeeded in getting a new registration number in 48 percent of cases in 2003, and 49 in 2004.

4.4.5 Vehicle coding

Each year, for each vehicle, the length of the vehicle and the size of the fuel tank needed coding. Unfortunately, neither of these details are available from the vehicle logbook or the information held by DVLA. Instead within the vehicle section of the Blaise questionnaire a database containing information obtained from car manufacturers or motoring magazines about the vehicle length and fuel tank size for different makes and models was used to code this information. This is referred to as the car-coding frame. And because car manufacturers sometimes vary the size of fuel tank fitted to a particular model depending on the year it was manufactured, the coding frame was broken down by year of manufacture.

The fuel tank size was automatically assigned for most vehicles where the registration number was not given using the car-coding frame. However, if the vehicle's make and model was not listed in this database and the respondent could not provide information on the fuel tank size, editors were required to look up the information if possible.

Those respondents that gave the registration number of the vehicle were not routed through this part of the vehicle questionnaire, and therefore the fuel tank size and length were not coded at this point. For these vehicles, once the DVLA data had been extracted, a set of lookup tables were used to link the make and model code assigned to the vehicle by DVLA to the list of make and models on the car-coding frame. This was not a one to one relationship as DVLA sometimes issue several different model codes for some vehicle models.

4.4.6 Distance checks and area coding

From 2002, inter-county distance checks, which had been developed by DfT, were applied during editing by NatCen. If a distance between two places seemed implausible, coders were instructed to check the distance by using an atlas or web-based distance estimator (such as the RAC site). If they were able to estimate a more plausible distance (and there were no notes from interviewers explaining that, for example, the respondent took a detour), then they altered the distance.

Sometimes, it was not the distance that was incorrect but the origin or destination that had been incorrectly coded, for example when two or more towns share the same name in different counties. In these instances, editors referred to the long distance journey record or checked with interviewers.

Where the interviewer had been unable to allocate a code for county, unitary authority or area type for the journey origin or destination, editors were required to allocate the correct code. Where the place visited was not listed on the gazetteer

used in the CAPI questionnaire, they were instructed to code it to the nearest place listed that was within the same local authority.

4.4.7 Data conversion

The data were organised into nine record types households, individuals (two records), vehicles, long distance journeys made in the three weeks before the Travel Week (two records), days within the Travel Week, journeys made during the Travel Week, and the stages of these journeys (see Figure 4-4). Individual data variables occupied fixed column positions within these records. For 'continuing' variables, present in both past and present data sets, the columns occupied were the same as in previous years for compatibility with the existing DfT programmes. Column positions that were used by variables that were dropped were not re-used. New variables occupied new column positions on the same record, or if necessary, they were continued on a further record.

The missing value scheme is uniform throughout and employs two minus values:

- -9 signifies 'not applicable', i.e. when data are expected to be absent because filter conditions that apply are not met. ('Off route' in Blaise). This is 'DNA' in the database.
- -8 signifies 'non response' for whatever reason when filter conditions are met. The distinct values in Blaise for 'don't know' and 'refused' are thus combined into a single missing value. This is 'NA' in the database.

The records and variables required by DfT were a sub-set of all the data available. NatCen mapped the additional data to separate data records and assembled all the data, including data for unproductives, in a single Quantum level data set, from which different data sets were exported and supplied to DfT:

- The required fixed format records
- SPSS data sets at each level including all available variables

Figure 4-4 NTS record types, 2003 and 2004

| Record type | Data | Level |
|-------------|---|------------|
| Record 1 | Households | Household |
| Record 2 | Vehicles | Vehicle |
| Record 3 | Individuals (continued on record 9) | Individual |
| Record 4 | Long Distance Journeys 1 (these data occur once per individual) | Individual |
| Record 5 | Long Distance Journeys (these data occur once per journey) | Journey |
| Record 6 | Days | Day |
| Record 7 | Journeys | Journey |
| Record 8 | Stages | Stage |
| Record 9 | Individuals2 (continuation of record 3) | Individual |

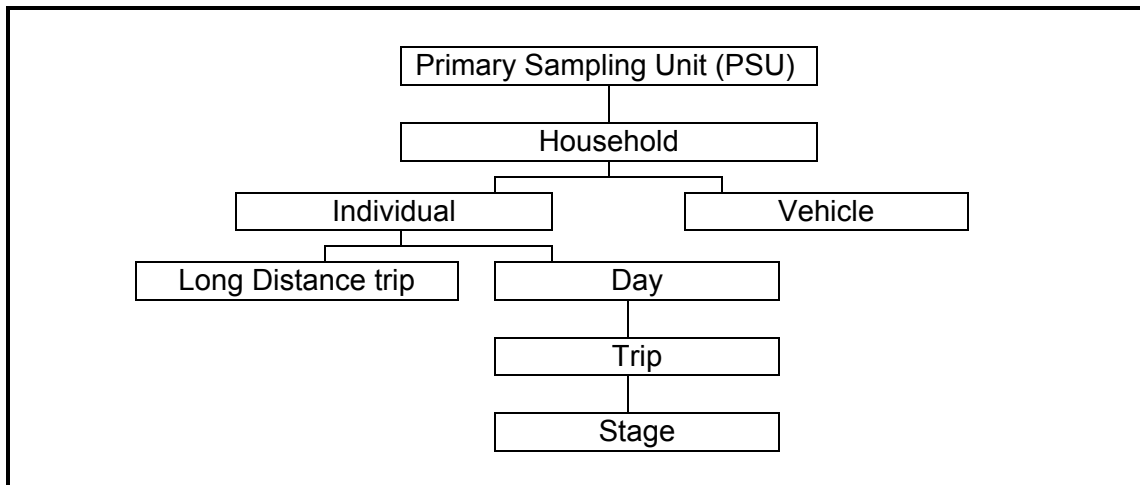
5 VARIABLES IN THE 2002/2003 NTS DATABASE

5.1 Introduction

This chapter contains a detailed description of variables in the 2002/2003 NTS database. The list is not meant to be exhaustive. However, most of the omitted variables are either used to calculate other variables or are not suitable for producing cross-tabulations. In addition, there are many variables on the database which have been created by aggregating categories of the variables listed here.

The data are held in an eight-level hierarchical database, as shown in Figure 5.1 below.

Figure 5-1 The NTS 8-level hierarchical database



Over 200 variables are contained at these different levels. These can be cross-tabulated across levels, although it can be difficult to draw relationships between variables in different 'branches' of the database, for example, between vehicle level variables and individual or stage level variables.

Variables that contain quantitative data, such as age and stage distance, are banded for convenience in data extraction. However, the majority of these are also available as unbanded numeric variables. The banded variables normally have variable numbers 1 higher than the numeric variable to which they relate. For example, variable v93 contains actual milometer readings from respondents' vehicles and variable v94 bands these together into 15 groups ('Up to 2000 miles', '2001-4000 miles' and so on). Banded variables that are based upon numeric variables are marked as such in their full listing.

The vast majority of NTS variables are single-coded (i.e. only one answer is given to the question by the respondent). However, some variables are multi-coded. An example is i314 (Difficulties with car trips), where more than one answer can be given. Multi-coded variables are marked as such in the definitions given below. There are also some variables for which more than one set of information may need to be

recorded. For example, where an individual has more than one special ticket/pass, information is collected on each ticket/pass. In these cases, information on each season ticket/pass is stored in a different variable (e.g. I185, I191, I197 etc).

Variables can have up to two values that can be defined as not available: 'NA' and 'DNA'.

NA (not available) indicates that the value is missing or unknown. In most cases, data are imputed into the final dataset using a variety of procedures (see below).

DNA (does not apply) indicates that the question was not asked of some respondents. Block routing in the questionnaire means that certain questions are skipped when they clearly do not apply to a respondent. For example, someone 10 years of age would not be asked whether he/she was employed; someone who responded that they were unemployed would not be asked what problems they encountered on their trip to work.

Where questions were unanswered, or where specific details of trips were omitted, data is imputed, providing there is a reasonably sound basis for doing so. This stage, known as 'patching', is applied to all key variables to simplify analyses.

The patching process relies entirely on the available information in the survey data set. No attempt is made to constrain the final distribution in the sample to conform with other data sources.

Most missing values are patched using automatic rules, although some are examined on a case by case basis to enable a sensible estimate to be made. The automatic rules are of two broad types:

Related variables – this method uses variables that provide related information about the respondent, and uses these values to select the best estimate. For example, if a vehicle's taxation class was not provided, it could be assumed by examining the vehicle type.

'Hotdecking' – this method uses related variables to find another record in the dataset that is similar, in all significant respects, to the record to be patched. The missing value is then patched using the value from the related record.

In addition to cross-tabulating NTS variables in any combination, variables can also be used as filters, to perform tabulations on a subset of the sample, for example those under 16.

To ease the burden on respondents, we ask that respondents record short walk stages (walks of less than one mile) only on the seventh day of their travel record. To compensate for this, short walk trips on the seventh day are weighted by a factor of seven.

With the above exception, there is currently no other weighting of NTS data. However, following the NTS Quality Review 2000, work has been undertaken to weight the data for known sources of survey bias. Weighted data will be made available from 2006 (see section 9.6).

The remainder of this chapter is structured as follows:

5.2 List of the main variables

5.3 Primary Sampling Unit variables

5.4 Household variables

5.5 Vehicle variables

5.6 Individual variables

5.7 Long-distance trip variables

5.8 Trip variables

5.9 Stage variables

Within each subsection, variables are grouped by topic, and the following information is given, where appropriate:

Sources: for all NTS derived variables, the reference numbers of the source variables are given. Similarly, where variables are derived from more than one question in the questionnaire, this is explained.

Definitions: where technical definitions are implicit in the design of the questions or the coding of the variables, these definitions are explained.

Imputation: where records in the variable have been imputed, a short description of the imputation used is included.

Banded variables: where the variable is a banded version of an unbanded numeric variable, this information is shown, along with the reference number of the original variable.

Modular variables: some questions are asked only every other year. Variables based upon these questions are identified as such.

In the tables below the first column lists the name of the value within each variable. The second column gives the number of records with this value in the 2002/2003 combined database. The third column gives this count as a percentage of all records. Records with no value for the variable (either 'NA' or 'DNA'), are excluded from the total for this purpose

5.2 List of main variables

PSU (Primary Sampling Unit) variables

Area geography

P2 Government Office Region
P5 Type of area
P6 PSU population density
P7 LA population density
P15 County of residence
P17 Stratum code
P18 UA of residence

Concessionary fares schemes

P10 Type of concession
P12 Times available
P13 Areas available
P14 Modes additional to bus

Household variables

Address

H12n Address type
H50 Type of tenancy
H51 Length of residence
H134 Why move to current address
H135 Main reason for moving
H148 Importance of public transport in choice of home
H154 Type of area

Accessibility of public transport

H13 Walk time to bus stop
H14 Frequency of bus service
H15 Walk time to railway station
H16 Bus time to railway station
H17 Type of railway station
H136 Rail/metro/tram stop closer than railway

H137 Walk time to LU/light rail/tram stop

H138 Bus time to LU/light rail/tram stop

Accessibility of services

H18 Walk time to doctor's surgery
H19 Bus time to doctor's surgery
H20 Walk time to nearest Post Office
H21 Bus time to nearest Post Office
H22 Walk time to nearest chemist
H23 Bus time to nearest chemist
H24 Walk time to nearest food store
H25 Bus time to nearest food store
H26 Walk time to nearest shopping centre
H27 Bus time to nearest shopping centre
H28 Walk time to nearest general hospital
H29 Bus time to nearest general hospital

Household vehicle access

H35 Number of bicycles
H52 Number of household three and four wheeled cars
H53 Number of motorcycles
H54 Number of vans/lorries
H55 Number of cars/light vans
H56 Car/light van availability
H57 Household vehicle availability
H63 Persons with full car license
H107 Number of household company cars

Household composition

H58 Number of people in household
H59 Household structure (family)
H60 Household structure
H61 Household structure (NTS)
H62 Disabled adult in household
H74 Number of adults
H75 Number of children

Social and economic

H65 HRP working status
H66 HRP employment status
H69 HRP Industry type
H70 Household Income
H83 Employed in household
H84 Real household income equivalent semi-deciles (2002-03 basis)
H85 Real household income equivalent quintiles (2002-03 basis)
H108 ACORN classification
H121 Index of multiple deprivation
H132 Household working structure
H151 Index of multiple deprivation (2004 basis)

Opinions of local transport options

H122 Rate the frequency of local buses
H123 Rate the reliability of local buses
H124 Rate the frequency of trains/underground/metro
H125 Rate the reliability of trains/underground/metro
H126 Rate the quality of local pavements
H127 Rate the provision of local cycle lane/paths

Shopping

H139 Ordering by phone, post or internet
H140 How often delivered
H141 Goods in last delivery
H142 How goods were ordered
H143 How bought otherwise
H147 Reasons for no main food shopping

Rail and bus tickets

H149 Combined rail and bus tickets available in area

Vehicle level variables

Vehicle Reference

V92 Rank of car in household
VI3 Gender of main driver
VI6P Pensionable status of main driver

Vehicle details

V3 Type of vehicle
V15 Taxation class
V87 Engine capacity
V91 Age
V130 Make and model
V150 Car adapted for disabled driver
V164 CO₂ emissions

Mileage

V46 Estimate of annual mileage
V94 Total mileage
V96 Mileage in Travel Week
V98 Eligible mileage
V121 Ineligible mileage
V122 Reasons for ineligible mileage
V140 Annual vehicle commuting mileage
V142 Annual vehicle business mileage
V144 Annual vehicle private mileage

Vehicle registration

V85 Registration - ownership
V89 Registration letter
V90 Year of first registration
V103 Purchase/hire costs
V112 Company car summary
V131 Month of registration

Fuel

V88 Type of fuel
V100 Fuel purchased
V102 Fuel cost
V135 Fuel consumed

Parking

V145 Parking – overnight location
V146 Parking – distance from house
V147 Type of parking payment
V149 Annual parking fee

Delivery of goods

V155 Frequency of delivery of goods in course of work
V156 Number of delivery points

Travel outside GB

V158 Number of miles outside GB
V159 Purpose of trip outside GB
V161 Number of miles in NI
V162 Purpose of trip in NI

Individual level variables

Personal details

I2 Relationship to household reference person
I3 Gender
I6 Age
I268 Legal marital status
I269 Living arrangements
I277 Why no spouse in household
I275 Ethnic group

Social and economic

I79 Industry type
I80 Employee/self-employed
I177 Working status
I178 Individual income
I243 Government training scheme
I245 Unpaid work for family business
I276 Responsibility for supervising other employees
I397 Employment status
I398 NS-SEC

Unemployment

I244 Away from work whilst on training scheme
I247 Looking for work/training in last 4 weeks
I248 Immediate availability for government training scheme
I249 Why not available for work
I250 Left last paid job
I300 Turned down job because of transport difficulties
I301 Transport difficulties preventing work

Work travel benefits

I302 Travel benefits at work
I303 Travel benefits offered to me
I304 Use free/reduced price bus tickets
I305 Use free/reduced price train tickets
I306 Use interest free travel loan
I307 Use employer's bus/van
I308 Alternative to company car
I395 Use interest free loan for parking season ticket
I396 Use cut price or free car parking

Tickets and passes

I106/I126/I146/I357/I358/I359
Ticket/pass mode(s)
I185/I191/I197/I342/I347/I352
Ticket/pass type
I186/I192/I198/I343/I348/I353
Ticket/pass mode priority
I187/I192/I199/I344/I349/I354
Ticket/pass validity
I189/I195/I201/I346/I351/I356
Ticket/pass use
I205/I206/I207/I360/I361/I362
Ticket/pass weekly cost

Travel difficulties

I165 Travel difficulties
I212 Disabled drivers
I214 Years since last drove
I290 Why difficult to use a bus
I314 Difficulties with car trips
I315 Most difficult problem with car trips
I363 Difficulties travelling by foot
I364 Disability causes difficulties in using local bus
I292 Special transport services available

Travel to work

I92 Workplace
I180 Usual means of travel to work
I220 County of work
I267 Work Place UA
I270 Work place urban/rural
I316 Travel to work another day.
I317 Why difficult to travel to work another way
I318 Most difficult problem with travelling another way
I319 Any difficulties travelling to work by other modes
I320 Most difficult problem travelling by other modes
I321 Car unused while at work
I322 Why don't use car for work
I323 Main reason don't use car for work

Driving

I182 Driving licence
I183 Driving experience
I203 Access to car

Home working

I257 Work at home instead of usual workplace
I258 Day of week worked at home
I309 Possible to work at home?
I310 How often work at home?
I311 Why not work at home (more often)?

I312 Possible to work at home without telephone

I313 Possible to work at home without computer

Public transport use

I261 Frequency of bus use
I262 Frequency of express bus/coach use
I263 Frequency of surface rail use
I264 Frequency of taxi/minicab use
I266 Frequency of domestic air flights use

Cycling

I265 Frequency of bicycle use
I271 Own or use a bicycle
I272 Ridden a bicycle in the last 12 months
I273 Where did you cycle

School travel

I278 Daily school trip
I280 How far to school (time)
I282 How far to school (distance)
I283 Method of school travel
I284 Accompanied to school by an adult
I285 Reason accompanied to school
I286 Age first accompanied to school
I287 Reason accompanied to school before allowed alone
I288 Allowed to cross roads
I289 Allowed to cross main roads

Walking

I293 Frequency of walking
I294 Where respondent walked
I296 Time walk took
I298 Distance walked
I299 Method of travel to start of walk

Shopping

I324 Usual mode when travelling for main food shopping
I325 Difficulties with car travel for main food shopping
I326 Most difficult problem with car/travel for main food shopping
I327 Main food shopping another way
I328 Why difficult to do main shopping another way
I329 Main difficulty to do main shopping another way
I330 Difficulties with public transport for main food shopping
I331 Main difficulty with public transport for main food shopping
I332 Car unused while doing main food shopping
I333 Why car not used for main food shopping
I334 Main reason why car not used for main food shopping

Difficulties accessing services

I335 Any other travel difficulties
I336 Difficulties with travel to doctor/hospital
I337 Difficulties with travel to friends/relatives
I338 Difficulties with travel to social activities
I339 Difficulties with travel with children to school
I340 Difficulties with travel to college/university
I341 Difficulties with other travel

Playing in the street

I366/I372/I378/I384/I390 Playtime start time
I368/I374/I380/I386/I392 Playtime end time
I370/I376/I382/I388/I394 Playtime elapsed time

Long distance trip level variables

L3 Calendar month
L5 Origin (county)

L6 Destination (county)
L7 Purpose to
L8 Mode of transport
L10 Distance
L12 Purpose
L13 Purpose from
L14 Origin (UA)
L15 Destination (UA)
L16 Urban/rural coding of origin
L17 Urban/rural coding of destination

Trip level variables

Reference

J52 Day (of week)

Trip type

J14 Series of calls
J23 Number of stages
J37 Short walk

Trip mode and purpose

J24 Purpose from
J26 Purpose to
J28 Purpose
J36 Main mode of transport

Trip time and distance

J30 Overall travelling time
J31 Start time
J33 Overall trip time
J34 Trip length
J40 Overall speed
J41 Mean travel speed
J56 Mid-point time
J60 End time
J61 Hours when trip was in progress

Origin and destination

J57 Origin (county)
J58 Destination (county)
J63 Origin (UA)
J64 Destination (UA)
J65 Urban/rural coding of origin
J66 Urban/rural coding of destination

Cost

J62 Total cost of public transport trip

Stage level variables

Stage details

S2 Mode of transport
S15 Number of boardings
S24 Means of travel
S26 Length of stage
S27 Stage speed
S28 Short walk
S37 Travel time

Number in party

S8a Number in party (adults)
S8c Number in party (children)
S8t Number in party (total)

Private vehicles

S18 Private vehicle occupant
S19 Where parked
S21 Parking cost (pence)

Tickets and costs

S30 Ticket cost (1)
S32 Ticket cost (2)
S34 Total cost
S35 Type of ticket

VARIABLE DETAILS

5.3 PSU level variables

These variables describe the 1,368 postcode sectors (or sector groups) that represent the primary sampling units (PSUs) from which the sample of households was selected in 2002 and 2003 (684 in each year).

The survey months run mid-month to mid-month. Up to 2001, data were presented on a calendar year basis. There were therefore some PSUs in the December quota that contained households with Travel Weeks in December of that year, and others with Travel Weeks in January of the following year.

From 2002 onwards, the survey has used 'survey years' as its basis for data extractions. So, for example, 'survey year' 2002 includes all households sampled from mid-January 2002 to mid-January 2003.

The value of a PSU variable applies to all households living within that PSU. Unlike almost all other variables in the survey, the PSU variables were not derived from information provided by members of the sampled households.

Area geography

| P2 Government Office Region | | |
|----------------------------------|------|-------|
| 1 North East Met | 26 | 1.9% |
| 2 North East Non-Met | 34 | 2.5% |
| 3 NW & Merseyside Met | 92 | 6.7% |
| 4 NW & Merseyside Non-met | 68 | 5.0% |
| 5 Yorkshire & Humberside Met | 78 | 5.7% |
| 6 Yorkshire & Humberside Non-met | 38 | 2.8% |
| 7 East Midlands | 97 | 7.1% |
| 8 West Midlands Met | 60 | 4.4% |
| 9 West Midlands Non-met | 60 | 4.4% |
| 10 Eastern | 124 | 9.1% |
| 11 Greater London | 200 | 14.6% |
| 12 South East | 184 | 13.5% |
| 13 South West | 115 | 8.4% |
| 14 Wales | 68 | 5.0% |
| 15 Scotland Met | 59 | 4.3% |
| 16 Scotland Non-Met | 65 | 4.8% |
| Total | 1368 | 100% |

P2 is an aggregation of P15.

A variable (P2g) is available which aggregates these categories to GORs and countries. Where appropriate, the metropolitan areas and remainders are distinguished within regions. The metropolitan areas are included in regions as follows:

- North East (Tyneside met.)
- NW and Merseyside (Manchester, Liverpool met.)
- Yorks and Humber (West Yorkshire met.)
- West Midlands (West Midlands met.)
- Scotland (Glasgow met.)

| P5 Area Type | | |
|-------------------------------|-----|-------|
| 1 Inner London | 88 | 6.4% |
| 2 Outer London b/u area | 140 | 10.2% |
| 3 West Midlands b/u area | 51 | 3.7% |
| 4 Greater Manchester b/u area | 60 | 4.4% |

| P5 Area Type | | |
|----------------------------------|------|-------|
| 5 West Yorkshire b/u area | 33 | 2.4% |
| 6 Glasgow b/u area | 17 | 1.2% |
| 7 Liverpool b/u area | 23 | 1.7% |
| 8 Tyneside b/u area | 22 | 1.6% |
| 9 Other urban over 250K | 165 | 12.1% |
| 10 Other urban over 100K to 250K | 140 | 10.2% |
| 11 Other urban over 50K to 100K | 117 | 8.6% |
| 12 Other urban over 25K to 50K | 112 | 8.2% |
| 13 Other urban over 10K to 25K | 160 | 11.7% |
| 14 Other urban over 3K to 10K | 112 | 8.2% |
| 16 Rural | 128 | 9.4% |
| Total | 1368 | 100% |

NTS urban/rural analyses are now done at the household level using variable h154. Variable p5 is still available but is no longer used. It is included here for information and for consistency with previous years. (See H154 for definition of area type.)

| P6 PSU Population density (pers/hect) | | |
|---------------------------------------|------|-------|
| 1 Under 1 | 133 | 9.7% |
| 2 1 to 4.99 | 208 | 15.2% |
| 3 5 to 9.99 | 130 | 9.5% |
| 4 10 to 14.99 | 102 | 7.5% |
| 5 15 to 19.99 | 111 | 8.1% |
| 6 20 to 24.99 | 90 | 6.6% |
| 7 25 to 29.99 | 88 | 6.4% |
| 8 30 to 34.99 | 80 | 5.8% |
| 9 35 to 39.99 | 80 | 5.8% |
| 10 40 to 44.99 | 64 | 4.7% |
| 11 45 to 49.99 | 59 | 4.3% |
| 12 50 to 59.99 | 70 | 5.1% |
| 13 60 to 74.99 | 59 | 4.3% |
| 14 75 and over | 94 | 6.9% |
| Total | 1368 | 100% |

P6 is derived from 1991 Census figures and represents an approximate estimate of the number of persons per hectare for the sector. It is derived taken from the sampling frame.

| P7 LA Population density (pers/hect) | | |
|--------------------------------------|------|-------|
| 1 Under 1 | 139 | 10.2% |
| 2 1 to 1.99 | 161 | 11.8% |
| 3 2 to 3.49 | 132 | 9.6% |
| 4 3.5 to 4.99 | 82 | 6.0% |
| 5 5 to 9.99 | 197 | 14.4% |
| 6 10 to 14.99 | 133 | 9.7% |
| 7 15 to 19.99 | 72 | 5.3% |
| 8 20 to 24.99 | 88 | 6.4% |
| 9 25 to 34.99 | 161 | 11.8% |
| 10 35 to 44.99 | 87 | 6.4% |
| 11 45 and over | 116 | 8.5% |
| Total | 1368 | 100% |

P7 is derived from 1991 Census figures and represents an approximate estimate of the number of people living in private households per hectare in the local authority. It is more reliable than the PSU density estimate in P6. However, it relates to a much larger area and is, therefore, less closely matched to the neighbourhoods of the sampled addresses.

| P15 County of residence | | |
|---------------------------|----|------|
| 1 Avon | 17 | 1.2% |
| 2 Bedfordshire | 14 | 1.0% |
| 3 Berkshire | 16 | 1.2% |
| 4 Buckinghamshire | 12 | 0.9% |
| 5 Cambridgeshire | 19 | 1.4% |
| 6 Cheshire | 22 | 1.6% |
| 7 Cleveland | 10 | 0.7% |
| 8 Cornwall | 4 | 0.3% |
| 9 Cumbria | 19 | 1.4% |
| 10 Derbyshire | 21 | 1.5% |
| 11 Devon | 32 | 2.3% |
| 12 Dorset | 12 | 0.9% |
| 13 Durham | 11 | 0.8% |
| 14 East Sussex | 14 | 1.0% |
| 15 Essex | 34 | 2.5% |
| 16 Gloucestershire | 17 | 1.2% |
| 17 Greater Manchester | 59 | 4.3% |
| 18 Hampshire | 37 | 2.7% |
| 19 Hereford and Worcester | 15 | 1.1% |
| 20 Hertfordshire | 16 | 1.2% |
| 21 Humberside | 20 | 1.5% |
| 22 Isle of Wight | 3 | 0.2% |
| 23 Kent | 37 | 2.7% |

| P15 County of residence | | |
|-----------------------------|------|------|
| 24 Lancashire | 27 | 2.0% |
| 25 Leicestershire | 19 | 1.4% |
| 26 Lincolnshire | 20 | 1.5% |
| 27 London Central | 3 | 0.2% |
| 28 Other Inner London | 85 | 6.2% |
| 31 Other London not Central | 112 | 8.2% |
| 32 Merseyside | 33 | 2.4% |
| 33 Norfolk | 18 | 1.3% |
| 34 Northamptonshire | 10 | 0.7% |
| 35 Northumberland | 13 | 1.0% |
| 36 North Yorkshire | 18 | 1.3% |
| 37 Nottinghamshire | 27 | 2.0% |
| 38 Oxfordshire | 18 | 1.3% |
| 39 Shropshire | 9 | 0.7% |
| 40 Somerset | 18 | 1.3% |
| 41 South Yorkshire | 30 | 2.2% |
| 42 Staffordshire | 23 | 1.7% |
| 43 Suffolk | 15 | 1.1% |
| 44 Surrey | 12 | 0.9% |
| 45 Tyne and Wear | 26 | 1.9% |
| 46 Warwickshire | 13 | 1.0% |
| 47 West Midlands | 60 | 4.4% |
| 48 West Sussex | 22 | 1.6% |
| 49 West Yorkshire | 48 | 3.5% |
| 50 Wiltshire | 15 | 1.1% |
| 51 Clwyd | 10 | 0.7% |
| 52 Dyfed | 11 | 0.8% |
| 53 Gwent | 9 | 0.7% |
| 54 Gwynedd | 5 | 0.4% |
| 55 Mid Glamorgan | 15 | 1.1% |
| 56 Powys | 1 | 0.1% |
| 57 South Glamorgan | 8 | 0.6% |
| 58 West Glamorgan | 9 | 0.7% |
| 59 Borders | 3 | 0.2% |
| 60 Central | 10 | 0.7% |
| 61 Dumfries and Galloway | 1 | 0.1% |
| 62 Fife | 8 | 0.6% |
| 63 Grampian | 12 | 0.9% |
| 64 Highlands | 4 | 0.3% |
| 65 Lothian | 19 | 1.4% |
| 66 Strathclyde | 59 | 4.3% |
| 67 Tayside | 8 | 0.6% |
| 68 Essex within M25 | 2 | 0.1% |
| 69 Hertfordshire within M25 | 6 | 0.4% |
| 70 Kent within M25 | 1 | 0.1% |
| 71 Surrey within M25 | 12 | 0.9% |
| Total | 1368 | 100% |

P15 describes PSUs under the former system of counties, and are included for consistency with older data. P18 is

now used for analyses, where appropriate.

| P17 Stratum code | | |
|--|----|------|
| 1 Inner London – East | 56 | 4.1% |
| 2 Inner London – West | 32 | 2.3% |
| 3 Outer London – East and North East | 40 | 2.9% |
| 4 Outer London – South | 30 | 2.2% |
| 5 Outer London – West and North West | 42 | 3.1% |
| 6 Devon and Cornwall | 36 | 2.6% |
| 7 North Somerset, Bath, North East Somerset, Somerset and Dorset | 37 | 2.7% |
| 8 Bristol, South Gloucestershire, Gloucestershire and Dorset | 42 | 3.1% |
| 9 Oxfordshire, Buckinghamshire and Berkshire | 46 | 3.4% |
| 10 Hampshire and the Isle of Wight | 40 | 2.9% |
| 11 Kent | 38 | 2.8% |
| 12 West Sussex and East Sussex | 36 | 2.6% |
| 13 Surrey | 24 | 1.8% |
| 14 Essex | 36 | 2.6% |
| 15 Cambridgeshire, Suffolk and Norfolk | 52 | 3.8% |
| 16 Hertfordshire and Bedfordshire | 36 | 2.6% |
| 17 Leicestershire, Lincolnshire and Northamptonshire | 49 | 3.6% |
| 18 Warwickshire and Hereford and Worcester | 28 | 2.0% |
| 19 West Midlands | 60 | 4.4% |
| 20 Shropshire and Staffordshire | 32 | 2.3% |
| 21 Nottinghamshire and Derbyshire | 48 | 3.5% |
| 22 Cheshire | 22 | 1.6% |
| 23 Merseyside | 33 | 2.4% |
| 24 Greater Manchester | 59 | 4.3% |
| 25 Lancashire and Cumbria | 46 | 3.4% |
| 26 South Yorkshire | 30 | 2.2% |
| 27 West Yorkshire | 48 | 3.5% |
| 28 North Yorkshire and Humberside | 38 | 2.8% |
| 29 Cleveland, County Durham and Northumberland | 34 | 2.5% |
| 30 Tyne and Wear | 26 | 1.9% |

| P17 Stratum code | | |
|---|------|------|
| 31 Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, Wrexham, Powys | 20 | 1.5% |
| 32 Carmarthenshire, Neath Port Talbot, Pembrokeshire, Swansea | 16 | 1.2% |
| 33 Blaenau Gwent, Caerphilly, Monmouthshire, Newport, Torfaen | 14 | 1.0% |
| 34 Bridgend, Cardiff, Merthyr Tydfil, Rhondda Cynon Taff, Glamorgan | 18 | 1.3% |
| 35 Grampian, Highland, Argyll and Bute | 20 | 1.5% |
| 36 Tayside, Fife and Central | 26 | 1.9% |
| 37 Edinburgh, Lothian and Borders | 22 | 1.6% |
| 38 Glasgow and Dunbartonshire | 20 | 1.5% |
| 39 Lanarkshire, Renfrewshire and Inverclyde | 24 | 1.8% |
| 40 Ayrshire and Dumfries & Galloway | 12 | 0.9% |
| Total | 1368 | 100% |

These 40 strata can be used to provide data at a sub-regional level. However, due to the relatively small sample size of the NTS, data are aggregated over a number of years for subregional analyses.

| P18 UA of residence | | |
|---------------------------------|----|------|
| 2003 only | | |
| 1 Bath and North East Somerset | 2 | 0.3% |
| 2 Bedfordshire | 1 | 0.1% |
| 3 Blackburn with Darwen | 1 | 0.1% |
| 4 Blackpool | 1 | 0.1% |
| 5 Bournemouth | 2 | 0.3% |
| 6 Bracknell Forest | 1 | 0.1% |
| 7 Brighton and Hove | 3 | 0.4% |
| 8 Bristol, City of | 3 | 0.4% |
| 9 Buckinghamshire | 5 | 0.7% |
| 10 Cambridgeshire | 7 | 1.0% |
| 11 Cheshire | 10 | 1.5% |
| 12 Cornwall and Isles of Scilly | 2 | 0.3% |
| 13 Cumbria | 10 | 1.5% |
| 14 Darlington | 1 | 0.1% |

| P18 UA of residence | | |
|-------------------------------------|----|------|
| 15 Derby | 3 | 0.4% |
| 16 Derbyshire | 9 | 1.3% |
| 17 Devon | 13 | 1.9% |
| 18 Dorset | 5 | 0.7% |
| 19 Durham | 4 | 0.6% |
| 20 East Riding of Yorkshire | 2 | 0.3% |
| 21 East Sussex | 5 | 0.7% |
| 22 Essex (area outside M25) | 14 | 2.0% |
| 23 Essex (area within M25) | 1 | 0.1% |
| 24 Gloucestershire | 9 | 1.3% |
| 25 Greater Manchester | 29 | 4.2% |
| 26 Halton | 0 | 0.0% |
| 27 Hampshire | 12 | 1.8% |
| 28 Hartlepool | 1 | 0.1% |
| 29 Herefordshire | 5 | 0.7% |
| 30 Hertfordshire (area outside M25) | 11 | 1.6% |
| 31 Hertfordshire (area within M25) | 3 | 0.4% |
| 32 Inner London | 24 | 3.5% |
| 33 Isle of Wight | 2 | 0.3% |
| 34 Kent (area outside M25) | 17 | 2.5% |
| 35 Kent (area within M25) | 1 | 0.1% |
| 36 Kingston upon Hull, City of | 3 | 0.4% |
| 37 Lancashire | 11 | 1.6% |
| 38 Leicester | 2 | 0.3% |
| 39 Leicestershire | 7 | 1.0% |
| 40 Lincolnshire | 11 | 1.6% |
| 41 London Central | 20 | 2.9% |
| 42 London Outer | 56 | 8.2% |
| 43 Luton | 3 | 0.4% |
| 44 Medway Towns | 1 | 0.1% |
| 45 Merseyside | 17 | 2.5% |
| 46 Middlesbrough | 0 | 0.0% |
| 47 Milton Keynes | 2 | 0.3% |
| 48 Newbury | 0 | 0.0% |
| 49 Norfolk | 10 | 1.5% |
| 50 North East Lincolnshire | 2 | 0.3% |
| 51 North Lincolnshire | 3 | 0.4% |
| 52 North Somerset | 2 | 0.3% |
| 53 North Yorkshire | 6 | 0.9% |
| 54 Northamptonshire | 4 | 0.6% |
| 55 Northumberland | 6 | 0.9% |
| 56 Nottingham | 5 | 0.7% |
| 57 Nottinghamshire | 7 | 1.0% |
| 58 Oxfordshire | 6 | 0.9% |
| 59 Peterborough | 1 | 0.1% |
| 60 Plymouth | 1 | 0.1% |

| P18 UA of residence | | |
|------------------------------|----|------|
| 61 Poole | 0 | 0.0% |
| 62 Portsmouth | 3 | 0.4% |
| 63 Reading | 1 | 0.1% |
| 64 Redcar & Cleveland | 2 | 0.3% |
| 65 Rutland | 0 | 0.0% |
| 66 Shropshire | 2 | 0.3% |
| 67 Slough | 2 | 0.3% |
| 68 Somerset | 8 | 1.2% |
| 69 South Gloucestershire | 1 | 0.1% |
| 70 South Yorkshire | 15 | 2.2% |
| 71 Southampton | 3 | 0.4% |
| 72 Southend on Sea | 2 | 0.3% |
| 73 Staffordshire | 6 | 0.9% |
| 74 Stockton-on-Tees | 3 | 0.4% |
| 75 Stoke-on-Trent | 5 | 0.7% |
| 76 Suffolk | 8 | 1.2% |
| 77 Surrey (area outside M25) | 6 | 0.9% |
| 78 Surrey (area within M25) | 6 | 0.9% |
| 79 Swindon | 2 | 0.3% |
| 80 The Wrekin | 3 | 0.4% |
| 81 Thurrock | 1 | 0.1% |
| 82 Torbay | 2 | 0.3% |
| 83 Tyne and Wear | 13 | 1.9% |
| 84 Warrington | 1 | 0.1% |
| 85 Warwickshire | 7 | 1.0% |
| 86 West Midlands | 30 | 4.4% |
| 87 West Sussex | 10 | 1.5% |
| 88 West Yorkshire | 24 | 3.5% |
| 89 Wiltshire | 6 | 0.9% |
| 90 Windsor & Maidenhead | 3 | 3.0% |
| 91 Wokingham | 3 | 0.4% |
| 92 Worcestershire | 2 | 0.3% |
| 93 York | 3 | 0.4% |
| 94 Aberdeen City | 4 | 0.6% |
| 95 Aberdeenshire | 1 | 0.1% |
| 96 Angus | 2 | 0.3% |
| 97 Argyll and Bute | 3 | 0.4% |
| 98 Clackmannshire | 1 | 0.1% |
| 99 Dumfries & Galloway | 1 | 0.1% |
| 100 Dundee, City of | 1 | 0.1% |
| 101 East Ayrshire | 2 | 0.3% |
| 102 East Dunbartonshire | 1 | 0.1% |
| 103 East Lothian | 1 | 0.1% |
| 104 East Renfrewshire | 3 | 0.4% |
| 105 Edinburgh, City of | 5 | 0.7% |
| 106 Falkirk | 3 | 0.4% |
| 107 Fife | 3 | 0.4% |
| 108 Glasgow, City of | 6 | 0.9% |
| 109 Highland | 2 | 0.3% |
| 110 Inverclyde | 0 | 0.0% |

| P18 UA of residence | | |
|------------------------------|-----|------|
| 111 Midlothian | 2 | 0.3% |
| 112 Moray | 0 | 0.0% |
| 113 North Ayrshire | 3 | 0.4% |
| 114 North Lanarkshire | 3 | 0.4% |
| 115 Orkney Islands | 0 | 0.0% |
| 116 Perth and Kinross | 1 | 0.1% |
| 117 Renfrewshire | 2 | 0.3% |
| 118 Scottish Borders | 1 | 0.1% |
| 119 Shetland Islands | 0 | 0.0% |
| 120 South Ayrshire | 0 | 0.0% |
| 121 South Lanarkshire | 4 | 0.6% |
| 122 Stirling | 2 | 0.3% |
| 123 West Dunbartonshire | 3 | 0.4% |
| 124 West Lothian | 2 | 0.3% |
| 125 Western Isles | 0 | 0.0% |
| 126 Blaenau Gwent | 1 | 0.1% |
| 127 Bridgend | 1 | 0.1% |
| 128 Caerphilly | 3 | 0.4% |
| 129 Cardiff | 2 | 0.3% |
| 130 Carmarthenshire | 2 | 0.3% |
| 131 Ceredigion | 2 | 0.3% |
| 132 Conwy | 0 | 0.0% |
| 133 Denbighshire | 3 | 0.4% |
| 134 Flintshire | 1 | 0.1% |
| 135 Gwynedd | 1 | 0.1% |
| 136 Isle of Anglesey | 1 | 0.1% |
| 137 Merthyr Tydfil | 3 | 0.4% |
| 138 Monmouthshire | 2 | 0.3% |
| 139 Neath and Port Talbot | 2 | 0.3% |
| 140 Newport | 1 | 0.1% |
| 141 Pembrokeshire | 2 | 0.3% |
| 142 Powys | 1 | 0.1% |
| 143 Rhondda, Cynon, Taff | 2 | 0.1% |
| 144 Swansea | 0 | 0.3% |
| 145 Torfaen | 2 | 0.0% |
| 146 Vale of Glamorgan | 1 | 0.3% |
| 147 Wrexham | 0 | 0.1% |
| Total | 684 | 100% |

Concessionary fares schemes

Variables P8-P14 contain information on concessionary fare schemes for pensioners within PSUs. As these schemes have changed over time some of these variables are no longer used.

Variable P8 (availability of concessionary bus fares for

pensioners) is no longer used as, from 2002, all local authorities were obliged to provide an OAP concessionary bus fare scheme.

P9 (eligibility of concessionary bus fare schemes for pensioners) is no longer used as, from 2003, all areas in England, Wales and Scotland were obliged to provide schemes for all persons aged 60 and above.

P11 (membership fee for concessionary bus fare scheme for pensioners) is no longer used as all schemes which were recorded were free schemes.

| P10 Type of concession | | |
|---|------|-------|
| 1 Free fare | 490 | 33.6% |
| 2 Flat fare | 144 | 10.5% |
| 3 Half fare | 710 | 54.2% |
| 4 Two-thirds fare | 0 | 0.0% |
| 5 Other reduced fare | 24 | 1.8% |
| 6 Tokens: up to £15 | 0 | 0.0% |
| 7 Tokens: £15.01 to £30 | 0 | 0.0% |
| 8 Tokens: over £30 | 0 | 0.0% |
| 9 Tokens: value unspecified/variable | 0 | 0.0% |
| 10 Mixture of fares and tokens | 0 | 0.0% |
| 11 Other type | 0 | 0.0% |
| Total | 1368 | 100% |

P10 gives the type of concession was that which was available to all persons aged 60 and above at no cost. In special cases, where different schemes were offered to 60-64 year olds and to those aged 65 and above, the LA was coded according to the scheme for those aged 65 and above. In a number of cases, the concession varies for different types of people within the overall qualifying group. The category 'other reduced fare' includes schemes offering varying levels of fare reduction, as well as reductions not specified in other categories

The value applied to households was the value for the appropriate LA. For PSUs containing households in more

than one LA, the value taken for the PSU was the value for the LA to which the highest number of addresses were coded.

| P12 Times available | | |
|-----------------------------|------|-------|
| 1 Anytime | 542 | 39.6% |
| 2 Peak hours only | 0 | 0.0% |
| 3 Off-peak only | 29 | 2.1% |
| 4 Mixture of peak, off-peak | 796 | 58.2% |
| 5 Other time restrictions | 1 | 0.1% |
| Total | 1368 | 100% |

Peak hours are defined here as 6.30-9.00am and 4.00-6.30pm on weekdays. The value applied to households was the value for the appropriate LA. For PSUs containing households in more than one LA, the value taken for the PSU was the value for the LA to which the highest number of addresses were coded.

| P13 Areas available | | |
|----------------------------------|------|-------|
| 1 District only or less | 172 | 12.6% |
| 2 Above district, not countywide | 149 | 10.9% |
| 3 Countywide | 879 | 64.3% |
| 4 Above county | 72 | 5.3% |
| 5 Other area restriction | 96 | 7.0% |
| Total | 1368 | 100% |

This defines the area of travel over which the scheme applies. The area is also likely to define residential qualifications in the great majority of cases. District-wide schemes include parish council schemes that applied in the area administered by the district council. Category 2 includes cases in which adjacent districts combine to provide a scheme that does not operate throughout the county.

The value applied to households was the value for the appropriate LA. For PSUs containing households in more than one LA, the value taken for the PSU was the value for the LA to which the highest number of addresses were coded.

| P14 Modes additional to bus | | |
|---------------------------------------|-----|-------|
| 2002 only | | |
| 1 None | 316 | 47.0% |
| 2 Public services only | 268 | 39.8% |
| 3 Private / voluntary services only | 70 | 10.4% |
| 4 Both private / voluntary and public | 19 | 2.8% |
| 5 Other | 0 | 0.0% |
| Total | 673 | 100% |
| NA | 11 | |

Some bus schemes permit members' concessionary travel on other modes. Private/voluntary services include independently operated services such as social car schemes, and a variety of community transport such as dial-a-ride.

5.4 Household variables

In 2002/03, there were 15,695 fully responding households in the NTS sample, (7,437 in 2002 and 8,258 in 2003).

The NTS defines a household as a single person or a group of people who use the sampled address as their only or main residence *and either* share one meal a day *or* share the living accommodation (a living room or sitting room). Where people have more than one address, they are included if the sampled address is their stated main residence. However, adult children who come home only for holidays are excluded; a household member (such as a member of the armed services) away continuously for six months or more is excluded; anyone continuously in residence for six months or more (such as an au pair) is included.

The household reference person

General information about each household was collected at the initial interview from the household reference person (see below), spouse, or in some cases, another responsible

adult, using the household questionnaire. The household reference person is defined as follows:

- In households with a sole householder, that person is the household reference person.
- In households with joint householders, the person with the highest income is the household reference person.
- If two or more householders have exactly the same income, the elder is the household reference person.

Additional household variables were derived from information collected on the individual and vehicle questionnaires.

Address type

| H12n Address Type | | |
|--|-------|-------|
| 1 House/bungalow (detached) | 3669 | 23.4% |
| 2 House/bungalow (semi-detached) | 5106 | 32.5% |
| 3 House/bungalow (terrace/end terrace) | 4230 | 27.0% |
| 4 House/bungalow (type unknown) | 1 | 0.0% |
| 5 Flat/maisonette (purpose built) | 2122 | 13.5% |
| 6 Flat/maisonette (non-purpose built) | 445 | 2.8% |
| 7 Flat/maisonette (type unknown) | 1 | 0.0% |
| 8 Other accommodation type | 121 | 0.8% |
| Total | 15695 | 100% |

This describes the residential unit occupied by the household. A household living in a converted flat in a semi-detached house would be considered to be living in the flat, not the house, as the former is their residential unit. A flat is generally distinguished from rooms by having all its rooms contained behind one front door.

Missing values are imputed from the type of tenure, the household size, and the pensionable status of the head of household.

| H50 Type of tenancy | | |
|-----------------------------|-------|-------|
| 1 Own outright | 5097 | 32.5% |
| 2 Buying with mortgage | 6037 | 38.5% |
| 3 Part rent / part mortgage | 83 | 0.5% |
| 4 Rent | 4296 | 27.4% |
| 5 Live rent free | 181 | 1.2% |
| 6 Squatting | 1 | 0.0% |
| Total | 15695 | 100% |

Missing values for H50 are imputed based on data for households with similar values for H12, H60 and H70.

| H51 Length of residence | | |
|-----------------------------|-------|-------|
| 1 Under 1 yr (over 1 mile) | 1008 | 6.4% |
| 2 Under 1 yr (under 1 mile) | 451 | 2.9% |
| 3 1 under 2 years | 1168 | 7.4% |
| 4 2 under 3 years | 1052 | 6.7% |
| 5 3 under 5 years | 1671 | 10.6% |
| 6 5 under 10 years | 2631 | 16.8% |
| 7 10+ years | 3324 | 21.2% |
| 8 Always lived here | 4389 | 28.0% |
| 9 Under 1 year (miles NA) | 1 | 0.0% |
| Total | 15695 | 100% |

This variable indicates the number of years the HRP has lived at the address.

The distinction between categories 1, 2 and 9 is made by asking the distance moved from the respondent's previous residence.

Missing values are imputed from the age/sex of the household reference person.

Respondents who had moved in the last three years were also asked why they moved (H134), their main reason for moving (H135) and the importance of the availability of public transport in

the local area when choosing their home (H148).

| H134 Why move to current address | | |
|--------------------------------------|-------|-------|
| 1 Better neighbourhood | 866 | 23.6% |
| 2 Change of employment | 333 | 9.1% |
| 3 Closer to work/school | 456 | 12.4% |
| 4 Closer to family/friends | 537 | 14.6% |
| 5 Closer to shops/leisure facilities | 158 | 4.3% |
| 6 Better public transport | 116 | 3.2% |
| 7 Larger or better house/flat | 960 | 26.1% |
| 8 Smaller or cheaper house/flat | 338 | 9.2% |
| 9 Moved in/split up with partner | 428 | 11.6% |
| 10 Wanted to buy | 374 | 10.2% |
| 11 To live independently | 458 | 12.5% |
| 12 Other reason | 427 | 11.6% |
| Total | 3677 | 100% |
| NA | 3 | |
| DNA | 12015 | |

| H135 Main reason for moving | | |
|--------------------------------------|-------|-------|
| 1 Better neighbourhood | 488 | 13.3% |
| 2 Change of employment | 244 | 6.6% |
| 3 Closer to work/school | 242 | 6.6% |
| 4 Closer to family/friends | 301 | 8.2% |
| 5 Closer to shops/leisure facilities | 26 | 0.7% |
| 6 Better public transport | 23 | 0.6% |
| 7 Larger or better house/flat | 654 | 17.8% |
| 8 Smaller or cheaper house/flat | 211 | 5.7% |
| 9 Moved in/split up with partner | 343 | 9.3% |
| 10 Wanted to buy | 233 | 6.3% |
| 11 To live independently | 321 | 8.7% |
| 12 Other reason | 590 | 16.1% |
| Total | 3676 | 100% |
| NA | 4 | |
| DNA | 12015 | |

| H148 Importance of public transport in choice of home | | |
|---|-----|-------|
| 1 Very important | 840 | 22.9% |
| 2 Fairly important | 778 | 21.2% |
| 3 Not very important | 866 | 23.6% |

| H148 Importance of public transport in choice of home | | |
|---|-------|-------|
| 4 Not at all important | 1183 | 32.3% |
| Total | 3667 | 100% |
| NA | 13 | |
| DNA | 12015 | |

| H154 Type of area | | |
|------------------------------------|-------|-------|
| 1 Inner London | 727 | 4.6% |
| 2 Outer London built-up area | 1339 | 8.5% |
| 3 West Midlands built-up area | 590 | 3.8% |
| 4 Greater Manchester built-up area | 621 | 4.0% |
| 5 West Yorkshire built-up area | 380 | 2.4% |
| 6 Glasgow built-up area | 161 | 1.0% |
| 7 Liverpool built-up area | 251 | 1.6% |
| 8 Tyneside built-up area | 257 | 1.6% |
| 9 Other urban over 250K | 1737 | 11.1% |
| 10 Other urban over 100K to 250K | 1601 | 10.2% |
| 11 Other urban over 50K to 100K | 1217 | 7.8% |
| 12 Other urban over 25K to 50K | 1299 | 8.3% |
| 13 Other urban over 10K to 25K | 1786 | 11.4% |
| 14 Other urban over 3K to 10K | 1163 | 7.4% |
| 15 Rural | 2566 | 16.3% |
| Total | 15695 | 100% |

Variable H154 is based on the definition of urban areas at the time of the 2001 Population Census. In simple terms, an urban area is a continuous built-up area, of at least 20 hectares and with at least 1,500 residents. Each NTS household was assigned to an urban/rural category using a look-up file from their postcode to the H154 urban/rural category.

Accessibility of public transport

H13-H17 and H136-H138 describe the neighbourhood in terms of the nearest public transport. Information relates to the nearest stop/station, even if this is not the one normally used.

Interviewers are advised that anyone in the household can answer these questions, if it is felt that they have a better knowledge of local services than the HRP.

These questions are measures of fact, not of opinion. Interviewers are encouraged to make use of information other than that provided by the household if this provides a more accurate indication of the true position. 'Walk time' assumes a walk speed of three miles per hour, and takes no account of, for example, any infirmity or disability of the respondent.

Where a respondent replies that they do not know how far away facilities are, they are encouraged to provide their best estimate.

| H13 Walk time to bus stop | | |
|---------------------------|-------|-------|
| 1 6 minutes or less | 13521 | 86.1% |
| 2 7-13 minutes | 1578 | 10.1% |
| 3 14-26 minutes | 420 | 2.7% |
| 4 27-43 minutes | 75 | 0.5% |
| 5 44 minutes or more | 101 | 0.6% |
| Total | 15695 | 100% |

| H14 Frequency of bus service | | |
|---------------------------------|-------|-------|
| 1 Less than once a day | 143 | 0.9% |
| 2 At least once a day | 1087 | 6.9% |
| 3 At least 1 an hour | 3070 | 19.6% |
| 4 At least 1 every half hour | 5800 | 37.0% |
| 5 At least 1 every quarter hour | 5595 | 35.6% |
| Total | 15695 | 100% |

| H15 Walk time to railway station | | |
|----------------------------------|-------|-------|
| 1 6 minutes or less | 957 | 6.1% |
| 2 7-13 minutes | 1487 | 9.5% |
| 3 14-26 minutes | 3846 | 24.5% |
| 4 27-43 minutes | 2749 | 17.5% |
| 5 44 minutes or longer | 6656 | 42.4% |
| Total | 15695 | 100% |

| H16 Bus time to railway station | | |
|---------------------------------|------|-------|
| 1 No bus/quicker to walk | 4157 | 26.5% |

| H16 Bus time to railway station | | |
|---------------------------------|-------|-------|
| 2 6 minutes or less | 1163 | 7.4% |
| 3 7-13 minutes | 2350 | 15.0% |
| 4 14-26 minutes | 4341 | 27.7% |
| 5 27 to 43 minutes | 2210 | 14.1% |
| 6 44 minutes or longer | 1474 | 9.4% |
| Total | 15695 | 100% |

| H17 Type of railway station | | |
|-----------------------------------|-------|-------|
| 1 Frequent service all day | 13848 | 88.2% |
| 2 Frequent service rush hour only | 656 | 4.2% |
| 3 Less frequent service | 1191 | 7.6% |
| Total | 15695 | 100% |

| H136 Light rail / metro / tram stop closer than railway | | |
|---|-------|-------|
| 1 London Underground | 683 | 59.4% |
| 2 Metro | 292 | 25.4% |
| 3 Light Rail | 74 | 6.4% |
| 4 Tram | 100 | 8.7% |
| Total | 1149 | 100% |
| None | 14525 | |
| NA | 21 | |

| H137 Walk time to LU/light rail/tram stop | | |
|---|-------|-------|
| 1 6 mins or less | 335 | 29.2% |
| 2 7-13 mins | 312 | 27.2% |
| 3 14-26 mins | 337 | 29.4% |
| 4 27-43 mins | 78 | 6.8% |
| 5 44 mins or longer | 85 | 7.4% |
| Total | 1147 | 100% |
| NA / DNA | 14548 | |

| H138 Bus time to LU/light rail/tram stop | | |
|--|-------|-------|
| 1 No bus / quicker to walk | 548 | 47.9% |
| 2 6 minutes or less | 52 | 4.5% |
| 3 7-13 minutes | 67 | 5.9% |
| 4 14-26 minutes | 247 | 21.6% |
| 5 27-43 minutes | 227 | 19.9% |
| 6 44 minutes | 2 | 0.2% |
| Total | 1143 | 100% |
| NA / DNA | 14552 | |

The questions which define H137 and H138 are only asked where there is a tube/light rail/tram stop closer than the nearest surface railway station.

Accessibility of services

Variables H18-H29 describe the neighbourhood in terms of the available amenities. Some of these questions are rotated, and were therefore asked either in 2002 or in 2003.

As above, walking speed is assumed to be three miles per hour.

H18 Walk distance to doctor's surgery

| 2002 only – modular | | |
|----------------------|------|-------|
| 1 6 minutes or less | 1222 | 16.5% |
| 2 7-13 minutes | 1478 | 19.9% |
| 3 14-26 minutes | 2296 | 31.0% |
| 4 27-43 minutes | 1074 | 14.5% |
| 5 44 minutes or more | 1345 | 18.1% |
| Total | 7415 | 100% |
| NA/DNA | 8280 | |

H19 Bus time to doctor's surgery

| 2002 only – modular | | |
|------------------------------------|------|-------|
| 1 No bus service / quicker to walk | 3704 | 50.2% |
| 2 6 minutes or less | 939 | 12.7% |
| 3 7-13 minutes | 988 | 13.4% |
| 4 14-26 minutes | 1129 | 15.3% |
| 5 27-43 minutes | 416 | 5.6% |
| 6 44 minutes or more | 202 | 2.7% |
| Total | 7378 | 100% |
| NA/DNA | 8317 | |

H20 Walk distance to nearest Post Office

| 2003 only, modular | | |
|----------------------|------|-------|
| 1 6 minutes or less | 3333 | 40.4% |
| 2 7-13 minutes | 2609 | 31.7% |
| 3 14-26 minutes | 1756 | 21.3% |
| 4 27-43 minutes | 339 | 4.1% |
| 5 44 minutes or more | 205 | 2.5% |
| Total | 8242 | 100% |
| NA/DNA | 7453 | |

H21 Bus distance to nearest Post Office

| 2003 only, modular | | |
|------------------------------------|------|-------|
| 1 No bus service / quicker to walk | 6320 | 77.0% |

| | | |
|----------------------|------|-------|
| 2 6 minutes or less | 897 | 10.9% |
| 3 7-13 minutes | 629 | 7.7% |
| 4 14-26 minutes | 293 | 3.6% |
| 5 27-43 minutes | 49 | 0.6% |
| 6 44 minutes or more | 17 | 0.2% |
| Total | 8205 | 100% |
| NA/DNA | 7490 | |

H22 Walk distance to nearest chemist

| 2002 only, modular | | |
|----------------------|------|-------|
| 1 6 minutes or less | 2286 | 30.8% |
| 2 7-13 minutes | 2102 | 28.3% |
| 3 14-26 minutes | 1901 | 25.6% |
| 4 27-43 minutes | 501 | 6.7% |
| 5 44 minutes or more | 640 | 8.6% |
| Total | 7430 | 100% |
| NA/DNA | 8265 | |

H23 Bus time to nearest chemist

| 2002 only, modular | | |
|------------------------------------|------|-------|
| 1 No bus service / quicker to walk | 4567 | 61.8% |
| 2 6 minutes or less | 1190 | 16.1% |
| 3 7-13 minutes | 803 | 10.9% |
| 4 14-26 minutes | 597 | 8.1% |
| 5 27-43 minutes | 172 | 2.3% |
| 6 44 minutes or more | 62 | 0.8% |
| Total | 7391 | 100% |
| NA/DNA | 8304 | |

H24 Walk time to nearest food store

| | | |
|----------------------|-------|-------|
| 1 6 minutes or less | 8835 | 56.3% |
| 2 7-13 minutes | 3892 | 24.8% |
| 3 14-26 minutes | 2069 | 13.2% |
| 4 27-43 minutes | 476 | 3.0% |
| 5 44 minutes or more | 413 | 2.6% |
| Total | 15685 | 100% |
| NA | 10 | |

H25 Bus time to nearest food store

| | | |
|----------------------------------|-------|-------|
| 1 No bus service/quicker to walk | 12232 | 78.4% |
| 2 6 minutes or less | 1884 | 12.1% |
| 3 7-13 minutes | 889 | 5.7% |
| 4 14-26 minutes | 437 | 2.8% |
| 5 27-43 minutes | 104 | 0.7% |
| 6 44 minutes or more | 56 | 0.4% |
| Total | 15602 | 100% |
| NA | 93 | |

H26 Walk time to nearest shopping centre

| | | |
|----------------------|------|-------|
| 2003 only, modular | | |
| 1 6 minutes or less | 787 | 9.5% |
| 2 7-13 minutes | 1329 | 16.1% |
| 3 14-26 minutes | 2669 | 32.4% |
| 4 27-43 minutes | 1390 | 16.8% |
| 5 44 minutes or more | 2075 | 25.2% |
| Total | 8250 | 100% |
| NA/DNA | 7445 | |

H27 Bus time to nearest shopping centre

| | | |
|----------------------------------|------|-------|
| 2003 only, modular | | |
| 1 No bus service/quicker to walk | 2291 | 27.9% |
| 2 6 minutes or less | 773 | 9.4% |
| 3 7-13 minutes | 1812 | 22.1% |
| 4 14-26 minutes | 2365 | 28.8% |
| 5 27-43 minutes | 712 | 8.7% |
| 6 44 minutes or more | 257 | 3.1% |
| Total | 8210 | 100% |
| NA/DNA | 7485 | |

H28 Walk time to nearest general hospital

| | | |
|----------------------|------|-------|
| 2002 only, modular | | |
| 1 6 minutes or less | 182 | 2.5% |
| 2 7-13 minutes | 329 | 4.5% |
| 3 14-26 minutes | 972 | 13.2% |
| 4 27-43 minutes | 1056 | 14.3% |
| 5 44 minutes or more | 4845 | 65.6% |
| Total | 7384 | 100% |
| NA/DNA | 8311 | |

H29 Bus time to nearest general hospital

| | | |
|----------------------------------|------|-------|
| 2002 only, modular | | |
| 1 No bus service/quicker to walk | 1074 | 14.6% |
| 2 6 minutes or less | 244 | 3.3% |
| 3 7-13 minutes | 645 | 8.8% |
| 4 14-26 minutes | 1831 | 24.9% |
| 5 27-43 minutes | 1754 | 23.8% |
| 6 44 minutes or more | 1810 | 24.6% |
| Total | 7358 | 100% |
| NA/DNA | 8337 | |

Household vehicle access

The number of bicycles covers all non-motorised bicycles or tricycles (other than toy cycles) in the household's possession and used by members of the household aged six or older.

Missing values are imputed from the number of bicycle trips made in the Travel Week, and the number of children in the household.

H35 Number of bicycles

| | | |
|----------------------|-------|-------|
| 1 No bikes | 8339 | 53.1% |
| 2 One bike | 3408 | 21.7% |
| 3 Two bikes | 2376 | 15.1% |
| 4 Three bikes | 912 | 5.8% |
| 5 Four bikes | 536 | 3.4% |
| 6 Five or more bikes | 124 | 0.8% |
| Total | 15695 | 100% |

Variables H52-H55 are derived from variable V3. These variables are counts of the numbers of vehicles of various types owned or in regular use by the household (including any not in use at the time but which might come into use in the next month).

Motorcycles (H53) include motor scooters, sidecar combinations and mopeds.

Cars/light vans (H55) include three-wheeled vehicles, light vans, Land Rovers, Jeeps (or similar vehicles), minibuses, motor caravans and dormobiles.

H52 Number of household 3 and 4 wheeled cars

| | | |
|----------------|-------|-------|
| 1 None | 4460 | 28.4% |
| 2 One | 7375 | 47.0% |
| 3 Two | 3374 | 21.5% |
| 4 Three | 419 | 2.7% |
| 5 Four | 52 | 0.3% |
| 6 Five or more | 15 | 0.1% |
| Total | 15695 | 100% |

| H53 Number of motorcycles | | |
|---------------------------|-------|-------|
| 1 None | 15268 | 97.3% |
| 2 One | 373 | 2.4% |
| 3 Two | 42 | 0.3% |
| 4 Three or more | 12 | 0.1% |
| Total | 15695 | 100% |

| H54 Number of vans/lorries | | |
|----------------------------|-------|-------|
| 1 None | 14959 | 95.3% |
| 2 One | 701 | 4.5% |
| 3 Two | 30 | 0.2% |
| 4 Three | 5 | 0.0% |
| 5 Four | 0 | 0.0% |
| 6 Five or more | 0 | 0.0% |
| Total | 15695 | 100% |

| H55 Number of cars/light vans | | |
|-------------------------------|-------|-------|
| 1 None | 4223 | 26.9% |
| 2 One | 6944 | 44.2% |
| 3 Two | 3852 | 24.5% |
| 4 Three | 566 | 3.6% |
| 5 Four | 80 | 0.5% |
| 6 Five or more | 30 | 0.2% |
| Total | 15695 | 100% |

| H56 Car/light van availability | | |
|--------------------------------------|-------|-------|
| 1 Car/light van (including pool car) | 11438 | 72.9% |
| 2 Only new car/light van | 19 | 0.1% |
| 3 Only "Possibly come into use" | 52 | 0.3% |
| 4 No car/light van available | 4185 | 26.7% |
| Total | 15694 | 100% |
| NA | 1 | |

H56 is derived from the vehicle questionnaire. It distinguishes households with vehicles that are in everyday use throughout the Travel Week from those which are acquired during the week, and from those which are unavailable (eg. broken down) at the time of the placement interview, but which may be usable by the last day of the Travel Week.

| H57 Household vehicle availability | | |
|------------------------------------|-------|-------|
| 1 Three or more cars/vans | 676 | 4.3% |
| 2 Two cars/vans | 3852 | 24.5% |
| 3 One car/van (private) | 6470 | 41.2% |
| 4 One car/van (not private) | 469 | 3.0% |
| 5 Company pool car only | 37 | 0.2% |
| 6 Two wheel motor vehicles only | 33 | 0.2% |
| 7 Other motor vehicles only | 6 | 0.0% |
| 8 One or more bicycles only | 960 | 6.1% |
| 9 No vehicles | 3192 | 20.3% |
| Total | 15695 | 100% |

H57 is derived from variables V3, V15 and H35.

Missing values are imputed from the count of household motor vehicles and the count of household bicycles.

| H63 Persons with full car licence | | |
|-----------------------------------|-------|-------|
| 1 None | 3329 | 21.2% |
| 2 One | 5636 | 35.9% |
| 3 Two | 5995 | 38.2% |
| 4 Three | 612 | 3.9% |
| 5 Four or more | 123 | 0.8% |
| Total | 15695 | 100% |

H63 is derived from variable I182. The count includes holders of licences for car only or for car and motorcycle.

| H107 Number of household company cars | | |
|---------------------------------------|-------|-------|
| 1 None | 14783 | 94.2% |
| 2 One | 846 | 5.4% |
| 3 Two | 62 | 0.4% |
| 4 Three | 2 | 0.0% |
| 5 Four | 2 | 0.0% |
| Total | 15695 | 100% |

H107 is derived from variable V112.

Household composition

All members of a household were required to complete a travel record. The size of the household is, therefore, equivalent to the number of responding individuals in the sample.

For household variables, a child is defined as somebody aged 0-15; anyone aged 16+ is defined as an adult. Adult children refer to children of the HRP aged 16+.

H58 Number of people in household

| | | |
|-------|-------|-------|
| 1 | 4651 | 29.6% |
| 2 | 5791 | 36.9% |
| 3 | 2256 | 14.4% |
| 4 | 2023 | 12.9% |
| 5 | 705 | 4.5% |
| 6 | 194 | 1.2% |
| 7 | 45 | 0.3% |
| 8 | 19 | 0.1% |
| 9 | 6 | 0.0% |
| 10 | 5 | 0.0% |
| Total | 15695 | 100% |

H59 Household structure (family)

| | | |
|---------------------------------|-------|-------|
| 1 2 adults youngest child 0-4 | 1456 | 9.3% |
| 2 1 adult youngest child 0-4 | 302 | 1.9% |
| 3 2 adults youngest child 5-12 | 1507 | 9.6% |
| 4 1 adult youngest child 5-12 | 401 | 2.6% |
| 5 2 adults youngest child 13-15 | 513 | 3.3% |
| 6 1 adult youngest child 13-15 | 88 | 0.6% |
| 7 Family adult child(ren) | 1516 | 9.7% |
| 8 Adults include parent of HRP | 121 | 0.8% |
| 9 Pensioner household | 4453 | 28.4% |
| 10 Other household | 5338 | 34.0% |
| Total | 15695 | 100% |

Missing values are imputed from the working status of the individuals in the household.

H60 Household structure

| | | |
|---------------------------------------|-------|-------|
| 1 Single person under 65 | 2375 | 15.1% |
| 2 Single person 65 and older | 2276 | 14.5% |
| 3 Two people, HRP under 30 | 554 | 3.5% |
| 4 Two people, HRP 30-64 | 3284 | 20.9% |
| 5 Two people, HRP 65+ | 1953 | 12.4% |
| 6 Three persons (1-2 children) | 1281 | 8.2% |
| 7 Three adults | 975 | 6.2% |
| 8 Four people (2-3 children) | 1384 | 8.8% |
| 9 Four people (1 child) | 313 | 2.0% |
| 10 Four adults | 326 | 2.1% |
| 11 Five or more people (3+ children) | 596 | 3.8% |
| 12 Five or more people (1-2 children) | 287 | 1.8% |
| 13 Five or more adults | 91 | 0.6% |
| Total | 15695 | 100% |

H61 Household structure (NTS)

| | | |
|---------------------------------------|------|-------|
| 1 1 man under 65 | 1241 | 7.9% |
| 2 1 man 65 and over | 656 | 4.2% |
| 3 1 woman under 60 | 898 | 5.7% |
| 4 1 woman 60 and over | 1856 | 11.8% |
| 5 1 man, 1 child | 26 | 0.2% |
| 6 1 woman, 1 child | 381 | 2.4% |
| 7 1 man, 2+ children | 21 | 0.1% |
| 8 1 woman, 2+ children | 363 | 2.3% |
| 9 1 man, 1 woman (HRP pensioner) | 1979 | 12.6% |
| 10 1 man, 1 woman (HRP not pensioner) | 3059 | 19.5% |
| 11 2 men or 2 women | 346 | 2.2% |
| 12 1 man, 1 woman, 1 child | 978 | 6.2% |
| 13 2 men or 2 women, 1 child | 40 | 0.3% |
| 14 1 man, 1 woman, 2 children | 1281 | 8.2% |
| 15 2 men or 2 women, 2 children | 17 | 0.1% |
| 16 1 man, 1 woman, 3 children | 379 | 2.4% |
| 17 2 men or 2 women, 3 children | 5 | 0.0% |
| 18 2 adults, 4 children | 86 | 0.5% |
| 19 2 adults, 5 children | 15 | 0.1% |
| 20 2 adults, 6 children | 6 | 0.0% |
| 21 2 adults, 7+ children | 3 | 0.0% |

H61 Household structure (NTS)

| | | |
|----------------------------|-------|------|
| 22 3 adults | 975 | 6.2% |
| 23 3 adults, 1 child | 313 | 2.0% |
| 24 3 adults, 2 children | 145 | 0.9% |
| 25 3 adults, 3 children | 38 | 0.2% |
| 26 3 adults, 4+ children | 8 | 0.1% |
| 27 4 adults | 326 | 2.1% |
| 28 4 adults, 1 child | 84 | 0.5% |
| 29 4 adults, 2+ children | 43 | 0.3% |
| 30 5 adults | 68 | 0.4% |
| 31 5 adults, 1+ children | 27 | 0.2% |
| 32 All other, no children | 23 | 0.1% |
| 33 All other with children | 9 | 0.1% |
| Total | 15695 | 100% |

Household structure variables H59-H61 are derived from I2-I6 and I177.

H62 Disabled adult in household

| | | |
|----------------------------|-------|-------|
| 1 HRP only | 2647 | 16.9% |
| 2 Spouse/cohabitee only | 786 | 5.0% |
| 3 Child only | 56 | 0.4% |
| 4 Parent only | 85 | 0.5% |
| 5 Other person only | 38 | 0.2% |
| 6 HRP and spouse/cohabitee | 449 | 2.9% |
| 7 Other (2 or more) | 105 | 0.7% |
| 8 None disabled | 11529 | 73.5% |
| Total | 15695 | 100% |

H62 is derived from variables I2, I5 (the numeric variable that defines I6) and I165. The NTS use the term 'disabled' to describe a person who has difficulty, for reasons of long-standing poor health or physical disability, in using buses or cars or in going out of the house on foot. This includes problems attributable to old age.

H74 Number of adults

| | | |
|-----------|-------|-------|
| 1 | 5442 | 34.7% |
| 2 | 8194 | 52.2% |
| 3 | 1479 | 9.4% |
| 4 | 453 | 2.9% |
| 5 | 95 | 0.6% |
| 6 | 24 | 0.2% |
| 7 or more | 8 | 0.1% |
| Total | 15695 | 100% |

H75 Number of children

| | | |
|-------------|-------|-------|
| 1 0 | 11427 | 72.8% |
| 2 1 | 1843 | 11.7% |
| 3 2 | 1743 | 11.1% |
| 4 3 | 524 | 3.3% |
| 5 4 | 120 | 0.8% |
| 6 5 | 25 | 0.2% |
| 7 6 or more | 13 | 0.1% |
| Total | 15695 | 100% |

Social and economic**H65 HRP working status**

| | | |
|-----------------------------|-------|-------|
| 1 Full time | 7829 | 49.9% |
| 2 Part time | 1211 | 7.7% |
| 3 Unemployed | 237 | 1.5% |
| 4 Retired/ permanently sick | 5437 | 34.6% |
| 5 Student | 144 | 0.9% |
| 6 Looking after home/family | 652 | 4.2% |
| 7 Other non-working | 185 | 1.2% |
| Total | 15695 | 100% |

H65 is derived from the HRP's response to I177.

H66 Employment status

| | | |
|--------------------|-------|-------|
| 1 Self employed | 1763 | 11.2% |
| 2 Employed manager | 2045 | 13.0% |
| 3 Other employee | 11370 | 72.4% |
| 4 Never worked | 517 | 3.3% |
| Total | 15695 | 100% |

H66 is derived from I2, I78 and I80.

H69 HRP Industry type

| | | |
|--|------|-------|
| 1 Agriculture etc. | 278 | 1.9% |
| 2 Fishing | 15 | 0.1% |
| 3 Mining, quarrying | 185 | 1.2% |
| 4 Manufacturing | 3106 | 20.7% |
| 5 Energy, water | 237 | 1.6% |
| 6 Construction | 1223 | 8.1% |
| 7 Wholesale, retail and motor trade | 1809 | 12.0% |
| 8 Hotels and restaurants | 495 | 3.3% |
| 9 Transport, storage and communication | 1196 | 8.0% |
| 10 Financial | 591 | 3.9% |

| H69 HRP Industry type | | |
|---|-------|-------|
| 11 Real estate, renting and business activities | 1541 | 10.3% |
| 12 Public administration and defence | 1165 | 7.8% |
| 13 Education | 1159 | 7.7% |
| 14 Health and social work | 1399 | 9.3% |
| 15 Other community, social and personal | 544 | 3.6% |
| 16 Private households with employed persons | 71 | 0.5% |
| 17 Extra-territorial organisations | 7 | 0.0% |
| 18 Workplace outside UK | 0 | 0.0% |
| Total | 15021 | 100% |
| NA | 166 | |
| DNA | 508 | |

For the purposes of H65-H66 and H68-H69, the household is classified according to the characteristics or the circumstances of the HRP, and is derived from I79. 'Unemployed' combines those waiting for and looking for a job.

| H70 Household income | | |
|----------------------|-------|------|
| 1 Less than £1000 | 92 | 0.6% |
| 2 £1000-£1999 | 104 | 0.7% |
| 3 £2000-£2999 | 142 | 0.9% |
| 4 £3000-£3999 | 270 | 1.7% |
| 5 £4000-£4999 | 580 | 3.7% |
| 6 £5000-£5999 | 816 | 5.2% |
| 7 £6000-£6999 | 585 | 3.7% |
| 8 £7000-£7999 | 535 | 3.4% |
| 9 £8000-£8999 | 882 | 5.6% |
| 10 £9000-£9999 | 498 | 3.2% |
| 11 £10000-£12499 | 974 | 6.2% |
| 12 £12500-£14999 | 942 | 6.0% |
| 13 £15000-£17499 | 1044 | 6.7% |
| 14 £17500-£19999 | 863 | 5.5% |
| 15 £20000-£24999 | 1415 | 9.0% |
| 16 £25000-£29999 | 1373 | 8.7% |
| 17 £30000-£34999 | 1131 | 7.2% |
| 18 £35000-£39999 | 922 | 5.9% |
| 19 £40000-£49999 | 1134 | 7.2% |
| 20 £50000-£74999 | 797 | 5.1% |
| 21 £75000 or more | 596 | 3.8% |
| Total | 15695 | 100% |

When the household contains only one adult, the household's income is that

of the HRP. When the household contains more than one adult, the income of the whole household is an estimate by one household member only – either the HRP or the HRP's spouse. Where information was not supplied, values were imputed by totalling the individual incomes of the household members, the best estimate being the midpoint of the income band. When the individual incomes required for this process were missing, they were imputed first, using comparable cases for which income had been reported (see I178).

| H83 Employed in household | | |
|-------------------------------|-------|-------|
| 1 None | 5883 | 37.5% |
| 2 1 part time, no full time | 973 | 6.2% |
| 3 1 full time, no part time | 3346 | 21.3% |
| 4 2 part time, no full time | 153 | 1.0% |
| 5 1 full time, 1 part time | 2000 | 12.7% |
| 6 2 full time, no part time | 2366 | 15.1% |
| 7 1 full time, 2+ part time | 157 | 1.0% |
| 8 2 full time, 1+ part time | 336 | 2.1% |
| 9 3+ part time, no full time | 20 | 0.1% |
| 10 3+ full time, no part time | 368 | 2.3% |
| 11 3+ full time, 1+ part time | 93 | 0.6% |
| Total | 15695 | 100% |

H83 is derived from I177.

| H84 Real household equivalent semi-deciles (2002-2003 basis) | | |
|--|-----|------|
| 1 st (lowest) | 785 | 5.0% |
| 2 nd | 785 | 5.0% |
| 3 rd | 785 | 5.0% |
| 4 th | 784 | 5.0% |
| 5 th | 785 | 5.0% |
| 6 th | 785 | 5.0% |
| 7 th | 785 | 5.0% |
| 8 th | 784 | 5.0% |
| 9 th | 785 | 5.0% |
| 10 th | 785 | 5.0% |
| 11 th | 785 | 5.0% |
| 12 th | 784 | 5.0% |
| 13 th | 785 | 5.0% |
| 14 th | 785 | 5.0% |
| 15 th | 785 | 5.0% |
| 16 th | 784 | 5.0% |

H84 Real household equivalent semi-deciles (2002-2003 basis)

| | | |
|----------------------------|-------|------|
| 17 th | 785 | 5.0% |
| 18 th | 785 | 5.0% |
| 19 th | 785 | 5.0% |
| 20 th (highest) | 784 | 5.0% |
| Total | 15695 | 100% |

Households are assigned to one of twenty groups, ranked in ascending order of affluence. Households with an income straddling two or more code bands are randomly allocated to one of the bands, whilst ensuring the bands remain equal in size.

In addition to semi-deciles based upon 2002-2003, there exist variables H84k and H84l, based upon 2002 and 2003 individual years only.

H85 Real household income equivalent quintiles (2002-2003 basis)

| | | |
|-----------------------|-------|-------|
| 1 Lowest real income | 3139 | 20.0% |
| 2 Second level | 3139 | 20.0% |
| 3 Third level | 3139 | 20.0% |
| 4 Fourth level | 3139 | 20.0% |
| 5 Highest real income | 3139 | 20.0% |
| Total | 15695 | 100% |

H85 is aggregated from H84. Correspondingly, there exist variables H85K and H85L, which relate to individual years 2002 and 2003 respectively.

H108 ACORN® classification

| | | |
|---|-----|------|
| 1 Wealthy suburbs, large detached houses | 392 | 2.5% |
| 2 Villages with wealthy commuters | 465 | 3.0% |
| 3 Mature affluent home-owning areas | 469 | 3.0% |
| 4 Affluent suburbs, older families | 575 | 3.7% |
| 5 Mature well-off suburbs | 358 | 2.3% |
| 6 Agricultural villages, home-based workers | 255 | 1.3% |
| 7 Holiday areas, older people, home-based workers | 95 | 0.6% |
| 8 Home-owning areas, | 214 | 1.4% |

H108 ACORN® classification

| | | |
|---|-----|------|
| well-off older residents | | |
| 9 Private flats, elderly people | 204 | 1.3% |
| 10 Affluent working families and mortgages | 453 | 2.9% |
| 11 Affluent working couples and mortgages, new homes | 186 | 1.2% |
| 12 Transient workforces, living at place of work | 37 | 0.2% |
| 13 Home-owning family areas | 319 | 2.0% |
| 14 Home-owning family areas, older children | 422 | 2.7% |
| 15 Families and mortgages, younger children | 321 | 2.0% |
| 16 Well-off town and city areas | 141 | 0.9% |
| 17 Flats and mortgages, singles/young working couples | 160 | 1.0% |
| 18 Furnished flats/bedsits, younger single people | 44 | 0.3% |
| 19 Apartments, young professional singles/couples | 136 | 0.9% |
| 20 Gentrified multi-ethnic areas | 117 | 0.7% |
| 21 Prosperous enclaves, highly qualified executives | 79 | 0.5% |
| 22 Academic centres, students/young professionals | 83 | 0.5% |
| 23 Affluent city centre areas, tenements/flats | 130 | 0.8% |
| 24 Partially gentrified multi-ethnic areas | 116 | 0.7% |
| 25 Converted flats/bedsits, single people | 116 | 0.7% |
| 26 Mature established home-owning areas | 557 | 3.5% |
| 27 Rural areas, mixed occupations | 496 | 3.2% |
| 28 Established home-owning areas | 692 | 4.4% |
| 29 Home-owning areas, council tenants/retired people | 423 | 2.7% |
| 30 Established home-owning areas, skilled workers | 600 | 3.8% |
| 31 Home owners in older properties, younger | 570 | 3.6% |

| H108 ACORN® classification | | | |
|--|-----|------|--|
| workers | | | |
| 32 Home-owning areas with skilled workers | 715 | 4.6% | |
| 33 Council areas, some new home owners | 498 | 3.2% | |
| 34 Mature home-owning areas, skilled workers | 494 | 3.1% | |
| 35 Low-rise estates, older workers, new home owners | 515 | 3.3% | |
| 36 Home-owning multi-ethnic areas, young families | 179 | 1.1% | |
| 37 Multi-occupied town centres, mixed occupations | 267 | 1.7% | |
| 38 Multi-ethnic areas, white collar workers | 224 | 1.4% | |
| 39 Home owners, small council flats, single pensioners | 395 | 2.5% | |
| 40 Council areas, older people, health problems | 304 | 1.9% | |
| 41 Better-off council areas, new home owners | 345 | 2.2% | |
| 42 Council areas, young families, some new home owners | 386 | 2.5% | |
| 43 Council areas, young families, many lone parents | 262 | 1.7% | |
| 44 Multi-occupied terraces, multi-ethnic areas | 93 | 0.6% | |
| 45 Low-rise council housing, less well-off families | 350 | 2.2% | |
| 46 Council areas, residents with health problems | 280 | 1.8% | |
| 47 Estates with high unemployment | 162 | 1.0% | |
| 48 Council flats, elderly people, health problems | 236 | 1.5% | |
| 49 Council flats, very high unemployment | 178 | 1.1% | |
| 50 Council areas, high unemployment, lone parents | 216 | 1.4% | |
| 51 Council flats, greatest hardship, many lone parents | 68 | 0.4% | |
| 52 Multi-ethnic, large families, overcrowding | 48 | 0.3% | |
| 53 Multi-ethnic, severe unemployment, lone | 183 | 1.2% | |

| H108 ACORN® classification | | |
|--|-------|------|
| parents | | |
| 54 Multi-ethnic, high unemployment, overcrowding | 49 | 0.3% |
| 55 Could not classify | 23 | 0.1% |
| Total | 15695 | 100% |

Developed by CACI®, ACORN® is a geodemographic targeting classification, which combines geographic and demographic information from the 1991 census to produce a tool for classifying different types of people in different areas throughout Great Britain.

| H121 Index of multiple deprivation | | |
|------------------------------------|-------|-------|
| 1 (most deprived) | 1849 | 13.9% |
| 2 | 1895 | 14.2% |
| 3 | 1554 | 11.6% |
| 4 | 1390 | 10.4% |
| 5 | 1264 | 9.5% |
| 6 | 1180 | 8.8% |
| 7 | 1041 | 7.8% |
| 8 | 1034 | 7.7% |
| 9 | 552 | 4.1% |
| 10 (least deprived) | 1589 | 11.9% |
| Total | 13348 | 100% |
| NA | 2347 | |

The Index of Multiple Deprivation is based upon the premise that multiple deprivation is made up of separate dimensions or 'domains' of deprivation. These domains reflect different aspects of deprivation. Six domain indices (income, employment, health deprivation and disability, education skills and training, housing and geographical access to services) are combined to make the overall Index of Multiple Deprivation.

The index of multiple deprivation applies only to households in England. Households in Scotland or Wales are coded as NA.

H132 Household working structure

| | | |
|-----------------------------|-------|-------|
| 1 2+ full time 1+ part time | 429 | 2.7% |
| 2 2+ full time 0 part time | 2734 | 17.4% |
| 3 1 full time 0 part time | 3346 | 21.3% |
| 4 1 full time 1+ part time | 2157 | 13.7% |
| 5 0 full time 1+ part time | 1146 | 7.3% |
| 6 0 full time 0 part time | 5883 | 37.5% |
| Total | 15695 | 100% |

H151 Index of multiple deprivation (2004 basis)

| | | |
|---------------------|-------|-------|
| 1 (most deprived) | 1257 | 9.4% |
| 2 | 1217 | 9.1% |
| 3 | 1422 | 10.6% |
| 4 | 1367 | 10.2% |
| 5 | 1390 | 10.4% |
| 6 | 1293 | 9.7% |
| 7 | 1315 | 9.8% |
| 8 | 1339 | 10.0% |
| 9 | 1405 | 10.5% |
| 10 (least deprived) | 1348 | 10.1% |
| Total | 13353 | 100% |
| NA | 2342 | 17.5% |

Opinions of local transport options

Variables H122 to H127 were included from 2001. However, to reduce the total number of questions in the questionnaire, these questions are only asked in alternate years.

Answers are based entirely upon respondents' opinions.

H122 Rate the frequency of local buses

| | | |
|-----------------------------------|------|-------|
| Modular, 2002 only | | |
| 1 Very frequent | 1194 | 22.2% |
| 2 Fairly frequent | 2948 | 54.8% |
| 3 Neither frequent nor infrequent | 432 | 8.0% |
| 4 Fairly infrequent | 514 | 9.6% |
| 5 Very infrequent | 293 | 5.4% |
| Total | 5381 | 100% |
| No local service | 8 | |
| Do not use | 1649 | |
| No opinion/ don't know | 75 | |
| DNA | 8582 | |

H123 Rate the reliability of local buses

| | | |
|-----------------------------------|------|-------|
| Modular, 2002 only | | |
| 1 Very reliable | 1265 | 24.3% |
| 2 Fairly reliable | 2926 | 56.2% |
| 3 Neither reliable nor unreliable | 308 | 5.9% |
| 4 Fairly reliable | 446 | 8.6% |
| 5 Very unreliable | 263 | 5.0% |
| Total | 5208 | 100% |
| No local service | 54 | |
| Do not use | 1905 | |
| No opinion/ don't know | 270 | |
| DNA | 8258 | |

H124 Rate the frequency of trains/underground/metro

| | | |
|-----------------------------------|------|-------|
| Modular, 2002 only | | |
| 1 Very frequent | 925 | 23.5% |
| 2 Fairly frequent | 2270 | 57.7% |
| 3 Neither frequent nor infrequent | 301 | 7.7% |
| 4 Fairly infrequent | 311 | 7.9% |
| 5 Very infrequent | 126 | 3.2% |
| Total | 3933 | 100% |
| No local service | 10 | |
| Do not use | 2749 | |
| No opinion/ don't know | 139 | |
| DNA | 8864 | |

H125 Rate the reliability of trains/underground/metro

| | | |
|-----------------------------------|------|-------|
| Modular, 2002 only | | |
| 1 Very reliable | 865 | 22.2% |
| 2 Fairly reliable | 2081 | 53.5% |
| 3 Neither reliable nor unreliable | 275 | 7.1% |
| 4 Fairly unreliable | 403 | 10.4% |
| 5 Very unreliable | 265 | 6.8% |
| Total | 3889 | 100% |
| No local service | 155 | |
| Do not use | 2942 | |
| No opinion/don't know | 451 | |
| DNA | 8258 | |

H126 Rate the quality of local pavements

| | | |
|----------------------------|------|-------|
| Modular, 2002 only | | |
| 1 Very good | 330 | 4.7% |
| 2 Fairly good | 2570 | 36.7% |
| 3 Neither good nor poor | 994 | 14.2% |
| 4 Fairly poor | 1535 | 21.9% |
| 5 Very poor | 1565 | 22.4% |
| Total | 6994 | 100% |
| Not many pavements in area | | |
| | 369 | |
| Do not use | 51 | |
| No opinion/don't know | 23 | |
| DNA | 8258 | |

H127 Rate the provision of local cycle lanes/paths

| | | |
|-------------------------|------|-------|
| Modular, 2002 only | | |
| 1 Very good | 399 | 9.9% |
| 2 Fairly good | 1298 | 32.1% |
| 3 Neither good nor poor | 482 | 11.9% |
| 4 Fairly poor | 868 | 21.5% |
| 5 Very poor | 994 | 24.6% |
| Total | 4041 | 100% |
| No local cycle lanes | 1846 | |
| Do not use | 1057 | |
| No opinion/ don't know | 493 | |
| DNA | 8258 | |

Shopping**H139 Ordering by phone/post or Internet**

| | | |
|------------------------|-------|-------|
| Multicoded | | |
| 1 Food and drink | 1996 | 19.5% |
| 2 Clothes | 5771 | 56.5% |
| 3 Books | 5012 | 49.1% |
| 4 Furniture | 2308 | 22.6% |
| 5 Travel | 5215 | 51.0% |
| 6 Tickets (non travel) | 3255 | 31.9% |
| 7 Plants/bulbs | 1173 | 11.5% |
| 8 Health goods | 735 | 7.2% |
| 9 Other | 1721 | 16.8% |
| Total | 10216 | 100% |
| DNA | 5479 | |

H139 asks respondents whether they (or anyone else in the household) ever ordered goods over the phone, by post or on the Internet, and recorded all that applied.

Values were recorded for variables H140-H143 only for respondents who had ordered goods in one of these ways.

H140 How often delivered

| | | |
|---------------------------|-------|-------|
| 1 3 or more times a week | 92 | 0.9% |
| 2 Once or twice a week | 559 | 5.5% |
| 3 More than twice a month | 797 | 7.8% |
| 4 Once or twice a month | 2782 | 27.2% |
| 5 More than twice a year | 3484 | 34.1% |
| 6 Once or twice a year | 2173 | 21.3% |
| 7 Less than once a year | 324 | 3.2% |
| Total | 10211 | 100% |
| NA | 5 | |
| DNA | 5479 | |

H141 Goods in last delivery

| | | |
|------------------------|------|-------|
| Multicoded | | |
| 1 Food and drink | 818 | 8.3% |
| 2 Clothes | 2832 | 28.7% |
| 3 Books | 2060 | 20.9% |
| 4 Furniture | 518 | 5.2% |
| 5 Travel | 1535 | 15.5% |
| 6 Tickets (non travel) | 677 | 6.9% |
| 7 Plants/bulbs | 251 | 2.5% |
| 8 Health goods | 212 | 2.1% |
| 9 Other | 1017 | 10.3% |
| Total | 9880 | 100% |
| NA | 7 | |
| DNA | 5808 | |

In contrast to H139, variable H141 asked respondents to tell us the goods that arrived in their *last* delivery of goods ordered by phone, post or Internet. The question is only asked of those who had ordered goods in the preceding year.

Where respondents ordered more than one type of goods together, interviewers recorded all that applied.

Plants/bulbs and health goods were included from 2003 onwards and were previously coded as 'other'.

H142 How goods were ordered

| | | |
|----------|------|-------|
| Phone | 5609 | 56.9% |
| Post | 1433 | 14.5% |
| Internet | 2814 | 28.6% |
| Total | 9856 | 100% |
| NA | 24 | |
| DNA | 5815 | |

| H143 How bought otherwise | | |
|-----------------------------|------|-------|
| 1 In person | 6154 | 62.5% |
| 2 By phone | 1074 | 10.9% |
| 3 By post | 942 | 9.6% |
| 4 Over the Internet | 621 | 6.3% |
| 5 By fax | 36 | 0.4% |
| 6 On the doorstep | 8 | 0.1% |
| 7 Asked someone else to buy | 129 | 1.3% |
| 8 Would not have bought | 844 | 8.6% |
| 9 Other | 39 | 0.4% |
| Total | 9847 | 100% |
| NA | 9 | |
| DNA | 5839 | |

Variable H143 records how respondents think they would otherwise have bought the goods received in their last delivery of goods ordered by phone, post or Internet.

| H147 Reasons for no main food shopping | | |
|--|-------|-------|
| 1 Delivered by shop | 10 | 28.6% |
| 2 Most food eaten out | 4 | 11.4% |
| 3 Other | 21 | 60.0% |
| Total | 35 | 100% |
| DNA | 15660 | |

Rail and bus tickets

| H149 Combined rail and bus tickets available in area | | |
|--|------|-------|
| Modular, 2002 only | | |
| 1 Yes | 1936 | 26.1% |
| 2 No | 1440 | 19.4% |
| 3 Don't know | 3939 | 53.1% |
| 4 No local service | 109 | 1.5% |
| Total | 7424 | 100% |
| NA | 13 | |
| DNA | 8258 | |

5.5 Vehicle level variables

The majority of vehicle-level variables are asked explicitly of respondents in the vehicle questionnaire. However, respondents are asked to provide their vehicle's registration mark. If the respondent agrees to do so, the correct values for variables V15, V88-V91, V130-V131 and V164 are

extracted directly from the DVLA database.

If the respondent refuses to provide their registration mark, the questions that provide values for these variables are asked explicitly of the respondent or, in the case of V164, the variable is coded as NA.

Vehicle reference

| V92 Rank of car in household | | |
|------------------------------|-------|-------|
| 1 First | 4528 | 26.9% |
| 2 Second | 4528 | 26.9% |
| 3 Third | 676 | 4.0% |
| 4 Fourth | 110 | 0.7% |
| 5 Fifth | 30 | 0.2% |
| 6 Sixth or lower | 9 | 0.1% |
| 7 Only car | 6944 | 41.3% |
| 8 Secondary vehicle | 74 | 0.4% |
| Total | 16825 | 100% |
| DNA | 560 | |

For the purposes of variable V92, vehicles are ranked in descending order of annual mileage. V92 applies only to cars, light vans, Land Rovers/Jeeps, minibuses, motor caravans and dormobiles.

A 'secondary vehicle' is one that the household acquires *during* the Travel Week. These are not assigned a rank, as the length of time the vehicle has been available is too short to make such a judgement.

Missing values for V92 are imputed using V45 (Estimated annual mileage).

Each household vehicle is linked to its main driver in the household. The NTS defines the main driver as the household member who drives the most miles in the vehicle over the course of a year

V13 Gender of main driver

| | | |
|------------------|-------|-------|
| 1 Male | 10356 | 59.3% |
| 2 Female | 7008 | 40.1% |
| 3 No main driver | 95 | 0.5% |
| Total | 17459 | 100% |

VI6P Pensionable status of main driver

| | | |
|-----------------------|-------|-------|
| 1 Pensionable age | 3024 | 17.3% |
| 2 Not pensionable age | 14340 | 82.1% |
| 3 No main driver | 95 | 0.5% |
| Total | 17459 | 100% |

Vehicle details**V3 Type of vehicle**

| | | |
|-------------------------------------|-------|-------|
| 1 4-wheel car | 15715 | 90.0% |
| 2 3 wheel car | 18 | 0.1% |
| 3 Invalid car | 0 | 0.0% |
| 4 Motorcycle/scooter with sidecar | 37 | 0.2% |
| 5 Motorcycle/scooter | 421 | 2.4% |
| 6 Moped | 46 | 0.3% |
| 7 Land Rover / Jeep | 370 | 2.1% |
| 8 Light van | 744 | 4.3% |
| 9 Other van/lorry | 38 | 0.2% |
| 10 Minibus, motorcaravan, dormobile | 52 | 0.3% |
| 11 Other | 18 | 0.1% |
| Total | 17459 | 100% |

V3 is coded from the household questionnaire.

'Four-wheeled cars' include multi-purpose vehicles (MPVs) and people carriers (which have side windows behind the driver). The category does not include Land Rovers, Jeeps and other off-road vehicles, which are included in category 7.

A 'light van' is a van with a gross weight of 3.5 tons or less. This includes pick-up vehicles and car-based vans (which do *not* have side windows behind the driver).

A 'minibus' has a maximum of 12 seats including the driver's seat. A vehicle with more seats is considered

to be a bus, and coded here as an 'other' vehicle.

Other vehicles included in the 'other' category include tractors, ambulances etc.

V15 Taxation class

| | | |
|--|-------|-------|
| 1 Private & light goods (1.5 tons or less) | 16176 | 92.8% |
| 2 Taxi (Hackney) | 2 | 0.0% |
| 3 3 wheel car (tricycle) | 10 | 0.1% |
| 4 Disabled | 609 | 3.5% |
| 5 Motorcycle, scooter, moped | 499 | 2.9% |
| 6 Heavy goods (over 1.5 tons) | 17 | 0.1% |
| 7 Historic vehicle | 50 | 0.3% |
| 8 Other | 75 | 0.4% |
| Total | 17438 | 100% |
| DNA | 21 | |

Missing values for V15 are imputed from V3 (type of vehicle)

V87 Engine capacity

| | | |
|-------------------------------|-------|-------|
| Based on numeric variable V86 | | |
| 1 Up to 50 | 124 | 0.7% |
| 2 51-125 | 93 | 0.5% |
| 3 126-250 | 24 | 0.1% |
| 4 251-700 | 164 | 0.9% |
| 5 701-1000 | 1072 | 6.2% |
| 6 1001-1300 | 2889 | 16.6% |
| 7 1301-1400 | 2192 | 12.6% |
| 8 1401-1500 | 311 | 1.8% |
| 9 1501-1800 | 5122 | 29.4% |
| 10 1801-2000 | 3477 | 20.0% |
| 11 2001-2500 | 1183 | 6.8% |
| 12 2501-3000 | 452 | 2.6% |
| 13 3001 and over | 292 | 1.7% |
| Total | 17395 | 100% |
| NA | 37 | |
| DNA | 27 | |

An exact estimate for engine capacity was sought from respondents. Where none could be given, respondents were asked for a banded estimate based upon the bands in the above table.

Missing values for V87 were patched from V3, V46, V88 and V91.

| V91 Age | | |
|------------------------|-------|-------|
| 1 Up to 6 months | 942 | 5.4% |
| 2 6 months to 1 year | 828 | 4.8% |
| 3 Over 1 to 1.5 years | 871 | 5.0% |
| 4 Over 1.5 to 2 years | 850 | 4.9% |
| 5 Over 2 to 3 years | 1483 | 8.5% |
| 6 Over 3 to 4 years | 1386 | 8.0% |
| 7 Over 4 to 5 years | 1434 | 8.3% |
| 8 Over 5 to 6 years | 1351 | 7.8% |
| 9 Over 6 to 7 years | 1257 | 7.2% |
| 10 Over 7 to 8 years | 1121 | 6.5% |
| 11 Over 8 to 10 years | 1997 | 11.5% |
| 12 Over 10 to 13 years | 2032 | 11.7% |
| 13 Over 13 to 18 years | 1354 | 7.8% |
| 14 Over 18 years | 440 | 2.5% |
| Total | 17346 | 100% |
| NA | 92 | |
| DNA | 21 | |

Missing values for V91 are imputed using V3, V46, V87, V89, V90, V94, V96 and V112.

| V130 Make and model | | |
|--------------------------------|------|-------|
| 1 Small Fiat | 265 | 1.5% |
| 2 Small Ford | 973 | 5.6% |
| 3 Small Nissan/Datsun | 372 | 2.2% |
| 4 Small Rover/Austin | 205 | 1.2% |
| 5 Other small car | 1837 | 10.6% |
| 6 Small/medium Ford | 1093 | 6.3% |
| 7 Small/medium Nissan/Datsun | 149 | 0.9% |
| 8 Small/medium Peugeot/Talbot | 402 | 2.3% |
| 9 Small/medium Rover/Austin | 96 | 0.6% |
| 10 Small/medium Vauxhall | 649 | 3.8% |
| 11 Small/medium VW/Audi | 396 | 2.3% |
| 12 Other small/medium car | 1935 | 11.2% |
| 13 Medium Ford | 565 | 3.3% |
| 14 Medium Rover/Austin | 597 | 3.5% |
| 15 Medium Vauxhall | 777 | 4.5% |
| 16 Other medium car | 2902 | 16.8% |
| 17 Large Ford | 178 | 1.0% |
| 18 Large Rover/Austin | 68 | 0.4% |
| 19 Other large car | 1844 | 10.7% |
| 20 Land Rover, Jeep or similar | 491 | 2.8% |
| 21 Light van | 590 | 3.4% |
| 22 Other (motorcycle, | 910 | 5.3% |

| V130 Make and model | | |
|---------------------|-------|------|
| lorry etc.) | | |
| Total | 17294 | 100% |
| NA | 165 | |

Missing values for V130 are imputed from V3 and V87.

| V150 Car adapted for disabled driver | | |
|--------------------------------------|-------|-------|
| 1 Car adapted | 49 | 0.3% |
| 2 Invalid car | 77 | 0.4% |
| 3 Other | 17333 | 99.3% |
| Total | 17459 | 100% |

| V164 CO ₂ emissions | | |
|--------------------------------|-------|-------|
| Based on numeric variable V163 | | |
| Band AAA | 0 | 0.0% |
| Band AA | 44 | 1.6% |
| Band A | 658 | 24.5% |
| Band B | 687 | 25.6% |
| Band C | 548 | 20.4% |
| Band D | 751 | 27.9% |
| Total | 2688 | 100% |
| NA | 14771 | |

V164 is only available for cars registered since March 2002.

Mileage

| V46 Estimate of annual mileage | | |
|--------------------------------|-------|-------|
| Based on numeric variable V45 | | |
| 1 Under 500 | 283 | 1.6% |
| 2 500-999 | 229 | 1.3% |
| 3 1000-1999 | 668 | 3.8% |
| 4 2000-2999 | 923 | 5.3% |
| 5 3000-3999 | 1157 | 6.6% |
| 6 4000-4999 | 1026 | 5.9% |
| 7 5000-6999 | 3234 | 18.5% |
| 8 7000-8999 | 2330 | 13.4% |
| 9 9000-11999 | 3105 | 17.8% |
| 10 12000-14999 | 1888 | 10.8% |
| 11 15000-17999 | 987 | 5.7% |
| 12 18000-20999 | 687 | 3.9% |
| 13 21000-29999 | 452 | 2.6% |
| 14 30000 miles and over | 472 | 2.7% |
| Total | 17441 | 100% |
| DNA | 18 | |

46 represents the main driver's estimate of the vehicle's total mileage in a year, including mileage ineligible

for the travel record. It is not recorded for vehicles borrowed or hired for less than 12 months.

Missing values for V45 are patched from V3, V87, V91, V96 and V112.

| V94 Total mileage | | |
|-------------------------------|-------|-------|
| Based on numeric variable V93 | | |
| 1 Up to 2000 miles | 551 | 3.6% |
| 2 2001-4000 | 399 | 2.6% |
| 3 4001-6000 | 369 | 2.4% |
| 4 6001-8000 | 373 | 2.4% |
| 5 8001-10000 | 389 | 2.5% |
| 6 10001-15000 | 845 | 5.5% |
| 7 15001-20000 | 824 | 5.4% |
| 8 20001-25000 | 855 | 5.6% |
| 9 25001-30000 | 743 | 4.8% |
| 10 30001-40000 | 1385 | 9.0% |
| 11 40001-50000 | 1240 | 8.1% |
| 12 50001-60000 | 1193 | 7.8% |
| 13 60001-75000 | 1609 | 10.5% |
| 14 75001-100000 | 2081 | 13.5% |
| 15 Over 100000 miles | 2523 | 16.4% |
| Total | 15379 | 100% |
| NA | 2075 | |
| DNA | 5 | |

The vehicle's total mileage is based upon the milometer reading at the end of the Travel Week (or the beginning if the end-week reading was not available), as reported by respondents (adjusted if the milometer was on the second cycle).

| V96 Mileage in Travel Week | | |
|-------------------------------|-------|-------|
| Based on numeric variable V95 | | |
| 1 None | 1555 | 9.0% |
| 2 1-9 miles | 457 | 2.6% |
| 3 10-29 miles | 1328 | 7.7% |
| 4 30-49 years | 1528 | 8.9% |
| 5 50-74 miles | 1903 | 11.0% |
| 6 75-99 miles | 1716 | 9.9% |
| 7 100-149 miles | 2686 | 15.6% |
| 8 150-199 miles | 1849 | 10.7% |
| 9 200-299 miles | 2035 | 11.8% |
| 10 300-399 miles | 958 | 5.5% |
| 11 400-499 miles | 530 | 3.1% |
| 12 500-749 miles | 508 | 2.9% |
| 13 750 miles and over | 211 | 1.2% |
| Total | 17264 | 100% |
| NA | 132 | |
| DNA | 63 | |

The main driver of each vehicle provided milometer readings at the start and end of the Travel Week.

Missing values are patched using V3, V97 and V98.

| V98 Eligible mileage | | |
|-------------------------------|-------|-------|
| Based on numeric variable V97 | | |
| 1 None | 1674 | 9.7% |
| 2 1-9 miles | 471 | 2.7% |
| 3 10-29 miles | 1362 | 7.9% |
| 4 30-49 miles | 1558 | 9.0% |
| 5 50-74 miles | 1919 | 11.1% |
| 6 75-99 miles | 1707 | 9.9% |
| 7 100-149 miles | 2676 | 15.5% |
| 8 150-199 miles | 1835 | 10.6% |
| 9 200-299 miles | 1995 | 11.6% |
| 10 300-399 miles | 919 | 5.3% |
| 11 400-499 miles | 494 | 2.9% |
| 12 500-749 miles | 478 | 2.8% |
| 13 750 miles and over | 176 | 1.0% |
| Total | 17264 | 100% |
| NA | 132 | |
| DNA | 63 | |

The eligible mileage is calculated from the reported total mileage and ineligible mileage.

Missing values are imputed using V3, V95, V96, S18 and S25.

| V121 Ineligible mileage | | |
|-------------------------|-------|-------|
| 1 None | 16573 | 96.2% |
| 2 1-9 miles | 131 | 0.8% |
| 3 10-29 miles | 111 | 0.6% |
| 4 30-49 years | 62 | 0.4% |
| 5 50-74 miles | 51 | 0.3% |
| 6 75-99 miles | 27 | 0.2% |
| 7 100-149 miles | 56 | 0.3% |
| 8 150-199 miles | 40 | 0.2% |
| 9 200-299 miles | 57 | 0.3% |
| 10 300-399 miles | 36 | 0.2% |
| 11 400-499 miles | 27 | 0.2% |
| 12 500-749 miles | 31 | 0.2% |
| 13 750 miles and over | 25 | 0.1% |
| Total | 17227 | 100% |
| NA | 128 | |
| DNA | 104 | |

Ineligible mileage occurs for any of several reasons. These are shown in

the first four categories of variable V122.

V121 can be derived from V95 and V97.

| V122 Reasons for ineligible mileage | | |
|-------------------------------------|-------|-------|
| 1 Driven by non-household person | 369 | 45.1% |
| 2 Carrying goods in course of work | 272 | 33.3% |
| 3 Driven off public/GB roads | 94 | 11.5% |
| 4 Vehicle used as taxi/hire car | 42 | 5.1% |
| 5 Both 1 and 2 | 25 | 3.1% |
| 6 Both 1 and 3 | 6 | 0.7% |
| 7 Both 1 and 4 | 0 | 0.0% |
| 8 Both 2 and 3 | 9 | 1.1% |
| 9 Both 2 and 4 | 1 | 0.1% |
| 10 Both 3 and 4 | 0 | 0.0% |
| 11 1, 2 and 3 | 0 | 0.0% |
| 12 1, 2 and 4 | 0 | 0.0% |
| 13 1, 3 and 4 | 0 | 0.0% |
| 14 2, 3 and 4 | 0 | 0.0% |
| 15 All 1, 2, 3 and 4 | 0 | 0.0% |
| Total | 818 | 100% |
| DNA | 16641 | |

| V140 Annual vehicle commuting mileage | | |
|---------------------------------------|-------|-------|
| Based on numeric variable V139 | | |
| 1 Nil | 8307 | 47.6% |
| 2 1-2499 | 3774 | 21.6% |
| 3 2500-17999 | 5194 | 29.7% |
| 4 18000+ | 184 | 1.1% |
| Total | 17459 | 100% |

Missing values for V140 are patched from V3 and V123.

| V142 Annual vehicle business mileage | | |
|--------------------------------------|-------|-------|
| Based on numeric variable V141 | | |
| 1 Nil | 14149 | 81.0% |
| 2 1-2499 | 1770 | 10.1% |
| 3 2500-17999 | 1277 | 7.3% |
| 4 18000+ | 263 | 1.5% |
| Total | 17459 | 100% |

Missing values for V142 are patched from V3 and V125.

| V144 Annual vehicle private mileage | | |
|-------------------------------------|-------|-------|
| Based on numeric variable V143 | | |
| 1 Nil | 2243 | 12.8% |
| 2 1-2499 | 4191 | 24.0% |
| 3 2500-17999 | 10854 | 62.2% |
| 4 18000+ | 171 | 1.0% |
| Total | 17459 | 100% |

Missing values for V144 are patched from V3 and V127.

Vehicle registration

| V85 Registration – ownership | | |
|-----------------------------------|-------|-------|
| 1 Employer | 845 | 4.8% |
| 2 Other firm – employer-hired | 67 | 0.4% |
| 3 Own business | 57 | 0.3% |
| 4 Other firm – own business hired | 3 | 0.0% |
| 5 Other firm | 28 | 0.2% |
| 6 Household member | 16291 | 93.3% |
| 7 Other firm – household hired | 27 | 0.2% |
| 8 Other person – borrowed/loaned | 82 | 0.5% |
| 9 Other person – no details | 59 | 0.3% |
| Total | 17459 | 100% |

Variable V85 records the relationship of the registered keeper of the vehicle to the household.

'Hire' includes hire and leasing.

If registration details were unknown, the question asked was who 'owns' the vehicle.

Missing values were imputed from V112.

| V89 Registration letter | | |
|-------------------------|----|------|
| 1 Suffix A | 5 | 0.0% |
| 2 Suffix B | 4 | 0.0% |
| 3 Suffix C | 8 | 0.0% |
| 4 Suffix D | 11 | 0.1% |
| 5 Suffix E | 5 | 0.0% |
| 6 Suffix F | 17 | 0.1% |
| 7 Suffix G | 12 | 0.1% |
| 8 Suffix H | 16 | 0.1% |

| V89 Registration letter | | |
|-------------------------|-------|------|
| 9 Suffix J | 24 | 0.1% |
| 10 Suffix K | 19 | 0.1% |
| 11 Suffix L | 18 | 0.1% |
| 12 Suffix M | 15 | 0.1% |
| 13 Suffix N | 17 | 0.1% |
| 14 Suffix P | 13 | 0.1% |
| 15 Suffix R | 19 | 0.1% |
| 16 Suffix S | 15 | 0.1% |
| 17 Suffix T | 18 | 0.1% |
| 18 Suffix V | 33 | 0.2% |
| 19 Suffix W | 27 | 0.2% |
| 20 Suffix X | 41 | 0.2% |
| 21 Suffix Y | 55 | 0.3% |
| 22 Prefix A | 108 | 0.6% |
| 23 Prefix B | 89 | 0.5% |
| 24 Prefix C | 134 | 0.8% |
| 25 Prefix D | 207 | 1.2% |
| 26 Prefix E | 296 | 1.7% |
| 27 Prefix F | 457 | 2.7% |
| 28 Prefix G | 622 | 3.6% |
| 29 Prefix H | 623 | 3.7% |
| 30 Prefix J | 701 | 4.1% |
| 31 Prefix K | 830 | 4.9% |
| 32 Prefix L | 1071 | 6.3% |
| 33 Prefix M | 1101 | 6.5% |
| 34 Prefix N | 1153 | 6.8% |
| 35 Prefix P | 1289 | 7.6% |
| 36 Prefix R | 1308 | 7.7% |
| 37 Prefix S | 777 | 4.6% |
| 38 Prefix T | 751 | 4.4% |
| 39 Prefix V | 625 | 3.7% |
| 40 Prefix W | 718 | 4.2% |
| 41 Prefix X | 720 | 4.2% |
| 42 Prefix Y | 816 | 4.8% |
| 43 Year Identifier 51 | 804 | 4.7% |
| 44 Year Identifier 02 | 682 | 4.0% |
| 45 Year Identifier 52 | 458 | 2.7% |
| 46 Year Identifier 03 | 284 | 1.7% |
| 47 Year Identifier 53 | 52 | 0.3% |
| Total | 17068 | 100% |
| 97 No Letter | 293 | |
| NA | 77 | |
| DNA | 21 | |

V89 records the letter (or two-digit numeric year identifier) which denotes the year of registration. Registration marks with no letters, or letters that do not represent a correct year (such as Q-plates) are coded as having no letter.

Missing values for V89 are patched from H7, H92, V90 and V91

| V90 Year of first registration | | |
|--------------------------------|-------|------|
| 1 1965 or earlier | 25 | 0.1% |
| 2 1966 | 11 | 0.1% |
| 3 1967 | 13 | 0.1% |
| 4 1968 | 13 | 0.1% |
| 5 1969 | 12 | 0.1% |
| 6 1970 | 21 | 0.1% |
| 7 1971 | 25 | 0.1% |
| 8 1972 | 16 | 0.1% |
| 9 1973 | 19 | 0.1% |
| 10 1974 | 15 | 0.1% |
| 11 1975 | 13 | 0.1% |
| 12 1976 | 17 | 0.1% |
| 13 1977 | 21 | 0.1% |
| 14 1978 | 15 | 0.1% |
| 15 1979 | 24 | 0.1% |
| 16 1980 | 31 | 0.2% |
| 17 1981 | 33 | 0.2% |
| 18 1982 | 59 | 0.3% |
| 19 1983 | 81 | 0.5% |
| 20 1984 | 116 | 0.7% |
| 21 1985 | 100 | 0.6% |
| 22 1986 | 172 | 1.0% |
| 23 1987 | 243 | 1.4% |
| 24 1988 | 376 | 2.2% |
| 25 1989 | 567 | 3.3% |
| 26 1990 | 632 | 3.6% |
| 27 1991 | 656 | 3.8% |
| 28 1992 | 739 | 4.3% |
| 29 1993 | 990 | 5.7% |
| 30 1994 | 1102 | 6.4% |
| 31 1995 | 1155 | 6.7% |
| 32 1996 | 1195 | 6.9% |
| 33 1997 | 1279 | 7.4% |
| 34 1998 | 1348 | 7.8% |
| 35 1999 | 1419 | 8.2% |
| 36 2000 | 1449 | 8.4% |
| 37 2001 | 1628 | 9.4% |
| 38 2002 | 1281 | 7.4% |
| 39 2003 | 433 | 2.5% |
| 40 2004 | 2 | 0.0% |
| Total | 17346 | 100% |
| NA | 92 | |
| DNA | 21 | |

V90 is patched using H7, H92, V89 and V91.

Purchase/hire costs

| V103 Purchase/hire costs | | |
|--|-------|-------|
| 1 Firm paid (firm registered / hired) | 912 | 5.2% |
| 2 Own business | 60 | 0.3% |
| 3 Firm paid (privately registered / hired) | 403 | 2.3% |
| 4 Not firm paid (privately registered / hired) | 15955 | 91.5% |
| 5 No information | 110 | 0.6% |
| Total | 17440 | 100% |
| DNA | 19 | |

'Firm paid' includes the payment of any proportion of the purchase price. Firm-registered and firm-hired/leased vehicles are assumed to have been paid for by the firm.

No information was collected for this variable in respect of borrowed vehicles or vehicles registered to an organisation other than an employer or hire/lease firm. In these cases, it is unlikely that the household paid the purchase/hire costs. These vehicles are coded to category 4 for the purposes of variable V103.

Missing values were patched from V85 and J28.

| V112 Company car summary | | |
|--|------|-------|
| 1 Company car / any free fuel | 286 | 1.8% |
| 2 Company car / no free fuel | 698 | 4.4% |
| 3 Self-employed business car | 471 | 3.0% |
| 4 Employer pays some private costs | 317 | 2.0% |
| 5 Used for work / in course of work allowance only | 1139 | 7.2% |
| 6 Used for work / no allowance | 568 | 3.6% |
| 7 Not used for work / 3 years old or less | 2955 | 18.8% |
| 8 Not used for work / over 3 years old | 9245 | 58.8% |
| 9 Other non-company car | 54 | 0.3% |

| V112 Company car summary | | |
|--------------------------|-------|------|
| Total | 15733 | 100% |
| DNA | 1726 | |

A company car is defined as vehicle such that:

- It has a 'car' body type
- A firm pays part or all of the purchase cost
- The main driver is not self-employed
- The car is either in the firm's name or registered privately with the individual paying extra income tax

This differs from the DVLA definition, which includes all cars registered to a company. The free fuel in categories 1 and 2 refers to any fuel knowingly paid by the employer for private mileage done in the vehicle.

Category 3 includes those cars for which the main driver is self-employed and income tax relief is claimed on the vehicle.

Category 4 contains cars for which the employer contributes to either the running costs or fuel costs for private mileage.

Category 5 distinguishes cars that the respondent uses for work and for which the employer only contributes towards the fuel costs incurred in the course of work and not any private running costs.

Category 6 includes those used by the respondent for business purposes but for which the respondent receives no allowance from the employer.

Categories 7 and 8 contain cars that receive no support from the employer, or business if the main driver is self-employed.

Missing values were imputed from V85, V91 and J28.

V131 Month of registration

| | | |
|-------------|-------|-------|
| 1 January | 1592 | 9.2% |
| 2 February | 999 | 5.8% |
| 3 March | 2033 | 11.7% |
| 4 April | 1328 | 7.6% |
| 5 May | 1546 | 8.9% |
| 6 June | 1279 | 7.4% |
| 7 July | 684 | 3.9% |
| 8 August | 3039 | 17.5% |
| 9 September | 1649 | 9.5% |
| 10 October | 1198 | 6.9% |
| 11 November | 1216 | 7.0% |
| 12 December | 798 | 4.6% |
| Total | 17361 | 100% |
| NA | 77 | |
| DNA | 21 | |

Missing values for V131 are imputed at random to a month in the correct half of the year, determined from V89 and V90.

Fuel**V88 Type of fuel**

| | | |
|------------|-------|-------|
| 1 Petrol | 14257 | 81.7% |
| 5 Diesel | 3168 | 18.2% |
| 6 Electric | 6 | 0.0% |
| 7 LPG | 6 | 0.0% |
| 8 Bi-fuel | 5 | 0.0% |
| 9 Other | 1 | 0.0% |
| Total | 17443 | 100% |
| DNA | 16 | |

Distinction in V88 is no longer made between unleaded, LRP and leaded petrol.

Missing values are patched using V87 and V90.

V100 Fuel purchased

| | | |
|-------------------------------|-------|-------|
| Based on numeric variable V99 | | |
| 1 None | 8809 | 50.6% |
| 2 1-15 litres | 1509 | 8.7% |
| 3 Over 15-30 litres | 2885 | 16.6% |
| 4 Over 30-60 litres | 3323 | 19.1% |
| 5 Over 60-120 litres | 772 | 4.4% |
| 6 Over 120 litres | 98 | 0.6% |
| Total | 17396 | 100% |
| DNA | 63 | 0.4% |

The main driver of the vehicle recorded all fuel put into the tank during the Travel Week. This was noted at the pickup interview. The amount of fuel recorded may be greater than that implied by the cost (V102) because some or all of it may have been provided free of charge.

Missing values are imputed from V3, V87, V91 and V96.

V102 Fuel cost

| | | |
|--------------------------------|-------|-------|
| Based on numeric variable V101 | | |
| 1 None | 8847 | 50.9% |
| 2 £1 to £7 | 264 | 1.5% |
| 3 Over £7 to £15 | 2018 | 11.6% |
| 4 Over £15 to £25 | 2680 | 15.4% |
| 5 Over £25 to £55 | 3070 | 17.6% |
| 6 Over £55 | 517 | 3.0% |
| Total | 17396 | 100% |
| DNA | 63 | |

Respondents were asked to record the cost of fuel put into the tank to the nearest pound. This is the cost to the household only. For individual vehicles, the unit will be inaccurate because of rounding in both source variables.

Missing values were patched from H7, H92, V96 and V99.

V135 Fuel consumed

| | | |
|--------------------------------|-------|-------|
| Based on numeric variable V134 | | |
| 1 None | 1648 | 9.5% |
| 2 1-15 litres | 6965 | 40.2% |
| 3 Over 15-30 litres | 4415 | 25.5% |
| 4 Over 30-60 litres | 3235 | 18.7% |
| 5 Over 60-120 litres | 941 | 5.4% |
| 6 Over 120 litres | 137 | 0.8% |
| Total | 17341 | 100% |
| NA | 9 | |
| DNA | 109 | |

Questions are asked to ascertain the size of a vehicle's fuel tank, and to obtain fuel gauge readings at the start and the end of the Travel Week. The answers to these questions are combined with the fuel purchased during the Travel Week to estimate fuel consumption.

Missing values are imputed from V3, V87, V88, V96 and V130.

Parking

V145 Parking – overnight location

| | | |
|----------------------------------|-------|-------|
| 1 Garage | 4042 | 23.2% |
| 2 Private property (not garaged) | 8814 | 50.6% |
| 3 Street | 3946 | 22.7% |
| 4 Other | 489 | 2.8% |
| 5 Not near home | 129 | 0.7% |
| Total | 17420 | 100% |
| NA | 21 | |
| DNA | 18 | |

Questions V146-V149 are only asked of respondents whose vehicles are parked somewhere other than their own property. Respondents whose cars are parked in a garage or otherwise on their own private property are coded as DNA in the following questions.

V146 Parking – distance from house

| | | |
|---|-------|-------|
| 1 Outside | 2713 | 62.6% |
| 2 Less than 10 yards | 820 | 18.9% |
| 3 10-34 yards | 423 | 9.8% |
| 4 35-99 yards | 208 | 4.8% |
| 5 100 yards or more (less than 10 minutes walk) | 149 | 3.4% |
| 6 100 yards or more (10 minutes or more walk) | 24 | 0.6% |
| Total | 4337 | 100% |
| NA | 55 | |
| DNA | 13067 | |

V147 Type of parking payment

| | | |
|---------------------------------------|-------|-------|
| 1 Resident's parking permit | 236 | 71.5% |
| 2 Other non-resident's parking permit | 2 | 0.6% |
| 3 Hired garage | 78 | 23.6% |
| 4 Other | 14 | 4.2% |
| Total | 330 | 100% |
| 5 No payment due | 4101 | |
| NA | 25 | |
| DNA | 13003 | |

V149 Annual parking fee

| | | |
|--------------------------------|-------|-------|
| Based on numeric variable V148 | | |
| 1 Less than £35 | 91 | 28.3% |
| 2 £35 to less than £100 | 128 | 39.8% |
| 3 £100 to less than £200 | 39 | 12.1% |
| 4 £200 or more | 64 | 19.9% |
| Total | 322 | 100% |
| NA | 33 | |
| DNA | 17104 | |

Delivery of goods

V155 Frequency of delivery of goods in course of work

| | | |
|---|-------|-------|
| 1 3 or more times a week | 203 | 43.5% |
| 2 Once or twice a week | 116 | 24.8% |
| 3 Less than once a week but more than twice a month | 20 | 4.3% |
| 4 Once or twice a month | 71 | 15.2% |
| 5 Less than once a month but more than twice a year | 29 | 6.2% |
| 6 Once or twice a year | 18 | 3.9% |
| 7 Less than once a year | 7 | 1.5% |
| 8 Frequency unknown | 3 | 0.6% |
| Total | 467 | 100% |
| Goods not delivered | 16942 | |
| NA | 32 | |
| DNA | 18 | |

V156 Number of delivery points

| | | |
|---------------------|-------|-------|
| 1 1 | 239 | 51.2% |
| 2 2 to 4 | 126 | 27.0% |
| 3 5 to 9 | 43 | 9.2% |
| 4 10 to 19 | 21 | 4.5% |
| 5 20 or more | 30 | 6.4% |
| 6 Frequency unknown | 8 | 1.7% |
| Total | 467 | 100% |
| Goods not delivered | 16942 | |
| NA | 32 | |
| DNA | 18 | |

Variable V156 represents the number of stops the vehicle made to deliver goods on the last day that the vehicle was used to deliver goods in the course of work and records the number of drop-off points made, not

the number of times the vehicle went out.

Travel outside GB

| V158 Number of miles outside GB | | |
|-------------------------------------|------|-------|
| Based on numeric variable V157 | | |
| 1 Up to 100 | 100 | 20.2% |
| 2 Over 100 and up to 200 | 37 | 7.5% |
| 3 Over 200 and up to 300 | 28 | 5.6% |
| 4 Over 300 and up to 400 | 23 | 4.6% |
| 5 Over 400 and up to 500 | 34 | 6.9% |
| 6 Over 500 and up to 1000 | 123 | 24.8% |
| 7 Over 1000 and up to 1500 | 40 | 8.1% |
| 8 Over 1500 and up to 2000 | 66 | 13.3% |
| 9 Over 2000 | 40 | 8.1% |
| Driven outside GB – mileage unknown | 5 | 1.0% |
| Total | 496 | 100% |
| Not driven outside GB | 7650 | |
| NA | 33 | |
| DNA | 9280 | |

Although mileage travelled in Northern Ireland is recorded separately (in V161), all such mileage is also included in the total for V158.

| V159 Purpose of trip outside GB | | |
|---------------------------------|------|-------|
| 1 Holiday | 335 | 67.5% |
| 2 Business trip | 19 | 3.8% |
| 3 Shopping trip | 97 | 19.6% |
| 4 Visiting friends or relations | 34 | 6.9% |
| 5 Another reason | 11 | 2.2% |
| Total | 496 | 100% |
| Not driven outside GB | 7650 | |
| NA | 33 | |
| DNA | 9280 | |

| V161 Number of miles in NI | | |
|--------------------------------|---|-------|
| Based on numeric variable V160 | | |
| 1 Up to 100 | 8 | 29.6% |
| 2 Over 100 and up to 200 | 6 | 22.2% |
| 3 Over 200 and up to | 2 | 7.4% |

| V161 Number of miles in NI | | |
|----------------------------------|------|-------|
| 300 | | |
| 4 Over 300 and up to 400 | 0 | 0.0% |
| 5 Over 400 and up to 500 | 5 | 18.5% |
| 6 Over 500 and up to 1000 | 5 | 18.5% |
| 7 Over 1000 and up to 1500 | 0 | 0.0% |
| 8 Over 2000 | 0 | 0.0% |
| 9 Driven in NI – mileage unknown | 1 | 3.7% |
| Total | 27 | 100% |
| Not driven in NI | 8121 | |
| NA | 31 | |
| DNA | 9280 | |

| V162 Purpose of trip in NI | | |
|---------------------------------|------|-------|
| 1 Holiday | 13 | 48.1% |
| 2 Business trip | 0 | 0.0% |
| 3 Shopping trip | 0 | 0.0% |
| 4 Visiting friends or relations | 13 | 48.1% |
| 5 Another reason | 1 | 3.7% |
| 6 Reason not known | 0 | 0.0% |
| Total | 27 | 100% |
| Not driven in NI | 8121 | |
| NA | 31 | |
| DNA | 9280 | |

5.6 Individual level variables

Fully responding households on the 2002/2003 database contain 36,353 individuals of all ages (16,886 in 2002 and 19,467 in 2003). Demographic information about individuals was collected on the household questionnaire; the rest of the information about individuals was obtained via the individual questionnaire.

Most individuals are interviewed face-to-face. However, there are some circumstances where the individual questionnaire is completed by proxy. Children under 11 are interviewed by proxy, as are individuals unable to

provide the information themselves (e.g. because of mental illness or because they were away from home throughout the interview period).

Personal details

Values for the variables in this section are taken from the household questionnaire.

| I2 Relationship to household reference person | | |
|---|-------|-------|
| 1 Household reference person | 15695 | 43.2% |
| 2 Spouse | 7961 | 21.9% |
| 3 Cohabitee | 1293 | 3.6% |
| 4 Son/daughter | 9764 | 26.9% |
| 5 Stepson / stepdaughter | 429 | 1.2% |
| 6 Foster child | 21 | 0.1% |
| 7 Son-in-law / daughter-in-law | 34 | 0.1% |
| 8 Parent/guardian | 160 | 0.4% |
| 9 Step-parent | 1 | 0.0% |
| 10 Foster parent | 0 | 0.0% |
| 11 Parent-in-law | 41 | 0.1% |
| 12 Brother/sister | 193 | 0.5% |
| 13 Stepbrother / stepsister | 10 | 0.0% |
| 14 Foster brother / foster sister | 8 | 0.0% |
| 15 Brother-in-law / sister-in-law | 22 | 0.1% |
| 16 Grandchild | 161 | 0.4% |
| 17 Grandparent | 3 | 0.0% |
| 18 Other relative | 87 | 0.2% |
| 19 Other non-relative | 470 | 1.3% |
| Total | 36353 | 100% |

Missing values for I2 are patched from I3, I5 and I268.

| I3 Gender | | |
|-----------|-------|-------|
| 1 Male | 17445 | 48.0% |
| 2 Female | 18908 | 52.0% |
| Total | 36353 | 100% |

| I6 Age | | |
|------------------------------|-------|-------|
| Based on numeric variable I5 | | |
| 1 Less than 1 year | 427 | 1.2% |
| 2 1-2 years | 857 | 2.4% |
| 3 3-4 years | 923 | 2.5% |
| 4 5-10 years | 2909 | 8.0% |
| 5 11-15 years | 2475 | 6.8% |
| 6 16 years | 445 | 1.2% |
| 7 17 years | 415 | 1.1% |
| 8 18 years | 340 | 0.9% |
| 9 19 years | 345 | 0.9% |
| 10 20 years | 338 | 0.9% |
| 11 21-25 years | 1704 | 4.7% |
| 12 26-29 years | 1634 | 4.5% |
| 13 30-39 years | 5323 | 14.6% |
| 14 40-49 years | 5043 | 13.9% |
| 15 50-59 years | 4804 | 13.2% |
| 16 60-64 years | 2076 | 5.7% |
| 17 65-69 years | 1831 | 5.0% |
| 18 70-74 years | 1644 | 4.5% |
| 19 75-79 years | 1332 | 3.7% |
| 20 80-84 years | 968 | 2.7% |
| 85 years or older | 520 | 1.4% |
| Total | 36353 | 100% |

| I268 Legal marital status | | |
|----------------------------------|-------|-------|
| 1 Married and living with spouse | 16085 | 55.9% |
| 2 Separated | 649 | 2.3% |
| 3 Single | 7461 | 25.9% |
| 4 Divorced | 2140 | 7.4% |
| 5 Widowed | 2427 | 8.4% |
| Total | 28762 | 100% |
| DNA | 7591 | |

Missing values for I268 are patched from I2 and I5.

| I269 Living arrangements | | |
|--------------------------|-------|-------|
| 1 Married | 16085 | 55.9% |
| 2 Cohabiting | 2661 | 9.3% |
| 3 Single | 5555 | 19.3% |
| 4 Separated | 558 | 1.9% |
| 5 Divorced | 1529 | 5.3% |
| 6 Widowed | 2374 | 8.3% |
| Total | 28762 | 100% |
| DNA | 7591 | |

I268 and I269 are only recorded for those aged 16 or over. The remainder are coded DNA.

I277 Why no spouse in household

| | | |
|------------------------------------|----|------|
| 1 Married, spouse not in household | 14 | 100% |
| 2 Other | 0 | 0% |
| 3 Total | 14 | 100% |

I277 is only asked of those who record their marital status as 'married and living with spouse', but where no spouse is listed as a household member.

I275 Ethnic group

| | | |
|-------------------------------|-------|-------|
| 1 British | 32667 | 89.9% |
| 2 Other white background | 821 | 2.3% |
| 3 White and black Caribbean | 122 | 0.3% |
| 4 White and black African | 75 | 0.2% |
| 5 White and Asian | 90 | 0.2% |
| 6 Any other mixed background | 117 | 0.3% |
| 7 Indian | 625 | 1.7% |
| 8 Pakistani | 433 | 1.2% |
| 9 Bangladeshi | 113 | 0.3% |
| 10 Any other Asian background | 216 | 0.6% |
| 11 Caribbean | 302 | 0.8% |
| 12 African | 271 | 0.7% |
| 13 Any other black background | 78 | 0.2% |
| 14 Chinese | 86 | 0.2% |
| 15 Any other | 328 | 0.9% |
| Total | 36344 | 100% |
| NA | 9 | |

Social and economic

Applying to all who had ever been in paid employment, the categories in this variable are the divisions of the Standard Industrial Classification 1992. However, this remains primarily to provide consistency with older data. The NTS now uses the breakdown given by SOC2000 (This is held in variable I274, although this is not listed here.)

I79 Industry type

| | | |
|---|-------|-------|
| 1 Agriculture etc | 467 | 1.8% |
| 2 Fishing | 21 | 0.1% |
| 3 Mining, quarrying | 222 | 0.8% |
| 4 Manufacturing | 4775 | 18.0% |
| 5 Energy, water | 327 | 1.2% |
| 6 Construction | 1743 | 6.6% |
| 7 Wholesale, retail and motor trade | 3820 | 14.4% |
| 8 Hotels and restaurants | 1153 | 4.3% |
| 9 Transport, storage and communication | 1737 | 6.5% |
| 10 Financial | 1061 | 4.0% |
| 11 Real estate, renting and business activities | 2618 | 9.9% |
| 12 Public administration and defence | 1998 | 7.5% |
| 13 Education | 2369 | 8.9% |
| 14 Health and social work | 3016 | 11.4% |
| 15 Other community, social and personal | 1076 | 4.1% |
| 16 Private households with employed persons | 145 | 0.5% |
| 17 Extra-territorial organizations | 9 | 0.0% |
| Total | 26557 | 100% |
| NA | 294 | |
| DNA | 9502 | |

I80 Employee/self-employed

| | | |
|---------------------------------------|-------|-------|
| 1 Employee (current or last job) | 24136 | 89.9% |
| 2 Self-employed (current or last job) | 2719 | 10.1% |
| Total | 26855 | 100% |
| DNA | 9498 | |

Missing values for I80 are coded to 1, the most likely value.

Both I79 and I80 refer to the respondent's current job. For unemployed respondents, the questions refer to the respondent's most recent employment.

I177 Working status

| | | |
|----------------------------|-------|-------|
| 1 Employees: full-time | 10891 | 37.9% |
| 2 Employees: part-time | 3746 | 13.0% |
| 3 Self-employed: full-time | 1504 | 5.2% |

| I177 Working status | | |
|--|-------|-------|
| 4 Self-employed: part-time | 415 | 1.4% |
| 5 ILO unemployed | 575 | 2.0% |
| 6 Economically inactive: retired | 6982 | 24.3% |
| 7 Economically inactive: student | 962 | 3.3% |
| 8 Economically inactive: looking after family/home | 1973 | 6.9% |
| 9 Economically inactive: permanently sick/disabled | 1271 | 4.4% |
| 10 Economically inactive: temporarily sick/injured | 82 | 0.3% |
| 11 Economically inactive: other | 361 | 1.3% |
| Total | 28762 | 100% |
| DNA | 7591 | |

Applying to all persons aged 16 and over, this is the person's working status in the preceding week. A 'student' is someone attending a school or college full-time.

Missing values are coded using the respondent's age and sex.

| I178 Individual income | | |
|------------------------|-------|------|
| 1 Less than £1000 | 2267 | 7.9% |
| 2 £1000-£1999 | 818 | 2.8% |
| 3 £2000-£2999 | 1220 | 4.2% |
| 4 £3000-£3999 | 1231 | 4.3% |
| 5 £4000-£4999 | 1587 | 5.5% |
| 6 £5000-£5999 | 1968 | 6.8% |
| 7 £6000-£6999 | 1323 | 4.6% |
| 8 £7000-£7999 | 1054 | 3.7% |
| 9 £8000-£8999 | 2453 | 8.5% |
| 10 £9000-£9999 | 1046 | 3.6% |
| 11 £10000-£12499 | 2090 | 7.3% |
| 12 £12500-£14999 | 1842 | 6.4% |
| 13 £15000-£17499 | 1653 | 5.7% |
| 14 £17500-£19999 | 1858 | 6.5% |
| 15 £20000-£24999 | 2617 | 9.1% |
| 16 £25000-£29999 | 1388 | 4.8% |
| 17 £30000-£34999 | 840 | 2.9% |
| 18 £35000-£39999 | 544 | 1.9% |
| 19 £40000-£49999 | 489 | 1.7% |
| 20 £50000-£74999 | 315 | 1.1% |
| 21 £75000 or more | 159 | 0.6% |
| Total | 28762 | 100% |
| DNA | 7591 | |

I178 is asked of all respondents, and represents their gross income, before deductions are made for tax or National Insurance. This information was requested only as a weekly or annual banded figure, selected from a show card.

In some cases where the related question was not answered, income is estimated by subtraction of the income of other household members from that of the whole household (H70). In others, it is imputed using data from the nearest record with income known, matching on various socio-economic factors such as age, sex and working status.

| I243 Government training scheme | | |
|---------------------------------|-------|-------|
| 1 Yes | 62 | 1.0% |
| 2 No | 6412 | 99.0% |
| Total | 6474 | 100% |
| NA | 4 | |
| DNA | 29875 | |

| I245 Unpaid work for family business | | |
|--------------------------------------|-------|-------|
| 1 Yes | 46 | 0.4% |
| 2 No | 12231 | 99.6% |
| Total | 12277 | 100% |
| DNA | 24076 | |

Variables I243 and I245 record whether the respondent was attending a government training course, or undertook any unpaid work for a family business in a seven-day period to the Sunday before the placement interview.

The questions are asked of all respondents who say they did not do any paid work in this period (either as an employee, or as a self-employed person).

I276 Responsibility for supervising other employees

| | | |
|-------|-------|-------|
| 1 Yes | 7400 | 30.7% |
| 2 No | 16678 | 69.3% |
| Total | 24078 | 100% |
| NA | 18 | |
| DNA | 12257 | |

I397 Employment status

| | | |
|--------------------------------------|-------|-------|
| 1 Self-employed: large establishment | 60 | 0.2% |
| 2 Self-employed: small establishment | 625 | 2.3% |
| 3 Self-employed: no employees | 2034 | 7.6% |
| 4 Manager: large establishment | 1842 | 6.9% |
| 5 Manager: small establishment | 933 | 3.5% |
| 6 Foreman or supervisor | 5092 | 19.0% |
| 7 Employee | 16229 | 60.5% |
| Total | 26815 | 100% |
| NA | 40 | |
| DNA | 9498 | |

I398 NS-SEC

| | | |
|--|------|-------|
| 1 Employers in large organization | 43 | 0.2% |
| 2 Higher managerial | 1162 | 4.4% |
| 3 Higher professional: traditional employees | 956 | 3.6% |
| 4 Higher professional: new employees | 357 | 1.3% |
| 5 Higher professional: traditional self-employed | 202 | 0.8% |
| 6 Higher professional: new self-employed | 43 | 0.2% |
| 7 Lower professional: traditional employees | 3044 | 11.4% |
| 8 Lower professional: new employees | 216 | 0.8% |
| 9 Lower professional: traditional self-employed | 237 | 0.9% |
| 10 Lower professional: new self-employed | 19 | 0.1% |
| 11 Lower managerial | 1595 | 6.0% |
| 12 Higher supervisory | 1017 | 3.8% |
| 13 Intermediate: clerical and admin | 1908 | 7.2% |
| 14 Intermediate: sales and service | 1247 | 4.7% |

I398 NS-SEC

| | | |
|--|-------|------|
| 15 Intermediate: technical and auxiliary | 336 | 1.3% |
| 16 Intermediate: engineering | 109 | 0.4% |
| 17 Small organisation: non-professional | 486 | 1.8% |
| 18 Small organisation: agriculture | 37 | 0.1% |
| 19 Own account: non-professional | 1505 | 5.7% |
| 20 Own account: agriculture | 109 | 0.4% |
| 21 Lower supervisory | 1931 | 7.3% |
| 22 Lower technical: craft | 770 | 2.9% |
| 23 Lower technical: process operative | 214 | 0.8% |
| 24 Semi-routine: sales | 1589 | 6.0% |
| 25 Semi-routine: service | 1617 | 6.1% |
| 26 Semi-routine: technical | 435 | 1.6% |
| 27 Semi-routine: operative | 651 | 2.4% |
| 28 Semi-routine: agricultural | 88 | 0.3% |
| 29 Semi-routine: clerical | 495 | 1.9% |
| 30 Semi-routine: childcare | 276 | 1.0% |
| 31 Routine: sales and service | 636 | 2.4% |
| 32 Routine: productive | 672 | 2.5% |
| 33 Routine: technical | 1123 | 4.2% |
| 34 Routine: operative | 1424 | 5.4% |
| 35 Routine: agricultural | 53 | 0.2% |
| Total | 26602 | 100% |
| DNA | 9751 | |

I398 (National Statistics socio-economic classification) was introduced from 2001 to replace the former SC (social class) and SEG (socio-economic group) measurements in all National Statistics surveys. It is based upon information given by the respondent, including their occupation (classified using the SOC2000 classification) and their employment status (whether they supervise other staff, are employed or self-employed etc.)

Both I397 and I398 refer to the respondent's current or most recent job.

Unemployment

I244 Away from work on training scheme

| | | |
|---------------------------------------|-------|-------|
| 1 Yes | 448 | 3.5% |
| 2 No | 12238 | 96.2% |
| 3 Waiting to take up new job/business | 39 | 0.3% |
| Total | 12725 | 100% |
| DNA | 23628 | |

This question is asked of people who were not in paid work at the time of the placement interview.

I247 Looking for work/training in last 4 weeks

| | | |
|-------|-------|-------|
| 1 Yes | 602 | 5.0% |
| 2 No | 11530 | 95.0% |
| Total | 12132 | 100% |
| NA | 1 | |
| DNA | 24220 | |

I248 Immediate availability for government training scheme

| | | |
|-------|-------|-------|
| 1 Yes | 572 | 85.5% |
| 2 No | 97 | 14.5% |
| Total | 669 | 100% |
| NA | 4 | |
| DNA | 35680 | |

This question asks respondents over 16, who were not working or on a training scheme whether they would have been able to attend a government training scheme within two weeks, had an opportunity to attend arisen.

I249 Why not available for work

| | | |
|---------------------------------|-------|-------|
| 1 Student | 962 | 8.3% |
| 2 Looking after the family/home | 1972 | 17.0% |
| 3 Temporarily sick/injured | 82 | 0.7% |
| 4 Long-term sick or disabled | 1271 | 10.9% |
| 5 Retired from paid work | 6979 | 60.0% |
| 6 Other | 361 | 3.1% |
| Total | 11627 | 100% |
| DNA | 24726 | |

Some combination of questions to derive I244 and I247-I249 were asked of all people who did not do any paid work in the seven-day period to the Sunday prior to the placement interview. Exactly which of these questions were asked depended on their answers to other questions in this group.

I250 Left last paid job

| | | |
|----------------------|-------|-------|
| 1 Last 3 months | 321 | 3.2% |
| 2 Last 3 to 6 months | 280 | 2.8% |
| 3 6 months to 1 year | 439 | 4.3% |
| 4 1-2 years | 638 | 6.3% |
| 5 2-3 years | 563 | 5.5% |
| 6 3-4 years | 514 | 5.1% |
| 7 4-5 years | 450 | 4.4% |
| 8 Over 5 years | 6973 | 68.5% |
| Total | 10178 | 100% |
| NA | 129 | |
| DNA | 26046 | |

Variable I250 is recorded for all economically inactive people apart from those who have never worked.

I300 Turned down job because of transport difficulties

| | | |
|-------------------------------------|-------|-------|
| Multicoded | | |
| 1 Too far | 29 | 40.8% |
| 2 Car not available | 15 | 21.1% |
| 3 Can't drive | 16 | 22.5% |
| 4 Cost of petrol | 0 | 0.0% |
| 5 Lack of parking | 0 | 0.0% |
| 6 Cost of parking | 0 | 0.0% |
| 7 Traffic congestion/roadworks | 1 | 1.4% |
| 8 Inadequate public transport | 40 | 56.3% |
| 9 Cost of public transport | 9 | 12.7% |
| 10 Safety concerns | 0 | 0.0% |
| 11 Physical difficulties/disability | 1 | 1.4% |
| Other | 5 | 7.0% |
| Total | 71 | 100% |
| Haven't turned down job | 481 | |
| DNA | 35801 | |

This question asks applicable respondents whether, in the preceding 12 months, they had turned down an

offer of employment owing to transport difficulties.

| I301 Transport difficulties preventing work | | |
|---|-------|-------|
| Multicoded | | |
| 1 Too far | 22 | 26.2% |
| 2 Car not available | 34 | 40.5% |
| 3 Can't drive | 24 | 28.6% |
| 4 Cost of petrol | 3 | 3.6% |
| 5 Lack of parking | 1 | 1.2% |
| 6 Cost of parking | 2 | 2.4% |
| 7 Traffic congestion/roadworks | 2 | 2.4% |
| 8 Inadequate public transport | 36 | 42.9% |
| 9 Cost of public transport | 11 | 13.1% |
| 10 Safety concerns | 6 | 7.1% |
| 11 Physical difficulties/disability | 0 | 0.0% |
| Other | 5 | 6.0% |
| Total | 84 | 100% |
| NA | 2 | |
| DNA | 35801 | |

I300 and I301 are derived for all economically inactive respondents of working age (except students).

Work travel benefits

I302 is asked of all employees, and records whether *any* employees at their place of work receive any of the benefits listed. I303 is asked of all those that answered I302 in the affirmative; it records benefits offered to the respondent themselves.

The remaining questions in this section (I304-8, I395-6) indicate whether the respondent took advantage of the travel benefits offered to them.

| I302 Travel benefits at work | | |
|--|-----|-------|
| Multi-coded | | |
| 1 Cut price or free bus tickets | 402 | 5.1% |
| 2 Cut price or free rail tickets | 397 | 5.0% |
| 3 Interest-free loan for a season ticket | 803 | 10.1% |
| 4 Interest-free loan for parking | 156 | 2.0% |

| I302 Travel benefits at work | | |
|--|-------|-------|
| 5 Cut price or free car parking | 5388 | 67.8% |
| 6 Company car or alternative | 3317 | 41.7% |
| 7 Use of car from company pool | 938 | 11.8% |
| 8 Special bus or van for journey to work | 727 | 9.1% |
| 9 Other transport-related benefits | 973 | 12.2% |
| Total | 7946 | 100% |
| None | 6570 | |
| NA | 97 | |
| DNA | 21740 | |

| I303 Travel benefits offered to me | | |
|--|-------|-------|
| Multi-coded | | |
| 1 Cut price or free bus tickets | 263 | 4.1% |
| 2 Cut price or free rail tickets | 289 | 4.5% |
| 3 Interest-free loan for a season ticket | 502 | 7.8% |
| 4 Interest-free loan for parking | 74 | 1.1% |
| 5 Cut price or free car parking | 4543 | 70.6% |
| 6 Company car or alternative | 1277 | 19.8% |
| 7 Use of car from company pool | 503 | 7.8% |
| 8 Special bus or van for journey to work | 369 | 5.7% |
| 9 Other transport-related benefits | 678 | 10.5% |
| Total | 6437 | 100% |
| None | 1507 | |
| NA | 3 | |
| DNA | 28406 | |

| I304 Use free/reduced price bus tickets | | |
|---|-------|-------|
| 1 Yes | 215 | 76.5% |
| 2 No | 66 | 23.5% |
| Total | 281 | 100% |
| DNA | 36072 | |

| I305 Use free/reduced price train tickets | | |
|---|-------|-------|
| 1 Yes | 215 | 76.5% |
| 2 No | 66 | 23.5% |
| Total | 281 | 100% |
| DNA | 36072 | |

| I306 Use interest free travel loan | | |
|------------------------------------|-------|-------|
| 1 Yes | 172 | 34.4% |
| 2 No | 328 | 65.6% |
| Total | 500 | 100% |
| NA | 1 | |
| DNA | 35852 | |

| I307 Use employer's bus/van | | |
|-----------------------------|-------|-------|
| 1 Yes | 242 | 66.1% |
| 2 No | 124 | 33.9% |
| Total | 366 | 100% |
| DNA | 35987 | |

| I308 Alternative to company car | | |
|--------------------------------------|-------|-------|
| 1 Offered a choice: took company car | 261 | 21.0% |
| 2 Offered a choice: took alternative | 304 | 24.4% |
| 3 No choice given | 679 | 54.6% |
| Total | 1244 | 100% |
| NA | 3 | |
| DNA | 35106 | |

| I395 Use interest free loan for parking season ticket | | |
|---|-------|-------|
| 1 Yes | 14 | 18.9% |
| 2 No | 60 | 81.1% |
| Total | 74 | 100% |
| DNA | 36279 | |

| I396 Use cut price or free car parking | | |
|--|-------|-------|
| 1 Yes | 4100 | 90.3% |
| 2 No | 440 | 9.7% |
| Total | 4540 | 100% |
| NA | 1 | |
| DNA | 31812 | |

Tickets and passes

The variables in this section record details of special tickets and transport passes held by respondents. Respondents were asked about details of each special ticket or transport pass they held, up to a maximum of six passes/tickets. Details for each ticket/pass were recorded in a different set of fields.

The counts and percentages listed below apply only to the *first* ticket held by the respondent, and consequently, to the first variable listed in each title. The further variables listed apply to the second, third tickets and so forth, for which counts and percentages are not given here.

| I106/I126/I146/I357/I358/I359 Ticket/pass mode(s) | | |
|---|-------|-------|
| 1 Surface Rail | 1217 | 15.3% |
| 2 LT/ Glasgow tube/ Newcastle metro | 52 | 0.7% |
| 3 Bus | 3862 | 48.5% |
| 4 Combined surface rail and bus – not London | 847 | 10.6% |
| 5 Combined tube and bus | 230 | 2.9% |
| 6 Combined surface rail and bus | 1370 | 17.2% |
| 7 Other single method | 69 | 0.9% |
| 8 Other combination of methods | 313 | 3.9% |
| Total | 7960 | 100% |
| DNA | 28393 | |

Variable I106 (*et al*) records the modes of transport for which the respondent can use their special tickets. Missing values are patched from P2, P5, I5 and from other ticket/pass data.

| I185/I191/I197/I342/I347/I352 Ticket/pass type | | |
|--|-------|-------|
| 1 Season Ticket | 572 | 7.2% |
| 2 Area travel card | 682 | 8.6% |
| 3 Combined season ticket/area travel card | 130 | 1.6% |
| 4 Rail card | 504 | 6.3% |
| 5 Other non-concessionary | 152 | 1.9% |
| 6 OAP pass | 4087 | 51.3% |
| 7 Scholar's pass | 678 | 8.5% |
| 8 Disabled pass | 321 | 4.0% |
| 9 Employee pass | 210 | 2.6% |
| 10 Unemployed pass | 0 | 0.0% |
| 11 Subsidised tokens | 220 | 2.8% |
| 12 Other concessionary | 404 | 5.1% |
| Total | 7960 | 100% |
| DNA | 28393 | |

Non-concessionary tickets and passes (codes 1-5) refer to schemes devised by operators for commercial reasons.

A season ticket is valid for trips within a specified period on one specific route. An area travel card is valid for travel within a specified period on any route within a specified area. A combined season/area travel card functions as a season ticket at one end of the route and as an area travel card at the other. Rail card includes Young Persons Railcard.

Missing values are patched using P2, P5, I5, I79, I177 and other ticket details.

I186/I192/I198/I343/I348/I353 Ticket/pass mode priority

| | | |
|---|-------|-------|
| 1 Surface rail only | 1217 | 15.3% |
| 2 Surface rail and bus | 183 | 2.3% |
| 3 Surface rail and underground | 93 | 1.2% |
| 4 Surface rail, bus and underground | 334 | 4.2% |
| 5 Surface rail and other | 40 | 0.5% |
| 6 Underground / metro only | 52 | 0.7% |
| 7 underground / metro and surface rail | 12 | 0.2% |
| 8 Underground / metro and bus | 115 | 1.4% |
| 9 Underground / metro, surface rail and bus | 331 | 4.2% |
| 10 Underground and other | 22 | 0.3% |
| 11 Bus only | 3865 | 48.6% |
| 12 Bus and surface rail | 657 | 8.3% |
| 13 Bus and underground | 110 | 1.4% |
| 14 Bus, surface rail and underground | 606 | 7.6% |
| 15 Bus and other | 142 | 1.8% |
| 16 Other | 181 | 2.3% |
| Total | 7960 | |
| DNA | 28393 | |

I186 (*et al*) is constructed from I106 (*et al*) and a further question asking respondents by which mode they travelled the furthest using the relevant special ticket.

Missing values are patched using other ticket details, S2, S26 and S35.

I187/I192/I199/I344/I349/I354 Ticket/pass validity

| | | |
|-------------------------|-------|-------|
| 1 One week | 704 | 9.2% |
| 2 One month | 526 | 6.9% |
| 3 3 months/ school term | 156 | 2.0% |
| 4 6 months | 28 | 0.4% |
| 5 1 year | 2688 | 35.1% |
| 6 More than 1 year | 2268 | 29.6% |
| 7 Unlimited | 1227 | 16.0% |
| 8 Other period | 66 | 0.9% |
| 9 Tokens etc. | 0 | 0.0% |
| Total | 7663 | 100% |
| NA | 77 | |
| DNA | 28613 | |

I187 does not apply to subsidised tokens, which cover a set number of trips rather than a specified time period.

I189/I195/I201/I346/I351/I356 Ticket/pass use

| | | |
|---|-------|-------|
| Based on numeric variables | | |
| I188/I194/I200/I345/I350/I355 | | |
| 1 Less than 1 per year / never | 687 | 8.9% |
| 2 1-2 times per year | 440 | 5.7% |
| 3 3-4 times per year | 527 | 6.8% |
| 4 5-12 times per year | 582 | 7.5% |
| 5 12+ times per year, less than once per week | 422 | 5.5% |
| 6 1-2 times per week | 1099 | 14.2% |
| 7 3-4 times per week | 718 | 9.3% |
| 8 5-6 times per week | 628 | 8.1% |
| 9 7-8 times per week | 276 | 3.6% |
| 10 9-10 times per week | 1351 | 17.5% |
| 11 11-15 times per week | 685 | 8.9% |
| 12 16-20 times per week | 214 | 2.8% |
| 13 21+ time per week | 111 | 1.4% |
| Total | 7740 | 100% |
| DNA | 28613 | |

I189 does not apply to subsidised tokens, which cover a set number of trips rather than a specified time period.

Missing values are patched from other ticket details.

I205/I206/I207/I360/I361/I362 Ticket/pass weekly cost

| | | |
|------------------|-------|-------|
| 1 Nil | 5136 | 66.4% |
| 2 1 to 49p | 969 | 12.5% |
| 3 50 to 99p | 44 | 0.6% |
| 4 £1 to £1.99 | 23 | 0.3% |
| 5 £2 to £2.99 | 22 | 0.3% |
| 6 £3 to £3.99 | 55 | 0.7% |
| 7 £4 to £4.99 | 114 | 1.5% |
| 8 £5 to £5.99 | 79 | 1.0% |
| 9 £6 to £7.99 | 244 | 3.2% |
| 10 £8 to £9.99 | 222 | 2.9% |
| 11 £10 to £14.99 | 255 | 3.3% |
| 12 £15 to £19.99 | 219 | 2.8% |
| 13 £20 and over | 358 | 4.6% |
| Total | 7740 | 100% |
| DNA | 28613 | |

Missing values are imputed using other ticket details.

Travel difficulties

The questions in this section focus on difficulties in undertaking three travel activities: going out on foot, using buses, and getting in and out of a car. The variables identify people with mobility problems and give some indication of difficulty. Elderly people who felt that old age was the cause of their difficulty are included.

I165 Travel difficulties

| | | |
|----------------------|-------|-------|
| 1 Foot and bus | 2235 | 7.8% |
| 2 Foot | 2356 | 8.2% |
| 3 Bus | 144 | 0.5% |
| 4 Disabled (Data NA) | 0 | 0.0% |
| 5 No difficulties | 24024 | 83.5% |
| Total | 28759 | 100% |
| NA | 3 | |
| DNA | 7591 | |

I212 Disabled drivers

| | | |
|-----------------------------------|-------|-------|
| 1 Disabled driver | 2070 | 43.7% |
| 2 No longer drives (disability) | 446 | 9.4% |
| 3 No longer drives (other reason) | 150 | 3.2% |
| 4 Never had a license | 2071 | 43.7% |
| Total | 4737 | 100% |
| NA | 1 | |
| DNA | 31615 | |

Variable I212 is derived from more than one question in the individual questionnaire. Respondents who reported difficulty going out on foot or using a bus, are asked whether they hold driving licences, whether they still drive and, if not, whether the reason they stopped driving was due to their disability, or for some other reason.

I214 Years since last drove

| | | |
|--------------------------------|-------|-------|
| Based on numeric variable I213 | | |
| 1 0-4 years | 198 | 33.8% |
| 2 5-9 years | 130 | 22.2% |
| 3 10-19 years | 146 | 25.0% |
| 4 20+ years | 111 | 19.0% |
| Total | 585 | 100% |
| NA | 13 | |
| DNA | 35755 | |

Variable I214 is recorded for all those who no longer drive (as recorded in I212).

I290 Why difficult to use a bus

| | | |
|---|-------|-------|
| Multi-coded | | |
| 1 Getting to the bus stop | 1475 | 62.0% |
| 2 Identifying destination | 110 | 4.6% |
| 3 Standing waiting at the bus stop | 1276 | 53.6% |
| 4 Getting on or off buses | 1594 | 67.0% |
| 5 Getting to and from the seat | 980 | 41.2% |
| 6 Communicating with the driver/conductor | 157 | 6.6% |
| 7 Finding out timetable information | 125 | 5.3% |
| Other | 321 | 13.5% |
| Total | 2379 | 100% |
| DNA | 33974 | |

| I363 Difficulties travelling by foot | | |
|--|-------|-------|
| 1 No walking difficulties | 24168 | 84.0% |
| 2 Walking difficulties, can go out on own | 2963 | 10.3% |
| 3 Walking difficulties, needs assistance, impossible alone | 228 | 0.8% |
| 4 Walking difficulties, needs assistance, difficult alone | 571 | 2.0% |
| 5 Walking difficulties, doesn't go out, impossible to go out | 443 | 1.5% |
| 6 Walking difficulties, doesn't go out, difficult to go out | 386 | 1.3% |
| Total | 28759 | 100% |
| NA | 3 | |
| DNA | 7591 | |

The question that relates to variable I292 is asked of all who report problems with travelling on foot, by car or on the bus.

The question asks respondents to answer 'as far as they know or have heard' and may not reflect the true picture in some cases.

The scheme may not necessarily be available to the respondent themselves, or relevant to their particular needs.

Travel to work

Many of the questions in this section refer to a respondent's 'workplace'. Where there is any question about a person's 'usual workplace', it is defined as the place visited regularly for work on at least two consecutive days per week (if the respondent works more than one day per week), for at least four consecutive weeks.

Where this definition provides two (or more) possible candidates, the usual workplace is that visited more frequently. If the respondent visits all such locations with equal frequency, the one furthest from home is the usual workplace.

| I364 Disability causes difficulties in using local bus | | |
|--|-------|-------|
| 1 No difficulties | 26383 | 91.7% |
| 2 Some difficulties, do use bus | 696 | 2.4% |
| 3 Some difficulties, don't use bus, health reasons | 1451 | 5.0% |
| 4 Some difficulties, don't use bus, poor bus service | 73 | 0.3% |
| 5 Some difficulties, don't use bus, other reasons | 159 | 0.6% |
| Total | 28762 | 100% |
| DNA | 7591 | |

Questions I363 and I364 are asked only of those over 15.

| I292 Special transport services available | | |
|---|-------|------|
| Multicoded | | |
| 1 Dial-a-ride service | 1998 | 5.5% |
| 2 Supermarket bus | 1384 | 3.8% |
| 3 Hospital car or service | 1921 | 5.3% |
| 4 Day centre or service | 890 | 2.4% |
| 5 Shared taxi scheme | 128 | 0.4% |
| 6 Taxi voucher scheme | 389 | 1.1% |
| 7 Postbus | 61 | 0.2% |
| 8 Community-owned minibus | 599 | 1.6% |
| 9 Other special service | 163 | 0.4% |
| Total | 36353 | 100% |
| Don't know type | 144 | |
| Not aware of any of these services | 1022 | |
| NA | 19 | |
| DNA | 31513 | |

| I92 Workplace | | |
|--|-------|-------|
| 1 Same place | 12710 | 76.9% |
| 2 Same place at least two consecutive days | 1259 | 7.6% |
| 3 Different places | 2055 | 12.4% |
| 4 Home/same building as home | 505 | 3.1% |
| Total | 16529 | 100% |
| NA | 29 | |
| DNA | 19795 | |

I92 records whether working respondents worked at same place all through their preceding working week, or if the location of work varied.

Missing values are coded using I177.

| I180 Usual means of travel to work | | |
|--------------------------------------|-------|-------|
| 1 Car/van driver | 9732 | 60.7% |
| 2 Car/van passenger | 1110 | 6.9% |
| 3 Car/van either driver or passenger | 292 | 1.8% |
| 4 Car no details | 0 | 0.0% |
| 5 2 wheel motor vehicle | 190 | 1.2% |
| 6 Bicycle | 516 | 3.2% |
| 7 Bus | 1249 | 7.8% |
| 8 Surface Rail | 603 | 3.8% |
| 9 LT Underground / light rail | 380 | 2.4% |
| 10 Walk | 1751 | 10.9% |
| 11 Taxi/minicab | 75 | 0.5% |
| 12 Other | 126 | 0.8% |
| Total | 16024 | 100% |
| DNA | 20329 | |

I180 is asked of respondents in paid employment, and working somewhere that is not their own home.

Respondents who used a mixture of methods were asked to nominate one that they considered the 'main' method. 'Bus' includes coaches and buses provided by an employer.

Missing values are patched using I184, J28, I177 and I188.

| I220 County of workplace | | |
|---------------------------|-----|------|
| 1 Avon | 227 | 1.6% |
| 2 Bedfordshire | 112 | 0.8% |
| 3 Berkshire | 217 | 1.6% |
| 4 Buckinghamshire | 149 | 1.1% |
| 5 Cambridgeshire | 260 | 1.9% |
| 6 Cheshire | 252 | 1.8% |
| 7 Cleveland | 87 | 0.6% |
| 8 Cornwall | 58 | 0.4% |
| 9 Cumbria | 218 | 1.6% |
| 10 Derbyshire | 206 | 1.5% |
| 11 Devon | 342 | 2.4% |
| 12 Dorset | 110 | 0.8% |
| 13 Durham | 96 | 0.7% |
| 14 East Sussex | 110 | 0.8% |
| 15 Essex | 333 | 2.4% |
| 16 Gloucestershire | 224 | 1.6% |
| 17 Greater Manchester | 589 | 4.2% |
| 18 Hampshire | 408 | 2.9% |
| 19 Hereford and Worcester | 145 | 1.0% |
| 20 Hertfordshire | 169 | 1.2% |

| I220 County of workplace | | |
|-----------------------------|-------|------|
| 21 Humberside | 208 | 1.5% |
| 22 Isle of Wight | 20 | 0.1% |
| 23 Kent | 328 | 2.3% |
| 24 Lancashire | 265 | 1.9% |
| 25 Leicestershire | 243 | 1.7% |
| 26 Lincolnshire | 210 | 1.5% |
| 27 London Central | 640 | 4.6% |
| 28 Other Inner London | 456 | 3.3% |
| 31 Other London not Central | 702 | 5.0% |
| 32 Merseyside | 268 | 1.9% |
| 33 Norfolk | 178 | 1.3% |
| 34 Northamptonshire | 114 | 0.8% |
| 35 Northumberland | 119 | 0.9% |
| 36 North Yorkshire | 254 | 1.8% |
| 37 Nottinghamshire | 294 | 2.1% |
| 38 Oxfordshire | 218 | 1.6% |
| 39 Shropshire | 121 | 0.9% |
| 40 Somerset | 185 | 1.3% |
| 41 South Yorkshire | 243 | 1.7% |
| 42 Staffordshire | 234 | 1.7% |
| 43 Suffolk | 206 | 1.5% |
| 44 Surrey | 174 | 1.2% |
| 45 Tyne and Wear | 274 | 2.0% |
| 46 Warwickshire | 111 | 0.8% |
| 47 West Midlands | 687 | 4.9% |
| 48 West Sussex | 180 | 1.3% |
| 49 West Yorkshire | 503 | 3.6% |
| 50 Wiltshire | 219 | 1.6% |
| 51 Clwyd | 102 | 0.7% |
| 52 Dyfed | 77 | 0.6% |
| 53 Gwent | 115 | 0.8% |
| 54 Gwynedd | 104 | 0.7% |
| 55 Mid Glamorgan | 109 | 0.8% |
| 56 Powys | 14 | 0.1% |
| 57 South Glamorgan | 127 | 0.9% |
| 58 West Glamorgan | 64 | 0.5% |
| 59 Borders | 16 | 0.1% |
| 60 Central | 113 | 0.8% |
| 61 Dumfries and Galloway | 12 | 0.1% |
| 62 Fife | 62 | 0.4% |
| 63 Grampian | 154 | 1.1% |
| 64 Highlands | 56 | 0.4% |
| 65 Lothian | 233 | 1.7% |
| 66 Strathclyde | 522 | 3.7% |
| 67 Tayside | 82 | 0.6% |
| 68 Essex within M25 | 0 | 0.0% |
| 69 Hertfordshire within M25 | 39 | 0.3% |
| 70 Kent within M25 | 3 | 0.0% |
| 71 Surrey within M25 | 18 | 0.1% |
| Total | 13988 | 100% |
| DNA | 22365 | |

Missing values are patched using J24, J26, J57 and J58.

| I267 UA of workplace | | |
|-------------------------------------|-----|------|
| 1 Bath and North East Somerset | 30 | 0.2% |
| 2 Bedfordshire | 59 | 0.4% |
| 3 Blackburn with Darwen | 52 | 0.4% |
| 4 Blackpool | 32 | 0.2% |
| 5 Bournemouth | 19 | 0.1% |
| 6 Bracknell Forest | 21 | 0.2% |
| 7 Brighton and Hove | 33 | 0.2% |
| 8 Bristol, City of | 152 | 1.1% |
| 9 Buckinghamshire | 100 | 0.7% |
| 10 Cambridgeshire | 178 | 1.3% |
| 11 Cheshire | 177 | 1.3% |
| 12 Cornwall and Isles of Scilly | 58 | 0.4% |
| 13 Cumbria | 218 | 1.3% |
| 14 Darlington | 11 | 0.1% |
| 15 Derby | 65 | 0.5% |
| 16 Derbyshire | 141 | 1.0% |
| 17 Devon | 296 | 2.1% |
| 18 Dorset | 66 | 0.5% |
| 19 Durham | 85 | 0.6% |
| 20 East Riding of Yorkshire | 46 | 0.3% |
| 21 East Sussex | 76 | 0.5% |
| 22 Essex (area outside M25) | 276 | 2.0% |
| 23 Essex (area within M25) | 0 | 0.0% |
| 24 Gloucestershire | 223 | 1.6% |
| 25 Greater Manchester | 589 | 4.2% |
| 26 Halton | 32 | 0.2% |
| 27 Hampshire | 236 | 1.7% |
| 28 Hartlepool | 11 | 0.1% |
| 29 Herefordshire | 74 | 0.5% |
| 30 Hertfordshire (area outside M25) | 169 | 1.2% |
| 31 Hertfordshire (area within M25) | 39 | 0.3% |
| 32 Inner London | 454 | 3.3% |
| 33 Isle of Wight | 20 | 0.1% |
| 34 Kent (area outside M25) | 305 | 2.2% |
| 35 Kent (area within M25) | 3 | 0.0% |
| 36 Kingston upon Hull, City of | 63 | 0.5% |
| 37 Lancashire | 181 | 1.3% |
| 38 Leicester | 97 | 0.7% |
| 39 Leicestershire | 141 | 1.0% |
| 40 Lincolnshire | 210 | 1.5% |

| I267 UA of workplace | | |
|------------------------------|-----|------|
| 41 London Central | 640 | 4.6% |
| 42 London Outer | 699 | 5.0% |
| 43 Luton | 53 | 0.4% |
| 44 Medway Towns | 19 | 0.1% |
| 45 Merseyside | 268 | 1.9% |
| 46 Middlesbrough | 23 | 0.2% |
| 47 Milton Keynes | 49 | 0.4% |
| 48 Newbury | 14 | 0.1% |
| 49 Norfolk | 178 | 1.3% |
| 50 North East Lincolnshire | 45 | 0.3% |
| 51 North Lincolnshire | 53 | 0.4% |
| 52 North Somerset | 33 | 0.2% |
| 53 North Yorkshire | 190 | 1.4% |
| 54 Northamptonshire | 113 | 0.8% |
| 55 Northumberland | 117 | 0.8% |
| 56 Nottingham | 156 | 1.1% |
| 57 Nottinghamshire | 137 | 1.0% |
| 58 Oxfordshire | 216 | 1.5% |
| 59 Peterborough | 82 | 0.6% |
| 60 Plymouth | 12 | 0.1% |
| 61 Poole | 24 | 0.2% |
| 62 Portsmouth | 96 | 0.7% |
| 63 Reading | 58 | 0.4% |
| 64 Redcar & Cleveland | 21 | 0.2% |
| 65 Rutland | 4 | 0.0% |
| 66 Shropshire | 72 | 0.5% |
| 67 Slough | 49 | 0.4% |
| 68 Somerset | 186 | 1.3% |
| 69 South Gloucestershire | 12 | 0.1% |
| 70 South Yorkshire | 243 | 1.7% |
| 71 Southampton | 76 | 0.5% |
| 72 Southend on Sea | 36 | 0.3% |
| 73 Staffordshire | 141 | 1.0% |
| 74 Stockton-on-Tees | 31 | 0.2% |
| 75 Stoke-on-Trent | 91 | 0.7% |
| 76 Suffolk | 205 | 1.5% |
| 77 Surrey (area outside M25) | 174 | 1.2% |
| 78 Surrey (area within M25) | 18 | 0.1% |
| 79 Swindon | 107 | 0.8% |
| 80 The Wrekin | 48 | 0.3% |
| 81 Thurrock | 18 | 0.1% |
| 82 Torbay | 33 | 0.2% |
| 83 Tyne and Wear | 273 | 2.0% |
| 84 Warrington | 42 | 0.3% |
| 85 Warwickshire | 111 | 0.8% |
| 86 West Midlands | 684 | 4.9% |
| 87 West Sussex | 180 | 1.3% |
| 88 West Yorkshire | 503 | 3.6% |
| 89 Wiltshire | 111 | 0.8% |
| 90 Windsor & | 48 | 0.3% |

| I267 UA of workplace | | |
|---------------------------|-----|------|
| Maidenhead | | |
| 91 Wokingham | 27 | 0.2% |
| 92 Worcestershire | 69 | 0.5% |
| 93 York | 64 | 0.5% |
| 94 Aberdeen City | 142 | 1.0% |
| 95 Aberdeenshire | 10 | 0.1% |
| 96 Angus | 28 | 0.2% |
| 97 Argyll and Bute | 34 | 0.2% |
| 98 Clackmannshire | 5 | 0.0% |
| 99 Dumfries & Galloway | 12 | 0.1% |
| 100 Dundee, City of | 31 | 0.2% |
| 101 East Ayrshire | 31 | 0.2% |
| 102 East Dunbartonshire | 0 | 0.0% |
| 103 East Lothian | 8 | 0.1% |
| 104 East Renfrewshire | 10 | 0.1% |
| 105 Edinburgh, City of | 166 | 1.2% |
| 106 Falkirk | 67 | 0.5% |
| 107 Fife | 62 | 0.4% |
| 108 Glasgow, City of | 204 | 1.5% |
| 109 Highland | 51 | 0.4% |
| 110 Inverclyde | 19 | 0.1% |
| 111 Midlothian | 15 | 0.1% |
| 112 Moray | 2 | 0.0% |
| 113 North Ayrshire | 24 | 0.2% |
| 114 North Lanarkshire | 43 | 0.3% |
| 115 Orkney Islands | 1 | 0.0% |
| 116 Perth and Kinross | 22 | 0.2% |
| 117 Renfrewshire | 33 | 0.2% |
| 118 Scottish Borders | 16 | 0.1% |
| 119 Shetland Islands | 1 | 0.0% |
| 120 South Ayrshire | 15 | 0.1% |
| 121 South Lanarkshire | 72 | 0.5% |
| 122 Stirling | 41 | 0.3% |
| 123 West Dunbartonshire | 35 | 0.3% |
| 124 West Lothian | 44 | 0.3% |
| 125 Western Isles | 1 | 0.0% |
| 126 Blaenau Gwent | 11 | 0.1% |
| 127 Bridgend | 15 | 0.1% |
| 128 Caerphilly | 32 | 0.2% |
| 129 Cardiff | 119 | 0.9% |
| 130 Carmarthenshire | 29 | 0.2% |
| 131 Ceredigion | 28 | 0.2% |
| 132 Conwy | 7 | 0.1% |
| 133 Denbighshire | 38 | 0.3% |
| 134 Flintshire | 34 | 0.2% |
| 135 Gwynedd | 82 | 0.6% |
| 136 Isle of Anglesey | 18 | 0.1% |
| 137 Merthyr Tydfil | 40 | 0.3% |
| 138 Monmouthshire | 41 | 0.3% |
| 139 Neath and Port Talbot | 32 | 0.2% |
| 140 Newport | 49 | 0.4% |
| 141 Pembrokeshire | 20 | 0.1% |

| I267 UA of workplace | | |
|--------------------------|-------|------|
| 142 Powys | 14 | 0.1% |
| 143 Rhondda, Cynon, Taff | 28 | 0.2% |
| 144 Swansea | 32 | 0.2% |
| 145 Torfaen | 7 | 0.1% |
| 146 Vale of Glamorgan | 8 | 0.1% |
| 147 Wrexham | 27 | 0.2% |
| Total | 13946 | 100% |
| NA | 8 | |
| DNA | 22399 | |

Missing values are patched using J24, J26, J57 and J58.

| I270 Work place urban/rural | | |
|------------------------------------|-------|-------|
| 1 Inner London | 1094 | 7.8% |
| 2 Outer London built-up area | 912 | 6.5% |
| 3 West Midlands built-up area | 549 | 3.9% |
| 4 Greater Manchester built-up area | 582 | 4.2% |
| 5 West Yorkshire built-up area | 417 | 3.0% |
| 6 Glasgow built-up area | 204 | 1.5% |
| 7 Liverpool built-up area | 196 | 1.4% |
| 8 Tyneside built-up area | 243 | 1.7% |
| 9 Other urban over 250K | 1995 | 14.3% |
| 10 Other urban over 100K to 250K | 1886 | 13.5% |
| 11 Other urban over 50K to 100K | 1329 | 9.5% |
| 12 Other urban over 25K to 50K | 1417 | 10.2% |
| 13 Other urban over 10K to 25K | 1435 | 10.3% |
| 14 Other urban over 3K to 10K | 849 | 6.1% |
| 15 Rural | 838 | 6.0% |
| Total | 13946 | 100% |
| NA | 13 | |
| DNA | 22394 | |

| I314 Difficulties with car trips going to work | | |
|--|------|-------|
| Multi-coded | | |
| 1 No difficulties | 6812 | 60.3% |
| 2 Too far/long journey | 188 | 1.7% |
| 3 Cost of petrol | 196 | 1.7% |
| 4 Lack of parking facilities | 298 | 2.6% |
| 5 Cost of parking | 127 | 1.1% |
| 6 Personal disability | 9 | 0.1% |
| 7 Concerns over personal safety | 110 | 1.0% |

| I314 Difficulties with car trips going to work | | |
|--|-------|-------|
| 8 Traffic congestion/roadworks | 4142 | 36.7% |
| 9 The weather | 324 | 2.9% |
| 10 Other | 118 | 1.0% |
| Total | 11288 | 100% |
| NA | 35 | |
| DNA | 25030 | |

| I315 Most difficult problem with car trips going to work | | |
|--|-------|-------|
| 1 No difficulties | 6812 | 60.4% |
| 2 Too far / long journey | 77 | 0.7% |
| 3 Cost of petrol | 54 | 0.5% |
| 4 Lack of parking facilities | 137 | 1.2% |
| 5 Cost of parking | 31 | 0.3% |
| 6 Personal disability | 7 | 0.1% |
| 7 Concerns over personal safety | 33 | 0.3% |
| 8 Traffic congestion/roadworks | 3949 | 35.0% |
| 9 The weather | 113 | 1.0% |
| 10 Other | 74 | 0.7% |
| Total | 25030 | 100% |
| NA | 36 | |
| DNA | 25030 | |

| I316 Travel to work another way | | |
|---------------------------------|-------|-------|
| 1 Very easy | 1599 | 14.2% |
| 2 Quite easy | 2419 | 21.4% |
| 3 Neither easy nor difficult | 732 | 6.5% |
| 4 Quite difficult | 2298 | 20.4% |
| 5 Very difficult | 4235 | 37.5% |
| Total | 11283 | 100% |
| NA | 40 | |
| DNA | 25030 | |

I316 is recorded for all respondents who had a regular trip to work, for which they used a car or motorcycle as their usual main method of travel.

The relevant question asks how easy the respondent would find it to make their trip to or from work using another method.

| I317 Why difficult to travel to work another way | | |
|--|-------|-------|
| Multi-coded | | |
| 1 Too far/long journey | 1907 | 29.2% |
| 2 Not possible by public transport | 3085 | 47.2% |
| 3 Distance to public transport | 294 | 4.5% |
| 4 Unreliable public transport | 1216 | 18.6% |
| 5 Cost of using public transport/taxis | 380 | 5.8% |
| 6 Poor information about public transport | 144 | 2.2% |
| 7 Poor connections | 1944 | 29.8% |
| 8 Public transport unpleasant | 135 | 2.1% |
| 9 Personal disability | 54 | 0.8% |
| 10 Concerns over personal safety | 105 | 1.6% |
| 11 Traffic congestion/roadworks | 210 | 3.2% |
| 12 Difficulties with dropping other people off | 168 | 2.6% |
| 13 Vehicle essential for job | 576 | 8.8% |
| 14 The weather | 86 | 1.3% |
| 15 Other | 179 | 2.7% |
| Total | 6532 | 100% |
| NA | 1 | |
| DNA | 29820 | |

| I318 Most difficult problem with travelling another way | | |
|---|------|-------|
| 1 Too far/long journey | 1061 | 16.5% |
| 2 Not possible by public transport | 2600 | 40.4% |
| 3 Distance to public transport | 86 | 1.3% |
| 4 Unreliable public transport | 564 | 8.8% |
| 5 Cost of using public transport/taxis | 69 | 1.1% |
| 6 Poor information about public transport | 36 | 0.6% |
| 7 Poor connections | 1193 | 18.5% |
| 8 Public transport unpleasant | 28 | 0.4% |
| 9 Personal disability | 45 | 0.7% |
| 10 Concerns over personal safety | 37 | 0.6% |
| 11 Traffic congestion/roadworks | 59 | 0.9% |
| 12 Difficulties with dropping other people off | 113 | 1.8% |

I318 Most difficult problem with travelling another way

| | | |
|------------------------------|-------|------|
| 13 Vehicle essential for job | 7 | 0.1% |
| 14 The weather | 496 | 7.7% |
| 15 Other | 138 | 2.1% |
| Total | 6439 | 100% |
| NA | 1 | |
| DNA | 29820 | |

I317 and I318 are recorded for all respondents who answer (in I316) that they would find it 'quite difficult' or 'very difficult' to travel to work using an alternative method to car/motorbike.

Variable I317 captures all difficulties reported; variable I318 captures only the one considered by the respondent to be the single most important.

I319 Any difficulties travelling to work by other modes

| | | |
|--|-------|-------|
| Multicoded | | |
| 1 No difficulties | 3113 | 66.3% |
| 2 Too far/long journey | 79 | 1.7% |
| 3 Journey not possible by public transport | 43 | 0.9% |
| 4 Unreliable public transport | 868 | 18.5% |
| 5 Cost of using public transport/taxis | 98 | 2.1% |
| 6 Poor information about public transport | 79 | 1.7% |
| 7 Poor connections | 170 | 3.6% |
| 8 Public transport unpleasant | 250 | 5.3% |
| 9 Personal disability | 27 | 0.6% |
| 10 Concerns over personal safety | 157 | 3.3% |
| 11 Traffic congestion/roadworks | 374 | 8.0% |
| 12 Lack of/no cycle lanes | 31 | 0.7% |
| 13 The weather | 190 | 4.0% |
| 14 Other | 81 | 1.7% |
| Total | 4696 | 100% |
| NA | 4 | |
| DNA | 31653 | |

I320 Most difficult problem travelling by other modes

| | | |
|--|-------|-------|
| 1 No difficulties | 3113 | 66.3% |
| 2 Too far/long journey | 34 | 0.7% |
| 3 Journey not possible by public transport | 19 | 0.4% |
| 4 Unreliable public transport | 752 | 16.0% |
| 5 Cost of using public transport/taxis | 31 | 0.7% |
| 6 Poor information about public transport | 8 | 0.2% |
| 7 Poor connections | 65 | 1.4% |
| 8 Public transport unpleasant | 81 | 1.7% |
| 9 Personal disability | 15 | 0.3% |
| 10 Concerns over personal safety | 102 | 2.2% |
| 11 Traffic congestion/roadworks | 273 | 5.8% |
| 12 Lack of/no cycle lanes | 15 | 0.3% |
| 13 The weather | 126 | 2.7% |
| 14 Other | 61 | 1.3% |
| Total | 4695 | 100% |
| NA | 5 | |
| DNA | 31653 | |

I319 and I320 represent problems faced by those who travel to work by any method other than private car or motorcycle. I319 captures all such problems; I320 captures only the problem considered by the respondent to be the single most important.

I321 Car unused while at work

| | | |
|--|-------|-------|
| 1 All cars usually in use | 450 | 39.3% |
| 2 Car unused, but respondent not insured to drive it | 40 | 3.5% |
| 3 Car unused and respondent is insured to drive it | 656 | 57.2% |
| Total | 1146 | 100% |
| NA | 15 | |
| DNA | 35192 | |

| I322 Why don't use car for work | | |
|--|-------|-------|
| Multicoded | | |
| 1 Quicker by public transport | 663 | 56.4% |
| 2 Cheaper by public transport | 239 | 20.3% |
| 3 Enjoys using public transport | 206 | 17.5% |
| 4 Healthier to use public transport | 239 | 20.3% |
| 5 Can work/rest/read on train/bus etc. | 31 | 2.6% |
| 6 Too far/long journey | 39 | 3.3% |
| 7 Don't have current driving licence | 1 | 0.1% |
| 8 Don't like driving | 36 | 3.1% |
| 9 Cost of petrol | 42 | 3.6% |
| 10 Lack of parking | 261 | 22.2% |
| 11 Cost of parking | 187 | 15.9% |
| 12 Personal disability | 2 | 0.2% |
| 13 Concerns over public safety | 7 | 0.6% |
| 14 Traffic congestion/roadworks | 159 | 13.5% |
| 15 Environmental concerns | 64 | 5.4% |
| Other | 125 | 10.6% |
| Total | 1176 | 100% |
| DNA | 35177 | |

| I323 Main reason don't use car for work | | |
|---|-----|-------|
| 1 Quicker by public transport | 522 | 44.4% |
| 2 Cheaper by public transport | 71 | 6.0% |
| 3 Enjoys using public transport | 85 | 7.2% |
| 4 Healthier to use public transport | 111 | 9.4% |
| 5 Can work/rest/read on train/bus etc. | 7 | 0.6% |
| 6 Too far/long journey | 13 | 1.1% |
| 7 Don't have current driving licence | 1 | 0.1% |
| 8 Don't like driving | 16 | 1.4% |
| 9 Cost of petrol | 3 | 0.3% |
| 10 Lack of parking | 109 | 9.3% |
| 11 Cost of parking | 75 | 6.4% |
| 12 Personal disability | 0 | 0.0% |
| 13 Concerns over public safety | 1 | 0.1% |
| 14 Traffic congestion/roadworks | 61 | 5.2% |
| 15 Environmental concerns | 13 | 1.1% |

| | | |
|-------|-------|------|
| Other | 88 | 7.5% |
| Total | 1176 | 100% |
| DNA | 35177 | |

Questions I321-I323 are asked of respondents who have driving licences, have household cars or vans and who list their usual method of travel to work as something other than car or motorcycle.

Question I322 asks for all reasons that the respondent leaves their car unused while the respondent is at work, while variable I323 codes only the most important reason.

Driving

| I182 Driving licence | | |
|------------------------------|-------|-------|
| 1 Full car/motorcycle | 2003 | 7.0% |
| 2 Full car only | 17819 | 62.0% |
| 3 Full car only (automatic) | 136 | 0.5% |
| 4 Full car only (adapted) | 11 | 0.0% |
| 5 Full motorcycle only | 50 | 0.2% |
| 6 Full moped | 7 | 0.0% |
| 7 Full invalid vehicle | 0 | 0.0% |
| 8 Full no details | 2 | 0.0% |
| 9 Provisional car/motorcycle | 310 | 1.1% |
| 10 Provisional car | 1473 | 5.1% |
| 11 Provisional invalid car | 0 | 0.0% |
| 12 Provisional other | 22 | 0.1% |
| 13 Provisional no details | 1 | 0.0% |
| 14 None | 6928 | 24.1% |
| Total | 28762 | 100% |
| DNA | 7591 | |

Variable I182 is derived from several questions, asked of all respondents aged 16 and over. Respondents were specifically asked about licences valid in Great Britain to drive cars, two-wheeled vehicles and invalid cars, distinguishing provisional licences from full, and the type(s) of vehicle for which they were valid.

Foreign licences that are valid for use in this country are included.

Missing values are imputed from I3 and I6.

| I183 Driving experience | | |
|------------------------------|-------|-------|
| 1 No licence | 6928 | 24.2% |
| 2 Provisional only | 1806 | 6.3% |
| 3 Full licence under 2 years | 436 | 1.5% |
| 4 Full licence 2-3 years | 536 | 1.9% |
| 5 Full licence 4-5 years | 564 | 2.0% |
| 6 Full licence 6-7 years | 636 | 2.2% |
| 7 Full licence 8-10 years | 1168 | 4.1% |
| 8 Full licence 11-14 years | 2043 | 7.1% |
| 9 Full licence 15-19 years | 2479 | 8.7% |
| 10 Full licence 20-24 years | 2458 | 8.6% |
| 11 Full licence 25-29 years | 2087 | 7.3% |
| 12 Full licence 30-39 years | 3937 | 13.7% |
| 13 Full licence 40-49 years | 2416 | 8.4% |
| 14 Full licence 50+ years | 1140 | 4.0% |
| Total | 28634 | 0.4% |
| NA | 128 | |
| DNA | 7591 | |

I183 is asked of all respondents with any type of driving licence.

| I203 Access to car | | |
|------------------------------------|-------|-------|
| 1 Main driver of company car | 959 | 2.6% |
| 2 Other main driver | 14762 | 40.6% |
| 3 Not main driver of household car | 3202 | 8.8% |
| 4 Household car but non-driver | 10246 | 28.2% |
| 5 Driver but no car | 1048 | 2.9% |
| 6 Non driver and no car | 6136 | 16.9% |
| Total | 36353 | 100% |

The definition of 'car' in this context includes ordinary cars, Jeeps, Land Rovers, light vans, minibuses and dormobiles.

The 'main driver' of a vehicle is the person who generally drives the most miles in the car. This may not be the

same person to whom the car is registered or assigned.

A 'driver' is any person who holds a full driving licence valid for at least one household car.

Conversely, a 'non-driver' is somebody who does not hold a full driving licence, valid for at least one household car.

Some respondents may be the main driver of more than one household car.

Missing values are patched from H55, V3, V9, V112, V160, I1, I5 and I182.

Home working

| I257 Work at home instead of usual workplace | | |
|--|-------|-------|
| 1 Yes | 820 | 5.1% |
| 2 No | 15199 | 94.9% |
| Total | 16019 | 100% |
| NA | 5 | |
| DNA | 20329 | |

I257 is asked only of people who are employed, and do not normally work at home. It records whether the respondent worked at home, in the seven-day period to the Sunday prior to the placement interview.

| I258 Day of week worked at home | | |
|---------------------------------|-------|-------|
| Multicoded | | |
| 1 Monday | 328 | 40.4% |
| 2 Tuesday | 341 | 42.0% |
| 3 Wednesday | 340 | 41.9% |
| 4 Thursday | 327 | 40.3% |
| 5 Friday | 328 | 40.4% |
| 6 Saturday | 87 | 10.7% |
| 7 Sunday | 89 | 11.0% |
| Total | 812 | 100% |
| Day not known | 8 | |
| Worked at home status not known | 5 | |
| DNA | 35528 | |

I258 is asked of all people who recorded 'Yes' for I257, and records all

days worked at home in the same time period.

| I309 Possible to work at home? | | |
|--------------------------------|-------|-------|
| 1 Yes | 1638 | 10.8% |
| 2 No | 13560 | 89.2% |
| Total | 15198 | 100% |
| NA | 1 | |
| DNA | 21154 | |

I309 is asked of all people who answered 'No' for the question relating to I257, and records whether it would be possible to do their kind of work at home. It records a 'Yes' value for all people who could *sometimes* work at home, and for those who could do so if it were possible to borrow appropriate equipment (a laptop, for example) from work.

| I310 How often worked at home | | |
|--|-------|-------|
| 1 3 or more times a week | 234 | 9.6% |
| 2 Once or twice a week | 441 | 18.0% |
| 3 Less than once a week, more than twice a month | 161 | 6.6% |
| 4 Once or twice a month | 394 | 16.1% |
| 5 Less than once a month, more than twice a year | 263 | 10.7% |
| 6 Once or twice a year | 224 | 9.1% |
| 7 Less than once a year or never | 732 | 29.9% |
| Total | 2449 | 100% |
| NA | 9 | |
| DNA | 33895 | |

I310 records how often the respondent normally works at home. This figure excludes additional work done outside of the respondent's normal working hours.

| I311 Why not work at home (more often) | | |
|--|-----|-------|
| Multicoded | | |
| 1 Do not have equipment at home | 137 | 18.7% |
| 2 Employer does not allow it | 382 | 52.2% |
| 3 Just prefer not to | 189 | 25.8% |

| | | |
|----------------------------|-------|------|
| 4 No space to work at home | 27 | 3.7% |
| 5 Children at home | 19 | 2.6% |
| 6 Other reason | 58 | 7.9% |
| Total | 732 | 100% |
| DNA | 35621 | |

I311 is only recorded for respondents who record that they work at home less than once a year or never. It codes all reasons that apply.

| I312 Possible to work at home without telephone | | |
|---|-------|-------|
| 1 Would be possible without | 65 | 4.7% |
| 2 Would sometimes be possible | 226 | 16.3% |
| 3 Would never be possible | 1092 | 79.0% |
| Total | 1383 | 100% |
| Don't use telephone | 334 | |
| DNA | 34636 | |

| I313 Possible to work at home without a computer | | |
|--|-------|-------|
| 1 Would be possible without | 75 | 5.2% |
| 2 Would sometimes be possible | 193 | 13.5% |
| 3 Would never be possible | 1166 | 81.3% |
| Total | 1434 | 100% |
| Don't use computer | 283 | |
| DNA | 34636 | |

I312 and I313 are based upon questions asked of people who work at home at least once or twice a year (from I310), or worked at home in the preceding 7-day period (from I257).

Public transport use

| I261 Frequency of bus use | | |
|--|------|-------|
| 2003 only, Modular | | |
| 1 3 or more times a week | 3094 | 15.9% |
| 2 Once or twice a week | 2140 | 11.0% |
| 3 Less than once per week, more than twice a month | 795 | 4.1% |

I261 Frequency of bus use

| | | |
|--|-------|-------|
| 4 Once or twice a month | 1429 | 7.3% |
| 5 Less than once a month, more than twice a year | 1431 | 7.4% |
| 6 Once or twice a year | 1913 | 9.8% |
| 7 Less than once a year or never | 8658 | 44.5% |
| Total | 19460 | 100% |
| NA | 7 | |
| DNA | 16886 | |

I262 Frequency of express bus/coach use

| | | |
|--|-------|-------|
| 2003 only, Modular | | |
| 1 3 or more times a week | 48 | 0.2% |
| 2 Once or twice a week | 76 | 0.4% |
| 3 Less than once per week, more than twice a month | 70 | 0.4% |
| 4 Once or twice a month | 234 | 1.2% |
| 5 Less than once a month, more than twice a year | 676 | 3.5% |
| 6 Once or twice a year | 2070 | 10.6% |
| 7 Less than once a year or never | 16287 | 83.7% |
| Total | 19461 | 100% |
| NA | 6 | |
| DNA | 16886 | |

I263 Frequency of surface rail use

| | | |
|--|-------|-------|
| 2003 only, Modular | | |
| 1 3 or more times a week | 484 | 2.5% |
| 2 Once or twice a week | 484 | 2.5% |
| 3 Less than once per week, more than twice a month | 453 | 2.3% |
| 4 Once or twice a month | 1377 | 7.1% |
| 5 Less than once a month, more than twice a year | 2526 | 13.0% |
| 6 Once or twice a year | 3872 | 19.9% |
| 7 Less than once a year or never | 10265 | 52.7% |
| Total | 19461 | 100% |
| NA | 6 | |
| DNA | 16886 | |

I264 Frequency of taxi/minicab use

| | | |
|--------------------------|------|------|
| 2003 only, Modular | | |
| 1 3 or more times a week | 523 | 2.7% |
| 2 Once or twice a week | 1687 | 8.7% |

I264 Frequency of taxi/minicab use

| | | |
|--|-------|-------|
| 3 Less than once per week, more than twice a month | 884 | 4.5% |
| Once or twice a month | 2328 | 12.0% |
| Less than once a month, more than twice a year | 2548 | 13.1% |
| Once or twice a year | 3072 | 15.8% |
| Less than once a year or never | 8419 | 43.3% |
| Total | 19461 | 100% |
| NA | 6 | |
| DNA | 16886 | |

I266 Frequency of domestic air flight use

| | | |
|--|-------|-------|
| 2003 only, Modular | | |
| 1 3 or more times a week | 6 | 0.0% |
| 2 Once or twice a week | 22 | 0.1% |
| 3 Less than once per week, more than twice a month | 46 | 0.2% |
| 4 Once or twice a month | 92 | 0.5% |
| 5 Less than once a month, more than twice a year | 397 | 2.0% |
| 6 Once or twice a year | 1222 | 6.3% |
| 7 Less than once a year or never | 17676 | 90.8% |
| Total | 19461 | 100% |
| NA | 6 | |
| DNA | 16886 | |

Cycling**I265 Frequency of bicycle use**

| | | |
|--|-------|-------|
| 2003 only, Modular | | |
| 1 3 or more times a week | 1514 | 8.3% |
| 2 Once or twice a week | 1109 | 6.1% |
| 3 Less than once per week, more than twice a month | 611 | 3.4% |
| 4 Once or twice a month | 933 | 5.1% |
| 5 Less than once a month, more than twice a year | 691 | 3.8% |
| 6 Once or twice a year | 804 | 4.4% |
| 7 Less than once a year or never | 12570 | 68.9% |
| Total | 18232 | 100% |
| NA | 10 | |
| DNA | 18111 | |

I271 Own or use a bicycle

| | | |
|-------------------------------------|-------|-------|
| 1 Own a bicycle yourself | 14060 | 41.2% |
| 2 Have use of household bicycle | 379 | 1.1% |
| 3 Have use of non-household bicycle | 136 | 0.4% |
| 4 Have no use of a bicycle | 19560 | 57.3% |
| Total | 34135 | 100% |
| NA | 11 | |
| DNA | 2207 | |

'Bicycle' excludes exercise bikes, but includes all other bicycles, even if they are not in a roadworthy condition.

I272 Ridden a bicycle in the last 12 months

| | | |
|---------------------------|-------|-------|
| 1 Yes | 12291 | 36.8% |
| 2 No | 21139 | 63.2% |
| Total | 33430 | 100% |
| Don't know/can't remember | 716 | |
| DNA | 2207 | |

I273 Where did you cycle

| | | |
|---------------------------------------|-------|-------|
| 1 Mainly on the road | 5549 | 45.2% |
| 2 Pavement, cycle path or cycle lane | 3232 | 26.3% |
| 3 Parks, open country or private land | 1830 | 14.9% |
| 4 Variety of surfaces | 1677 | 13.6% |
| Total | 12288 | 100% |
| NA | 3 | |
| DNA | 24062 | |

The questions that produce I271-I273 are asked only of those over 4 years of age.

Variable I273 asks where people cycled most often over the course of the preceding 12 months.

School travel

The majority of questions in this section are taken from the household survey.

See also I339 for transport difficulties with trips to school.

I278 Daily school trip

| | | |
|-----------------------|-------|-------|
| 1 Makes daily journey | 3469 | 99.4% |
| 2 No daily journey | 20 | 0.6% |
| Total | 3489 | 100% |
| NA | 1 | |
| DNA | 32863 | |

Those in the second category for I278 include those educated at home, children at boarding school etc.

I280 How far to school (time)

Based on numeric variable I279

| | | |
|--------------------|-------|-------|
| 1 Up to 5 minutes | 719 | 35.9% |
| 2 6 to 10 minutes | 545 | 27.2% |
| 3 11 to 15 minutes | 341 | 17.0% |
| 4 16 to 20 minutes | 190 | 9.5% |
| 5 21 to 25 minutes | 69 | 3.4% |
| 6 26 to 30 minutes | 89 | 4.4% |
| 7 31 to 45 minutes | 40 | 2.0% |
| 8 46 to 60 minutes | 6 | 0.3% |
| 9 Over 60 minutes | 4 | 0.2% |
| Total | 2003 | 73.1% |
| Distance given | 1465 | |
| No daily journey | 20 | |
| NA | 2 | |
| DNA | 22863 | |

I282 How far to school (distance)

Based on numeric variable I281

| | | |
|-----------------------------|-------|-------|
| 1 One mile and under | 324 | 22.1% |
| 2 Over 1 mile to 2 miles | 357 | 24.4% |
| 3 Over 2 to under 3 miles | 252 | 17.2% |
| 4 Over 3 to under 4 miles | 150 | 10.3% |
| 5 Over 4 to under 5 miles | 113 | 7.7% |
| 6 Over 5 to under 10 miles | 187 | 12.8% |
| 7 Over 10 to under 15 miles | 49 | 202% |
| 8 Over 15 miles | 31 | 2.1% |
| Total | 1463 | 100% |
| Time given | 2004 | |
| No daily journey | 20 | |
| NA | 2 | |
| DNA | 32863 | |

For I282 respondents had the option of giving the distance to school in miles, kilometres, yards or metres. Answers given in metres or yards were then used to calculate the distance in miles.

| I283 Method of school travel | | |
|--|-------|-------|
| 1 Underground, metro, light rail, tram | 10 | 0.3% |
| 2 Train | 16 | 0.5% |
| 3 Public bus, minibus or coach | 265 | 7.6% |
| 4 School or LA bus, minibus or coach | 286 | 8.2% |
| 4 Motorcycle, scooter or moped | 2 | 0.1% |
| 5 Car or van | 1093 | 31.5% |
| 6 Taxi/minicab | 42 | 1.2% |
| 7 Bicycle | 51 | 1.5% |
| 8 On foot | 1704 | 49.1% |
| Total | 3469 | 100% |
| No daily journey | 20 | |
| NA | 1 | |
| DNA | 32863 | |

I283 is asked of the HRP, in the household questionnaire, about each child in the household. Where several modes are used, the usual mode used for the longest part of the trip is coded.

| I284 Accompanied to school by an adult | | |
|--|-------|-------|
| 1 Usually accompanied by an adult | 1991 | 57.4% |
| 2 Not usually accompanied by an adult | 1253 | 36.1% |
| 3 Sometimes accompanied and sometimes not | 171 | 4.9% |
| 4 Part of way accompanied, part of way not | 54 | 1.6% |
| Total | 3469 | 100% |
| No daily journey | 20 | |
| NA | 1 | |
| DNA | 32863 | |

| I285 Reason accompanied to school | | |
|-----------------------------------|------|-------|
| Multicoded | | |
| 1 Traffic danger | 1021 | 51.3% |
| 2 Child might get lost | 193 | 9.7% |
| 3 Child might not arrive on time | 274 | 13.8% |

| | | |
|-------------------------------|-------|-------|
| 4 Fear of assault/molestation | 810 | 40.7% |
| 5 Fear of bullying | 150 | 7.5% |
| 6 School too far away | 517 | 26.0% |
| 7 Other | 479 | 24.1% |
| Total | 1990 | 100% |
| No daily journey | 20 | |
| Not accompanied | 1478 | |
| DNA | 32864 | |

| I286 Age first unaccompanied to school | | |
|--|-------|-------|
| 1 4 | 11 | 0.8% |
| 2 5 | 28 | 2.0% |
| 3 6 | 35 | 2.5% |
| 4 7 | 120 | 8.5% |
| 5 8 | 154 | 10.8% |
| 6 9 | 223 | 15.7% |
| 7 10 | 244 | 17.2% |
| 8 11 | 484 | 34.1% |
| 9 12 | 108 | 7.6% |
| 10 13 | 13 | 0.9% |
| 11 14 | 0 | 0.0% |
| Total | 1420 | 100% |
| Age unknown | 4 | |
| Always accompanied | 2045 | |
| No daily journey | 20 | |
| NA | 1 | |
| DNA | 32863 | |

| I287 Reason accompanied to school before allowed alone | | |
|--|-------|-------|
| Multicoded | | |
| 1 Traffic danger | 819 | 57.6% |
| 2 Child might get lost | 132 | 9.3% |
| 3 Child might not arrive on time | 180 | 12.7% |
| 4 Fear of assault/molestation | 574 | 40.4% |
| 5 Fear of bullying | 165 | 11.6% |
| 6 School too far away | 233 | 16.4% |
| 7 Other | 284 | 20.0% |
| Total | 1422 | 100% |
| No daily journey | 20 | |
| Not unaccompanied | 2045 | |
| DNA | 32864 | |

| I288 Allowed to cross roads | | |
|-----------------------------|-------|-------|
| 1 Yes, almost always | 1578 | 45.2% |
| 2 Yes, sometimes/depends | 1018 | 29.2% |
| 3 No, never | 893 | 25.6% |
| Total | 3489 | 100% |
| NA | 1 | |
| DNA | 32863 | |

| I289 Allowed to cross main roads | | |
|----------------------------------|-------|-------|
| 1 Main roads | 2458 | 56.2% |
| 2 Minor roads | 1137 | 43.8% |
| Total | 2595 | 100% |
| NA | 1 | |
| DNA | 33757 | |

Question I289 is asked only of those who advise that their child is allowed to cross roads alone.

Walking

I293 asks respondents how frequently they make walks of 20 minutes or more.

The remainder of questions in this section ask respondents to elaborate on the *last* such trip that they made.

| I293 Frequency of walking | | |
|---|-------|-------|
| 1 3 or more times a week | 11573 | 33.4% |
| 2 Once or twice a week | 7279 | 21.0% |
| 3 Less than once a week but more than twice a month | 1969 | 5.7% |
| 4 Once or twice a month | 2879 | 8.3% |
| 5 Less than once a month but more than twice a year | 1370 | 4.0% |
| 6 Once or twice a year | 953 | 2.8% |
| 7 Less than once a year or never | 8587 | 24.8% |
| Total | 34610 | 100% |
| NA | 36 | |
| DNA | 1707 | |

| I294 Where respondent walked | | |
|--|-------|-------|
| 1 Mostly on pavements alongside a road | 17423 | 67.0% |
| 2 Mostly on country roads without pavements | 1533 | 5.9% |
| 3 Mostly in a town or city park, or other urban area | 1476 | 5.7% |
| 4 Mostly in the countryside | 3453 | 13.3% |
| 5 A mixture of these | 1927 | 7.4% |
| 6 Other | 186 | 0.7% |

| | | |
|-------|-------|------|
| Total | 25998 | 100% |
| NA | 25 | |
| DNA | 10330 | |

| I296 Duration of walk | | |
|--------------------------------|-------|-------|
| Based on numeric variable I295 | | |
| 1 20-24 minutes | 10946 | 42.3% |
| 2 25-29 minutes | 3060 | 11.8% |
| 3 30-34 minutes | 6345 | 24.5% |
| 4 35-39 minutes | 462 | 1.8% |
| 5 40-44 minutes | 897 | 3.5% |
| 6 45-49 minutes | 1110 | 4.3% |
| 7 50-54 minutes | 118 | 0.5% |
| 8 55-59 minutes | 17 | 0.1% |
| 9 60-64 minutes | 1665 | 6.4% |
| 10 65-69 minutes | 13 | 0.1% |
| 11 70-74 minutes | 21 | 0.1% |
| 12 75-79 minutes | 86 | 0.3% |
| 13 80-84 minutes | 28 | 0.1% |
| 14 85-89 minutes | 3 | 0.0% |
| 15 90-119 minutes | 436 | 1.7% |
| 16 120-179 minutes | 416 | 1.6% |
| 17 180-239 minutes | 142 | 0.5% |
| 18 240-299 minutes | 56 | 0.2% |
| 19 300-359 minutes | 26 | 0.1% |
| 20 360-419 minutes | 14 | 0.1% |
| 21 420-479 minutes | 1 | 0.0% |
| 22 480 minutes and over | 38 | 0.1% |
| Total | 25900 | 100% |
| NA | 123 | |
| DNA | 10330 | |

| I298 Distance walked | | |
|--------------------------------|-------|-------|
| Based on numeric variable I297 | | |
| 1 1 mile | 9 | 29.0% |
| 2 2 miles | 6 | 19.4% |
| 3 3 miles | 0 | 0.0% |
| 4 4 miles | 0 | 0.0% |
| 5 5 miles | 3 | 9.7% |
| 6 6 miles | 3 | 9.7% |
| 7 7 miles | 1 | 3.2% |
| 8 8 miles | 2 | 6.5% |
| 9 9 miles | 1 | 3.2% |
| 10 10 miles | 2 | 6.5% |
| 11 11-15 miles | 2 | 6.5% |
| 12 16-20 miles | 2 | 6.5% |
| 13 21-25 miles | 0 | 0.0% |
| 14 26 miles and over | 0 | 0.0% |
| Total | 31 | 100% |
| NA | 36321 | 100 |
| DNA | 36321 | |

| I299 Method of travel to start of walk | | |
|--|-------|-------|
| 1 Didn't travel | 20365 | 78.3% |
| 2 Underground, metro, light rail, tram | 111 | 0.4% |
| 3 Train | 274 | 1.1% |
| 4 Bus, minibus or coach | 610 | 2.3% |
| 5 Motorcycle, scooter or moped | 9 | 0.0% |
| 6 Car or van | 4489 | 17.3% |
| 7 Taxi/minicab | 39 | 0.2% |
| 8 Bicycle | 43 | 0.2% |
| 9 Other mode | 56 | 0.2% |
| Total | 25996 | 100% |
| NA | 27 | |
| DNA | 10330 | |

Shopping

Questions in this section were asked only of people who were recorded as doing the main household shopping (from the household questionnaire). Where the shopping is split evenly, the main shopper is considered to be the person who shopped most recently.

I325-I327 were coded for all people recorded as using a private vehicle in I324. I325 records all problems experienced by the respondent in using a car (or other private vehicle), while I326 records only the most difficult problem. I328-I330 are recorded only for people who record in I327 that it would be 'quite difficult' or 'very difficult' to do the shopping another way.

I328-I332 are coded for all those recorded (in I324) as using public transport, while I333 and I334 are coded for all those in I332 who advise that there is a vehicle that they are insured to drive, which is usually unused whilst they are doing the shopping.

| I324 Usual mode when travelling for main food shopping | | |
|--|------|------|
| 1 Underground, metro, light rail, tram | 38 | 0.2% |
| 2 Train | 9 | 0.1% |
| 3 Bus, minibus or coach | 1197 | 7.9% |

| | | |
|--------------------------------|-------|-------|
| 4 Motorcycle, scooter or moped | 31 | 0.2% |
| 5 Car or van | 11511 | 75.7% |
| 6 Taxi/minicab | 438 | 2.9% |
| 7 Bicycle | 90 | 0.6% |
| 8 On foot | 1753 | 11.5% |
| 9 Other | 143 | 0.9% |
| Total | 15210 | 100% |
| NA | 14 | |
| DNA | 21129 | |

| I325 Difficulties with car travel for main food shopping | | |
|--|-------|-------|
| Multicoded | | |
| 1 No difficulties | 10127 | 87.9% |
| 2 Too far | 30 | 0.3% |
| 3 Cost of petrol | 42 | 0.4% |
| 4 Lack of parking | 406 | 3.5% |
| 5 Cost of parking | 64 | 0.6% |
| 6 Personal disability | 121 | 1.0% |
| 7 Difficulty carrying shopping to car | 60 | 0.5% |
| 8 Concerns over personal safety | 29 | 0.3% |
| 9 Traffic congestion/roadworks | 814 | 7.1% |
| 10 Relies on household member | 60 | 0.5% |
| 11 The weather | 42 | 0.4% |
| 12 Other | 44 | 0.4% |
| Total | 11525 | 100% |
| NA | 17 | |
| DNA | 24811 | |

| I326 Most difficult problem with using car for main food shopping | | |
|---|-------|-------|
| 1 No difficulties | 10127 | 87.9% |
| 2 Too far | 20 | 0.2% |
| 3 Cost of petrol | 23 | 0.2% |
| 4 Lack of parking | 346 | 3.0% |
| 5 Cost of parking | 24 | 0.2% |
| 6 Personal disability | 94 | 0.8% |
| 7 Difficulty carrying shopping | 36 | 0.3% |
| 8 Concerns over personal safety | 20 | 0.2% |
| 9 Traffic congestion/roadworks | 724 | 6.3% |
| 10 Relies on household member | 53 | 0.5% |
| 11 The weather | 24 | 0.2% |
| 12 Other | 34 | 0.3% |
| Total | 11525 | 100% |
| NA | 17 | |
| DNA | 24811 | |

I327 Main food shopping another way

| | | |
|------------------------------|-------|-------|
| 1 Very easy | 1045 | 9.1% |
| 2 Quite easy | 2987 | 25.9% |
| 3 Neither easy nor difficult | 979 | 8.5% |
| 4 Quite difficult | 2933 | 25.5% |
| 5 Very difficult | 3570 | 31.0% |
| Total | 11514 | 100% |
| NA | 28 | |
| DNA | 24811 | |

I328 Why difficult to do main shopping another way

| | | |
|--|-------|-------|
| Multicoded | | |
| 1 Too far/long journey | 1272 | 19.6% |
| 2 Journey not possible by public transport | 1256 | 19.3% |
| 3 Distance to public transport | 200 | 3.1% |
| 4 Unreliable public transport | 747 | 11.5% |
| 5 Cost of using public transport/taxis | 462 | 7.1% |
| 6 Poor information about public transport | 113 | 1.7% |
| 7 Poor connections | 603 | 9.3% |
| 8 Public transport unpleasant | 118 | 1.8% |
| 9 Personal disability | 685 | 10.5% |
| 10 Concerns over personal safety | 43 | 0.7% |
| 11 Traffic congestion/roadworks | 84 | 1.3% |
| 12 Difficulties carrying the shopping | 5191 | 79.8% |
| 13 Difficulties managing with children | 500 | 7.7% |
| 14 The weather | 104 | 1.6% |
| 15 Other | 100 | 1.5% |
| Total | 6502 | 100% |
| NA | 1 | |
| DNA | 29850 | |

I328 is asked of those who do not do the main food shopping in a car or on a motorbike.

I329 Main difficulty to do main shopping another way

| | | |
|--|-------|-------|
| 1 Too far/long journey | 462 | 7.1% |
| 2 Journey not possible by public transport | 725 | 11.2% |
| 3 Distance to public transport | 59 | 0.9% |
| 4 Unreliable public transport | 251 | 3.9% |
| 5 Cost of using public transport/taxis | 107 | 1.6% |
| 6 Poor information about public transport | 18 | 0.3% |
| 7 Poor connections | 192 | 3.0% |
| 8 Public transport unpleasant | 22 | 0.3% |
| 9 Personal disability | 492 | 7.6% |
| 10 Concerns over personal safety | 2 | 0.0% |
| 11 Traffic congestion/roadworks | 13 | 0.2% |
| 12 Difficulties carrying the shopping | 1868 | 28.8% |
| 13 Difficulties managing with children | 2141 | 33.0% |
| 14 The weather | 86 | 1.3% |
| 15 Other | 58 | 0.9% |
| Total | 6496 | 100% |
| NA | 5 | |
| DNA | 29850 | |

I330 Difficulties with public transport for main food shopping

| | | |
|---------------------------------------|------|-------|
| Multicoded | | |
| 1 No difficulties | 2606 | 71.0% |
| 2 Too far/long journey | 36 | 1.0% |
| 3 Not possible by public transport | 31 | 0.8% |
| 4 Unreliable public transport | 157 | 4.3% |
| 5 Cost of using public transport | 70 | 1.9% |
| 6 Poor information about services | 9 | 0.2% |
| 7 Poor connections | 26 | 0.7% |
| 8 Public transport unpleasant | 54 | 1.5% |
| 9 Personal disability | 212 | 5.8% |
| 10 Concerns over personal safety | 68 | 1.8% |
| 11 Traffic congestion/roadworks | 78 | 2.1% |
| 12 Difficulties carrying the shopping | 618 | 16.8% |

| I330 Difficulties with public transport for main food shopping | | |
|--|-------|------|
| 13 Difficulties managing with children | 71 | 1.9% |
| 14 The weather | 79 | 2.2% |
| 15 Other | 56 | 1.5% |
| Total | 3668 | 100% |
| NA | 0 | |
| DNA | 32685 | |

| I331 Main difficulty with public transport for main food shopping | | |
|---|-------|-------|
| 1 No difficulties | 2606 | 71.0% |
| 2 Too far/long journey | 20 | 0.5% |
| 3 Not possible by public transport | 10 | 0.3% |
| 4 Unreliable public transport | 108 | 2.9% |
| 5 Cost of using public transport | 39 | 1.1% |
| 6 Poor information about services | 1 | 0.0% |
| 7 Poor connections | 9 | 0.2% |
| 8 Public transport unpleasant | 30 | 0.8% |
| 9 Personal disability | 158 | 4.3% |
| 10 Concerns over personal safety | 43 | 1.2% |
| 11 Traffic congestion/roadworks | 43 | 1.2% |
| 12 Difficulties carrying the shopping | 489 | 13.3% |
| 13 Difficulties managing with children | 29 | 0.8% |
| 14 The weather | 32 | 0.9% |
| 15 Other | 51 | 1.4% |
| Total | 3668 | 100% |
| NA | 0 | |
| DNA | 32865 | |

| I332 Car unused while doing main food shopping | | |
|--|-------|-------|
| 1 All cars usually in use | 90 | 18.6% |
| 2 Car unused, but respondent not insured to drive it | 33 | 6.8% |
| 3 Car unused and respondent is insured to drive it | 360 | 74.5% |
| Total | 483 | 100% |
| NA | 4 | |
| DNA | 35866 | |

| I333 Why car not used for main food shopping | | |
|--|-------|-------|
| Multicoded | | |
| 1 Quicker by public transport | 219 | 60.8% |
| 2 Cheaper by public transport | 63 | 17.5% |
| 3 Enjoys using public transport | 92 | 25.6% |
| 4 Healthier to use public transport | 69 | 19.2% |
| 5 Can work/rest/read on public transport | 1 | 0.3% |
| 6 Combines with another journey | 5 | 1.4% |
| 7 Too far/long journey | 0 | 0.0% |
| 8 Don't have current driving licence | 0 | 0.0% |
| 9 Don't like driving | 11 | 3.1% |
| 10 Cost of petrol | 12 | 3.3% |
| 11 Lack of parking facilities | 43 | 11.9% |
| 12 Cost of parking | 10 | 2.8% |
| 13 Personal disability | 5 | 1.4% |
| 14 Concerns over personal safety | 0 | 0.0% |
| 15 Traffic congestion/roadworks | 12 | 3.3% |
| 16 Environmental concerns | 21 | 5.8% |
| 17 Other | 38 | 10.6% |
| Total | 360 | 100% |
| NA | 0 | |
| DNA | 35993 | |

| I334 Main reason why car not used for main food shopping | | |
|--|-----|-------|
| 1 Quicker by public transport | 180 | 50.0% |
| 2 Cheaper by public transport | 13 | 3.6% |
| 3 Enjoys using public transport | 49 | 13.6% |
| 4 Healthier to use public transport | 28 | 7.8% |
| 5 Can work/rest/read on public transport | 0 | 0.0% |
| 6 Combines with another journey | 4 | 1.1% |
| 7 Too far/long journey | 0 | 0.0% |
| 8 Don't have current driving licence | 0 | 0.0% |
| 9 Don't like driving | 8 | 2.2% |
| 10 Cost of petrol | 5 | 1.4% |
| 11 Lack of parking facilities | 25 | 6.9% |

| I334 Main reason why car not used for main food shopping | | |
|--|-------|------|
| 12 Cost of parking | 2 | 0.6% |
| 13 Personal disability | 4 | 1.1% |
| 14 Concerns over personal safety | 0 | 0.0% |
| 15 Traffic congestion/roadworks | 1 | 0.3% |
| 16 Environmental concerns | 10 | 2.8% |
| 17 Other | 31 | 8.6% |
| Total | 360 | 100% |
| NA | 0 | |
| DNA | 35993 | |

Difficulties accessing other services

Respondents were asked specifically whether they have any problems with travel to work and for the main food shopping. I335-I341 cover problems with travel to other facilities. The questions are asked only of those who record (in I335) that they experience problems with any of these trips.

| I335 Any other travel difficulties | | |
|---|-------|-------|
| Multicoded | | |
| 1 Travelling to the doctors/hospital | 2094 | 7.3% |
| 2 Visiting friends/relatives at their home | 2037 | 7.1% |
| 3 Travelling to other social activities | 1335 | 4.6% |
| 4 Taking the children to school/social activities | 384 | 1.3% |
| 5 Travelling to school/college/university | 340 | 1.2% |
| 6 Travelling for any other reason | 393 | 1.4% |
| 7 No difficulties with any of these | 24562 | 85.4% |
| Total | 28749 | 100% |
| NA | 13 | |
| DNA | 7591 | |

| I336 Difficulties with travel to doctor/hospital | | |
|--|-----|-------|
| Multicoded | | |
| 1 Too far/long journey | 459 | 22.0% |
| 2 Journey not possible by public transport | 300 | 14.4% |
| 3 Unreliable public | 346 | 16.6% |

| | | |
|---|-------|-------|
| transport | | |
| 4 Cost of using public transport/taxis | 213 | 10.2% |
| 5 Poor information about public transport | 41 | 2.0% |
| 6 Poor connections | 341 | 16.4% |
| 7 Public transport unpleasant | 51 | 2.4% |
| 8 Don't have current driving licence | 92 | 4.4% |
| 9 Cost of petrol | 11 | 0.5% |
| 10 Lack of parking facilities | 342 | 16.4% |
| 11 Cost of parking | 103 | 4.9% |
| 12 Personal disability | 563 | 27.0% |
| 13 Concerns over personal safety | 42 | 2.0% |
| 14 Traffic congestion/roadworks | 204 | 9.8% |
| 15 Environmental concerns | 72 | 3.5% |
| Total | 2085 | 100% |
| NA | 0 | |
| DNA | 34268 | |

| I337 Difficulties with travel to friends/relatives | | |
|--|-------|-------|
| Multicoded | | |
| 1 Too far/long journey | 543 | 26.7% |
| 2 Journey not possible by public transport | 302 | 14.9% |
| 3 Unreliable public transport | 421 | 20.7% |
| 4 Cost of using public transport/taxis | 210 | 10.3% |
| 5 Poor information about public transport | 50 | 2.5% |
| 6 Poor connections | 366 | 18.0% |
| 7 Public transport unpleasant | 61 | 3.0% |
| 8 Don't have current driving licence | 88 | 4.3% |
| 9 Cost of petrol | 13 | 0.6% |
| 10 Lack of parking facilities | 76 | 3.7% |
| 11 Cost of parking | 15 | 0.7% |
| 12 Personal disability | 464 | 22.8% |
| 13 Concerns over personal safety | 45 | 2.2% |
| 14 Traffic congestion/roadworks | 397 | 19.5% |
| 15 Environmental concerns | 58 | 2.9% |
| Total | 2032 | 100% |
| NA | 0 | |
| DNA | 34321 | |

| I338 Difficulties with travel to social activities | | |
|---|-------|-------|
| Multicoded | | |
| 1 Too far/long journey | 154 | 11.9% |
| 2 Journey not possible by public transport | 250 | 19.3% |
| 3 Unreliable public transport | 317 | 24.5% |
| 4 Cost of using public transport/taxis | 152 | 11.7% |
| 5 Poor information about public transport | 21 | 1.6% |
| 6 Poor connections | 144 | 11.1% |
| 7 Public transport unpleasant | 35 | 2.7% |
| 8 Don't have current driving licence | 80 | 6.2% |
| 9 Cost of petrol | 7 | 0.5% |
| 10 Lack of parking facilities | 52 | 4.0% |
| 11 Cost of parking | 15 | 1.2% |
| 12 Personal disability | 368 | 28.4% |
| 13 Concerns over personal safety | 58 | 4.5% |
| 14 Traffic congestion/roadworks | 159 | 12.3% |
| 15 Environmental concerns | 55 | 4.2% |
| Total | 1295 | 100% |
| NA | 3 | |
| DNA | 35055 | |

| I339 Difficulties with travel with children to school | | |
|--|----|-------|
| Multicoded | | |
| 1 Too far/long journey | 42 | 11.1% |
| 2 Journey not possible by public transport | 54 | 14.3% |
| 3 Unreliable public transport | 53 | 14.0% |
| 4 Cost of using public transport/taxis | 30 | 7.9% |
| 5 Poor information about public transport | 5 | 1.3% |
| 6 Poor connections | 29 | 7.7% |
| 7 Public transport unpleasant | 3 | 0.8% |
| 8 Don't have current driving licence | 9 | 2.4% |
| 9 Cost of petrol | 4 | 1.1% |
| 10 Lack of parking facilities | 58 | 15.3% |
| 11 Cost of parking | 1 | 0.3% |
| 12 Personal disability | 38 | 10.1% |
| 13 Concerns over personal safety | 17 | 4.5% |

| | | |
|---------------------------------|-------|-------|
| 14 Traffic congestion/roadworks | 132 | 34.9% |
| 15 Environmental concerns | 16 | 4.2% |
| Total | 378 | 100% |
| NA | 0 | |
| DNA | 35975 | |

| I340 Difficulties with travel to college/university | | |
|--|-------|-------|
| Multicoded | | |
| 1 Too far/long journey | 50 | 14.9% |
| 2 Journey not possible by public transport | 45 | 13.4% |
| 3 Unreliable public transport | 118 | 35.2% |
| 4 Cost of using public transport/taxis | 27 | 8.1% |
| 5 Poor information about public transport | 8 | 2.4% |
| 6 Poor connections | 55 | 16.4% |
| 7 Public transport unpleasant | 18 | 5.4% |
| 8 Don't have current driving licence | 14 | 4.2% |
| 9 Cost of petrol | 4 | 1.2% |
| 10 Lack of parking facilities | 19 | 5.7% |
| 11 Cost of parking | 8 | 2.4% |
| 12 Personal disability | 21 | 6.3% |
| 13 Concerns over personal safety | 18 | 5.4% |
| 14 Traffic congestion/roadworks | 79 | 23.6% |
| 15 Environmental concerns | 11 | 3.3% |
| Total | 335 | 100% |
| NA | 0 | |
| DNA | 36018 | |

| I341 Difficulties with other travel | | |
|--|----|-------|
| Multicoded | | |
| 1 Too far/long journey | 55 | 11.6% |
| 2 Journey not possible by public transport | 52 | 11.0% |
| 3 Unreliable public transport | 86 | 18.1% |
| 4 Cost of using public transport/taxis | 32 | 6.8% |
| 5 Poor information about public transport | 14 | 3.0% |
| 6 Poor connections | 48 | 10.1% |
| 7 Public transport unpleasant | 21 | 4.4% |
| 8 Don't have current driving licence | 16 | 3.4% |

| I341 Difficulties with other travel | | |
|-------------------------------------|-------|-------|
| 9 Cost of petrol | 4 | 0.8% |
| 10 Lack of parking facilities | 19 | 4.0% |
| 11 Cost of parking | 18 | 3.8% |
| 12 Personal disability | 92 | 19.4% |
| 13 Concerns over personal safety | 21 | 4.4% |
| 14 Traffic congestion/roadworks | 146 | 30.8% |
| 15 Environmental concerns | 41 | 8.6% |
| Total | 474 | 100% |
| NA | 1 | |
| DNA | 35878 | |

| I366/I372/I378/I384/I390 Playtime start time | | |
|--|-------|------|
| 19 1800-1859 | 57 | 5.9% |
| 20 1900-1959 | 26 | 2.7% |
| 21 2000-2059 | 3 | 0.3% |
| 22 2100-2159 | 4 | 0.4% |
| 23 2200-2259 | 0 | 0.0% |
| 24 2300-2359 | 0 | 0.0% |
| Total | 961 | 100% |
| No playtime data | 4423 | |
| Under 5 years old | 2207 | |
| Adult | 28762 | |

Playing in the street

From 2002, the Young Person's Travel record contains an additional section on Day 7, which records all periods that children spent playing in the street.

The database holds fifteen variables on playing in the street in total. These hold information for start time, end time and total elapsed time, for each of a maximum of five periods spent playing in the street. The counts and percentages given in this section apply to the first of these periods only.

| I368/I374/I380/I386/I392 Playtime end time | | |
|---|-------|------|
| Based on numeric variables I367/I373/I379/I385/I391 | | |
| 1 0000-0059 | 0 | 0.0 |
| 2 0100-0159 | 0 | 0.0 |
| 3 0200-0259 | 0 | 0.0 |
| 4 0300-0359 | 0 | 0.0 |
| 5 0400-0459 | 0 | 0.0 |
| 6 0500-0559 | 0 | 0.0 |
| 7 0600-0659 | 0 | 0.0 |
| 8 0700-0759 | 1 | 0.1 |
| 9 0800-0859 | 23 | 2.4 |
| 10 0900-0959 | 7 | 0.7 |
| 11 1000-1059 | 26 | 2.7 |
| 12 1100-1159 | 43 | 4.5 |
| 13 1200-1259 | 75 | 7.8 |
| 14 1300-1359 | 54 | 5.6 |
| 15 1400-1459 | 35 | 3.6 |
| 16 1500-1559 | 68 | 7.1 |
| 17 1600-1659 | 129 | 13.4 |
| 18 1700-1759 | 207 | 21.5 |
| 19 1800-1859 | 120 | 12.5 |
| 20 1900-1959 | 83 | 8.6 |
| 21 2000-2059 | 52 | 5.4 |
| 22 2100-2159 | 31 | 3.2 |
| 23 2200-2259 | 7 | 0.7 |
| 24 2300-2359 | 0 | 0.0 |
| Total | 961 | 100 |
| No playtime data | 4423 | |
| Under 5 years old | 2207 | |
| Adult | 28762 | |

| I366/I372/I378/I384/I390 Playtime start time | | |
|---|-----|-------|
| Based on numeric variables I365/I371/I377/I383/I389 | | |
| 1 0000-0059 | 0 | 0.0% |
| 2 0100-0159 | 0 | 0.0% |
| 3 0200-0259 | 0 | 0.0% |
| 4 0300-0359 | 0 | 0.0% |
| 5 0400-0459 | 0 | 0.0% |
| 6 0500-0559 | 1 | 0.1% |
| 7 0600-0659 | 0 | 0.0% |
| 8 0700-0759 | 7 | 0.7% |
| 9 0800-0859 | 21 | 2.2% |
| 10 0900-0959 | 39 | 4.1% |
| 11 1000-1059 | 96 | 10.0% |
| 12 1100-1159 | 69 | 7.2% |
| 13 1200-1259 | 51 | 5.3% |
| 14 1300-1359 | 42 | 4.4% |
| 15 1400-1459 | 59 | 6.1% |
| 16 1500-1559 | 172 | 17.9% |
| 17 1600-1659 | 227 | 23.6% |
| 18 1700-1759 | 87 | 9.1% |

| I370/I376/I382/I388/I394 Playtime elapsed time | | |
|---|----|-------|
| Based on numeric variables I369/I375/I381/I387/I393 | | |
| 1 Less than 15 minutes | 55 | 5.7% |
| 2 15 minutes to under 30 minutes | 70 | 7.3% |
| 3 30 minutes to under 45 minutes | 96 | 10.0% |

| | | |
|----------------------------------|-------|-------|
| 4 45 minutes to under 60 minutes | 65 | 6.8% |
| 5 60 minutes to under 90 minutes | 197 | 20.5% |
| 6 90 minutes to under 2 hours | 98 | 10.2% |
| 7 2 hours to under 3 hours | 217 | 22.6% |
| 8 3 hours to under 4 hours | 94 | 9.8% |
| 9 4 hours and over | 69 | 7.2% |
| Total | 961 | 100% |
| No playtime data | 4423 | |
| Under 5 years old | 2207 | |
| Adult | 28762 | |

5.7 Long distance trip variables

Long-distance trips are trips of 50 miles or more. Due to the low number of such trips that people make, respondents are also asked (in the individual questionnaire) to tell us about any such trips made in the three week period prior to the Travel Week.

This record is combined with all long-distance trips in the Travel Week to construct the variables in this section.

Further notes relevant to these variables can be found accompanying the corresponding trip-level variables, later in this chapter.

| L3 Calendar month | | |
|-------------------|-------|-------|
| 1 January | 2826 | 6.7% |
| 2 February | 2820 | 6.7% |
| 3 March | 3363 | 8.0% |
| 4 April | 3623 | 8.6% |
| 5 May | 3700 | 8.8% |
| 6 June | 3545 | 8.4% |
| 7 July | 3883 | 9.2% |
| 8 August | 4675 | 11.1% |
| 9 September | 3808 | 9.0% |
| 10 October | 3734 | 8.8% |
| 11 November | 2951 | 7.0% |
| 12 December | 3290 | 7.8% |
| Total | 42218 | 100% |

Missing values for L3 are patched by inspection, looking at the respondent's whole trip record.

| L5 Origin (county) | | |
|-----------------------------|------|------|
| 1 Avon | 796 | 1.9% |
| 2 Bedfordshire | 395 | 0.9% |
| 3 Berkshire | 720 | 1.7% |
| 4 Buckinghamshire | 581 | 1.4% |
| 5 Cambridgeshire | 931 | 2.2% |
| 6 Cheshire | 700 | 1.7% |
| 7 Cleveland | 155 | 0.4% |
| 8 Cornwall | 412 | 1.0% |
| 9 Cumbria | 863 | 2.0% |
| 10 Derbyshire | 625 | 1.5% |
| 11 Devon | 1201 | 2.8% |
| 12 Dorset | 635 | 1.5% |
| 13 Durham | 221 | 0.5% |
| 14 East Sussex | 611 | 1.4% |
| 15 Essex | 1170 | 2.8% |
| 16 Gloucestershire | 721 | 1.7% |
| 17 Greater Manchester | 1213 | 2.9% |
| 18 Hampshire | 1396 | 3.3% |
| 19 Hereford and Worcester | 561 | 1.3% |
| 20 Hertfordshire | 453 | 1.1% |
| 21 Humberside | 518 | 1.2% |
| 22 Isle of Wight | 59 | 0.1% |
| 23 Kent | 1429 | 3.4% |
| 24 Lancashire | 874 | 2.1% |
| 25 Leicestershire | 779 | 1.8% |
| 26 Lincolnshire | 731 | 1.7% |
| 27 London Central | 1137 | 2.7% |
| 28 Other Inner London | 1028 | 2.4% |
| 31 Other London not Central | 2106 | 5.0% |
| 32 Merseyside | 613 | 1.5% |
| 33 Norfolk | 810 | 1.9% |
| 34 Northamptonshire | 466 | 1.1% |
| 35 Northumberland | 330 | 0.8% |
| 36 North Yorkshire | 875 | 2.1% |
| 37 Nottinghamshire | 814 | 1.9% |
| 38 Oxfordshire | 955 | 2.3% |
| 39 Shropshire | 286 | 0.7% |
| 40 Somerset | 733 | 1.7% |
| 41 South Yorkshire | 650 | 1.5% |
| 42 Staffordshire | 587 | 1.4% |
| 43 Suffolk | 678 | 1.6% |
| 44 Surrey | 744 | 1.8% |
| 45 Tyne and Wear | 505 | 1.2% |
| 46 Warwickshire | 493 | 1.2% |
| 47 West Midlands | 1634 | 3.9% |
| 48 West Sussex | 522 | 1.2% |
| 49 West Yorkshire | 1179 | 2.8% |
| 50 Wiltshire | 680 | 1.6% |
| 51 Clwyd | 343 | 0.8% |
| 52 Dyfed | 367 | 0.9% |

| L5 Origin (county) | | |
|-----------------------------|-------|------|
| 53 Gwent | 258 | 0.6% |
| 54 Gwynedd | 456 | 1.1% |
| 55 Mid Glamorgan | 191 | 0.5% |
| 56 Powys | 90 | 0.2% |
| 57 South Glamorgan | 354 | 0.8% |
| 58 West Glamorgan | 158 | 0.4% |
| 59 Borders | 127 | 0.3% |
| 60 Central | 188 | 0.4% |
| 61 Dumfries and Galloway | 132 | 0.3% |
| 62 Fife | 228 | 0.5% |
| 63 Grampian | 300 | 0.7% |
| 64 Highlands | 320 | 0.8% |
| 65 Lothian | 605 | 1.4% |
| 66 Strathclyde | 1031 | 2.4% |
| 67 Tayside | 286 | 0.7% |
| 68 Essex within M25 | 0 | 0.0% |
| 69 Hertfordshire within M25 | 106 | 0.3% |
| 70 Kent within M25 | 5 | 0.0% |
| 71 Surrey within M25 | 98 | 0.2% |
| Total | 42218 | 100% |

Missing values are imputed using P15 for all trips that begin at 'home'. For all other cases, missing values are patched by inspecting all other details of the long distance trip.

| L14 Origin (UA) | | |
|---------------------------------|------|------|
| 1 Bath and North East Somerset | 181 | 0.4% |
| 2 Bedfordshire | 209 | 0.5% |
| 3 Blackburn with Darwen | 109 | 0.3% |
| 4 Blackpool | 270 | 0.6% |
| 5 Bournemouth | 126 | 0.3% |
| 6 Bracknell Forest | 49 | 0.1% |
| 7 Brighton and Hove | 217 | 0.5% |
| 8 Bristol, City of | 464 | 1.1% |
| 9 Buckinghamshire | 414 | 1.0% |
| 10 Cambridgeshire | 642 | 1.5% |
| 11 Cheshire | 558 | 1.3% |
| 12 Cornwall and Isles of Scilly | 410 | 1.0% |
| 13 Cumbria | 862 | 2.0% |
| 14 Darlington | 55 | 0.1% |
| 15 Derby | 183 | 0.4% |
| 16 Derbyshire | 442 | 1.0% |
| 17 Devon | 1024 | 2.4% |
| 18 Dorset | 428 | 1.0% |
| 19 Durham | 164 | 0.4% |
| 20 East Riding of Yorkshire | 181 | 0.4% |

| L14 Origin (JA) | | |
|-------------------------------------|------|------|
| 21 East Sussex | 388 | 0.9% |
| 22 Essex (area outside M25) | 998 | 2.4% |
| 23 Essex (area within M25) | 0 | 0.0% |
| 24 Gloucestershire | 719 | 1.7% |
| 25 Greater Manchester | 1213 | 2.9% |
| 26 Halton | 45 | 0.1% |
| 27 Hampshire | 827 | 2.0% |
| 28 Hartlepool | 22 | 0.1% |
| 29 Herefordshire | 264 | 0.6% |
| 30 Hertfordshire (area outside M25) | 453 | 1.1% |
| 31 Hertfordshire (area within M25) | 106 | 0.3% |
| 32 Inner London | 1027 | 2.4% |
| 33 Isle of Wight | 59 | 0.1% |
| 34 Kent (area outside M25) | 1384 | 3.3% |
| 35 Kent (area within M25) | 5 | 0.0% |
| 36 Kingston upon Hull, City of | 148 | 0.4% |
| 37 Lancashire | 493 | 1.2% |
| 38 Leicester | 279 | 0.7% |
| 39 Leicestershire | 477 | 1.1% |
| 40 Lincolnshire | 727 | 1.7% |
| 41 London Central | 1136 | 2.7% |
| 42 London Outer | 2098 | 5.0% |
| 43 Luton | 186 | 0.4% |
| 44 Medway Towns | 43 | 0.1% |
| 45 Merseyside | 610 | 1.4% |
| 46 Middlesbrough | 54 | 0.1% |
| 47 Milton Keynes | 167 | 0.4% |
| 48 Newbury | 69 | 0.2% |
| 49 Norfolk | 810 | 1.9% |
| 50 North East Lincolnshire | 92 | 0.2% |
| 51 North Lincolnshire | 97 | 0.2% |
| 52 North Somerset | 131 | 0.3% |
| 53 North Yorkshire | 618 | 1.5% |
| 54 Northamptonshire | 466 | 1.1% |
| 55 Northumberland | 331 | 0.8% |
| 56 Nottingham | 487 | 1.2% |
| 57 Nottinghamshire | 327 | 0.8% |
| 58 Oxfordshire | 954 | 2.3% |
| 59 Peterborough | 286 | 0.7% |
| 60 Plymouth | 19 | 0.0% |
| 61 Poole | 81 | 0.2% |
| 62 Portsmouth | 318 | 0.8% |
| 63 Reading | 175 | 0.4% |
| 64 Redcar & Cleveland | 45 | 0.1% |
| 65 Rutland | 21 | 0.0% |
| 66 Shropshire | 171 | 0.4% |
| 67 Slough | 91 | 0.2% |

| L14 Origin (UA) | | |
|------------------------------|------|------|
| 68 Somerset | 733 | 1.7% |
| 69 South Gloucestershire | 19 | 0.0% |
| 70 South Yorkshire | 649 | 1.5% |
| 71 Southampton | 247 | 0.6% |
| 72 Southend on Sea | 104 | 0.2% |
| 73 Staffordshire | 346 | 0.8% |
| 74 Stockton-on-Tees | 34 | 0.1% |
| 75 Stoke-on-Trent | 239 | 0.6% |
| 76 Suffolk | 678 | 1.6% |
| 77 Surrey (area outside M25) | 743 | 1.8% |
| 78 Surrey (area within M25) | 98 | 0.2% |
| 79 Swindon | 300 | 0.7% |
| 80 The Wrekin | 116 | 0.3% |
| 81 Thurrock | 67 | 0.2% |
| 82 Torbay | 158 | 0.4% |
| 83 Tyne and Wear | 505 | 1.2% |
| 84 Warrington | 94 | 0.2% |
| 85 Warwickshire | 493 | 1.2% |
| 86 West Midlands | 1632 | 3.9% |
| 87 West Sussex | 521 | 1.2% |
| 88 West Yorkshire | 1176 | 2.8% |
| 89 Wiltshire | 380 | 0.9% |
| 90 Windsor & Maidenhead | 195 | 0.5% |
| 91 Wokingham | 140 | 0.3% |
| 92 Worcestershire | 296 | 0.7% |
| 93 York | 249 | 0.6% |
| 94 Aberdeen City | 186 | 0.4% |
| 95 Aberdeenshire | 63 | 0.1% |
| 96 Angus | 56 | 0.1% |
| 97 Argyll and Bute | 124 | 0.3% |
| 98 Clackmannshire | 4 | 0.0% |
| 99 Dumfries & Galloway | 132 | 0.3% |
| 100 Dundee, City of | 78 | 0.2% |
| 101 East Ayrshire | 96 | 0.2% |
| 102 East Dunbartonshire | 0 | 0.0% |
| 103 East Lothian | 44 | 0.1% |
| 104 East Renfrewshire | 20 | 0.0% |
| 105 Edinburgh, City of | 457 | 1.1% |
| 106 Falkirk | 76 | 0.2% |
| 107 Fife | 227 | 0.5% |
| 108 Glasgow, City of | 421 | 1.0% |
| 109 Highland | 313 | 0.7% |
| 110 Inverclyde | 17 | 0.0% |
| 111 Midlothian | 25 | 0.1% |
| 112 Moray | 51 | 0.1% |
| 113 North Ayrshire | 60 | 0.1% |
| 114 North Lanarkshire | 56 | 0.1% |
| 115 Orkney Islands | 5 | 0.0% |
| 116 Perth and Kinross | 152 | 0.4% |
| 117 Renfrewshire | 21 | 0.0% |

| L14 Origin (JA) | | |
|---------------------------|-------|------|
| 118 Scottish Borders | 126 | 0.3% |
| 119 Shetland Islands | 0 | 0.0% |
| 120 South Ayrshire | 54 | 0.1% |
| 121 South Lanarkshire | 95 | 0.2% |
| 122 Stirling | 108 | 0.3% |
| 123 West Dunbartonshire | 65 | 0.2% |
| 124 West Lothian | 76 | 0.2% |
| 125 Western Isles | 2 | 0.0% |
| 126 Blaenau Gwent | 13 | 0.0% |
| 127 Bridgend | 27 | 0.1% |
| 128 Caerphilly | 75 | 0.2% |
| 129 Cardiff | 332 | 0.8% |
| 130 Carmarthenshire | 121 | 0.3% |
| 131 Ceredigion | 124 | 0.3% |
| 132 Conwy | 82 | 0.2% |
| 133 Denbighshire | 165 | 0.4% |
| 134 Flintshire | 68 | 0.2% |
| 135 Gwynedd | 282 | 0.7% |
| 136 Isle of Anglesey | 115 | 0.3% |
| 137 Merthyr Tydfil | 70 | 0.2% |
| 138 Monmouthshire | 130 | 0.3% |
| 139 Neath and Port Talbot | 58 | 0.1% |
| 140 Newport | 65 | 0.2% |
| 141 Pembrokeshire | 122 | 0.3% |
| 142 Powys | 90 | 0.2% |
| 143 Rhondda, Cynon, Taff | 52 | 0.1% |
| 144 Swansea | 100 | 0.2% |
| 145 Torfaen | 18 | 0.0% |
| 146 Vale of Glamorgan | 20 | 0.0% |
| 147 Wrexham | 87 | 0.2% |
| Total | 42143 | 100% |

| L6 Destination (county) | | |
|-------------------------|------|------|
| 1 Avon | 807 | 1.9% |
| 2 Bedfordshire | 394 | 0.9% |
| 3 Berkshire | 727 | 1.7% |
| 4 Buckinghamshire | 592 | 1.4% |
| 5 Cambridgeshire | 915 | 2.2% |
| 6 Cheshire | 674 | 1.6% |
| 7 Cleveland | 150 | 0.4% |
| 8 Cornwall | 433 | 1.0% |
| 9 Cumbria | 910 | 2.2% |
| 10 Derbyshire | 628 | 1.5% |
| 11 Devon | 1128 | 2.7% |
| 12 Dorset | 630 | 1.5% |
| 13 Durham | 219 | 0.5% |
| 14 East Sussex | 630 | 1.5% |
| 15 Essex | 1177 | 2.8% |
| 16 Gloucestershire | 675 | 1.6% |
| 17 Greater Manchester | 1140 | 2.7% |

| L6 Destination (county) | | |
|-----------------------------|------|------|
| 18 Hampshire | 1461 | 3.5% |
| 19 Hereford and Worcester | 529 | 1.3% |
| 20 Hertfordshire | 457 | 1.1% |
| 21 Humberside | 520 | 1.2% |
| 22 Isle of Wight | 72 | 0.2% |
| 23 Kent | 1420 | 3.4% |
| 24 Lancashire | 906 | 2.1% |
| 25 Leicestershire | 773 | 1.8% |
| 26 Lincolnshire | 784 | 1.9% |
| 27 London Central | 1164 | 2.8% |
| 28 Other Inner London | 1016 | 2.4% |
| 31 Other London not Central | 1980 | 4.7% |
| 32 Merseyside | 530 | 1.3% |
| 33 Norfolk | 817 | 1.9% |
| 34 Northamptonshire | 484 | 1.1% |
| 35 Northumberland | 333 | 0.8% |
| 36 North Yorkshire | 867 | 2.1% |
| 37 Nottinghamshire | 779 | 1.8% |
| 38 Oxfordshire | 975 | 2.3% |
| 39 Shropshire | 305 | 0.7% |
| 40 Somerset | 742 | 1.8% |
| 41 South Yorkshire | 668 | 1.6% |
| 42 Staffordshire | 620 | 1.5% |
| 43 Suffolk | 714 | 1.7% |
| 44 Surrey | 760 | 1.8% |
| 45 Tyne and Wear | 496 | 1.2% |
| 46 Warwickshire | 497 | 1.2% |
| 47 West Midlands | 1698 | 4.0% |
| 48 West Sussex | 507 | 1.2% |
| 49 West Yorkshire | 1156 | 2.7% |
| 50 Wiltshire | 692 | 1.6% |
| 51 Clwyd | 335 | 0.8% |
| 52 Dyfed | 368 | 0.9% |
| 53 Gwent | 256 | 0.6% |
| 54 Gwynedd | 488 | 1.2% |
| 55 Mid Glamorgan | 155 | 0.4% |
| 56 Powys | 101 | 0.2% |
| 57 South Glamorgan | 361 | 0.9% |
| 58 West Glamorgan | 160 | 0.4% |
| 59 Borders | 136 | 0.3% |
| 60 Central | 191 | 0.5% |
| 61 Dumfries and Galloway | 143 | 0.3% |
| 62 Fife | 227 | 0.5% |
| 63 Grampian | 301 | 0.7% |
| 64 Highlands | 325 | 0.8% |
| 65 Lothian | 589 | 1.4% |
| 66 Strathclyde | 1015 | 2.4% |
| 67 Tayside | 320 | 0.8% |
| 68 Essex within M25 | 1 | 0.0% |
| 69 Hertfordshire within M25 | 92 | 0.2% |

| L6 Destination (county) | | |
|-------------------------|-------|------|
| 70 Kent within M25 | 5 | 0.0% |
| 71 Surrey within M25 | 98 | 0.2% |
| Total | 42218 | 100% |

Missing values are imputed using P15 for all trips that end at 'home'. For all other cases, missing values are patched by inspecting all other details of the long distance trip.

| L15 Destination (JA) | | |
|-------------------------------------|------|------|
| 1 Bath and North East Somerset | 164 | 0.4% |
| 2 Bedfordshire | 211 | 0.5% |
| 3 Blackburn with Darwen | 99 | 0.2% |
| 4 Blackpool | 314 | 0.7% |
| 5 Bournemouth | 139 | 0.3% |
| 6 Bracknell Forest | 49 | 0.1% |
| 7 Brighton and Hove | 241 | 0.6% |
| 8 Bristol, City of | 479 | 1.1% |
| 9 Buckinghamshire | 410 | 1.0% |
| 10 Cambridgeshire | 647 | 1.5% |
| 11 Cheshire | 549 | 1.3% |
| 12 Cornwall and Isles of Scilly | 432 | 1.0% |
| 13 Cumbria | 907 | 2.2% |
| 14 Darlington | 55 | 0.1% |
| 15 Derby | 184 | 0.4% |
| 16 Derbyshire | 443 | 1.1% |
| 17 Devon | 985 | 2.3% |
| 18 Dorset | 416 | 1.0% |
| 19 Durham | 161 | 0.4% |
| 20 East Riding of Yorkshire | 181 | 0.4% |
| 21 East Sussex | 387 | 0.9% |
| 22 Essex (area outside M25) | 1026 | 2.4% |
| 23 Essex (area within M25) | 1 | 0.0% |
| 24 Gloucestershire | 673 | 1.6% |
| 25 Greater Manchester | 1139 | 2.7% |
| 26 Halton | 40 | 0.1% |
| 27 Hampshire | 846 | 2.0% |
| 28 Hartlepool | 22 | 0.1% |
| 29 Herefordshire | 240 | 0.6% |
| 30 Hertfordshire (area outside M25) | 457 | 1.1% |
| 31 Hertfordshire (area within M25) | 92 | 0.2% |
| 32 Inner London | 1015 | 2.4% |
| 33 Isle of Wight | 72 | 0.2% |
| 34 Kent (area outside M25) | 1382 | 3.3% |

| L15 Destination (UA) | | |
|--------------------------------|------|------|
| 35 Kent (area within M25) | 5 | 0.0% |
| 36 Kingston upon Hull, City of | 159 | 0.4% |
| 37 Lancashire | 489 | 1.2% |
| 38 Leicester | 275 | 0.7% |
| 39 Leicestershire | 477 | 1.1% |
| 40 Lincolnshire | 778 | 1.8% |
| 41 London Central | 1161 | 2.8% |
| 42 London Outer | 1969 | 4.7% |
| 43 Luton | 183 | 0.4% |
| 44 Medway Towns | 37 | 0.1% |
| 45 Merseyside | 526 | 1.2% |
| 46 Middlesbrough | 53 | 0.1% |
| 47 Milton Keynes | 182 | 0.4% |
| 48 Newbury | 84 | 0.2% |
| 49 Norfolk | 815 | 1.9% |
| 50 North East Lincolnshire | 88 | 0.2% |
| 51 North Lincolnshire | 92 | 0.2% |
| 52 North Somerset | 141 | 0.3% |
| 53 North Yorkshire | 594 | 1.4% |
| 54 Northamptonshire | 484 | 1.1% |
| 55 Northumberland | 333 | 0.8% |
| 56 Nottingham | 473 | 1.1% |
| 57 Nottinghamshire | 306 | 0.7% |
| 58 Oxfordshire | 972 | 2.3% |
| 59 Peterborough | 268 | 0.6% |
| 60 Plymouth | 16 | 0.0% |
| 61 Poole | 76 | 0.2% |
| 62 Portsmouth | 342 | 0.8% |
| 63 Reading | 188 | 0.4% |
| 64 Redcar & Cleveland | 45 | 0.1% |
| 65 Rutland | 20 | 0.0% |
| 66 Shropshire | 187 | 0.4% |
| 67 Slough | 97 | 0.2% |
| 68 Somerset | 742 | 1.8% |
| 69 South Gloucestershire | 22 | 0.1% |
| 70 South Yorkshire | 667 | 1.6% |
| 71 Southampton | 269 | 0.6% |
| 72 Southend on Sea | 99 | 0.2% |
| 73 Staffordshire | 355 | 0.8% |
| 74 Stockton-on-Tees | 30 | 0.1% |
| 75 Stoke-on-Trent | 264 | 0.6% |
| 76 Suffolk | 714 | 1.7% |
| 77 Surrey (area outside M25) | 758 | 1.8% |
| 78 Surrey (area within M25) | 98 | 0.2% |
| 79 Swindon | 290 | 0.7% |
| 80 The Wrekin | 118 | 0.3% |
| 81 Thurrock | 51 | 0.1% |
| 82 Torbay | 127 | 0.3% |
| 83 Tyne and Wear | 496 | 1.2% |

| L15 Destination (UA) | | |
|-------------------------|------|------|
| 84 Warrington | 84 | 0.2% |
| 85 Warwickshire | 497 | 1.2% |
| 86 West Midlands | 1696 | 4.0% |
| 87 West Sussex | 507 | 1.2% |
| 88 West Yorkshire | 1152 | 2.7% |
| 89 Wiltshire | 402 | 1.0% |
| 90 Windsor & Maidenhead | 179 | 0.4% |
| 91 Wokingham | 129 | 0.3% |
| 92 Worcestershire | 288 | 0.7% |
| 93 York | 271 | 0.6% |
| 94 Aberdeen City | 200 | 0.5% |
| 95 Aberdeenshire | 53 | 0.1% |
| 96 Angus | 52 | 0.1% |
| 97 Argyll and Bute | 121 | 0.3% |
| 98 Clackmannshire | 6 | 0.0% |
| 99 Dumfries & Galloway | 143 | 0.3% |
| 100 Dundee, City of | 104 | 0.2% |
| 101 East Ayrshire | 79 | 0.2% |
| 102 East Dunbartonshire | 0 | 0.0% |
| 103 East Lothian | 37 | 0.1% |
| 104 East Renfrewshire | 20 | 0.0% |
| 105 Edinburgh, City of | 448 | 1.1% |
| 106 Falkirk | 71 | 0.2% |
| 107 Fife | 227 | 0.5% |
| 108 Glasgow, City of | 422 | 1.0% |
| 109 Highland | 320 | 0.8% |
| 110 Inverclyde | 13 | 0.0% |
| 111 Midlothian | 20 | 0.0% |
| 112 Moray | 48 | 0.1% |
| 113 North Ayrshire | 67 | 0.2% |
| 114 North Lanarkshire | 46 | 0.1% |
| 115 Orkney Islands | 3 | 0.0% |
| 116 Perth and Kinross | 164 | 0.4% |
| 117 Renfrewshire | 20 | 0.0% |
| 118 Scottish Borders | 136 | 0.3% |
| 119 Shetland Islands | 0 | 0.0% |
| 120 South Ayrshire | 61 | 0.1% |
| 121 South Lanarkshire | 94 | 0.2% |
| 122 Stirling | 114 | 0.3% |
| 123 West Dunbartonshire | 70 | 0.2% |
| 124 West Lothian | 80 | 0.2% |
| 125 Western Isles | 2 | 0.0% |
| 126 Blaenau Gwent | 13 | 0.0% |
| 127 Bridgend | 19 | 0.0% |
| 128 Caerphilly | 73 | 0.2% |
| 129 Cardiff | 339 | 0.8% |
| 130 Carmarthenshire | 128 | 0.3% |
| 131 Ceredigion | 118 | 0.3% |
| 132 Conwy | 108 | 0.3% |
| 133 Denbighshire | 160 | 0.4% |
| 134 Flintshire | 67 | 0.2% |
| 135 Gwynedd | 300 | 0.7% |

L15 Destination (UA)

| | | |
|---------------------------|-------|------|
| 136 Isle of Anglesey | 111 | 0.3% |
| 137 Merthyr Tydfil | 52 | 0.1% |
| 138 Monmouthshire | 126 | 0.3% |
| 139 Neath and Port Talbot | 66 | 0.2% |
| 140 Newport | 69 | 0.2% |
| 141 Pembrokeshire | 122 | 0.3% |
| 142 Powys | 100 | 0.2% |
| 143 Rhondda, Cynon, Taff | 44 | 0.1% |
| 144 Swansea | 94 | 0.2% |
| 145 Torfaen | 15 | 0.0% |
| 146 Vale of Glamorgan | 19 | 0.0% |
| 147 Wrexham | 77 | 0.2% |
| Total | 42139 | 100% |

Missing values are imputed using P18 for all trips that end at 'home'. For all other cases, missing values are patched by inspecting all other details of the long distance trip.

L17 Urban/rural coding of destination

| | | |
|------------------------------------|-------|-------|
| 1 Inner London | 2176 | 5.2% |
| 2 Outer London built-up area | 2651 | 6.3% |
| 3 West Midlands built-up area | 1301 | 3.1% |
| 4 Greater Manchester built-up area | 1145 | 2.7% |
| 5 West Yorkshire built-up area | 902 | 2.1% |
| 6 Glasgow built-up area | 422 | 1.0% |
| 7 Liverpool built-up area | 347 | 0.8% |
| 8 Tyneside built-up area | 457 | 1.1% |
| 9 Other urban over 250K | 6017 | 14.3% |
| 10 Other urban over 100K to 250K | 5373 | 12.8% |
| 11 Other urban over 50K to 100K | 4449 | 10.6% |
| 12 Other urban over 25K to 50K | 3898 | 9.3% |
| 13 Other urban over 10K to 25K | 5318 | 12.6% |
| 14 Other urban over 3K to 10K | 4027 | 9.6% |
| 15 Rural | 3609 | 8.6% |
| Total | 42092 | 100% |
| NA | 126 | |

Missing values are imputed using P18 for all trips that begin at 'home'. For all other cases, missing values are

patched by inspecting all other details of the long distance trip.

L16 Urban/rural coding of origin

| | | |
|------------------------------------|-------|-------|
| 1 Inner London | 2162 | 5.1% |
| 2 Outer London built-up area | 2788 | 6.6% |
| 3 West Midlands built-up area | 1254 | 3.0% |
| 4 Greater Manchester built-up area | 1199 | 2.8% |
| 5 West Yorkshire built-up area | 921 | 2.2% |
| 6 Glasgow built-up area | 421 | 1.0% |
| 7 Liverpool built-up area | 402 | 1.0% |
| 8 Tyneside built-up area | 461 | 1.1% |
| 9 Other urban over 250K | 5885 | 14.0% |
| 10 Other urban over 100K to 250K | 5261 | 12.5% |
| 11 Other urban over 50K to 100K | 4440 | 10.5% |
| 12 Other urban over 25K to 50K | 3950 | 9.41% |
| 13 Other urban over 10K to 25K | 5407 | 12.8% |
| 14 Other urban over 3K to 10K | 4014 | 9.5% |
| 15 Rural | 3529 | 8.4% |
| Total | 42094 | 100% |
| NA | 124 | |

L13 Purpose from

| | | |
|----------------------------------|------|-------|
| 1 Commuting | 3312 | 7.8% |
| 2 In course of work | 3413 | 8.1% |
| 3 Education | 254 | 0.6% |
| 4 Food shopping | 57 | 0.1% |
| 5 Non-food shopping | 618 | 1.5% |
| 6 Personal business medical | 86 | 0.2% |
| 7 Personal business eat/drink | 6 | 0.0% |
| 8 Personal business other | 1007 | 2.4% |
| 9 Eat/drink with friends | 155 | 0.4% |
| 10 Visit friends at private home | 5148 | 12.2% |
| 11 Other social | 767 | 1.8% |
| 12 Entertain/public activity | 1041 | 2.5% |
| 13 Sport: participate | 274 | 0.6% |
| 14 Holiday: base | 3481 | 8.2% |
| 15 Day trip | 1564 | 3.7% |
| 16 Just walk | 7 | 0.0% |

| L13 Purpose from | | |
|--------------------------------------|-------|-------|
| 17 Other non-escort | 156 | 0.4% |
| 18 Escort commuting | 43 | 0.1% |
| 19 Escort business and other work | 29 | 0.1% |
| 20 Escort education | 141 | 0.3% |
| 21 Escort shopping/personal business | 225 | 0.5% |
| 22 Other escort | 516 | 1.2% |
| 23 Home | 19918 | 47.2% |
| Total | 42218 | 100% |

Missing values for L13 are patched by inspecting all other details of the long distance trip record.

| L7 Purpose to | | |
|--------------------------------------|-------|-------|
| 1 Work | 3235 | 7.7% |
| 2 In course of work | 3790 | 9.0% |
| 3 Education | 244 | 0.6% |
| 4 Food shopping | 77 | 0.2% |
| 5 Non food shopping | 651 | 1.5% |
| 6 Personal business medical | 100 | 0.2% |
| 7 Personal business eat/drink | 2 | 0.0% |
| 8 Personal business other | 1234 | 2.9% |
| 9 Eat/drink with friends | 131 | 0.3% |
| 10 Visit friends | 5638 | 13.4% |
| 11 Other social | 1171 | 2.8% |
| 12 Entertain/public activity | 1123 | 2.7% |
| 13 Sport: participate | 300 | 0.7% |
| 14 Holiday: base | 3562 | 8.4% |
| 15 Day trip/just walk | 1719 | 4.1% |
| 16 Other non-escort | 2 | 0.0% |
| 17 Escort home | 214 | 0.5% |
| 18 Escort work | 40 | 0.1% |
| 19 Escort in course of work | 34 | 0.1% |
| 20 Escort education | 147 | 0.3% |
| 21 Escort shopping/personal business | 276 | 0.7% |
| 22 Other escort | 515 | 1.2% |
| 23 Home | 18013 | 42.7% |
| Total | 42218 | 100% |

| L12 Purpose | | |
|---|-------|-------|
| 1 Commuting | 5494 | 13.0% |
| 2 Business | 6524 | 15.5% |
| 3 Other work | 82 | 0.2% |
| 4 Education | 375 | 0.9% |
| 5 Food shopping | 115 | 0.3% |
| 6 Non-food shopping | 1170 | 2.8% |
| 7 Personal business medical | 174 | 0.4% |
| 8 Personal business eat/drink | 6 | 0.0% |
| 9 Personal business other | 2077 | 4.9% |
| 10 Visit friends at private home | 9980 | 23.6% |
| 11 Eat/drink with friends | 250 | 0.6% |
| 12 Other social | 1858 | 4.4% |
| 13 Entertain/public activity | 2062 | 4.9% |
| 14 Sport: participate | 543 | 1.3% |
| 15 Holiday: base | 6474 | 15.3% |
| 16 Day trip | 3020 | 7.2% |
| 17 Just walk | 3 | 0.0% |
| 18 Other non-escort | 6 | 0.0% |
| 19 Escort commuting | 45 | 0.1% |
| 20 Escort business and other work | 68 | 0.2% |
| 21 Escort education | 254 | 0.6% |
| 22 Escort shopping/personal business | 455 | 1.1% |
| 23 Escort home (not own) and other escort | 1183 | 2.8% |
| Total | 42218 | 100% |

Missing values for L12 are patched from L7 and L13.

| L8 Mode of transport | | |
|---------------------------------------|-------|-------|
| 1 Walk, less than 1 mile | 0 | 0.0% |
| 2 Walk, 1 mile or more | 1 | 0.0% |
| 3 Bicycle | 16 | 0.0% |
| 4 Private (hire) bus | 770 | 1.8% |
| 5 Private car: driver | 19123 | 45.3% |
| 6 Private car: passenger | 13969 | 33.1% |
| 7 Motorcycle/scooter/moped: driver | 169 | 0.4% |
| 8 Motorcycle/scooter/moped: passenger | 19 | 0.0% |
| 9 Van/lorry: driver | 1236 | 2.9% |
| 10 Van/lorry: passenger | 557 | 1.3% |
| 11 Other private transport | 199 | 0.5% |
| 12 London stage bus | 0 | 0.0% |

| | | |
|---------------------------|-------|------|
| 13 Other stage bus | 21 | 0.0% |
| 14 Coach/express bus | 856 | 2.0% |
| 15 Excursion/tour bus | 541 | 1.3% |
| 16 LT Underground | 3 | 0.0% |
| 17 Surface Rail | 4142 | 9.8% |
| 18 Light rail | 5 | 0.0% |
| 19 Air | 396 | 0.9% |
| 20 Taxi | 94 | 0.2% |
| 21 Minicab | 31 | 0.1% |
| 22 Other public transport | 70 | 0.2% |
| Total | 42218 | 100% |

This refers to the mode used for the longest stage of the trip. If two or more such stages are equal in length, the latest stage is taken as the main stage.

Missing values are patched by inspecting all other details of the long distance trip record.

L10 Distance

| | | |
|------------------------------|-------|-------|
| Based on numeric variable L9 | | |
| 1 50 to under 75 miles | 16743 | 39.7% |
| 2 75 to under 100 miles | 7531 | 17.8% |
| 3 100 to under 150 miles | 8788 | 20.8% |
| 4 150 to under 250 miles | 6584 | 15.6% |
| 5 250 to under 350 miles | 1791 | 4.2% |
| 6 350 miles and over | 781 | 1.8% |
| Total | 42218 | 100% |

5.8 Trip level variables

A trip is a one-way course of travel having a single main purpose.

There are 593,761 trips in the 2002/03 database, 278,916 in 2002 and 314,845 in 2003.

Day

J52 Day (of week)

| | | |
|-------------|-------|-------|
| 1 Monday | 84339 | 14.2% |
| 2 Tuesday | 88264 | 14.9% |
| 3 Wednesday | 88735 | 14.9% |
| 4 Thursday | 89871 | 14.9% |
| 5 Friday | 92171 | 15.1% |
| 6 Saturday | 84874 | 15.5% |
| 7 Sunday | 65507 | 14.3% |

| | | |
|-------|--------|------|
| Total | 593761 | 100% |
|-------|--------|------|

Trip type

J14 Series of calls

| | | |
|-------|--------|-------|
| 1 Yes | 340 | 0.1% |
| 2 No | 593421 | 99.9% |
| Total | 593761 | 100% |

When a respondent makes a series of short stops on a journey (for example, when a respondent makes a long shopping trip and calls at numerous shops), the respondent or interviewer may find it difficult to subdivide the journey into shorter trips. In this case, the trips can be combined into a single trip, which is known as a 'series of calls' trip.

Series of calls are only used for trips for shopping, or for trips in course of work (such as a doctor's round).

If the trips consist of more than one stage, or if they vary in any significant detail (such as some trips being made as car driver, and others as car passenger), they are coded as individual trips.

For strict compatibility with previous surveys, series of calls are excluded from trip or stage counts (but not from analyses of distance travelled).

J23 Number of stages

| | | |
|-----------------|--------|-------|
| 1 One | 576613 | 97.1% |
| 2 Two | 12533 | 2.1% |
| 3 Three | 4012 | 0.7% |
| 4 Four | 483 | 0.1% |
| 5 Five | 96 | 0.0% |
| 6 Six | 18 | 0.0% |
| 7 Seven or more | 6 | 0.0% |
| Total | 593761 | 100% |

On days 1 to 6, the number of stages excludes short walks (since these are only recorded on day 7).

J37 Short walk

| | | |
|-------|--------|-------|
| 1 Yes | 17171 | 2.9% |
| 2 No | 576590 | 97.1% |
| Total | 593761 | 100% |

Short walk trips are trips where the main mode was a walk of less than one mile. It therefore includes a few multi-stage trips with an overall length of more than a mile.

Missing values are patched using J36.

Purpose

A trip purpose is defined by both 'purpose from' and 'purpose to' variables to derive an overall trip purpose (see below, J28).

Work trips are those to or from a person's usual workplace (see I92).

In course of work trips are those made for moving to places of work other than a regular workplace (See I92). Work-related travel for the carriage of goods (or paying passengers) is excluded from the survey altogether, as are trips made in a vehicle where the purpose is to move or deliver the vehicle itself.

Education trips are those made by schoolchildren or students to schools, colleges or universities for the purpose of education (as opposed to trips attending a PTA meeting, for example).

Shopping includes window-shopping as well as buying trips. Trips to obtain services found on the high street (such as a hairdresser, or a dry-cleaner) are coded as 'other personal business'. Food shopping and non-food shopping are differentiated; when respondents purchase both types of items on the same trip, the main purpose is coded.

Personal business - medical trips are those made by a person to obtain medical advice or treatment for himself

or herself, from any medical professional. If the respondent is travelling to administer medical care, the trip will be coded as 'in course of work' (if the respondent was paid for doing so) or 'other personal business' (if the respondent was, say, looking after a sick relative).

Personal business – other trips include trips for other reasons that are not considered to be in the course of the respondent's work or education, are not social, shopping or medical trips. Examples would include visits to the bank, solicitor or estate agents, visiting a relative in hospital or attending a church service.

Eat/drink applies only where the main purpose of a visit was to consume food or drink at the destination. Trips to collect a take-away meal are excluded (and are coded as 'food shopping'). Attendance at a function where food/drink is consumed, but where this is not the main purpose of the event (such as when watching a show), are also excluded (and coded as 'entertainment/public activity').

Visit friends applies to all trips to a friend's home. 'Friend' in this context includes relatives. If the visit exceeds three nights in duration, the trip is considered a holiday, and would be coded as 'Holiday: base'.

Other social includes all other trips to meet friends other than at their private home. The purpose must be to meet with the particular people, and does not apply when the trip is considered to be for the purposes of being entertained, eating, drinking, playing sport or making a day trip, all of which are coded to the relevant other categories.

Entertainment/public activity includes visits to cinemas, political meetings, attending non-vocational evening classes, spectating at football matches

or playing indoor games such as snooker.

Sport: participate covers all outdoor sports, along with vigorous indoor sports such as badminton, swimming or karate. However, trips to play indoor games such as darts or table tennis are coded as entertainment. All trips to watch sport are also treated as entertainment.

Holiday: base trips are those made to travel to a hotel, caravan, campsite etc, where the respondent is to stay for one night or more. The trip must be for recreational or leisure purposes. Visits made to stay with friends or relatives for longer than three nights are also included.

Day trip/just walk trips are those made for pleasure within a single day for which other categories are not appropriate. Examples include jogging, taking a sightseeing trip, or simply 'going for a walk'.

Other non-escort covers the remaining trips not elsewhere specified. While few trips fall into this category, driving lessons are one notable exception.

Sometimes, the purpose of the trip is simply to escort someone else (a parent on the school run, for example) or to accompany them (say, a small child with a parent on a trip to the shops). These trips are coded to the relevant 'escort' category, based upon the purpose of the trip being made by the person being accompanied.

For example, when a mother takes a child to school, the trip purpose for the child is 'education', while for the mother the purpose is 'escort education'.

'Escort home' includes escorting a non-household member to their own home.

Where the purpose of a trip could be considered ambiguous, the respondent and the interviewer (or the coding team) adjudge which is the main purpose of a trip.

Home in the context of J24 and J26 refers only to the respondent's own home – not someone else's home.

| J24 Purpose from | | |
|--------------------------|--------|-------|
| 1 Work | 60081 | 10.1% |
| 2 In course of work | 13389 | 2.3% |
| 3 Education | 18226 | 3.1% |
| 4 Food shopping | 28373 | 4.8% |
| 5 Non-food shopping | 35717 | 6.0% |
| 6 Personal business | 6010 | 1.0% |
| medical | | |
| 7 Personal business | 249 | 0.0% |
| eat/drink | | |
| 8 Personal business | 24815 | 4.2% |
| other | | |
| 9 Eat/drink with friends | 9741 | 1.6% |
| 10 Visit friends | 42335 | 7.1% |
| 11 Other social | 4888 | 0.8% |
| 12 Entertain/public | 16042 | 2.7% |
| activity | | |
| 13 Sport: participate | 6939 | 1.2% |
| 14 Holiday: base | 5235 | 0.9% |
| 15 Day trip/ just walk | 18174 | 3.1% |
| 16 Other non-escort | 118 | 0.0% |
| 17 Escort home | 4604 | 0.8% |
| 18 Escort work | 6385 | 1.1% |
| 19 Escort in course of | 247 | 0.0% |
| work | | |
| 20 Escort education | 14342 | 2.4% |
| 21 Escort shopping/ | 13440 | 2.3% |
| personal business | | |
| 22 Other escort | 12473 | 2.1% |
| 23 Home | 251938 | 42.4% |
| Total | 593761 | 100% |

| J26 Purpose to | | |
|---------------------|-------|-------|
| 1 Work | 60480 | 10.2% |
| 2 In course of work | 13204 | 2.2% |
| 3 Education | 18682 | 3.1% |
| 4 Food shopping | 28288 | 4.8% |
| 5 Non-food shopping | 35670 | 6.0% |
| 6 Personal business | 6047 | 1.0% |
| medical | | |
| 7 Personal business | 242 | 0.0% |
| eat/drink | | |

| | | |
|---------------------------------------|--------|-------|
| 8 Personal business other | 24907 | 4.2% |
| 9 Eat/drink with friends | 9826 | 1.7% |
| 10 Visit friends | 42518 | 7.2% |
| 11 Other social | 4990 | 0.8% |
| 12 Entertain/public activity | 16134 | 2.7% |
| 13 Sport: participate | 6978 | 1.2% |
| 14 Holiday: base | 5655 | 1.0% |
| 15 Day trip/ just walk | 18180 | 3.1% |
| 16 Other non-escort | 116 | 0.0% |
| 17 Escort home | 4605 | 0.8% |
| 18 Escort work | 6374 | 1.1% |
| 19 Escort in course of work | 252 | 0.0% |
| 20 Escort education | 14140 | 2.4% |
| 21 Escort shopping/ personal business | 13513 | 2.3% |
| 22 Other escort | 12364 | 2.1% |
| 23 Home | 250596 | 42.2% |
| Total | 593761 | 100% |

Missing values in J24 and J26 are patched using J26 and J24 of the previous and next trips or, if not available, by inspecting the rest of the trip record.

| J28 Purpose | | |
|----------------------------------|-------|-------|
| 1 Commuting | 99528 | 16.8% |
| 2 Business | 21921 | 3.7% |
| 3 Other work | 6626 | 1.1% |
| 4 Education | 33820 | 5.7% |
| 5 Food shopping | 52221 | 8.8% |
| 6 Non-food shopping | 61813 | 10.4% |
| 7 Personal business medical | 10451 | 1.8% |
| 8 Personal business eat/drink | 333 | 0.1% |
| 9 Personal business other | 43091 | 7.3% |
| 10 Visit friends at private home | 72488 | 12.2% |
| 11 Eat/drink with friends | 16795 | 2.8% |
| 12 Other social | 8971 | 1.5% |
| 13 Entertain/public activity | 29414 | 5.0% |
| 14 Sport: participate | 12683 | 2.1% |
| 15 Holiday: base | 6868 | 1.2% |
| 16 Day trip | 16798 | 2.8% |
| 17 Just walk | 14358 | 2.4% |
| 18 Other non-escort | 216 | 0.0% |
| 19 Escort commuting | 9947 | 1.7% |

| J28 Purpose | | |
|---|--------|------|
| 20 Escort business & other work | 1587 | 0.3% |
| 21 Escort education | 23816 | 4.0% |
| 22 Escort shopping/ personal business | 22812 | 3.8% |
| 23 Escort home (not own) and other escort | 27204 | 4.6% |
| Total | 593761 | 100% |

The overall purpose of a trip is generally derived from the 'purpose to', unless the purpose was to return home, (in which case the overall purpose is defined by the 'purpose from') or to go to work, for which special categories apply:

- Commuting includes trips from home to the respondent's usual place of work and vice versa.
- Other work includes all other trips to 'work', and trips from 'work' to 'escort home'.
- Business includes all trips to 'in course of work' and trips from 'in course of work' back to 'home', 'work' or 'escort home'.
- Escort commuting and escort business and other work trips are the equivalent of the three categories above, but occur when the respondent is travelling only to accompany someone else on a trip for such a purpose (for example, a respondent driving their spouse to work).

Where a respondent records a trip to eat or drink, it is coded as either 'personal business eat/drink' (where the purpose is for personal sustenance) or 'eat/drink with friends' (where the primary purpose was to socialise).

Mode

| J36 Main mode of transport | | |
|---------------------------------------|--------|-------|
| 1 Walk, less than 1 mile | 17171 | 2.9% |
| 2 Walk, 1 mile or more | 50255 | 8.5% |
| 3 Bicycle | 10199 | 1.7% |
| 4 Private (hire) bus | 4574 | 0.8% |
| 5 Private: car driver | 274451 | 46.2% |
| 6 Private: car passenger | 155606 | 26.2% |
| 7 Motorcycle/scooter/moped: driver | 2202 | 0.4% |
| 8 Motorcycle/scooter/moped: passenger | 110 | 0.0% |
| 9 Van/lorry: driver | 11274 | 1.9% |
| 10 Van/lorry: passenger | 3302 | 0.6% |
| 11 Other private transport | 1240 | 0.2% |
| 12 London stage bus | 8441 | 1.4% |
| 13 Other stage bus | 32517 | 5.5% |
| 14 Express bus | 286 | 0.0% |
| 15 Excursion/tour bus | 294 | 0.0% |
| 16 LT underground | 4431 | 0.7% |
| 17 Surface rail | 8143 | 1.4% |
| 18 Light rail | 1142 | 0.2% |
| 19 Air | 118 | 0.0% |
| 20 Taxi | 5299 | 0.9% |
| 21 Minicab | 2517 | 0.4% |
| 22 Other public transport | 189 | 0.0% |
| Total | 593761 | 100% |

J36 is derived from S24 and stage length data.

For a single-stage trip, the main mode of transport and the stage mode are equivalent (with walk trips divided into long and short walks).

For a multi-stage trip, the mode used for the longest stage is coded into J36. If two or more stages are equivalent in length, the latest stage is taken to be the main stage.

See S2 for a fuller description of each mode.

Missing values are patched from S24 and S25.

Trip time and distance

| J30 Overall travelling time | | |
|---------------------------------|--------|-------|
| Based upon numeric variable J29 | | |
| 1 Less than 3 minutes | 7064 | 1.2% |
| 2 3 to under 8 minutes | 101761 | 17.1% |
| 3 8 to under 15 minutes | 128799 | 21.7% |
| 3 15 to under 30 minutes | 206478 | 34.8% |
| 4 30 to under 45 minutes | 85380 | 14.4% |
| 5 45 minutes to under 1 hour | 26810 | 4.5% |
| 6 1 to under 1.5 hours | 21585 | 3.6% |
| 7 1.5 to under 2 hours | 7278 | 1.2% |
| 8 2 to under 2.5 hours | 3465 | 0.6% |
| 9 2.5 to under 3 hours | 1741 | 0.3% |
| 10 3 to under 4 hours | 1814 | 0.3% |
| 11 4 to under 5 hours | 8722 | 0.1% |
| 12 5 to under 6 hours | 346 | 0.1% |
| 13 6 hours and over | 418 | 0.1% |
| Total | 593761 | 100% |

J30 is the accumulated time in minutes over all stages of the trip. On days 1 to 6, the time taken for short walk stages were not recorded. Time spent waiting (for a train, for example) is not included.

| J31 Start time | | |
|---------------------------------|-------|------|
| Based upon numeric variable J54 | | |
| 1 0000-0059 | 1502 | 0.3% |
| 2 0100-0159 | 746 | 0.1% |
| 3 0200-0259 | 591 | 0.1% |
| 4 0300-0359 | 449 | 0.1% |
| 5 0400-0459 | 845 | 0.1% |
| 6 0500-0559 | 3142 | 0.5% |
| 7 0600-0629 | 3036 | 0.5% |
| 8 0630-0659 | 5406 | 0.9% |
| 9 0700-0714 | 5384 | 0.9% |
| 10 0715-0729 | 4636 | 0.8% |
| 11 0730-0744 | 8444 | 1.4% |
| 12 0745-0759 | 7852 | 1.3% |
| 13 0800-0814 | 13269 | 2.3% |
| 14 0815-0829 | 11424 | 1.9% |
| 15 0830-0844 | 17272 | 2.9% |
| 16 0845-0859 | 11453 | 1.9% |
| 17 0900-0914 | 12293 | 2.1% |
| 18 0915-0929 | 6691 | 1.1% |
| 19 0930-0959 | 16879 | 2.9% |
| 20 1000-1029 | 21488 | 3.6% |
| 21 1030-1059 | 18252 | 3.1% |

| J31 Start time | | |
|----------------|--------|------|
| 22 1100-1129 | 22148 | 3.8% |
| 23 1130-1159 | 20160 | 3.4% |
| 24 1200-1229 | 21586 | 3.7% |
| 25 1230-1259 | 18706 | 3.2% |
| 26 1300-1329 | 21355 | 3.6% |
| 27 1330-1359 | 17455 | 3.0% |
| 28 1400-1429 | 21117 | 3.6% |
| 29 1430-1459 | 18876 | 3.2% |
| 30 1500-1529 | 31331 | 5.3% |
| 31 1530-1559 | 26718 | 4.5% |
| 32 1600-1629 | 25054 | 4.3% |
| 33 1630-1644 | 14068 | 2.4% |
| 34 1645-1659 | 7746 | 1.3% |
| 35 1700-1714 | 19156 | 3.2% |
| 36 1715-1729 | 7961 | 1.4% |
| 37 1730-1744 | 13120 | 2.2% |
| 38 1745-1759 | 6923 | 1.2% |
| 39 1800-1814 | 14054 | 2.4% |
| 40 1815-1829 | 6065 | 1.0% |
| 41 1830-1859 | 14384 | 2.4% |
| 42 1900-1929 | 15057 | 2.6% |
| 43 1930-1959 | 10851 | 1.8% |
| 44 2000-2029 | 10184 | 1.7% |
| 45 2030-2059 | 6758 | 1.1% |
| 46 2100-2129 | 7140 | 1.2% |
| 47 2130-2159 | 5211 | 0.9% |
| 48 2200-2229 | 5434 | 0.9% |
| 49 2230-2259 | 3621 | 0.6% |
| 50 2300-2329 | 3649 | 0.6% |
| 51 2330-2359 | 2485 | 0.4% |
| Total | 589426 | 100% |
| NA | 4335 | |

J31 records the start time of a trip. Band widths vary according to the time of day.

Nighttime trips (0000-0559) are in hourly bands.

Off-peak-time trips (0600-0659, 0930-1629, 1830-2359) are in half-hourly bands. Peak-time trips (0700-0929, 1630-1829) are in quarter-hourly bands.

Missing values are patched by inspecting known information from the rest of the respondent's travel record.

| J33 Overall trip time | | |
|---------------------------------|--------|-------|
| Based upon numeric variable J32 | | |
| 1 Less than 3 minutes | 6352 | 1.1% |
| 2 3 to under 8 minutes | 97254 | 16.4% |
| 3 8 to under 15 minutes | 124503 | 21.0% |
| 4 15 to under 30 minutes | 205234 | 34.6% |
| 5 30 to under 45 minutes | 89095 | 15.0% |
| 6 45 minutes to under 1 hour | 28603 | 4.8% |
| 7 1 to under 1.5 hours | 24775 | 4.2% |
| 8 1.5 to under 2 hours | 8381 | 1.4% |
| 9 2 to under 2.5 hours | 3673 | 0.6% |
| 10 2.5 to under 3 hours | 1951 | 0.3% |
| 11 3 to under 4 hours | 2001 | 0.3% |
| 12 4 to under 5 hours | 918 | 0.2% |
| 13 5 to under 6 hours | 452 | 0.1% |
| 14 6 hours and over | 569 | 0.1% |
| Total | 593761 | 100% |

J33 records the time in minutes between the start time and end time. It includes waiting time as well as ineligible travel (short walks on days 1-6, walking off the public highway, etc.)

| J34 Trip length | | |
|-------------------------------------|--------|-------|
| Based on numeric variable Jdungross | | |
| 1 Under 1 mile | 54555 | 9.2% |
| 2 1 to under 2 miles | 130804 | 22.0% |
| 3 2 to under 3 miles | 84928 | 14.3% |
| 4 3 to under 5 miles | 103271 | 17.4% |
| 5 5 to under 10 miles | 107099 | 18.0% |
| 6 10 to under 15 miles | 43808 | 7.4% |
| 7 15 to under 25 miles | 33789 | 5.7% |
| 8 25 to under 35 miles | 12843 | 2.2% |
| 9 35 to under 50 miles | 8526 | 1.4% |
| 10 50 to under 100 miles | 9035 | 1.5% |
| 11 100 to under 200 miles | 3878 | 0.7% |
| 12 200 miles and over | 1225 | 0.2% |
| Total | 593761 | 100% |

J34 is derived from S25. This is the accumulated distance over all stages in the trip. Trip distance may be understated on days 1 to 6, as short walk stages were not recorded.

| J40 Overall speed | | |
|------------------------|--------|-------|
| 1 Under 5 mph | 81531 | 14.1% |
| 2 5 to under 7.5 mph | 52900 | 9.2% |
| 3 7.5 to under 10 mph | 47209 | 8.2% |
| 4 10 to under 12.5 mph | 86615 | 15.0% |
| 5 12.5 to under 15 mph | 21956 | 3.8% |
| 6 15 to under 17.5 mph | 46241 | 8.0% |
| 7 17.5 to under 20 mph | 42579 | 7.4% |
| 8 20 to under 25 mph | 79322 | 13.8% |
| 9 25 to under 30 mph | 31047 | 5.4% |
| 10 30 to under 35 mph | 35898 | 6.2% |
| 11 35 to under 40 mph | 19347 | 3.4% |
| 12 40 to under 45 mph | 13159 | 2.3% |
| 13 45 to under 50 mph | 7802 | 1.4% |
| 14 50 mph or higher | 10984 | 1.9% |
| Total | 576590 | 100% |
| DNA | 17171 | |

Derived from J32, S25-S26 and S28.

| J41 Mean travel speed | | |
|------------------------|--------|-------|
| 1 Under 5 mph | 74285 | 12.9% |
| 2 5 to under 7.5 mph | 49925 | 8.7% |
| 3 7.5 to under 10 mph | 45742 | 7.9% |
| 4 10 to under 12.5 mph | 88297 | 15.3% |
| 5 12.5 to under 15 mph | 21639 | 3.8% |
| 6 15 to under 17.5 mph | 47438 | 8.2% |
| 7 17.5 to under 20 mph | 43888 | 7.6% |
| 8 20 to under 25 mph | 81363 | 14.1% |
| 9 25 to under 30 mph | 31695 | 5.5% |
| 10 30 to under 35 mph | 37647 | 6.5% |
| 11 35 to under 40 mph | 20276 | 3.5% |
| 12 40 to under 45 mph | 13901 | 2.4% |
| 13 45 to under 50 mph | 8305 | 1.4% |
| 14 50 mph or higher | 12189 | 2.1% |
| Total | 576590 | 100% |
| DNA | 17171 | |

J41 is derived from S25, S28 and S37.

J40 and J41 are recorded for all trips other than short walks.

J40 represents the overall mean speed of the trip. It is calculated as the

sum of the lengths of all stages not known to be short walks, divided by the overall trip time (from J33) and expressed in miles per hour.

J41 represents the overall mean speed of the portions of the trip spent *actually* travelling. It is calculated as the lengths of all stages not known to be short walks, divided by the overall *travelling* time (from the sum of the individual stage times) and expressed in miles per hour.

Missing values are patched from J37

| J56 Mid-point time | | |
|-------------------------------|-------|------|
| Based on numeric variable J55 | | |
| 1 0000-0059 | 1814 | 0.3% |
| 2 0100-0159 | 767 | 0.1% |
| 3 0200-0259 | 591 | 0.1% |
| 4 0300-0359 | 440 | 0.1% |
| 5 0400-0459 | 738 | 0.1% |
| 6 0500-0559 | 2718 | 0.5% |
| 7 0600-0629 | 2163 | 0.4% |
| 8 0630-0659 | 4468 | 0.8% |
| 9 0700-0714 | 3523 | 0.6% |
| 10 0715-0729 | 4572 | 0.8% |
| 11 0730-0744 | 5988 | 1.0% |
| 12 0745-0759 | 8373 | 1.4% |
| 13 0800-0814 | 10163 | 1.7% |
| 14 0815-0829 | 13159 | 2.2% |
| 15 0830-0844 | 17000 | 2.9% |
| 16 0845-0859 | 14858 | 2.5% |
| 17 0900-0914 | 10461 | 1.8% |
| 18 0915-0929 | 8543 | 1.4% |
| 19 0930-0959 | 17067 | 2.9% |
| 20 1000-1029 | 20531 | 3.5% |
| 21 1030-1059 | 18878 | 3.2% |
| 22 1100-1129 | 21551 | 3.7% |
| 23 1130-1159 | 20398 | 3.5% |
| 24 1200-1229 | 21619 | 3.7% |
| 25 1230-1259 | 19582 | 3.3% |
| 26 1300-1329 | 20786 | 3.5% |
| 27 1330-1359 | 18253 | 3.1% |
| 28 1400-1429 | 20072 | 3.4% |
| 29 1430-1459 | 19224 | 3.3% |
| 30 1500-1529 | 28484 | 4.8% |
| 31 1530-1559 | 28660 | 4.9% |
| 32 1600-1629 | 24370 | 4.1% |
| 33 1630-1644 | 11696 | 2.0% |
| 34 1645-1659 | 10599 | 1.8% |
| 35 1700-1714 | 13745 | 2.3% |
| 36 1715-1729 | 12253 | 2.1% |

| J56 Mid-point time | | |
|--------------------|--------|------|
| 37 1730-1744 | 11803 | 2.0% |
| 38 1745-1759 | 10186 | 1.7% |
| 39 1800-1814 | 11369 | 1.9% |
| 40 1815-1829 | 9151 | 1.6% |
| 41 1830-1859 | 15735 | 2.7% |
| 42 1900-1929 | 15517 | 2.6% |
| 43 1930-1959 | 11779 | 2.0% |
| 44 2000-2029 | 10218 | 1.7% |
| 45 2030-2059 | 7328 | 1.2% |
| 46 2100-2129 | 7155 | 1.2% |
| 47 2130-2159 | 5438 | 0.9% |
| 48 2200-2229 | 5488 | 0.9% |
| 49 2230-2259 | 3768 | 0.6% |
| 50 2300-2329 | 3701 | 0.6% |
| 51 2330-2359 | 2683 | 0.5% |
| Total | 589426 | 100% |
| NA | 4335 | |

J56 records the time of day when half the trip time has elapsed. The bands are the same as for J31.

| J60 End time | | |
|-------------------------------|-------|------|
| Based on numeric variable J59 | | |
| 1 0000-0059 | 2533 | 0.4% |
| 2 0100-0159 | 942 | 0.2% |
| 3 0200-0259 | 594 | 0.1% |
| 4 0300-0359 | 456 | 0.1% |
| 5 0400-0459 | 641 | 0.1% |
| 6 0500-0559 | 2230 | 0.4% |
| 7 0600-0629 | 1805 | 0.3% |
| 8 0630-0659 | 3136 | 0.5% |
| 9 0700-0714 | 2712 | 0.5% |
| 10 0715-0729 | 3305 | 0.6% |
| 11 0730-0744 | 4648 | 0.8% |
| 12 0745-0759 | 6454 | 1.1% |
| 13 0800-0814 | 8843 | 1.5% |
| 14 0815-0829 | 9654 | 1.6% |
| 15 0830-0844 | 15769 | 2.7% |
| 16 0845-0859 | 18208 | 3.1% |
| 17 0900-0914 | 13052 | 2.2% |
| 18 0915-0929 | 8888 | 1.5% |
| 19 0930-0959 | 17076 | 2.9% |
| 20 1000-1029 | 19614 | 3.3% |
| 21 1030-1059 | 18979 | 3.2% |
| 22 1100-1129 | 20542 | 3.5% |
| 23 1130-1159 | 20308 | 3.4% |
| 24 1200-1229 | 21511 | 3.6% |
| 25 1230-1259 | 20133 | 3.4% |
| 26 1300-1329 | 20850 | 3.5% |
| 27 1330-1359 | 18492 | 3.1% |
| 28 1400-1429 | 19745 | 3.3% |
| 29 1430-1459 | 18621 | 3.2% |
| 30 1500-1529 | 25715 | 4.4% |

| J60 End time | | |
|--------------|--------|------|
| 31 1530-1559 | 28491 | 4.8% |
| 32 1600-1629 | 25680 | 4.4% |
| 33 1630-1644 | 12056 | 2.0% |
| 34 1645-1659 | 10099 | 1.7% |
| 35 1700-1714 | 13406 | 2.3% |
| 36 1715-1729 | 11519 | 2.0% |
| 37 1730-1744 | 13102 | 2.2% |
| 38 1745-1759 | 9947 | 1.7% |
| 39 1800-1814 | 12796 | 2.2% |
| 40 1815-1829 | 9646 | 1.6% |
| 41 1830-1859 | 17505 | 3.0% |
| 42 1900-1929 | 16601 | 2.8% |
| 43 1930-1959 | 13187 | 2.2% |
| 44 2000-2029 | 11246 | 1.9% |
| 45 2030-2059 | 8167 | 1.4% |
| 46 2100-2129 | 7496 | 1.3% |
| 47 2130-2159 | 6094 | 1.0% |
| 48 2200-2229 | 5639 | 1.0% |
| 49 2230-2259 | 4318 | 0.7% |
| 50 2300-2329 | 3842 | 0.7% |
| 51 2330-2359 | 3133 | 0.5% |
| Total | 589426 | 100% |
| NA | 4335 | |

J60 represents the time of day when the trip finished. The bands are the same as for J31.

| J61 Hours when trip was in progress | | |
|-------------------------------------|-------|-------|
| Multicoded | | |
| 1 0000-0059 | 1502 | 0.3% |
| 2 0100-0159 | 1050 | 0.2% |
| 3 0200-0259 | 773 | 0.1% |
| 4 0300-0359 | 644 | 0.1% |
| 5 0400-0459 | 1038 | 0.2% |
| 6 0500-0559 | 3541 | 0.6% |
| 7 0600-0659 | 9755 | 1.7% |
| 8 0700-0759 | 31130 | 5.3% |
| 9 0800-0859 | 67428 | 11.4% |
| 10 0900-0959 | 50817 | 8.6% |
| 11 1000-1059 | 51541 | 8.7% |
| 12 1100-1159 | 55256 | 9.4% |
| 13 1200-1259 | 54698 | 9.3% |
| 14 1300-1359 | 51864 | 8.8% |
| 15 1400-1459 | 52515 | 8.9% |
| 16 1500-1559 | 72198 | 12.2% |
| 17 1600-1659 | 64860 | 11.0% |
| 18 1700-1759 | 64185 | 10.9% |
| 19 1800-1859 | 50714 | 8.6% |
| 20 1900-1959 | 36675 | 6.2% |
| 21 2000-2059 | 23829 | 4.0% |
| 22 2100-2159 | 16767 | 2.8% |
| 23 2200-2259 | 12232 | 2.1% |
| 24 2300-2359 | 8409 | 1.4% |

| J61 Hours when trip was in progress | | |
|-------------------------------------|--------|------|
| 25 0000-0059 +1 | 1434 | 0.2% |
| 26 0100-0159 +1 | 99 | 0.0% |
| 27 0200 onwards +1 | 25 | 0.0% |
| Total | 589426 | 100% |
| NA | 4335 | |

J61 represents the hours of the day in which a trip was in progress. Trips are coded to each hour that applies. For example, a trip that began at 10.30 and finished at 11.15 would be coded to both category 11 and category 12.

Origin and destination

| J57 Origin (county) | | |
|-----------------------------|-------|------|
| 1 Avon | 8022 | 1.4% |
| 2 Bedfordshire | 5447 | 0.9% |
| 3 Berkshire | 8273 | 1.4% |
| 4 Buckinghamshire | 6025 | 1.0% |
| 5 Cambridgeshire | 9892 | 1.7% |
| 6 Cheshire | 12474 | 2.1% |
| 7 Cleveland | 3901 | 0.7% |
| 8 Cornwall | 2285 | 0.4% |
| 9 Cumbria | 9707 | 1.6% |
| 10 Derbyshire | 10468 | 1.8% |
| 11 Devon | 15302 | 2.6% |
| 12 Dorset | 5524 | 0.9% |
| 13 Durham | 4514 | 0.8% |
| 14 East Sussex | 5273 | 0.9% |
| 15 Essex | 16904 | 2.8% |
| 16 Gloucestershire | 9348 | 1.6% |
| 17 Greater Manchester | 15753 | 4.3% |
| 18 Hampshire | 18583 | 3.1% |
| 19 Hereford and Worcester | 6885 | 1.2% |
| 20 Hertfordshire | 8102 | 1.4% |
| 21 Humberside | 8430 | 1.4% |
| 22 Isle of Wight | 1302 | 0.2% |
| 23 Kent | 17762 | 3.0% |
| 24 Lancashire | 12094 | 2.0% |
| 25 Leicestershire | 10473 | 1.8% |
| 26 Lincolnshire | 9145 | 1.5% |
| 27 London Central | 4976 | 0.8% |
| 28 Other Inner London | 19348 | 3.3% |
| 31 Other London not Central | 35782 | 6.0% |
| 32 Merseyside | 13503 | 2.3% |
| 33 Norfolk | 8637 | 1.5% |
| 34 Northamptonshire | 4126 | 0.7% |
| 35 Northumberland | 6357 | 1.1% |
| 36 North Yorkshire | 10202 | 1.7% |

| J57 Origin (county) | | |
|-----------------------------|--------|------|
| 37 Nottinghamshire | 11634 | 2.0% |
| 38 Oxfordshire | 8817 | 1.5% |
| 39 Shropshire | 4741 | 0.8% |
| 40 Somerset | 8176 | 1.4% |
| 41 South Yorkshire | 11230 | 1.9% |
| 42 Staffordshire | 10232 | 1.7% |
| 43 Suffolk | 8606 | 1.4% |
| 44 Surrey | 7398 | 1.2% |
| 45 Tyne and Wear | 10569 | 1.8% |
| 46 Warwickshire | 5575 | 0.9% |
| 47 West Midlands | 26499 | 4.5% |
| 48 West Sussex | 9734 | 1.6% |
| 49 West Yorkshire | 20431 | 3.4% |
| 50 Wiltshire | 8516 | 1.4% |
| 51 Clwyd | 4166 | 0.7% |
| 52 Dyfed | 4604 | 0.8% |
| 53 Gwent | 5223 | 0.9% |
| 54 Gwynedd | 2607 | 0.4% |
| 55 Mid Glamorgan | 5331 | 0.9% |
| 56 Powys | 630 | 0.1% |
| 57 South Glamorgan | 5175 | 0.9% |
| 58 West Glamorgan | 2807 | 0.5% |
| 59 Borders | 896 | 0.2% |
| 60 Central | 4900 | 0.8% |
| 61 Dumfries and Galloway | 678 | 0.1% |
| 62 Fife | 3730 | 0.6% |
| 63 Grampian | 5520 | 0.9% |
| 64 Highlands | 1934 | 0.3% |
| 65 Lothian | 7627 | 1.3% |
| 66 Strathclyde | 24523 | 4.1% |
| 67 Tayside | 4038 | 0.7% |
| 68 Essex within M25 | 15 | 0.0% |
| 69 Hertfordshire within M25 | 1269 | 0.2% |
| 70 Kent within M25 | 10 | 0.0% |
| 71 Surrey within M25 | 1101 | 0.2% |
| Total | 593761 | 100% |

Missing values for J57 are patched by inspecting P15 and the known variables in the trip record.

| J58 Destination (county) | | |
|--------------------------|-------|------|
| 1 Avon | 8035 | 1.4% |
| 2 Bedfordshire | 5443 | 0.9% |
| 3 Berkshire | 8257 | 1.4% |
| 4 Buckinghamshire | 6016 | 1.0% |
| 5 Cambridgeshire | 9871 | 1.7% |
| 6 Cheshire | 12464 | 2.1% |
| 7 Cleveland | 3898 | 0.7% |
| 8 Cornwall | 2308 | 0.4% |
| 9 Cumbria | 9712 | 1.6% |

| J58 Destination (county) | | |
|-----------------------------|-------|------|
| 10 Derbyshire | 10470 | 1.8% |
| 11 Devon | 15294 | 2.6% |
| 12 Dorset | 5547 | 0.9% |
| 13 Durham | 4514 | 0.8% |
| 14 East Sussex | 5265 | 0.9% |
| 15 Essex | 16894 | 2.8% |
| 16 Gloucestershire | 9329 | 1.6% |
| 17 Greater Manchester | 25766 | 4.3% |
| 18 Hampshire | 18570 | 3.1% |
| 19 Hereford and Worcester | 6862 | 1.2% |
| 20 Hertfordshire | 8106 | 1.4% |
| 21 Humberside | 8423 | 1.4% |
| 22 Isle of Wight | 1309 | 0.2% |
| 23 Kent | 17774 | 3.0% |
| 24 Lancashire | 12089 | 2.0% |
| 25 Leicestershire | 10458 | 1.8% |
| 26 Lincolnshire | 9167 | 1.5% |
| 27 London Central | 5028 | 0.8% |
| 28 Other Inner London | 19352 | 3.3% |
| 31 Other London not Central | 35778 | 6.0% |
| 32 Merseyside | 13497 | 2.3% |
| 33 Norfolk | 8652 | 1.5% |
| 34 Northamptonshire | 4116 | 0.7% |
| 35 Northumberland | 6345 | 1.1% |
| 36 North Yorkshire | 10186 | 1.7% |
| 37 Nottinghamshire | 11613 | 2.0% |
| 38 Oxfordshire | 8813 | 1.5% |
| 39 Shropshire | 4739 | 0.8% |
| 40 Somerset | 8181 | 1.4% |
| 41 South Yorkshire | 11224 | 1.9% |
| 42 Staffordshire | 10225 | 1.7% |
| 43 Suffolk | 8599 | 1.4% |
| 44 Surrey | 7467 | 1.3% |
| 45 Tyne and Wear | 10593 | 1.8% |
| 46 Warwickshire | 5571 | 0.9% |
| 47 West Midlands | 26506 | 4.5% |
| 48 West Sussex | 9745 | 1.6% |
| 49 West Yorkshire | 20450 | 3.4% |
| 50 Wiltshire | 8506 | 1.4% |
| 51 Clwyd | 4170 | 0.7% |
| 52 Dyfed | 4615 | 0.8% |
| 53 Gwent | 5225 | 0.9% |
| 54 Gwynedd | 2619 | 0.4% |
| 55 Mid Glamorgan | 5329 | 0.9% |
| 56 Powys | 631 | 0.1% |
| 57 South Glamorgan | 5158 | 0.9% |
| 58 West Glamorgan | 2799 | 0.5% |
| 59 Borders | 890 | 0.1% |
| 60 Central | 4888 | 0.8% |
| 61 Dumfries and Galloway | 680 | 0.1% |

| J58 Destination (county) | | |
|-----------------------------|--------|------|
| 62 Fife | 3722 | 0.6% |
| 63 Grampian | 5505 | 0.9% |
| 64 Highlands | 1940 | 0.3% |
| 65 Lothian | 7625 | 1.3% |
| 66 Strathclyde | 24525 | 4.1% |
| 67 Tayside | 4046 | 0.7% |
| 68 Essex within M25 | 16 | 0.0% |
| 69 Hertfordshire within M25 | 1244 | 0.2% |
| 70 Kent within M25 | 10 | 0.0% |
| 71 Surrey within M25 | 1097 | 0.2% |
| Total | 593761 | 100% |

Missing values are patched by inspecting P15 and the known variables in the trip record.

| J63 Origin (UA) | | |
|---------------------------------|-------|------|
| 1 Bath and North East Somerset | 1580 | 0.3% |
| 2 Bedfordshire | 2103 | 0.4% |
| 3 Blackburn with Darwen | 2697 | 0.5% |
| 4 Blackpool | 1219 | 0.2% |
| 5 Bournemouth | 965 | 0.2% |
| 6 Bracknell Forest | 573 | 0.1% |
| 7 Brighton and Hove | 1535 | 0.3% |
| 8 Bristol, City of | 4995 | 0.8% |
| 9 Buckinghamshire | 4251 | 0.7% |
| 10 Cambridgeshire | 6645 | 1.1% |
| 11 Cheshire | 10006 | 1.7% |
| 12 Cornwall and Isles of Scilly | 2284 | 0.4% |
| 13 Cumbria | 9704 | 1.6% |
| 14 Darlington | 438 | 0.1% |
| 15 Derby | 2050 | 0.3% |
| 16 Derbyshire | 8411 | 1.4% |
| 17 Devon | 12711 | 2.1% |
| 18 Dorset | 3733 | 0.6% |
| 19 Durham | 4075 | 0.7% |
| 20 East Riding of Yorkshire | 2421 | 0.4% |
| 21 East Sussex | 3731 | 0.6% |
| 22 Essex (area outside M25) | 14621 | 2.5% |
| 23 Essex (area within M25) | 15 | 0.0% |
| 24 Gloucestershire | 9345 | 1.6% |
| 25 Greater Manchester | 25751 | 4.3% |
| 26 Halton | 1178 | 0.2% |
| 27 Hampshire | 10987 | 1.9% |
| 28 Hartlepool | 585 | 0.1% |

| J63 Origin (JA) | | |
|-------------------------------------|-------|------|
| 29 Herefordshire | 3920 | 0.7% |
| 30 Hertfordshire (area outside M25) | 8101 | 1.4% |
| 31 Hertfordshire (area within M25) | 1269 | 0.2% |
| 32 Inner London | 19337 | 3.3% |
| 33 Isle of Wight | 1302 | 0.2% |
| 34 Kent (area outside M25) | 16851 | 2.8% |
| 35 Kent (area within M25) | 10 | 0.0% |
| 36 Kingston upon Hull, City of | 2320 | 0.4% |
| 37 Lancashire | 8173 | 1.4% |
| 38 Leicester | 3320 | 0.6% |
| 39 Leicestershire | 7083 | 1.2% |
| 40 Lincolnshire | 9140 | 1.5% |
| 41 London Central | 4970 | 0.8% |
| 42 London Outer | 35760 | 6.0% |
| 43 Luton | 3342 | 0.6% |
| 44 Medway Towns | 903 | 0.2% |
| 45 Merseyside | 13482 | 2.3% |
| 46 Middlesbrough | 928 | 0.2% |
| 47 Milton Keynes | 1772 | 0.3% |
| 48 Newbury | 180 | 0.0% |
| 49 Norfolk | 8633 | 1.5% |
| 50 North East Lincolnshire | 1415 | 0.2% |
| 51 North Lincolnshire | 2270 | 0.4% |
| 52 North Somerset | 1309 | 0.2% |
| 53 North Yorkshire | 7160 | 1.2% |
| 54 Northamptonshire | 4126 | 0.7% |
| 55 Northumberland | 6356 | 1.1% |
| 56 Nottingham | 5307 | 0.9% |
| 57 Nottinghamshire | 6313 | 1.1% |
| 58 Oxfordshire | 8812 | 1.5% |
| 59 Peterborough | 3240 | 0.5% |
| 60 Plymouth | 271 | 0.0% |
| 61 Poole | 823 | 0.1% |
| 62 Portsmouth | 4239 | 0.7% |
| 63 Reading | 1858 | 0.3% |
| 64 Redcar & Cleveland | 1086 | 0.2% |
| 65 Rutland | 65 | 0.0% |
| 66 Shropshire | 2433 | 0.4% |
| 67 Slough | 1803 | 0.3% |
| 68 Somerset | 8171 | 1.4% |
| 69 South Gloucestershire | 137 | 0.0% |
| 70 South Yorkshire | 11228 | 1.9% |
| 71 Southampton | 3346 | 0.6% |
| 72 Southend on Sea | 1874 | 0.3% |
| 73 Staffordshire | 5753 | 1.3% |
| 74 Stockton-on-Tees | 1300 | 0.2% |
| 75 Stoke-on-Trent | 4470 | 0.8% |

| J63 Origin (JA) | | |
|------------------------------|-------|------|
| 76 Suffolk | 8603 | 1.4% |
| 77 Surrey (area outside M25) | 7391 | 1.2% |
| 78 Surrey (area within M25) | 1101 | 0.2% |
| 79 Swindon | 3856 | 0.6% |
| 80 The Wrekin | 2299 | 0.4% |
| 81 Thurrock | 387 | 0.1% |
| 82 Torbay | 2317 | 0.4% |
| 83 Tyne and Wear | 10566 | 1.8% |
| 84 Warrington | 1284 | 0.2% |
| 85 Warwickshire | 5575 | 0.9% |
| 86 West Midlands | 26488 | 4.5% |
| 87 West Sussex | 9729 | 1.6% |
| 88 West Yorkshire | 20419 | 3.4% |
| 89 Wiltshire | 4656 | 0.8% |
| 90 Windsor & Maidenhead | 2391 | 0.4% |
| 91 Wokingham | 14693 | 0.2% |
| 92 Worcestershire | 2959 | 0.5% |
| 93 York | 3026 | 0.5% |
| 94 Aberdeen City | 3999 | 0.7% |
| 95 Aberdeenshire | 1374 | 0.2% |
| 96 Angus | 1372 | 0.2% |
| 97 Argyll and Bute | 2421 | 0.4% |
| 98 Clackmannshire | 314 | 0.1% |
| 99 Dumfries & Galloway | 678 | 0.1% |
| 100 Dundee, City of | 1415 | 0.2% |
| 101 East Ayrshire | 1950 | 0.3% |
| 102 East Dunbartonshire | 0 | 0.0% |
| 103 East Lothian | 525 | 0.1% |
| 104 East Renfrewshire | 381 | 0.1% |
| 105 Edinburgh, City of | 4554 | 0.8% |
| 106 Falkirk | 2630 | 0.4% |
| 107 Fife | 3729 | 0.6% |
| 108 Glasgow, City of | 8764 | 1.5% |
| 109 Highland | 1886 | 0.3% |
| 110 Inverclyde | 212 | 0.0% |
| 111 Midlothian | 672 | 0.1% |
| 112 Moray | 141 | 0.0% |
| 113 North Ayrshire | 2075 | 0.3% |
| 114 North Lanarkshire | 2697 | 0.5% |
| 115 Orkney Islands | 46 | 0.0% |
| 116 Perth and Kinross | 1249 | 0.2% |
| 117 Renfrewshire | 839 | 0.1% |
| 118 Scottish Borders | 896 | 0.2% |
| 119 Shetland Islands | 0 | 0.0% |
| 120 South Ayrshire | 525 | 0.1% |
| 121 South Lanarkshire | 3097 | 0.5% |
| 122 Stirling | 1956 | 0.3% |
| 123 West Dunbartonshire | 1545 | 0.3% |
| 124 West Lothian | 1873 | 0.3% |

| J63 Origin (UA) | | |
|---------------------------|--------|------|
| 125 Western Isles | 1 | 0.0% |
| 126 Blaenau Gwent | 749 | 0.1% |
| 127 Bridgend | 460 | 0.1% |
| 128 Caerphilly | 1782 | 0.3% |
| 129 Cardiff | 4064 | 0.7% |
| 130 Carmarthenshire | 1927 | 0.3% |
| 131 Ceredigion | 1486 | 0.3% |
| 132 Conwy | 174 | 0.0% |
| 133 Denbighshire | 1806 | 0.3% |
| 134 Flintshire | 1256 | 0.2% |
| 135 Gwynedd | 1731 | 0.3% |
| 136 Isle of Anglesey | 790 | 0.1% |
| 137 Merthyr Tydfil | 2260 | 0.4% |
| 138 Monmouthshire | 2010 | 0.3% |
| 139 Neath and Port Talbot | 1401 | 0.2% |
| 140 Newport | 1821 | 0.3% |
| 141 Pembrokeshire | 1188 | 0.2% |
| 142 Powys | 629 | 0.1% |
| 143 Rhondda, Cynon, Taff | 1369 | 0.2% |
| 144 Swansea | 1404 | 0.2% |
| 145 Torfaen | 133 | 0.0% |
| 146 Vale of Glamorgan | 1076 | 0.2% |
| 147 Wrexham | 1011 | 0.2% |
| Total | 593423 | 100% |
| NA | 338 | |

| J64 Destination (UA) | | |
|---------------------------------|-------|------|
| 1 Bath and North East Somerset | 1578 | 0.3% |
| 2 Bedfordshire | 2106 | 0.4% |
| 3 Blackburn with Darwen | 2692 | 0.5% |
| 4 Blackpool | 1220 | 0.2% |
| 5 Bournemouth | 975 | 0.2% |
| 6 Bracknell Forest | 574 | 0.1% |
| 7 Brighton and Hove | 1543 | 0.3% |
| 8 Bristol, City of | 5001 | 0.8% |
| 9 Buckinghamshire | 4239 | 0.7% |
| 10 Cambridgeshire | 6631 | 1.1% |
| 11 Cheshire | 10005 | 1.7% |
| 12 Cornwall and Isles of Scilly | 2307 | 0.4% |
| 13 Cumbria | 9709 | 1.6% |
| 14 Darlington | 439 | 0.1% |
| 15 Derby | 2052 | 0.3% |
| 16 Derbyshire | 8411 | 1.4% |
| 17 Devon | 12702 | 2.1% |
| 18 Dorset | 3737 | 0.6% |
| 19 Durham | 4074 | 0.7% |
| 20 East Riding of | 2420 | 0.4% |

| J64 Destination (UA) | | |
|-------------------------------------|-------|------|
| Yorkshire | | |
| 21 East Sussex | 3719 | 0.6% |
| 22 Essex (area outside M25) | 14607 | 2.5% |
| 23 Essex (area within M25) | 16 | 0.0% |
| 24 Gloucestershire | 9326 | 1.6% |
| 25 Greater Manchester | 25763 | 4.3% |
| 26 Halton | 1173 | 0.2% |
| 27 Hampshire | 10970 | 1.8% |
| 28 Hartlepool | 585 | 0.1% |
| 29 Herefordshire | 3908 | 0.7% |
| 30 Hertfordshire (area outside M25) | 8104 | 1.4% |
| 31 Hertfordshire (area within M25) | 1244 | 0.2% |
| 32 Inner London | 19340 | 3.3% |
| 33 Isle of Wight | 1309 | 0.2% |
| 34 Kent (area outside M25) | 16869 | 2.8% |
| 35 Kent (area within M25) | 10 | 0.0% |
| 36 Kingston upon Hull, City of | 2320 | 0.4% |
| 37 Lancashire | 8172 | 1.4% |
| 38 Leicester | 3308 | 0.6% |
| 39 Leicestershire | 7079 | 1.2% |
| 40 Lincolnshire | 9162 | 1.5% |
| 41 London Central | 5019 | 0.8% |
| 42 London Outer | 35759 | 6.0% |
| 43 Luton | 3334 | 0.6% |
| 44 Medway Towns | 897 | 0.2% |
| 45 Merseyside | 13473 | 2.3% |
| 46 Middlesbrough | 930 | 0.2% |
| 47 Milton Keynes | 1774 | 0.3% |
| 48 Newbury | 186 | 0.0% |
| 49 Norfolk | 8648 | 1.5% |
| 50 North East Lincolnshire | 1414 | 0.2% |
| 51 North Lincolnshire | 2265 | 0.4% |
| 52 North Somerset | 1319 | 0.2% |
| 53 North Yorkshire | 7153 | 1.2% |
| 54 Northamptonshire | 4114 | 0.7% |
| 55 Northumberland | 6344 | 1.1% |
| 56 Nottingham | 5308 | 0.9% |
| 57 Nottinghamshire | 6292 | 1.1% |
| 58 Oxfordshire | 8805 | 1.5% |
| 59 Peterborough | 3235 | 0.5% |
| 60 Plymouth | 273 | 0.0% |
| 61 Poole | 832 | 0.1% |
| 62 Portsmouth | 4232 | 0.7% |
| 63 Reading | 1864 | 0.3% |
| 64 Redcar & Cleveland | 1089 | 0.2% |

| J64 Destination (UA) | | |
|------------------------------|-------|------|
| 65 Rutland | 67 | 0.0% |
| 66 Shropshire | 2429 | 0.4% |
| 67 Slough | 1790 | 0.3% |
| 68 Somerset | 8176 | 1.4% |
| 69 South Gloucestershire | 135 | 0.0% |
| 70 South Yorkshire | 11222 | 1.9% |
| 71 Southampton | 3356 | 0.6% |
| 72 Southend on Sea | 1873 | 0.3% |
| 73 Staffordshire | 5760 | 1.0% |
| 74 Stockton-on-Tees | 1292 | 0.2% |
| 75 Stoke-on-Trent | 4456 | 0.8% |
| 76 Suffolk | 8596 | 1.4% |
| 77 Surrey (area outside M25) | 7460 | 1.3% |
| 78 Surrey (area within M25) | 1097 | 0.2% |
| 79 Swindon | 3867 | 0.7% |
| 80 The Wrekin | 2302 | 0.4% |
| 81 Thurrock | 390 | 0.1% |
| 82 Torbay | 2316 | 0.4% |
| 83 Tyne and Wear | 10590 | 1.8% |
| 84 Warrington | 1279 | 0.2% |
| 85 Warwickshire | 5570 | 0.9% |
| 86 West Midlands | 26495 | 4.5% |
| 87 West Sussex | 9740 | 1.6% |
| 88 West Yorkshire | 20439 | 3.4% |
| 89 Wiltshire | 4634 | 0.8% |
| 90 Windsor & Maidenhead | 2392 | 0.4% |
| 91 Wokingham | 1445 | 0.2% |
| 92 Worcestershire | 2948 | 0.5% |
| 93 York | 3017 | 0.5% |
| 94 Aberdeen City | 3995 | 0.7% |
| 95 Aberdeenshire | 1369 | 0.2% |
| 96 Angus | 1379 | 0.2% |
| 97 Argyll and Bute | 2402 | 0.4% |
| 98 Clackmannshire | 314 | 0.1% |
| 99 Dumfries & Galloway | 680 | 0.1% |
| 100 Dundee, City of | 1416 | 0.2% |
| 101 East Ayrshire | 1945 | 0.3% |
| 102 East Dunbartonshire | 0 | 0.0% |
| 103 East Lothian | 520 | 0.1% |
| 104 East Renfrewshire | 377 | 0.1% |
| 105 Edinburgh, City of | 4562 | 0.8% |
| 106 Falkirk | 2621 | 0.4% |
| 107 Fife | 3722 | 0.6% |
| 108 Glasgow, City of | 8785 | 1.5% |
| 109 Highland | 1894 | 0.3% |
| 110 Inverclyde | 212 | 0.0% |
| 111 Midlothian | 674 | 0.1% |
| 112 Moray | 135 | 0.0% |
| 113 North Ayrshire | 2079 | 0.4% |

| J64 Destination (UA) | | |
|---------------------------|--------|------|
| 114 North Lanarkshire | 2692 | 0.5% |
| 115 Orkney Islands | 46 | 0.0% |
| 116 Perth and Kinross | 1251 | 0.2% |
| 117 Renfrewshire | 845 | 0.1% |
| 118 Scottish Borders | 890 | 0.1% |
| 119 Shetland Islands | 0 | 0.0% |
| 120 South Ayrshire | 527 | 0.1% |
| 121 South Lanarkshire | 3094 | 0.5% |
| 122 Stirling | 1953 | 0.3% |
| 123 West Dunbartonshire | 1550 | 0.3% |
| 124 West Lothian | 1866 | 0.3% |
| 125 Western Isles | 0 | 0.0% |
| 126 Blaenau Gwent | 750 | 0.1% |
| 127 Bridgend | 466 | 0.1% |
| 128 Caerphilly | 1794 | 0.3% |
| 129 Cardiff | 4050 | 0.7% |
| 130 Carmarthenshire | 1923 | 0.3% |
| 131 Ceredigion | 1481 | 0.2% |
| 132 Conwy | 171 | 0.0% |
| 133 Denbighshire | 1804 | 0.3% |
| 134 Flintshire | 1256 | 0.2% |
| 135 Gwynedd | 1747 | 0.3% |
| 136 Isle of Anglesey | 790 | 0.1% |
| 137 Merthyr Tydfil | 2252 | 0.4% |
| 138 Monmouthshire | 2008 | 0.3% |
| 139 Neath and Port Talbot | 1400 | 0.2% |
| 140 Newport | 1821 | 0.3% |
| 141 Pembrokeshire | 1208 | 0.2% |
| 142 Powys | 630 | 0.1% |
| 143 Rhondda, Cynon, Taff | 1358 | 0.2% |
| 144 Swansea | 1397 | 0.2% |
| 145 Torfaen | 136 | 0.0% |
| 146 Vale of Glamorgan | 1071 | 0.2% |
| 147 Wrexham | 1016 | 0.2% |
| Total | 593416 | 100% |
| NA | 345 | |

| J65 Urban/rural coding of origin | | |
|------------------------------------|-------|------|
| 1 Inner London | 24306 | 4.1% |
| 2 Outer London built-up area | 46964 | 7.9% |
| 3 West Midlands built-up area | 20395 | 3.4% |
| 4 Greater Manchester built-up area | 25761 | 4.3% |
| 5 West Yorkshire built-up area | 16432 | 2.8% |
| 6 Glasgow built-up area | 8764 | 1.5% |

| J65 Urban/rural coding of origin | | |
|----------------------------------|--------|-------|
| 7 Liverpool built-up area | 9958 | 1.7% |
| 8 Tyneside built-up area | 8839 | 1.5% |
| 9 Other urban over 250K | 79011 | 13.3% |
| 10 Other urban over 100K to 250K | 77706 | 13.1% |
| 11 Other urban over 50K to 100K | 60752 | 10.2% |
| 12 Other urban over 25K to 50K | 70234 | 11.8% |
| 13 Other urban over 10K to 25K | 73477 | 12.4% |
| 14 Other urban over 3K to 10K | 42054 | 7.1% |
| 15 Rural | 28766 | 4.8% |
| Total | 593419 | 100% |
| NA | 342 | |

| J66 Urban/rural coding of destination | | |
|---------------------------------------|--------|-------|
| 1 Inner London | 24359 | 4.1% |
| 2 Outer London built-up area | 46950 | 7.9% |
| 3 West Midlands built-up area | 20412 | 3.4% |
| 4 Greater Manchester built-up area | 25772 | 4.3% |
| 5 West Yorkshire built-up area | 16453 | 2.8% |
| 6 Glasgow built-up area | 8785 | 1.5% |
| 7 Liverpool built-up area | 9952 | 1.7% |
| 8 Tyneside built-up area | 8857 | 1.5% |
| 9 Other urban over 250K | 79028 | 13.3% |
| 10 Other urban over 100K to 250K | 77710 | 13.1% |
| 11 Other urban over 50K to 100K | 60784 | 10.2% |
| 12 Other urban over 25K to 50K | 70176 | 11.8% |
| 13 Other urban over 10K to 25K | 73465 | 12.4% |
| 14 Other urban over 3K to 10K | 42011 | 7.1% |
| 15 Rural | 28706 | 4.8% |
| Total | 593410 | 100% |
| NA | 351 | |

Cost

| J62 Total cost of public transport trip | | |
|---|-------|-------|
| Based upon numeric variable Jtotcost | | |
| 1 Nil | 14768 | 23.3% |
| 2 1-49p | 9209 | 14.5% |
| 3 50-99p | 14364 | 22.7% |
| 4 £1-£1.99 | 13132 | 20.7% |
| 5 £2-£4.99 | 8360 | 13.2% |
| 6 £5-£9.99 | 2211 | 3.5% |
| 7 £10 and over | 1333 | 2.1% |
| Total | 63377 | 100% |

The numeric variable that defines this variable is derived from the sum of S34 for each public transport stage of the trip.

5.9 Stage level variables

A stage is a part of a trip (see previous section). A new stage of a trip is defined when a new mode is used, or where there is a change of vehicle (which, in the case of a public transport trip, must require a new ticket.)

Stage details

| S2 Mode of transport | | |
|------------------------------|--------|-------|
| 1 Walk, less than 1 mile | 21727 | 3.5% |
| 2 Walk, 1 mile or more | 54806 | 8.9% |
| 3 Bicycle | 10528 | 1.7% |
| 4 Private (hire) bus | 4810 | 0.8% |
| 5 Car | 434572 | 70.5% |
| 6 Motorcycle, scooter, moped | 2317 | 0.4% |
| 7 Van/lorry | 14635 | 2.4% |
| 8 Other private | 1249 | 0.2% |
| 9 London stage bus | 10403 | 1.7% |
| 10 Other stage bus | 34616 | 5.6% |
| 11 Coach/express bus | 294 | 0.0% |
| 12 Excursion/tour bus | 316 | 0.1% |
| 13 LT Underground | 6312 | 1.0% |
| 14 Surface rail | 8799 | 1.4% |
| 15 Light rail | 1608 | 0.3% |
| 16 Air | 118 | 0.0% |
| 17 Taxi | 6036 | 1.0% |
| 18 Minicab | 2699 | 0.4% |
| 19 Other public | 433 | 0.1% |
| Total | 616278 | 100% |

Walk includes only walk trips made on the public highway. Thus walks in parks, countryside areas or on private land etc. are excluded.

On days 1 to 6, walks of less than one mile were not recorded. On day 7, all walks of more than 50 yards are included.

Children playing in the street are excluded and these periods are recorded separately (see I366 et al).

Children riding in prams, pushchairs etc are included here where appropriate.

Bicycle trips include all forms of non-motorised bicycle and tricycle, with the exception of children on toy bicycles. These trips would either be coded as 'walk' (where the intention was to go somewhere), or recorded as playing in the street (see I366 et al).

As with all trips, bicycle stages are only recorded if they are on the public highway. Thus, mountain biking and cycling in parks would be excluded. However, cycling on the pavement or on cycle lanes is included.

Private (hire) bus includes a bus (or minibus) that, for the trip concerned, is provided for use by a specific group of people and not for use by the public. The use of school buses or employer's buses is generally included here.

Car includes conventional 3-wheeled or 4-wheeled cars, land rovers and jeeps. Hire cars are included, unless a driver is provided (in which case the car is coded as a taxi or minicab).

Motorcycle, scooter, moped comprises all two-wheeled motor vehicles.

Van/lorry is defined as a motor vehicle with at least three wheels and no side windows to the rear of the driver's seat.

Other private includes travel by other privately available modes such as motorised caravans, invalid carriages, private aircraft or horses.

London stage bus/other stage bus comprise buses that operate on stage services and are available to the public for short-distance travel. Fast services to suburban areas, although sometimes marketed as 'express' routes, are generally included here.

London buses include all local buses in London, regardless of whether they are run by TfL. London express services to Heathrow are coded as 'Coach/express bus'.

Coach/express bus includes regular services available to the public, designed for long-distance travel with few or no intermediate stops.

Excursion/tour bus refers to excursions and tours by fare-paying members of the public. Seats do not need to be available on the day of travel, but they must have been available for the public to book at some point prior to travel. Buses that offer private travel only for a private group are coded as 'private/hire bus' (see above).

LT Underground is confined to train services, on the London Underground network, operated by Transport for London.

Surface rail consists of all train services not included under 'LT Underground' above, or 'Light rail' below.

Services such as the Bluebell Line, Romney, Hythe and Dymchurch are excluded, and included in 'other public transport'

Light Rail includes the Docklands Light Railway, all metro systems outside of London, trams and similar systems.

Air includes all public domestic air travel within Great Britain. Private air travel is coded as 'other private' (see above). Trips made for the pleasure of going in a plane rather than to get somewhere are excluded from the survey.

Taxi refers to all private hire vehicles that a member of the public could legally hail in the street.

Minicab refers to private hire cars that should legally be booked in advance. Where there is confusion as to whether a vehicle is a taxi or a minicab, the interviewer will probe the respondent for information such as:

- How the taxi was ordered (by telephone or being hailed in the street)

- Whether the vehicle had a meter (a taxi will always have a meter)
- Whether the vehicle displayed a 'taxi' sign on the roof, or a 'hackney carriage' sign on the rear (which would both indicate the vehicle was a taxi)

Other public transport includes the few public transport trips not elsewhere specified. This category includes trips by trains excluded from 'surface rail' (see above) are included here, along with travel by water.

Missing variables are patched by inspecting the known variables in the travel record.

| S15 Number of boardings | |
|-------------------------------|--------|
| Based on numeric variable S38 | |
| 1 | 64156 |
| 2 | 6693 |
| 3 | 601 |
| 4 | 116 |
| 5 | 13 |
| 6 | 9 |
| 7 | 7 |
| 8 | 3 |
| 9 | 6 |
| Total | 71604 |
| DNA | 544674 |

S15 applies to stages undertaken by public transport, and records the number of vehicles boarded during the stage.

If, however, the mode of transport was different, or if a new ticket was required, the new boarding is considered a separate stage.

Missing values are patched using S2 and S37.

| S24 Means of travel | | |
|--------------------------|-------|------|
| 1 Walk, less than 1 mile | 21727 | 3.5% |
| 2 Walk, 1 mile or more | 54806 | 8.9% |
| 3 Bicycle | 10528 | 1.7% |

| S24 Means of travel | | |
|---|--------|-------|
| 4 Private (hire) bus | 4810 | 0.8% |
| 5 Household car – driver | 272186 | 44.2% |
| 6 Non-household car – driver | 4420 | 0.7% |
| 7 Household car – passenger | 115448 | 18.7% |
| 8 Non-household car – passenger | 42518 | 6.9% |
| 9 Household motorcycle – driver | 2058 | 0.3% |
| 10 Non-household motorcycle – driver | 147 | 0.0% |
| 11 Household motorcycle – passenger | 59 | 0.0% |
| 12 Non-household motorcycle – passenger | 53 | 0.0% |
| 13 Household van/lorry – driver | 8768 | 1.4% |
| 14 Non-household van/lorry – driver | 2539 | 0.4% |
| 15 Household van/lorry – passenger | 1251 | 0.2% |
| 16 Non-household van/lorry – passenger | 2077 | 0.3% |
| 17 Other private transport | 1249 | 0.2% |
| 18 London stage bus | 10403 | 1.7% |
| 19 Other stage bus | 34616 | 5.6% |
| 20 Public express bus/coach | 294 | 0.0% |
| 21 Excursion/tour bus | 316 | 0.1% |
| 22 LT Underground | 6312 | 1.0% |
| 23 Surface Rail | 8799 | 1.4% |
| 24 Light rail | 1608 | 0.3% |
| 25 Air | 118 | 0.0% |
| 26 Taxi | 6036 | 1.0% |
| 27 Minicab | 2699 | 0.4% |
| 28 Other public transport | 433 | 0.1% |
| Total | 616278 | 100% |

S24 is an extension of S2 (see above), but uses other variables to incorporate information such as ownership of a private vehicle, and whether the respondent was a driver or a passenger.

| S26 Length of stage | | |
|-------------------------------|--------|-------|
| Based on numeric variable s25 | | |
| 1 Under 1 mile | 60225 | 9.8% |
| 2 1 to under 2 miles | 138716 | 22.5% |
| 3 2 to under 3 miles | 88567 | 14.4% |
| 4 3 to under 5 miles | 106544 | 17.3% |
| 5 5 to under 10 miles | 109135 | 17.7% |
| 6 10 to under 15 miles | 44031 | 7.1% |
| 7 15 to under 25 miles | 33780 | 5.5% |
| 8 25 to under 35 miles | 12902 | 2.1% |
| 9 35 to under 50 miles | 8386 | 1.4% |
| 10 50 to under 75 miles | 6263 | 1.0% |
| 11 75 to under 100 miles | 2740 | 0.4% |
| 12 100 to under 150 miles | 2616 | 0.4% |
| 13 150 to under 200 miles | 1205 | 0.2% |
| 14 200 miles and over | 1168 | 0.2% |
| Total | 616278 | 100% |

The count of trips under 1 mile in S26 is understated on days 1 to 6, since short walks are not recorded.

Missing values are patched using J51, S24, S36 and S37.

| S27 Stage speed | | |
|--------------------------|--------|-------|
| 1 Less than 5 mph | 98730 | 16.0% |
| 2 5 mph to under 10 mph | 100796 | 16.4% |
| 3 10 mph to under 20 mph | 206056 | 33.4% |
| 4 20 mph to under 30 mph | 114740 | 18.6% |
| 5 30 mph to under 40 mph | 59605 | 9.7% |
| 6 40 mph to under 50 mph | 22903 | 3.7% |
| 7 50 mph and over | 13448 | 2.2% |
| Total | 616278 | 100% |

Derived from S2, S9, S25 and S36.

| S28 Short walk | | |
|----------------|--------|-------|
| 1 Yes | 21727 | 3.5% |
| 2 No | 594551 | 96.5% |
| Total | 616278 | 100% |

S28 is derived from D1 (day of travel record) and S24-25.

Short walks are walks shorter than one mile in length, and are recorded only on the last day of the Travel Week.

| S37 Travel time | | |
|-------------------------------|--------|-------|
| Based on numeric variable S36 | | |
| 1 Less than 3 minutes | 7880 | 1.3% |
| 2 3 to under 8 minutes | 107284 | 17.4% |
| 3 8 to under 15 minutes | 135571 | 22.0% |
| 4 15 to under 30 minutes | 217542 | 35.3% |
| 5 30 to under 45 minutes | 87756 | 14.2% |
| 6 45 to under 1 hour | 25815 | 4.2% |
| 7 1 hour to under 1.5 hours | 19751 | 3.2% |
| 8 1.5 to under 2 hours | 6706 | 1.1% |
| 9 2 to under 2.5 hours | 3268 | 0.5% |
| 10 2.5 to 3 hours | 1600 | 0.3% |
| 11 3 to under 4 hours | 1683 | 0.3% |
| 12 4 to under 5 hours | 729 | 0.1% |
| 13 5 to under 6 hours | 318 | 0.1% |
| 14 6 hours and over | 375 | 0.1% |
| Total | 616278 | 100% |

S37 may be understated on days 1-6, since short walks are not recorded.

Missing values are patched using all known information from the travel record.

Number in party

| S8a Number in party (adults) | | |
|-------------------------------------|--------|-------|
| Based on numeric variable S7a | | |
| 0 | 16064 | 15.0% |
| 1 | 62558 | 58.5% |
| 2 | 25331 | 23.7% |
| 3 | 2215 | 2.1% |
| 4 | 576 | 0.5% |
| 5 | 124 | 0.1% |
| 6 | 74 | 0.1% |
| 7 or more | 42 | 0.0% |
| Total | 106984 | 100% |
| Adult journey | 509294 | |

| S8c Number in party (children) | | |
|---------------------------------------|--------|-------|
| Based on numeric variable s7c | | |
| 0 | 0 | 0.0% |
| 1 | 43548 | 40.7% |
| 2 | 41300 | 38.6% |
| 3 | 14955 | 14.0% |
| 4 | 4496 | 4.2% |
| 5 | 1162 | 1.1% |
| 6 | 484 | 0.5% |
| 7 or more | 1039 | 1.0% |
| Total | 106984 | 100% |
| Adult journey | 509294 | |

| S8t Number in party (total) | | |
|------------------------------------|--------|-------|
| Based on numeric variable s7 | | |
| 1 | 272963 | 44.3% |
| 2 | 190271 | 30.9% |
| 3 | 81921 | 13.3% |
| 4 | 46650 | 7.6% |
| 5 | 16819 | 2.7% |
| 6 | 3960 | 0.6% |
| 7 or more | 3694 | 0.6% |
| Total | 616278 | 100% |

A party is a group of people who decide to travel together, set out together and stay together for at least half the distance of the stage. For travel in private vehicles, the party comprises people using the same vehicle and is a measure of vehicle occupancy, which may be used to estimate passenger-miles.

The number in party the does not include, for example, other passengers on a bus.

All trips are recorded for the purposes of S8t (previously called S8), while all trips with children present are now additionally recorded in S8a and S8c.

Missing values are patched to the mean value of 2.

Private vehicles**S18 Private vehicle occupant**

| | | |
|-------------------|--------|-------|
| 1 Front passenger | 95665 | 21.1% |
| 2 Rear passenger | 66495 | 14.7% |
| 3 Driver | 290613 | 64.2% |
| Total | 452773 | 100% |
| DNA | 163505 | |

S18 applies to stages in private vehicles (other than hire buses), and records whether the respondent was a driver or passenger of the vehicle.

Missing values are patched using I182, S8 and S2.

S19 Where parked

| | | |
|----------------------------|--------|-------|
| 1 On own/friend's premises | 98897 | 34.6% |
| 2 Firm/work car park | 30637 | 10.7% |
| 3 Other private car park | 4450 | 1.6% |
| 4 Park & ride car park | 181 | 0.1% |
| 5 Public car park | 63313 | 22.1% |
| 6 Street | 76839 | 26.9% |
| 7 Not parked | 10605 | 3.7% |
| 8 Other | 941 | 0.3% |
| Total | 285863 | 100% |
| NA | 4750 | |
| DNA | 325665 | |

S19 indicates where a respondent parked the vehicle at the end of a car driver stage.

'Not parked' indicates where a vehicle was not parked, but the vehicle was driven away by someone other than the respondent.

'Street' parking includes all parking on the street, including the street at the respondent's home or workplace.

S21 Parking cost (pence)

| | | |
|-------------------------------|--------|-------|
| Based on numeric variable S39 | | |
| 1 Nil | 281819 | 97.0% |
| 2 1p to 9p | 61 | 0.0% |
| 3 10p to 19p | 101 | 0.0% |
| 4 20p to 29p | 326 | 0.1% |

| | | |
|------------------|--------|------|
| 3 30p to 39p | 367 | 0.1% |
| 6 40p to 49p | 371 | 0.1% |
| 7 50p to 99p | 2002 | 0.7% |
| 8 £1 to £1.49 | 1958 | 0.7% |
| 9 £1.50 to £1.99 | 868 | 0.3% |
| 10 £2 and over | 2740 | 0.9% |
| Total | 290613 | 100% |
| DNA | 325665 | |

S21 applies to driver stages in private vehicles. If a respondent paid a lump sum to cover all parking over a period, the interviewer apportioned the cost over each period of parking to derive parking costs for each stage.

Where no value is supplied, S21 is patched to the modal value, nil.

Tickets and costs**S30 Ticket cost (1)**

| | | |
|-------------------------------|--------|-------|
| Based on numeric variable S29 | | |
| 1 Nil | 30792 | 43.0% |
| 2 Under 10p | 27 | 0.0% |
| 3 10p to under 15p | 31 | 0.0% |
| 4 15p to under 20p | 103 | 0.1% |
| 5 20p to under 30p | 894 | 1.2% |
| 6 30p to under 50p | 5468 | 7.6% |
| 7 50p to under 75p | 7471 | 10.4% |
| 8 75p to under £1 | 5120 | 7.2% |
| 9 £1 to under £1.50 | 8718 | 12.2% |
| 10 £1.50 to under £2 | 3090 | 4.3% |
| 11 £2 to under £3 | 3973 | 5.5% |
| 12 £3 to under £5 | 2765 | 3.9% |
| 13 £5 and over | 3152 | 4.4% |
| Total | 71604 | 100% |
| DNA | 544674 | |

S30 records the cost paid for a particular public transport stage (in money or travel tokens). Cards that can be charged with prepaid credit (such as the pre-pay Oyster, in London) are included here. It does not include any costs paid for season tickets, travelcards etc, which are recorded in S32.

Missing values for public transport trips are patched using the most common value, nil.

| S32 Ticket cost (2) | | |
|-------------------------------|--------|-------|
| Based on numeric variable S31 | | |
| 1 Nil | 17263 | 53.3% |
| 2 Under 10p | 1162 | 3.6% |
| 3 10p to under 15p | 546 | 1.7% |
| 4 15p to under 20p | 784 | 2.4% |
| 5 20p to under 30p | 1212 | 3.7% |
| 6 30p to under 50p | 2433 | 7.5% |
| 7 50p to under 75p | 2244 | 6.9% |
| 8 75p to under £1 | 1572 | 4.9% |
| 9 £1 to under £1.50 | 1970 | 6.1% |
| 10 £1.50 to under £2 | 1053 | 3.3% |
| 11 £2 to under £3 | 1031 | 3.2% |
| 12 £3 to under £5 | 752 | 2.3% |
| 13 £5 and over | 374 | 1.2% |
| Total | 32396 | 100% |
| NA | 9 | |
| DNA | 583873 | |

S32 applies where the respondent used a special pass that may be used for an unlimited of trips, and refers to the estimated cost of a single use.

The cost of a single stage was estimated from the information obtained on the individual questionnaire about the cost of the ticket/pass, the method(s) of travel for which it was valid, how long it lasted for, and how often it was used. The resulting estimate of stage cost was allocated to each stage for which the ticket/pass was used, assuming that the cost for multi-mode trips was proportional to the length of the trip.

The use of travel tokens/carnets was recorded at S29 rather than here because they have an identifiable cost per token, which was recorded in the travel record.

S32 is patched for public transport trips, to the most likely value, DNA. This indicates that a special pass was not used.

| S34 Total cost | | |
|-------------------------------|-------|-------|
| Based on numeric variable S33 | | |
| 1 Nil | 16784 | 23.4% |
| 2 Under 10p | 713 | 1.0% |
| 3 10p to under 15p | 504 | 0.7% |
| 4 15p to under 20p | 744 | 1.0% |

| | | |
|----------------------|--------|-------|
| 5 20p to under 30p | 2069 | 2.9% |
| 6 30p to under 50p | 7702 | 10.8% |
| 7 50p to under 75p | 9628 | 13.4% |
| 8 75p to under £1 | 6689 | 9.3% |
| 9 £1 to under £1.50 | 10628 | 14.8% |
| 10 £1.50 to under £2 | 4152 | 5.8% |
| 11 £2 to under £3 | 4992 | 7.0% |
| 12 £3 to under £5 | 3508 | 4.9% |
| 13 £5 and over | 3491 | 4.9% |
| Total | 71604 | 100% |
| DNA | 544674 | |

S34 is the sum of S30 and S32.

| S35 Type of ticket | | |
|-------------------------------|--------|-------|
| 1 Ordinary adult | 29676 | 41.4% |
| 2 Ordinary child | 4592 | 6.4% |
| 3 Reduced ordinary adult | 2000 | 2.8% |
| 4 Reduced ordinary child | 438 | 0.6% |
| 5 Special category reduced | 2124 | 3.0% |
| 6 Other (including free) | 481 | 0.7% |
| 7 Season ticket | 5738 | 8.0% |
| 8 Travelcard | 7396 | 10.3% |
| 9 Combined season/travelcard | 1586 | 2.2% |
| 10 Railcard | 298 | 0.4% |
| 11 Other non-concessionary | 879 | 1.2% |
| 12 OAP Pass | 10247 | 14.3% |
| 13 Scholar's pass | 3362 | 4.7% |
| 14 Disabled person's pass | 1059 | 1.5% |
| 15 Subsidised travel tickets | 100 | 0.1% |
| 16 Concessionary – employees | 638 | 0.9% |
| 17 Concessionary – unemployed | 0 | 0.0% |
| 18 Other concessionary | 1102 | 1.5% |
| Total | 71716 | 100% |
| DNA (not public stage) | 544562 | |

S35 applies to all public transport stages.

Ordinary adult means the full adult fare for a single trip. All taxi fares are entered here.

Ordinary child means the full child fare for a single trip.

Reduced ordinary adult, reduced ordinary child, special category reduced and other (inc. free) are reduced-rate tickets for single or return trips, representing reductions offered by the travel operator. Examples of those entitled in some or all areas are children under five, pensioners or the unemployed.

Other tickets include free travel available to the public and tickets purchased as part of a larger package such as a combined hotel and travel booking. See also I185 for examples of ticket types.

Missing values are patched using information from the individual questionnaire.

6 DEFINITIONS COMPARED WITH EARLIER SURVEYS

This chapter consists of two parts. The first part summarises the main differences between previous NTS surveys and the current continuous survey (2002 to 2004). The second part gives a more detailed description of the changes made to the NTS over time.

6.1 Summary of differences for each NTS

The summaries below draw upon comparative analyses of past NTS data and highlight the main effects of the changes to the survey over time, such as changes in definitions and questions. These changes are described in the more detail in Section 6.2.

Series of calls

The summaries below do not refer to the various treatments of multiple-stop trips, typically trips from shop to shop, known in this report as 'series of calls' trips. Starting with the 1985/86 NTS, a trip to the shops, around the shops and then back again was regarded as three trips with the trip around the shops being treated as a series of calls trip.

Previously a trip around the shops was either omitted (1965 to 1975/76) or else included as part of the original trip to the shops (1978/79). Series of calls trips are generally excluded from analyses of the latest surveys, so that the number of trips on a shopping trip is comparable with that in earlier surveys, i.e. two. However, it is possible that some series of calls-type trips may have been treated as two or more trips in some of the earlier surveys. Analyses of distance travelled normally include series of calls trips. However they are normally short trips and it is assumed that the omission of these trips from the 1975/76 and earlier NTSs does not lead to too much bias in the estimate of distance travelled for these surveys.

1965

- a. The first National Travel Survey was run in 1965. There are many differences between this first survey and the 2002 to 2004 survey. These are given in detail in section 6.2.
- b. In 1965 information was not held on computer files, so analyses were restricted to those tabulations prepared immediately after the survey.

1972/73

- a. The 1972/73 survey had the smallest sample size of all NTSs.
- b. London residents were under-represented by 30 per cent.
- c. Trips by children under 3 were not collected.

- d. The 1972/73 database includes information from households that did not co-operate fully with the survey. For 2002 to 2004, analyses are restricted to fully co-operating households – this was also done between 1985 and 2001. This may lead to differences with figures given in earlier reports.
- e. The number of trips recorded was overcounted relative to the 2002 to 2004 survey, mainly because trips were more 'broken up' in 1972/73 than in later surveys. In 1972/73, no guidance was given on the treatment of subsidiary purposes when defining trips. For example, it is thought that some subsidiary purposes, such as stopping for a newspaper on the way to work were often coded as two trips in 1972/73 rather than one, as in later surveys. Also, very short walks under of 50 yards were included. The extra trips were mainly shopping trips under 1 mile, and education and entertainment trips of all lengths. For rough comparisons with 2002 to 2004 data, the overall the number of trips in 1972/73 should be reduced by about 15 per cent.
- f. The number of escort trips was around half that for the 2002 to 2004 surveys, mainly because accompanying travellers took their trip purpose from that of the person being accompanied and were not coded as 'escort'. Education, shopping and personal business trips were boosted as a result of this switch.
- g. The number of holiday trips was about one-third of that on more recent surveys, and day trips were also a little higher. There is no clear reason for the apparent misclassification in 1972/73.
- h. Evidence suggests that respondents' estimates of walk distance were too high.
- i. Information on trip time and travelling time were less reliable because they were only collected on the 7th day of the travel week.
- j. The type of area variable is biased in favour of larger types of area. In particular, areas with low population densities were often coded as areas with higher densities. Data on type of area are not therefore strictly comparable with other NTSS.
- k. Population density was given in terms of persons per acre and is therefore not comparable with other NTSS.
- l. Availability of numerical data is severely limited. Only stage distance, time and cost is available.
- m. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1975/76

- a. No information was collected about children under 3.

- b. London residents were under-represented by 25 per cent.
- c. Information on partially cooperating households is held on the database (see 1972/73 d. above).
- d. The number of trips recorded is reasonably consistent with more recent surveys, although there were some differences in the coding of trip purpose (see e. and f. below).
- e. Escort trips were under-recorded (see 1972/73 f. above).
- f. A short walk stage, i.e. over 50 yards and under 1 mile, was only included if it was the final or only stage. Attempts to impute short walk stages at the start of a trip from information on trip times were not entirely successful. Walk stages in the middle of trips were not counted at all.
- g. Short day trips, mostly walks, were slightly under recorded compared with other NTSs, possibly because interviewers misunderstood the advice to record them only if it was a final or only stage on the 7th day. (Note: A similar difference occurred in 2002 and 2003, see below.)
- h. Unlike all other NTSs, works/school buses were regarded as being part of the public transport system. In all other NTSs they were treated as private transport. (Note: A new variable has been developed which allows 1975/76 data to be compared with those of other NTSs).
- i. Total trip time and travelling time (but not start time) are unreliable because they were only collected on the 7th day of the travel week.
- j. Compared with the more recent NTSs, type of area data was biased in favour of less densely populated areas, mainly because the classification was based on ward level information, not postcode sectors.
- k. Data on population density are not comparable with other NTSs.
- l. The availability of numerical data is severely limited. Only eligible vehicle mileage and journey stage distance, time and cost are available.
- m. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1978/79

- a. The response rate was very poor. Car-owning households were badly under-represented.
- b. London residents were under-represented by 40 per cent.

- c. The number of trips was over-recorded relative to 2002 to 2004. Shopping and social trips were particularly over-recorded. It is assumed that this is because the interviewers 'broke up' trips to a greater extent than in 1975/76 or in later surveys and included more trips with just subsidiary purposes.
- d. Escort trips were under-recorded. See 1972/73 f. above
- e. Day trips under 1 mile, mostly of the 'just walk' category, were almost half the number expected. This was possibly because the code was split into two on the questionnaire – day trip countryside and day trip other – neither of which may have seemed appropriate for a short round trip walk.
- f. Type of area data was biased in favour of less densely populated areas. See 1975/76 j. above.
- g. Population density data are not comparable with other NTSs because they were derived from a special method to link the data with the 1971 Census.
- h. The availability of numerical data is a little limited; e.g. age is only available from 18 groups of age ranges.
- i. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1985/86 and continuous survey 1988 to 2001

- a. The sample size in each survey year was around a third of the 2002 to 2004 continuous survey. Details of particular sample size changes are described in section 6.2.
- b. Travel diary data was coded by interviewers. From 2002, the diary data was coded centrally and considerable efforts were made by the contractor to clarify definitions to ensure greater consistency for trip mode and purpose. This resulted in some discontinuities for some mode and purpose categories.
- c. Survey years from 1988 to 2001 relate to calendar year 1 January - 31 December. From 2002, the survey year relates to mid-January to mid-January.
- d. London residents were under-represented by about 14 per cent in 1985/86 and in 1989/91. Boosts to the London sample were introduced in 1993; further details are given in section 6.2.
- e. Response rates were higher in the 1980s and 1990s compared with the current survey (see Table 6.1):

Table 6.1 Response rates, 1985/86 to 2003/04

| Survey year(s) | Response rate (%) |
|----------------|-------------------|
| 1985/86 | 76 |
| 1989/91 | 80 |
| 1992/94 | 76 |
| 1995/97 | 72 |
| 1998/2000 | 65 |
| 2002 | 54 |
| 2003 and 2004 | 60 |

2002 and 2003

- a. Short walks under 1 mile, only recorded on Day 7, were under recorded in 2002 and, to a lesser extent, in 2003. Data on short walks in 2004 were consistent with trends up to 2001.
- b. An unconditional incentive of a book of stamps was introduced in mid 2004. This had the effect of reducing refusals.
- c. Conditional incentives were tested in 2002 and fully introduced in 2003. Incentives improved the response rate, primarily as a result of a shift from partially to fully responding households.

6.2 Detailed list of changes in procedure and definitions

6.2.1 Definition of a journey/ trip

1965

Travel off the public highway was included in the survey. A journey (now known as a 'trip') was defined as 'a one-way course of travel having one single main purpose'. Examples of subsidiary purposes, such as stopping to get a packet of cigarettes on the way home, were given.

1972/73

Walking and travelling by vehicle was only included if on or by public roads. Interviewers' instructions did not advise whether subsidiary purposes, for example, 'stops to get a packet of cigarettes on the way home' constituted a separate trip purpose.

1975/76

Travel off the public highway (e.g. in private gardens, across parks or open country, or on public footpaths or private land) was excluded. The definition manual specified examples where the subsidiary purpose was trivial, incidental and to be disregarded. Otherwise the ruling was the same as in the previous surveys but it is possible that the more precise written advice in 1965 and 1975/76 affected the number of trips recorded.

1978/79

As 1975/76, except that walking around the shops was also included.

1985/86

The definition manual was re-written to give more emphasis to the criteria to be used by interviewers in deciding how to break travel into trips. The most important was the respondent's own opinion on their journey purpose.

A new concept was introduced to deal with trips containing multiple stops. *Series of calls* were trips made up of frequently broken travel between many stops. See notes on shopping trips below.

1988 to 2001 continuous survey

As 1985/86, except that interviewers were instructed to restrict the use of *series of calls* to single-stage trips made for the purpose of either 'shopping' or 'in course of work'.

2002 to 2004 continuous survey

As 1988 to 2001.

6.2.2 Trip purpose

1965

The purpose of a trip was defined by its destination, except in cases where the trip was made to home in which case the purpose was determined by the place of origin. There is a possibility that more trips made on holiday were missed than in other surveys because the number of days between the contact interview and start of the travel period was kept short. Shopping trips were separated into 'convenience' and 'goods'.

1972/73

The interviewers instructions were less specific: for overall trip purpose it was stated that 'the trip homeward takes the same purpose as the trip outward'. It is not clear how 'outward' was interpreted (for example, for trips from home to shops, shops to friends then friends to home); neither is it clear how 'homeward' was to be interpreted (for example, for trips from work to shops and back).

On the 7th day only, *trip purpose from* and *trip purpose to* were generated from origin and destination land use codes together with the overall *trip purpose*. Where the land use origin or destination was *home* the trip purposes from and to could be generated directly. In other cases the *trip purpose from* was based on the destination of the previous trip, while *trip purpose to* took the same value as the overall trip purpose. Difficulties with unknown land use led to the under recording of holiday trips. These definitions are not directly comparable with the later surveys. After one month in the field several codes were changed from the 1965 definition to the 1975/76 definition; i.e. sport was sub-divided into 'watching' and 'participating' and holidays and day trips were split.

1975/76

On all days of the recording period, overall purpose was derived from recorded information of *trip purpose to* and *trip purpose from* e.g. from 'work' to 'shops'. The *trip purpose to* was the overall purpose in all cases except where it was 'home' in which case the *trip purpose from* applied.

1978/79

Derived as in 1975/76. However the inclusion of the 3-week car diaries, which had a different trip purpose structure, led to some changes. In particular, holidays, which in 1975/76 were defined as 'at least one night away from home for leisure/recreation purposes', in 1978/79 excluded staying with friends or relatives for 1-3 nights. Instead these short stops with friends were coded as social. The changed treatment of shopping round trips and walking between shops (see below) led to an increase in shopping and personal business trips. The holiday and day trip purposes were sub-divided into 'countryside' and 'elsewhere'.

1985/86

The main change from 1978/79 was to extend the 'escort' category to include trips accompanying others. For instance, a child taken shopping by an adult would be classified as 'escorting' in 1985/86, rather than as shopping, as was the case in 1978/79. The 1985/86 dataset identifies the purpose of the person accompanied or escorted as well as the main purpose where this was escorting. Other changes were made to the grouping of purposes, but definitions were generally as in 1978/79. An extra category was introduced for 'personal medical business' to identify trips to receive medical advice or treatment.

1988 to 2001 continuous survey

New overall trip purpose categories were introduced from 1988. 'Commuting' was strictly home to work and work to home trips. 'Business' was defined as trips to 'in course of work' and from 'in course of work' to either home or work. 'Other work' included all other trips to work, for example returning to work from a visit to the shops in the lunch break. The 'escort' categories were simplified. The new categories for *trip purpose to* and *trip purpose from* were: escort home, escort work, escort in course of work, escort education, escort shopping/personal business and other escort. These were then used to derive the new overall *trip purpose* categories of escort commuting, escort business and other work, escort education, escort shopping/personal business and escort home and other escort.

From 1998 shopping trips were categorised according to whether the main purpose was food shopping or other shopping.

2002 to 2004 continuous survey

The coding of diary data, which includes trip purpose, was done centrally rather than by interviewers. This caused discontinuities for some trip purpose data when compared with earlier surveys.

6.2.3 Round trips

1965

Round trips (starting and finishing at the same point) were split into 2 (both apparently with the same purpose).

1972/73

Interviewers were asked to leave the next trip space blank when there was a round trip (in order to prevent confusion). The trip was to be split into 2 at the editing stage. However, there is some evidence that round trips were treated inconsistently by interviewers.

1975/76

The definition manual used was less confusing on round trips. Interviewers were instructed to divide a round trip into 2 trips, outward and homeward. Travel involving a continuous series of calls made for the same purpose (by a doctor, for example) was treated as a round trip.

1978/79, 1985/86, 1988 to 2001 continuous survey

As 1975/76, but see section on shopping trips below.

2002 to 2004 continuous survey

As 1988 to 2001.

6.2.4 Shopping trips

1965

Walks in the course of shopping were excluded.

1972/73

Walks in the course of shopping were deleted at the editing stage.

1975/76

Walks and private vehicle trips in the course of shopping in the same shopping centre were excluded.

1978/79

A round trip for the purpose of shopping was treated as a round trip with the 2 trips being to and from the last shop. Thus walks or private vehicle trips in the course of shopping were included. If a mode of transport other than walking was used to get from one group of shops to another then that mode and the subsequent walking were treated as separate trips.

1985/86

Trips involving many stops, of which shopping trips are the typical example, were treated in a new way using the concept of a *series of calls*. Travel between the first and last shops was coded as a separate trip, and the preceding trip represented travel only to the first shop, while the following trip represented travel from the last shop (as before). Thus, in 1985/86, two trips were counted where, in 1978/79, there was only one. For

consistency, *series of calls* should be excluded from counts of trips; however, the distance travelled on such trips should be included in analyses of distance travelled. *Series of calls* represented less than 2 per cent of the final sample, a lower proportion than had been expected. The explanation may be that most travel which could be treated this way was walking between shops covering an overall distance of less than 1 mile, so that the series of calls trips was out of scope on six days out of seven.

1988 to 2001 continuous survey

The definition of *series of calls* trips was made more restrictive - see I. above.

2002 to 2004 continuous survey

As 1988 to 2001.

6.2.5 Walking jobs

1965

Travel in the course of work by policemen and postmen was specifically excluded. Where the main paid employment was less than 10 hours a week the travel to work was recorded as being in course of work.

1972/73

Walks by traffic wardens, policemen, etc. were included under 'in course of work'. Driving jobs were excluded.

1975/76

Both walking and driving jobs were excluded.

1978/79, 1985/86, 1988 to 2001 and 2002 to 2004 continuous surveys
As 1975/76.

6.2.6 Short walks

1965

Short walks, under one mile, were excluded altogether.

1972/73

On the 7th day short walks were recorded separately, as a separate stage. However some interviewers ignored very short walks (e.g. to the car) whilst others included them.

1975/76

On the 7th day, a short walk over 50 yards was recorded as a separate stage but only if it was the final or only stage. In most cases a walk stage was generated during computer editing when the trip sheet recorded that some minutes had been spent walking prior to the bus, train, etc. stage. In a large number of cases, it was difficult to allocate the main mode of the trip, because the length of a short walk was not known (see below).

1978/79

On the 7th day all short walks over 50 yards were recorded as separate stages. Walking around the shops, as well as to and from the shops, was included (but not around shopping precincts).

1985/86

As 1978/79, but walking in a precinct that was permanently open as a public thoroughfare was included.

1988 to 2001 continuous survey

As 1985/86.

2002 to 2004 continuous survey

Short walks under 1 mile, only recorded on Day 7, were under-recorded in 2002 and, to a lesser extent, in 2003. Short walks in 2004 appear to be in line with trends up to 2001. Under-recording of short walks affects the number, average time and length of trips, especially walking trips, and school trip length.

6.2.7 Length of walk

1965

Respondents' estimates of distance were used. More long walks would be expected because of the inclusion of travel off the public highway.

1972/73

Respondents' estimates of distance were used. 'No answers' formed only a small proportion of responses. There was evidence that respondents tended to overestimate distances walked.

1975/76

To overcome the 1972/73 problem, distance walked in general, and in particular the length (in miles) of walks preceding a further stage in the same trip, was estimated by dividing the respondent's estimate of time taken (in minutes) by 20. This was obviously an approximation, possibly an under-estimate on average. Distance comparisons between 1972/73 and 1975/76 are distorted. A large number of the walks preceding a car, train, etc. stage had no time estimate. Therefore, a short walk was recorded, but of unknown length. This had serious implications for the main mode, as shown below.

1978/79

Respondents' estimates of distance were used, although travelling time was also recorded. If distance was not given it was estimated at the computer editing stage from travelling time (where known) divided by 20. More long shopping walks would be expected because of the inclusion of the distance travelled between shops.

1985/86

As 1978/79, except that missing data were estimated by dividing travel time in minutes by 25, not 20. Very few records had distance missing.

1988 to 2001 continuous survey
As 1985/86.

2002 to 2004 continuous survey
As mentioned in VI, short walks were under-recorded in 2002 and 2003. This affects the average length of walking trips.

6.2.8 Main mode of transport

1965

The main mode of transport was coded as the mode used in the longest (distance) stage. If 2 stages were the same length the earlier stage mode was used, i.e. the one with the lower stage number.

1972/73

As 1965

1975/76

The 1965 method was used. However, in a large number of cases, the length of a stage was not known. As a result, it was not possible to know the longest stage of the trip. Analysis of these trips has shown that it was mainly two stage car trips and multi-stage bus trips that were affected. This is because it is these types of trips that were most likely to include one or more walking stages (see problem with short walks above). For 7th day data some 15 per cent of trips had no main mode coded. This affected the main modes (such as bus), which were likely to have been associated with short walk stages, much more than main modes, such as bicycle, which often did not involve walking. When all seven days data are used the overall modal split is not seriously affected, although for comparison with other data the under-recording (of up to 3–4 per cent for certain modes) can be more of a problem, e.g. for numbers of trips per person. The estimates of length of trip and counts of mileage were also affected, although it is often possible to overcome this problem by using stage mode instead of main mode.

1978/79

The main mode of transport was coded as the mode used over the longest (distance) stage. If 2 stages were the same length then the first or second was selected at random. Walk stages where both length and time were unknown were ignored and only the other stages in the trips were used to produce main mode. A secondary mode is also available, the second longest stage in a multi-stage trip.

1985/86

Similar to 1965; where two or more stages had equal length, the mode of the latest stage was taken. If any stage length was missing, main mode was not coded until 'patching'.

1988 to 2001 and 2002 to 2004 continuous survey
As 1985/86.

6.2.9 Mode of transport

Some bus services were shown separately in earlier National Travel Surveys.

Works/school bus trips on the 1975/76 NTS were treated as other public transport. A revised grouping has been produced which includes these trips as other private transport, the classification used on all other National Travel Surveys.

Public tour/excursion bus stages were included with public express bus stages in 1975/76, and not identified separately.

2002 to 2004 continuous survey

The coding of diary data, which includes stage mode, was done centrally rather than by interviewers. This causes discontinuities for some mode data when compared with earlier surveys.

6.2.10 Trip start time and travelling time

1965

Information on trip start time and travel time was not collected.

1972/73

On the 7th day information was collected on the trip start time, overall trip time and stage travelling time for each stage, excluding waiting.

1975/76

Trip start time was collected throughout the travel week. On the 7th day total trip time and travelling time for each stage (excluding waiting) were collected.

1978/79

Trip start time, total duration time and travelling time for each stage were collected throughout the travel week.

1985/86, 1988 to 2001 and 2002 to 2004 continuous surveys

As 1978/79.

6.2.11 Treatment of part miles

1965

Distances were recorded to the nearest half mile for distances of less than 5 miles and to the nearest mile for distances of 5 miles or more.

1972/73

Distances were allowed down to quarter miles but edited into tenths of a mile. A quarter of a mile was recorded as 2 tenths, three quarters as 8 tenths.

1975/76

Distances were allowed down to quarter miles but edited into tenths of a mile. A quarter mile was recorded as 3 tenths, three quarters as 8 tenths. Distances of 4, 6 or 7 tenths were not allowed.

1978/79

Distances were coded as tenths of miles. Where respondents quoted a quarter of a mile this was coded as 2 tenths, three quarters of a mile being coded as 8 tenths.

1985/86, 1988 to 2001 and 2002 to 2004 continuous surveys

As 1978/79.

6.2.12 Type of area

1965

In the absence of the 1966 de facto urban area analysis, a more subjective estimate for type of area was used. It was based partly on the classification of district councils into urban and rural, partly on the advice of planners and partly on density of population data from the 1961 Census. For these reasons it is not comparable with the other surveys.

1972/73

Local authorities were, in general, coded to the largest type of area containing any part of the local authority, based mainly upon an unpublished analysis of the 1966 Census: 'De Facto Urban Areas in England and Wales, 1966'. This makes the sample appear biased in favour of the larger type of area. As a result it is not comparable with the other surveys. It should be noted that the 235 areas with populations under 3,000 considered to be 'urban' in the original 'De Facto' exercise have been counted as 'rural' in all NTS analyses.

1975/76

The 1966 de facto urban area analysis was used but at ward level rather than local authority level, thus eliminating the 1972/73 bias. The 1966 classification of areas may have become out of date due to shifts of population from densely populated to less populated areas.

1978/79

The 1966 de facto urban area analysis was used to classify each 1978/79 ward. In a number of cases it was possible to identify the 1978/79 ward with a pre- 1974 local authority area and hence to find the appropriate classification. In other cases the centroid of the 1978/79 ward was calculated and then located on a map of the 1966 de facto urban areas to find the appropriate classification. The 1978/79 and 1975/76 methods used were sufficiently similar for the results to be regarded as comparable.

1985/86

A new classification was derived using the urban areas defined for England and Wales for the analysis of the 1981 Census (OPCS, 1984), and localities in Scotland defined by the Scottish Office (GRO(S), 1984). Postcode sectors were classified according to the

nature of the dominant type of area represented in the sector. Urban areas with a population below 3,000 were regarded as rural.

1988 to 2001 continuous survey

As 1985/86 for years up to 1992. Data for 1993 to 2001 use a classification which reflects built-up areas and population at the time of the 1991 Census.

2002 to 2004 continuous survey

Data for 2002 to 2004 use a classification which reflects built-up areas and population at the time of the 2001 Census.

6.2.13 Population density

1965

Based on the 1961 Census, this variable was the population density of the ward or group of parishes in which the household was sampled.

1972/73

Population density was based on the preliminary report from the 1971 Census, and acreage from the 1966 Census county reports. This variable was the population density of the local authority in which the household was sampled.

1975/76

Based on the 1971 Census, both the population densities of the ward and the local authority in which the household was sampled were estimated. The data were given in persons per hectare rather than per acre, but the grouping was made to correspond closely to that used in other surveys.

1978/79

Ward density could not be calculated for the wards used in 1978/79 as they were often very different from those used for the 1971 Census. Therefore the method used was to draw a circle around the centroid of the ward sample and accumulate 1971 Census data for all 1971 enumeration districts whose centroids fell within the circle. Each ward was then classified according to the data accumulated. The 1978/79 analysis is not comparable with the other surveys.

1985/86

The population density figures, for local authorities and for the postal sectors comprising the primary sampling units, were taken from the ONS sampling frame, which was based on the Postcode Address File. Population figures were from the 1981 Census.

1988 to 2001 continuous survey

As 1985/86 for years up to 1992. Data for 1993 to 2001 use a classification which reflects population at the time of the 1991 Census.

2002 to 2004 continuous survey

Data for 2002 to 2004 use a classification which reflects population at the time of the 1991 Census.

6.2.14 Household income

1965

Of responding households, 21 per cent failed to supply full information on the income question.

1972/73

Of responding households 16 per cent failed to give information on income. However, there were a further 334 households with zero income, of which 332 were miscoded. In practice it is reasonable to assume that most of these 332 households belonged to the lowest income band.

1975/76

Of responding households 31 per cent refused to give their income, and a further 36 households said they had zero income. In order to overcome this high refusal rate a procedure for estimating the household income of the non-respondents was devised. This was based on the number of employed members, the income of the head of household, the socio-economic group of the head of household, and the number of cars in the household.

1978/79

A question on actual income was asked of each individual and only if this was refused was the question attempted in terms of bands of income. Of responding households, 31 per cent gave full information, 35 per cent partial or banded income from which an estimate was possible, and 34 per cent gave insufficient income information to enable household income to be estimated directly. A similar technique to that used in 1975/76 was used to estimate the household income of the 34 per cent using: the number of fulltime employed members, the number of cars in the household, the working status of the head of the household, and household structure.

1985/86

Income was requested only as a banded estimate. A figure was obtained for 85 per cent of the fully responding households in the database. Missing information was estimated in a similar fashion to the previous two surveys.

1988 to 2001 and 2002 to 2004 continuous survey

As 1985/86.

6.2.15 Walking time to various facilities

1965

Walking time to the bus stop or railway station was based on the respondent's estimate of how long it would take them (the respondent) to walk there. It was asked of all persons.

1972/73

As 1965.

1975/76

Walking time to various facilities was based on the respondent's estimate of how long it would take the interviewer to walk there.

1978/79, 1985/86, 1988 to 2001 continuous survey

As 1975/76.

2002 to 2004 continuous survey

Walking time to various facilities was based on the respondent's estimate of how long it would take them to walk there. If however, the interviewer noticed that the respondent had difficulties walking, they asked the respondent to estimate how long it would take the interviewer to walk there.

6.2.16 Miscellaneous differences

1965

Business expenses for motoring were not collected.

1975/76

Information on the value of the car was not collected. A system of identifying duplicated trips was used in order to save interviewer (and respondents') time. This was further developed in 1978/79 and in 1985/86.

1978/79

Travel of children under 3 was included for the first time.

1985/86

New questions were asked about the use of particular modes of travel, health-related travel difficulties, fuel put into household vehicles, and the number of boardings during the use of a single ticket on a particular trip. A number of questions including make and model of car, value of car and a split of annual vehicle mileage into business, commuting and other were dropped. The vehicle database and that of later NTSs was split into two during 1994. Those cars believed to have been available to the household at the start of the travel week were designated primary vehicles, the rest were deemed secondary vehicles. Information about primary vehicles is now used for all standard analyses of vehicles, as these represent a point estimate of the vehicle stock. Information on the other vehicles is only used for analyses of journey stages by household vehicles during the travel week.

1988

From July 1988 a fuel and mileage chart was placed in the vehicle at the beginning of the travel week. This led to an increase in the accuracy of NTS estimates of vehicle mileage, making it more comparable with estimates from other sources.

1992

From January 1992, some additions to the questionnaire were made. The origins and destinations of trips were collected, and also the make and model of cars and vans. Summary details of 'long distance' trips of 50 miles or more in the three weeks preceding the travel diary week were added to improve the coverage of these important but less

common trips. A number of other minor changes were made, including the dropping of questions about the time taken to reach various local services and amenities. The income bands used were also updated in 1992.

In January 1992 some changes to the placing pattern of interviews were introduced. After a transitional quota period in the first half of January 1992, all interviewer quotas from this point on ran from midmonth to mid-month. This has improved the coverage of bank holiday travel.

1993

From mid-January 1993, the set sample size of Inner London Boroughs was increased from 12 to 15 interviewer quotas per year, whilst that for Outer London boroughs was increased from 18 to 20. A compensating reduction of 5 quotas outside London was introduced at the same time so that there was no overall change in the set sample size. The change was introduced to address the perennial problem of the under-representation of London residents in the achieved sample, due to lower response rates and other factors. In 1993, opinion questions on bus services and a question on the split of annual vehicle mileage between commuting, business and other private were introduced. More details of the changes in 1992 and 1993 can be found in Appendix A of the 1991/93 report.

1994

In October 1994 Computer Assisted Personal Interviewing (CAPI) was introduced.

1995

In 1995, a number of changes were made to the questionnaire. Questions on disability and travel difficulties were restricted to those aged 16 and over, and new questions were introduced for disabled drivers. New questions on parking facilities at home were introduced. The industry grouping and income bands used were also updated in 1995.

1998

From January 1998, a large number of harmonised questions were introduced onto the questionnaire, mostly as replacements for existing questions or question blocks. A full list of the harmonised questions introduced can be found in Chapter 3 of this report. In January 1998, several other questions were also added. These were the questions on the time taken to reach various local services and amenities, which had been dropped in January 1992.

1999

In 1999, the placing pattern for diaries was altered, in order to allow more chance for a full response, by giving interviewers more time to contact households within the quota month. Firstly, in May, diary start dates were allocated on a first-come, first-served basis, but within the restriction of interviewers having to contact the households in a pre-determined (random) order. This was altered again in September, from when interviewers were allowed to contact households in any order. Also in 1999, two further harmonised questions were added, covering marital status and living arrangements.

2000

In 2000, there were some significant alterations to the sample of the NTS, intended to halt the continued decline in the achieved sample resulting from increasing non-response. The size of each PSU was increased from 21 to 23 addresses. Furthermore, the total number of PSUs was increased from 240 to 252, giving a new total of 5,796 addresses in the starting sample, compared with the old total of 5,040. A disproportionate number of the additional PSUs were placed in London, to compensate for the even worse response problems in this area. Several additional harmonised questions were included from January 2000 (see chapter 3). New questions on cycling were also added during 2000.

2001

New questions on the reliability and frequency of local bus and rail services and harmonised questions on ethnicity, supervising employees and supervision responsibilities (see chapter 3) were introduced.

6.3 2002 Survey Year

From January 2002 the NTS contractor changed from the ONS to the National Centre for Social Research (NatCen). Several changes were made to the survey some of which were a result of the National Statistics Quality Assurance Review (see chapter 9). In 2002 there was a considerable fall in the fully co-operating response rate from 65 per cent to 54 per cent, which is common when a new contractor takes over a survey.

The sample

In 2002 the sample size was increased to 15,048 addresses from 5,796 in 2001. The PSUs were increased from 252 to 684 and the size of PSU's was changed from 23 addresses to 22. This enabled DfT to look at travel data from one year rather than having to combine two years data. The NTS also introduced a quasi panel design in 2002 whereby half the PSUs selected in any year are retained and the other half are replaced (see section 2.8 and 2.9 of the 2002 technical report). This was introduced to reduce variability from year to year as a result of changes in areas surveyed.

Stratification variables for the NTS sample changed in 2002. The region stratifier used in 2001 was based on Government Office Regions (GOR) split into metropolitan and non-metropolitan areas. The region stratifier used in 2002 was based on NUTS2 and was chosen to correspond with GORs but has a finer breakdown of areas (see section 2.2 of the 2002 technical report). In particular the 2001 region stratifier split London into two groups (Inner and Outer London) whereas the 2002 region stratifier based on the NUTS2 separates London into five areas.

In addition to the new region stratifier, the 2002 NTS sample was also stratified by population density (people per hectare) instead of the proportion of heads of households in socio-economic groups 1 to 5 and 13 (that is a professional employer or manager) which had been used in 2001 (see section 2.8. of the 2002 technical report). The use of the stratifier proportion of households with no car was continued.

In 2002 London was oversampled, as in 2001, in order to compensate for lower response rates in London, although the degree of oversampling was slightly different (see section 2.9 of the 2002 technical report).

The proportion of deeply rural households in the rural sample fluctuates from year to year. This proportion was relatively high in 2002 compared with earlier years. This will affect comparison of car ownership figures for rural areas, and the bus availability indicator, and may affect trip lengths and times for the country as a whole.

New questions

In 2002 rotated modules of questions were introduced into the survey, with some questions relating to the rating of local public transport services and vehicle use (amongst others) being rotated between even and odd years of the survey. See section 3.7.1 in the 2002 Technical report.

In 2002 several Individual level questions were added or revised:

- New questions on walking over 20 minutes were introduced owing to an interest in the health benefits of walking. These questions include all walks, unlike the travel record which excludes walks not on the public highway.
- Questions on transport barriers to employment were asked of the unemployed to establish if there were any transport issues which affected their employment prospects.
- Employees were asked whether their employer offered any transport related benefits firstly, to all employees at their workplace and secondly the respondent. Respondents were also asked whether they used the transport related benefits offered to them.
- Questions on home working were expanded owing to an interest in any reduction in travel congestion that might result from people working at home rather than travelling to work. If respondents did not work from home they were asked whether it was possible to do their type of work at home.
- Respondents were asked whether they had any difficulties travelling to work, shopping or other activities, and if so, what these difficulties were.
- The question set regarding travel difficulties related to disabilities was revised.
- Respondents were asked whether any household vehicles remained unused at home when they were at work.

Household level questions:

- A new question was introduced to ask respondents why they had moved house. This assesses whether any recent move was influenced by transport considerations.

- A new question on methods of shopping asked whether respondents ordered any shopping by post, phone or the internet because of the effect changes in these methods may have on traffic levels.
- Respondents were asked whether they did the main food shopping for their household. If so, they were asked about difficulties with travel for food shopping during the individual questionnaire.
- Questions on children's travel to and from school, and about crossing roads were also asked where the household had children aged 7-13. These questions were introduced in order to look at children's independence.
- Harmonised questions on ownership of accommodation and on joint ownership of accommodation were introduced.

Vehicle level questions:

- For the first time in 2002, respondents were asked to give the registration number of all household vehicles. The reason for this is that the more technical information about the vehicle (for example, type of fuel used and taxation class) can be obtained through the DVLA database of vehicles, rather than asking respondents directly. It was felt that information gained in this way would be more accurate, and it also meant that the interview could be slightly shorter as these questions did not then need to be asked. Respondents were asked for their permission to use their registration number to consult the DVLA database. If they refused, their registration number was removed from the questionnaire. If the respondent refused to give the registration number, then questions were asked directly as in previous years.
- Questions were added about the use of vehicles for making deliveries.
- Questions were added about the use of vehicles for travel outside of Great Britain.

Other changes in 2002

Centralised coding of diary data was introduced instead of coding by interviewers.

The level of detail for the origin and destination of journeys on day 7 of the travel week was increased to allow geocoding of NTS data. On day 7 respondents were asked to record the full address (including the postcode if they knew it) of their journey origin and destination. Prior to 2002, respondents had only been required to record the name of the town or village.

Children were asked to record in their travel diary any time they spent playing on the street on day 7 of the travel week.

Distance and area checks for journeys were introduced into the diary coding and editing process.

The survey year changed to relate to mid-January to mid-January, whereas data for previous years related to the calendar year 1 January - 31 December.

A non-response form was introduced with a view to informing the development of a weighting strategy for the NTS.

6.4 2003 Survey Year

Following an investigation into the use of conditional incentives in late 2002, £5 vouchers were given to all household members in households classified as fully co-operating. This measure was introduced in order to increase response rates, especially amongst large families. The incentive had the effect of converting partially responding households to fully cooperating households.

Details of any congestion charges paid by drivers were collected in the travel diary.

6.5 2004 Survey Year

In mid 2004, an unconditional incentive of postage stamps was introduced in order to encourage respondents to take part in the survey. A book of six first-class stamps was included with the advance letter to each household. The incentive converted some refusals to fully cooperating.

New questions on the planning of journeys by both private and public transport was introduced in 2004. These questions are intended to collect data about the use of Transport Direct. A question on satisfaction with local bus services, which was dropped in 2001, was reinstated in 2004. A harmonised question on how long someone had been looking for a job if they were currently out of work was added. An open question was also added at the end of the placement interview to give the interviewer the opportunity to record any general comments about travel that the respondent wanted to make.

Weighting the NTS

Work is being carried out by DfT to weight NTS data to address non-response, sampling variations and other factors. It is intended that trend data up to 2004 will be published in Spring 2006.

7 COMPARISON OF NTS DATA WITH OTHER SOURCES

This chapter compares NTS data with several other sources. The topics covered are demographic characteristics, stock and mileage of cars, household car availability, travel to work, bicycle mileage, bus boardings, van mileage and driving licence holding. Commentary is given to highlight and explain some of the differences between the NTS and other sources.

7.1 Age and sex of NTS respondents

This section compares the NTS sample with ONS population estimates.

The NTS is a household survey, so the NTS sample represents the population of people within households in Great Britain. This should be taken into consideration when comparisons are made with resident population estimates. The resident population includes people in communal and institutional establishments, for example, care homes and student halls of residence. These are excluded from the NTS sample. Tables 7.1, 7.2 and 7.3 compare the NTS sample with the resident population of GB. The ONS have produced experimental household population estimates for England and Wales in 2002 and 2003. Tables 7.4 and 7.5 compares the NTS sample with the household population.

Compared with GB resident population estimates, in 2002 to 2004, the NTS under-represented males overall and all people between the ages of 16 and 29 (Tables 7.1, 7.2 and 7.3). Children and the elderly were over represented. The under representation of young men particularly affects data on travel by bicycle and motorcycles, which are used more frequently by young men. Figure 7.1 shows the percentage under representation for people in their twenties since 1989. Over this period men are consistently under represented more than women. In the last five years the male under representation has fallen, whilst for women the under representation has been more stable.

Since the introduction of incentives to all households from 2003 (see Simmonds et al, 2003), larger families have become more likely to take part in the survey. This shows up clearly in the increase in the over-representation of children up to 15. At the other end of the age scale, there is now less over-representation by older people.

It is intended that NTS data will be weighted for non-response bias from 2006. The weighting method will adjust the NTS sample to represent the distribution of resident population by age, sex and GOR. The weighting method will use household population figures instead, should estimates become available for the last decade.

Table 7-1 Comparison of the distribution of age and sex of NTS respondents with the mid-year population estimates for 2002

Percentage

| | NTS Sample 2002 | | Population estimate 2002 | | NTS Percentage over-representation | |
|----------|-----------------|--------|--------------------------|--------|------------------------------------|--------|
| | Male | Female | Male | Female | Male | Female |
| 0-4 | 3.0 | 2.8 | 2.9 | 2.8 | 1 | 2 |
| 5-10 | 4.0 | 3.9 | 3.8 | 3.7 | 5 | 6 |
| 11-15 | 3.3 | 3.2 | 3.4 | 3.2 | -3 | 1 |
| 16-20 | 2.5 | 2.5 | 3.2 | 3.0 | -22 | -17 |
| 21-25 | 2.1 | 2.4 | 3.0 | 3.0 | -32 | -20 |
| 26-29 | 2.1 | 2.4 | 2.6 | 2.6 | -19 | -6 |
| 30-39 | 7.1 | 7.6 | 7.7 | 7.8 | -8 | -4 |
| 40-49 | 6.5 | 7.2 | 6.8 | 6.9 | -4 | 5 |
| 50-59 | 6.8 | 7.0 | 6.3 | 6.4 | 8 | 9 |
| 60-69 | 5.3 | 5.8 | 4.5 | 4.8 | 18 | 20 |
| 70+ | 5.3 | 7.2 | 4.6 | 6.9 | 15 | 4 |
| All ages | 47.9 | 52.1 | 48.8 | 51.2 | -2 | 2 |

Table 7-2 Comparison of the distribution of age and sex of NTS respondents with the mid-year population estimates for 2003

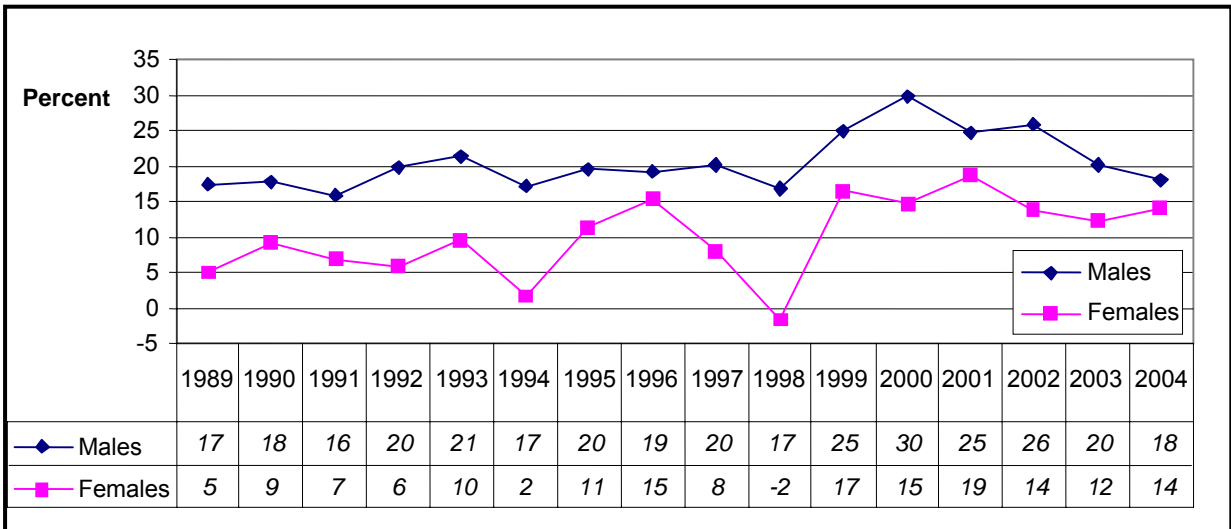
Percentage

| | NTS Sample 2003 | | Population estimate 2003 | | NTS Percentage over-representation | |
|----------|-----------------|--------|--------------------------|--------|------------------------------------|--------|
| | Male | Female | Male | Female | Male | Female |
| 0-4 | 3.3 | 3.0 | 2.9 | 2.8 | 12 | 10 |
| 5-10 | 4.1 | 3.9 | 3.8 | 3.6 | 10 | 9 |
| 11-15 | 3.5 | 3.6 | 3.4 | 3.2 | 4 | 13 |
| 16-20 | 2.7 | 2.7 | 3.3 | 3.1 | -18 | -13 |
| 21-25 | 2.2 | 2.6 | 3.1 | 3.1 | -28 | -16 |
| 26-29 | 2.2 | 2.3 | 2.5 | 2.5 | -11 | -8 |
| 30-39 | 6.7 | 7.9 | 7.6 | 7.7 | -11 | 3 |
| 40-49 | 6.9 | 7.1 | 6.9 | 7.0 | - | 2 |
| 50-59 | 6.2 | 6.5 | 6.3 | 6.4 | -2 | 2 |
| 60-69 | 5.0 | 5.4 | 4.6 | 4.9 | 10 | 12 |
| 70+ | 5.3 | 6.8 | 4.7 | 6.9 | 13 | -2 |
| All ages | 48.1 | 51.9 | 48.9 | 51.1 | -2 | 2 |

Table 7-3 Comparison of the distribution of age and sex of NTS respondents with the mid-year population estimates for 2004

| | Percentage | | | | | |
|----------|-----------------|--------|--------------------------|--------|------------------------------------|--------|
| | NTS Sample 2004 | | Population estimate 2004 | | NTS Percentage over-representation | |
| | Male | Female | Male | Female | Male | Female |
| 0-4 | 3 | 3 | 3 | 3 | 8 | 10 |
| 5-10 | 4 | 4 | 4 | 4 | 6 | 19 |
| 11-15 | 4 | 3 | 3 | 3 | 15 | 4 |
| 16-20 | 3 | 3 | 3 | 3 | -23 | -13 |
| 21-25 | 3 | 3 | 3 | 3 | -15 | -18 |
| 26-29 | 2 | 2 | 2 | 2 | -22 | -8 |
| 30-39 | 7 | 7 | 7 | 8 | -11 | -3 |
| 40-49 | 7 | 7 | 7 | 7 | -5 | 2 |
| 50-59 | 6 | 7 | 6 | 6 | -1 | 5 |
| 60-69 | 5 | 6 | 5 | 5 | 11 | 14 |
| 70+ | 5 | 7 | 5 | 7 | 10 | -2 |
| All ages | 48 | 52 | 49 | 51 | -2 | 1 |

Figure 7-1 Under representation of 21-29 olds in the NTS sample compared with ONS population estimates: 1989 to 2004



The differences between the NTS sample and household population displayed in Tables 7.4 and 7.5 are relatively similar to those between the sample and the resident population. However, when comparing the sample with the household population the main difference is the slightly greater over representation of women over 70. This is due to the high response among older women and the large proportion of older women who are residents in care homes.

Table 7-4 Comparison of the distribution of age and sex of NTS respondents with the mid-year household¹ population estimates (experimental): England & Wales 2002

Percentage

| | NTS Sample 2002 | | Household population estimate 2002 | | NTS Percentage over-representation | |
|-------|-----------------|--------|------------------------------------|--------|------------------------------------|--------|
| | Male | Female | Male | Female | Male | Female |
| 0-17 | 11.6 | 11.0 | 11.6 | 11.1 | - | -1 |
| 18-49 | 19.0 | 20.8 | 21.9 | 22.2 | -13 | -6 |
| 50-59 | 6.8 | 7.0 | 6.4 | 6.5 | 7 | 8 |
| 60-69 | 5.4 | 5.8 | 4.6 | 4.8 | 18 | 20 |
| 70+ | 5.4 | 7.3 | 4.6 | 6.5 | 18 | 12 |
| All | 48.1 | 51.9 | 48.9 | 51.1 | -2 | 2 |

¹ The estimated household population of an area includes only those residents living in private households, and excludes the residents of communal/ institutional establishments.

Table 7-5 Comparison of the distribution of age and sex of NTS respondents with the mid-year household¹ population estimates (experimental): England & Wales 2003

Percentage

| | NTS Sample 2003 | | Household population estimate 2003 | | NTS Percentage over-representation | |
|-------|-----------------|--------|------------------------------------|--------|------------------------------------|--------|
| | Male | Female | Male | Female | Male | Female |
| 0-17 | 12.2 | 11.8 | 11.5 | 11.0 | 6 | 8 |
| 18-49 | 19.5 | 21.4 | 21.9 | 22.2 | -11 | -3 |
| 50-59 | 6.2 | 6.5 | 6.4 | 6.5 | -2 | - |
| 60-69 | 4.9 | 5.3 | 4.6 | 4.9 | 7 | 9 |
| 70+ | 5.3 | 6.8 | 4.6 | 6.5 | 14 | 6 |
| All | 48.1 | 51.9 | 49.0 | 51.0 | -2 | 2 |

¹ The estimated household population of an area includes only those residents living in private households, and excludes the residents of communal/ institutional establishments.

7.2 Region of residence of NTS respondents

Table 7.6 gives details of response for the Government Office Regions of England, and for Scotland and Wales. London households are over sampled to compensate for the known lower response rate in London, although, London was still under represented in 2002 to 2004. As stated in the previous section weighting the NTS will ensure consistency in the NTS sample with population distributions by GOR.

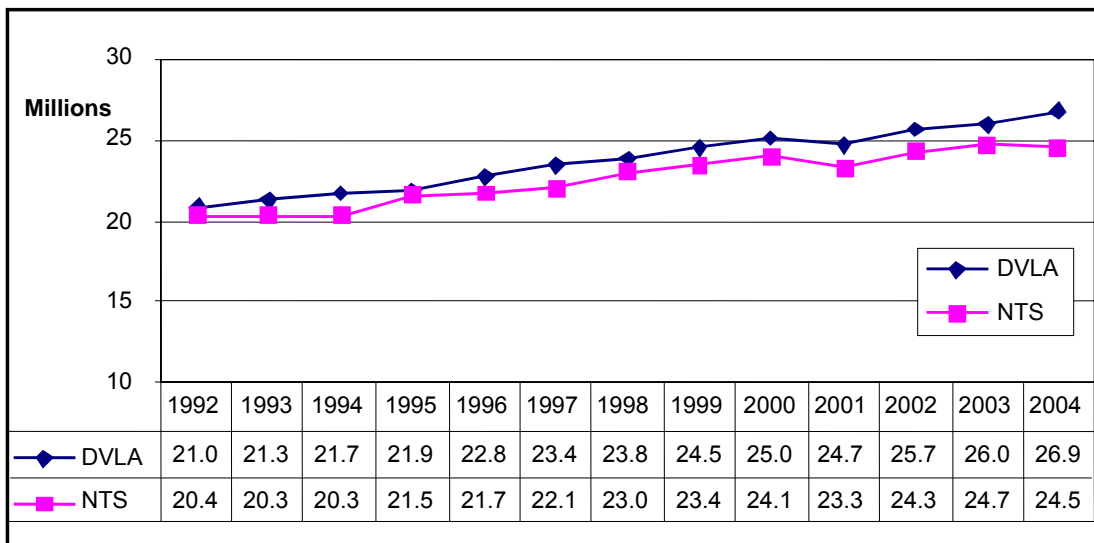
Table 7-6 Comparison of the region of residents of NTS respondents with the mid-year population estimates, 2002 to 2004

| | NTS Sample | | | Population estimate | | | Percentage | | |
|--------------------------|------------|------|------|---------------------|------|------|------------------------------------|------|------|
| | 2002 | 2003 | 2004 | 2002 | 2003 | 2004 | NTS Percentage over-representation | | |
| | 2002 | 2003 | 2004 | 2002 | 2003 | 2004 | 2002 | 2003 | 2004 |
| North East | 4.8 | 4.3 | 4.9 | 4.4 | 4.4 | 4.4 | 9 | -1 | 12 |
| North West | 12.2 | 11.7 | 11.6 | 11.8 | 11.8 | 11.7 | 3 | -1 | -1 |
| Yorkshire and the Humber | 8.6 | 8.8 | 8.8 | 8.7 | 8.7 | 8.7 | - | 2 | 1 |
| East Midlands | 8.0 | 7.1 | 7.3 | 7.3 | 7.4 | 7.4 | 9 | -3 | -1 |
| West Midlands | 8.7 | 9.4 | 9.3 | 9.2 | 9.2 | 9.2 | -6 | 2 | 1 |
| Eastern | 9.4 | 9.6 | 9.8 | 9.4 | 9.4 | 9.4 | - | 1 | 4 |
| London | 10.9 | 12.2 | 11.8 | 12.8 | 12.8 | 12.8 | -15 | -4 | -8 |
| ow: Inner London | 4.3 | 4.7 | 4.5 | 5.0 | 5.0 | 5.0 | -14 | -7 | -10 |
| Outer London | 6.6 | 7.5 | 7.3 | 7.8 | 7.7 | 7.7 | -15 | -3 | -6 |
| South East | 13.0 | 13.7 | 13.0 | 14.0 | 14.0 | 14.0 | -7 | -2 | -6 |
| South West | 9.6 | 9.0 | 9.5 | 8.6 | 8.6 | 8.7 | 11 | 4 | 9 |
| Wales | 5.5 | 5.0 | 4.5 | 5.1 | 5.1 | 5.1 | 9 | -2 | -11 |
| Scotland | 9.4 | 9.3 | 9.6 | 8.8 | 8.7 | 8.7 | 7 | 7 | 10 |
| Great Britain | 100 | 100 | 100 | 100 | 100 | 100 | | | |

7.3 Vehicle stock of household 4-wheeled cars

Figure 7.2 gives estimates of vehicle stock from the NTS, compared with data from the Driver and Vehicle Licensing Agency (DVLA). The NTS estimate of vehicle stock has been consistently lower than the DVLA estimate, though has broadly followed the same trend.

The DVLA estimate of stock is derived as shown in Table 7.7. Prior to 2002 the stock evading taxation was estimated to be just under 4 percent of known stock. In 2002 and 2004, surveys of tax evasion were carried out and results from these surveys were used to estimate the stock of cars evading taxation.

Figure 7-2 Average stock of household 4-wheeled cars: 1992 to 2004

7.4 Car mileage estimates

The NTS provides three estimates of annual vehicle mileage - from travel in the Travel Week recorded in the travel record, by taking odometer readings, and from the main driver's estimate of the annual mileage. Table 7.7 describes the calculation which compares NTS figures with that obtained from estimates of traffic derived from the Road Traffic Census (RTC) and estimates of vehicle stock from the DVLA. Table 7.8 and Figure 7.3 give comparisons for individual years of the continuous NTS and earlier ad hoc surveys.

The driver's annual estimate is confirmed as the best measure of car mileage from the NTS. These estimates were in close agreement with those derived from the DVLA and RTC data since the 1985/1986 survey, whereas the weekly milometer readings have been over 10 percent lower in recent years. The deficiency of the weekly milometer readings is thought to be mainly the result of the difficulty in placing travel diaries with people during periods when they are most active, such as Bank Holidays.

Table 7.8 also shows annual figures derived from grossing data recorded for individual stages in travel diaries. These are lower than the driver's estimate, as ineligible mileage is excluded, and there is likely to be under recording of trips.

Figure 7.3 shows a trend of declining average annual mileage since the early nineties for all sources except the NTS travel record. The decline is due to the increase in second cars which do less mileage. It is feasible that the average annual mileage from the NTS travel record has been more static since second cars do a larger proportion of eligible NTS mileage.

Table 7-7 Comparison of NTS car mileage estimates with other sources: 2002 to 2004

| | 2002 | 2003 | 2004 |
|--|-----------------------------|-----------------------------|-----------------------------|
| VEHICLE MILES (billions) | | | |
| RTC estimated traffic of cars and taxis, GB | 244.2 (=392.9 bn km.) | 244.3 (=392.0 bn km.) | 247.4 (=398.1 bn km.) |
| <i>less traffic of:</i> | | | |
| non-household cars ¹ | 15.6 | 14.9 | 14.1 |
| vehicles other than car body types ¹ | 4.2 | 4.2 | 4.2 |
| foreign cars, from IPS ² 2001 | 1.8 | 1.8 | 1.8 |
| Total GB public highway mileage of household cars | 222.7 | 223.3 | 227.3 |
| <i>Overseas trips using GB cars, from IPS² 2001 & 2003 (thousand trips)</i> | 6,453 | 6,256 | 6,256 |
| <i>Foreign mileage per trip, from IPS² 2001 (vehicle miles)</i> | 620 | 620 | 620 |
| Total foreign mileage, from IPS ² 2001 | 4.0 | 3.9 | 3.9 |
| Total mileage in GB off public highways | 0.3 | 0.3 | 0.3 |
| A. Total mileage of household 4-wheeled cars | 227.0 | 227.5 | 231.4 |
| VEHICLE STOCK (thousands) | | | |
| DVLA stock of licensed Private & Light Goods: Cars | 24,543 | 24,985 | 25,754 |
| plus cars exempt from licence fees, from DVLA stock data | 1,159 | 1,177 | 1,196 |
| plus cars evading taxation, from 2002 and 2004 evasion surveys | 1,080 | 912 | 912 |
| less non household cars, e.g. rental cars | 1,114 | 1,067 | 1,009 |
| B. Stock of household cars | 25,668 | 26,006 | 26,852 |
| ANNUAL AVERAGE MILEAGE PER HOUSEHOLD CAR | | | |
| Using RTC, IPS and DVLA stock index [A/B] (miles) | 8,840 | 8,750 | 8,620 |
| Using NTS data: | | | |
| Annual mileage per care, from drivers' estimates of annual mileage | 9,000 | 9,100 | 9,020 |
| Average annual mileage per car, from weekly milometer readings | 7,850 | 7,820 | 7,750 |

¹ Traffic of non-household cars (which includes rental cars) and vehicles other than car body types (which includes taxi & minicabs) are derived from vehicle stock figures and assumed annual average of 14 and 26 thousand miles respectively.

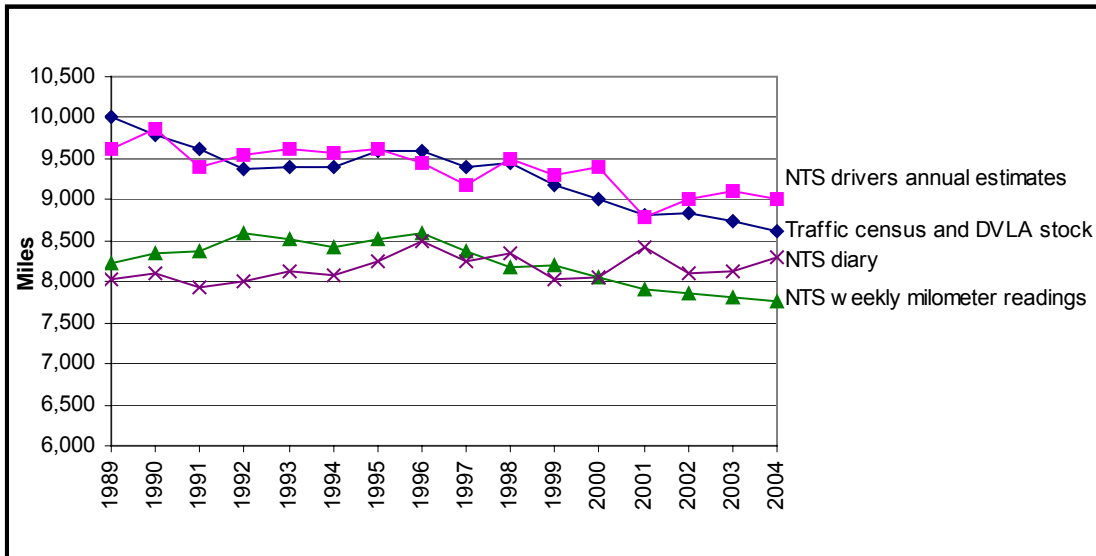
² International Passenger Survey

Table 7-8 Comparison of NTS car mileage figures with traffic census-based figures for household cars

| | Miles | | | |
|-------------------------|--|------------------------------|-------------------------------|------------------------------|
| | Traffic census and DVLA stock figures ¹ | NTS drivers annual estimates | NTS weekly milometer readings | NTS driver stages from diary |
| April 1972 - March 1973 | 9,240 | 9,590 | 8,310 | 7,930 |
| July 1975 - June 1976 | 8,330 | 9,210 | 7,960 | 7,540 |
| May 1978 - May 1979 | 8,490 | 9,090 | 8,210 | 7,540 |
| July 1985 - June 1986 | 8,970 | 8,900 | 7,650 | 7,400 |
| Calendar years: | | | | |
| 1989 | 10,000 | 9,630 | 8,220 | 8,040 |
| 1990 | 9,790 | 9,860 | 8,350 | 8,100 |
| 1991 | 9,610 | 9,410 | 8,370 | 7,930 |
| 1992 | 9,380 | 9,550 | 8,590 | 8,010 |
| 1993 | 9,410 | 9,620 | 8,510 | 8,130 |
| 1994 | 9,400 | 9,580 | 8,430 | 8,070 |
| 1995 | 9,600 | 9,610 | 8,520 | 8,260 |
| 1996 | 9,600 | 9,460 | 8,600 | 8,490 |
| 1997 | 9,400 | 9,180 | 8,370 | 8,260 |
| 1998 | 9,440 | 9,500 | 8,170 | 8,340 |
| 1999 | 9,190 | 9,300 | 8,200 | 8,040 |
| 2000 | 9,010 | 9,400 | 8,050 | 8,060 |
| 2001 | 8,820 | 8,780 | 7,900 | 8,420 |
| 2002 | 8,840 | 9,000 | 7,850 | 8,110 |
| 2003 | 8,750 | 9,100 | 7,820 | 8,120 |
| 2004 | 8,620 | 9,020 | 7,750 | 8,290 |

¹ Derived as shown in Table 7.7.

Figure 7-3 Comparison of NTS car mileage figures with traffic census based figures for household cars: 1989 to 2004



7.5 Household car availability

Tables 7.9, 7.10 and 7.11 compare car availability by country and English region (percentage of households with no, one and more than one car or van) as measured by the 2001 Census, NTS, General Household Survey (GHS) and Expenditure and Food Survey (EFS). The NTS sample was tripled in 2002, thus 2001 figures shown are not as robust as later years. In particular, the North East and Wales have the smallest samples. There is fairly good agreement among the different surveys, though estimates for London are relatively volatile between surveys. In general in transport statistics publications car availability for single years at a national and regional level are based on aggregated data from the NTS, GHS and EFS.

Table 7-9 Households with no car available by GOR from NTS, GHS, EFS and 2001 Census: 2001-2003

| | Percentage | | | | | | | | | |
|--------------------------|------------|-----|-----|--------|------|-----|-----|------|-----|-----|
| | 2001 | | | | 2002 | | | 2003 | | |
| | NTS | GHS | EFS | Census | NTS | GHS | EFS | NTS | GHS | EFS |
| No cars | | | | | | | | | | |
| North East | 38 | 32 | 36 | 36 | 38 | 36 | 38 | 38 | 34 | 39 |
| North West | 29 | 29 | 29 | 30 | 26 | 26 | 29 | 28 | 29 | 28 |
| Yorks' and Humberside | 29 | 32 | 32 | 30 | 33 | 28 | 29 | 30 | 33 | 28 |
| East Midlands | 23 | 26 | 19 | 24 | 20 | 25 | 22 | 22 | 23 | 21 |
| West Midlands | 26 | 25 | 24 | 27 | 29 | 27 | 25 | 25 | 26 | 24 |
| Eastern | 20 | 20 | 21 | 20 | 21 | 19 | 16 | 21 | 15 | 20 |
| London | 37 | 33 | 33 | 37 | 41 | 41 | 35 | 39 | 40 | 33 |
| South East | 19 | 20 | 15 | 19 | 19 | 19 | 17 | 18 | 17 | 17 |
| South West | 21 | 20 | 17 | 20 | 18 | 18 | 18 | 20 | 19 | 17 |
| England | 26 | 26 | 24 | 27 | 26 | 26 | 24 | 26 | 26 | 24 |
| Wales | 28 | 26 | 25 | 26 | 26 | 26 | 29 | 28 | 24 | 22 |
| Scotland | 32 | 36 | 35 | 34 | 34 | 34 | 34 | 32 | 32 | 32 |
| Great Britain | 27 | 27 | 25 | 27 | 27 | 27 | 26 | 27 | 26 | 25 |

Table 7-10 Households with one car available by GOR from NTS, GHS, EFS and 2001 Census: 2001-2003

| | Percentage | | | | | | | | | |
|--------------------------|------------|-----|-----|--------|------|-----|-----|------|-----|-----|
| | 2001 | | | | 2002 | | | 2003 | | |
| | NTS | GHS | EFS | Census | NTS | GHS | EFS | NTS | GHS | EFS |
| One car | | | | | | | | | | |
| North East | 44 | 44 | 42 | 43 | 44 | 45 | 40 | 43 | 50 | 39 |
| North West | 49 | 45 | 44 | 44 | 47 | 47 | 42 | 45 | 46 | 45 |
| Yorks' and Humberside | 47 | 44 | 46 | 44 | 44 | 47 | 48 | 46 | 44 | 42 |
| East Midlands | 52 | 43 | 48 | 44 | 47 | 44 | 44 | 46 | 47 | 45 |
| West Midlands | 49 | 44 | 45 | 43 | 41 | 45 | 42 | 39 | 44 | 44 |
| Eastern | 47 | 45 | 46 | 44 | 43 | 45 | 48 | 42 | 47 | 41 |
| London | 46 | 46 | 46 | 43 | 41 | 42 | 43 | 41 | 43 | 45 |
| South East | 45 | 43 | 46 | 43 | 46 | 45 | 44 | 42 | 43 | 44 |
| South West | 49 | 47 | 44 | 46 | 48 | 45 | 46 | 48 | 47 | 47 |
| England | 47 | 44 | 45 | 44 | 45 | 45 | 44 | 43 | 45 | 44 |
| Wales | 49 | 46 | 46 | 46 | 44 | 45 | 46 | 47 | 46 | 46 |
| Scotland | 51 | 43 | 44 | 43 | 48 | 46 | 43 | 43 | 44 | 46 |
| Great Britain | 48 | 44 | 45 | 44 | 45 | 45 | 44 | 44 | 45 | 44 |

Table 7-11 Households with two or more cars available by GOR from NTS, GHS, EFS and 2001 Census: 2001-2003

| | Percentage | | | | | | | | | |
|--------------------------|------------|-----|-----|--------|------|-----|-----|------|-----|-----|
| | 2001 | | | | 2002 | | | 2003 | | |
| | NTS | GHS | EFS | Census | NTS | GHS | EFS | NTS | GHS | EFS |
| 2+ cars | | | | | | | | | | |
| North East | 17 | 24 | 21 | 21 | 17 | 19 | 23 | 19 | 16 | 22 |
| North West | 22 | 26 | 27 | 26 | 27 | 27 | 29 | 27 | 26 | 27 |
| Yorks' and Humberside | 24 | 24 | 22 | 26 | 23 | 25 | 22 | 24 | 23 | 30 |
| East Midlands | 25 | 31 | 33 | 31 | 34 | 31 | 34 | 33 | 30 | 34 |
| West Midlands | 25 | 31 | 30 | 30 | 30 | 28 | 33 | 36 | 31 | 32 |
| Eastern | 33 | 35 | 33 | 36 | 36 | 36 | 36 | 37 | 38 | 39 |
| London | 17 | 22 | 21 | 19 | 18 | 17 | 22 | 20 | 17 | 23 |
| South East | 36 | 37 | 39 | 38 | 35 | 36 | 39 | 40 | 40 | 39 |
| South West | 30 | 34 | 39 | 34 | 35 | 36 | 36 | 32 | 33 | 36 |
| England | 26 | 30 | 31 | 29 | 29 | 29 | 31 | 30 | 29 | 32 |
| Wales | 24 | 28 | 29 | 29 | 29 | 28 | 25 | 26 | 30 | 31 |
| Scotland | 17 | 21 | 21 | 22 | 18 | 20 | 22 | 25 | 24 | 23 |
| Great Britain | 25 | 29 | 30 | 29 | 28 | 28 | 30 | 30 | 29 | 31 |

7.6 Travel to work

Table 7.12 shows the modal split of travel to work for the NTS and the Labour Force Survey (LFS) in GB. Table 7.13 gives the same comparison but in addition includes figures from the 2001 census and is based on England only. The 2001 Census question on travel to work was not asked in Scotland.

The first columns of Tables 7.12 and 7.13, which gives the modal split of the usual means of travel to work, shows good agreement between surveys. A comparison of the modal split of trips from the NTS travel record is also shown, which picks up all modes rather than the usual modes. These figures show a greater share of walking trips, but fewer car driver, bus and rail trips.

Table 7-12 Travel to work by mode from LFS and NTS: GB 1999/01 to 2004

| | Usual means of travel to work (based on individuals) | | | | | | | | Trips to work (based on diary) | | | | Percentage |
|-------------------|--|------|-----|-----|-----|-----|-----|-----|--------------------------------|-----|-----|-----|------------|
| | LFS | NTS | LFS | NTS | LFS | NTS | LFS | NTS | NTS | NTS | NTS | NTS | |
| | 200 | 199 | 200 | 200 | 200 | 200 | 200 | 200 | 199 | 200 | 200 | 200 | |
| | 1 | 9/01 | 2 | 2 | 3 | 3 | 4 | 4 | 9/01 | 2 | 3 | 4 | |
| Walk | 11 | 9 | 11 | 11 | 10 | 11 | 10 | 12 | 14 | 13 | 13 | 14 | |
| Bicycle | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Car users | 70 | 70 | 70 | 70 | 71 | 69 | 71 | 69 | 68 | 70 | 70 | 68 | |
| of which: | | | | | | | | | | | | | |
| Car/van driver | .. | 59 | .. | 61 | .. | 61 | .. | 60 | 57 | 60 | 60 | 59 | |
| Car/van passenger | .. | 11 | .. | 9 | .. | 8 | .. | 8 | 11 | 10 | 9 | 9 | |
| Motorcycle | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| All bus and coach | 8 | 9 | 8 | 8 | 8 | 8 | 8 | 8 | 7 | 7 | 7 | 7 | |
| of which: | | | | | | | | | | | | | |
| Local stage bus | .. | .. | .. | .. | .. | .. | .. | .. | 7 | 7 | 7 | 7 | |
| Non-local bus | .. | .. | .. | .. | .. | .. | .. | .. | - | - | - | - | |
| All rail | 7 | 7 | 6 | 6 | 6 | 6 | 6 | 7 | 6 | 5 | 6 | 6 | |
| of which: | | | | | | | | | | | | | |
| Surface rail | .. | 4 | .. | 4 | .. | 4 | .. | 4 | 4 | 3 | 3 | 4 | |
| Other rail | .. | 0 | .. | 0 | .. | 1 | .. | 1 | 2 | 2 | 2 | 2 | |
| Taxi/minicab | - | .. | - | .. | - | .. | - | .. | 1 | 1 | 1 | 1 | |
| Other | - | - | - | - | - | 1 | - | 1 | - | - | 1 | 1 | |
| All modes | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | |

Table 7-13 Travel to work by mode from Census, LFS and NTS: England 1999/01 to 2004

| | Usual means of travel to work (based on individuals) | | | | | | | | | Trips to work (based on diary) | | | |
|-------------------|--|-----------------|----------------------------|-----------------|---------------------|-----------------|---------------------|-----------------|---------------------|--------------------------------|---------------------|---------------------|---------------------|
| | Cen -us 200 1 | LFS 200 1 | NT S 199 9/0 1 | LFS 200 2 | NT S 200 2 | LFS 200 3 | NT S 200 3 | LFS 200 4 | NT S 200 4 | NT S 199 9/0 1 | NT S 200 2 | NT S 200 3 | NT S 200 4 |
| Walk | 11 | 11 | 10 | 10 | 10 | 10 | 11 | 10 | 12 | 14 | 13 | 12 | 15 |
| Bicycle | 3 | 3 | 4 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 |
| Car users | 67 | 69 | 69 | 70 | 69 | 70 | 69 | 71 | 68 | 67 | 69 | 70 | 67 |
| of which: | | | | | | | | | | | | | |
| Car/van driver | 60 | .. | 59 | .. | 61 | .. | 61 | .. | 60 | 57 | 60 | 60 | 58 |
| Car/van passenger | 7 | .. | 11 | .. | 8 | .. | 8 | .. | 8 | 10 | 9 | 9 | 9 |
| Motorcycle | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| All bus and coach | 8 | 8 | 8 | 8 | 8 | 8 | 7 | 8 | 8 | 7 | 6 | 6 | 7 |
| of which: | | | | | | | | | | | | | |
| Local stage bus | .. | .. | .. | .. | .. | .. | .. | .. | .. | 6 | 6 | 6 | 7 |
| Non-local bus | .. | .. | .. | .. | .. | .. | .. | .. | .. | - | - | - | - |
| All rail | 8 | 7 | 6 | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 6 | 6 | 6 |
| of which: | | | | | | | | | | | | | |
| Surface rail | 5 | .. | 4 | .. | 4 | .. | 4 | .. | 5 | 4 | 3 | 4 | 4 |
| Other rail | 4 | .. | 1 | .. | - | .. | 1 | .. | 1 | 2 | 2 | 3 | 2 |
| Taxi/mini-cab | 1 | - | .. | - | .. | - | .. | - | .. | 1 | 1 | 1 | 1 |
| Other | 1 | - | 1 | - | - | - | 1 | - | 1 | - | 1 | - | 1 |
| All modes | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |

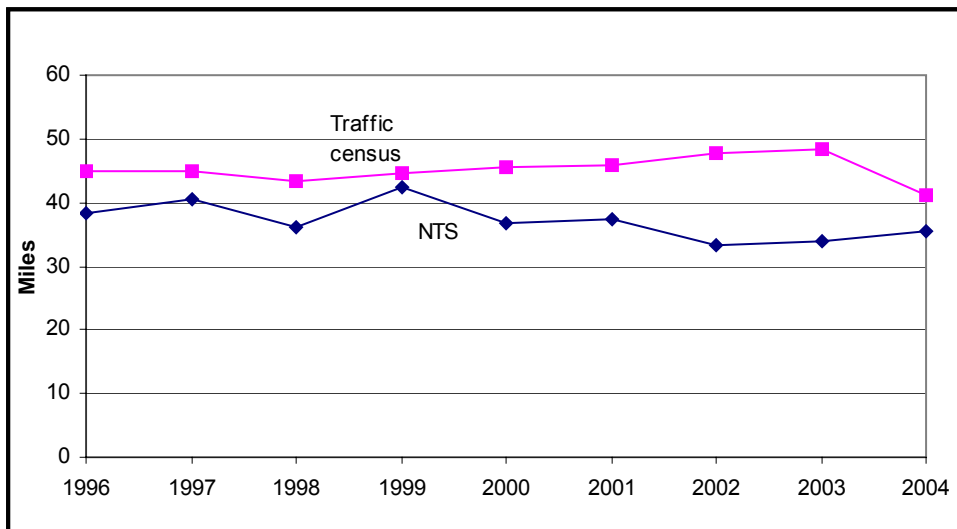
7.7 Bicycle mileage

Table 7.14 and Figure 7.4 show estimates of average distance travelled from the NTS and the Road Traffic Census (RTC). Both surveys have deficiencies for estimating bicycle travel due to relatively small sample size in the NTS and insufficient road coverage for bicycles on the RTC. The RTC of average distance has been consistently higher than NTS figures over the last decade and each have shown different trends.

Table 7-14 Comparison of NTS bicycle mileage figures with traffic census-based figures

| | National Travel Survey | | | | Traffic census | | | | |
|-----------|---------------------------|-----------------------------|-------------------------------------|---------------------------------|----------------------|---------------------------------|-------------------------|-------------------------------------|---------------------------------|
| | Trips per person per year | Average trip length (miles) | Average distance per person (miles) | Percent change on previous year | Bicycle (billion km) | Total bicycle mileage (billion) | GB Population (million) | Average distance per person (miles) | Percent change on previous year |
| 1985/1986 | 25 | 1.8 | 44 | | 5.8 | 3.6 | 55 | 65 | |
| 1991/1993 | 19 | 2.1 | 39 | | 4.6 | 2.9 | 56 | 52 | |
| 1996 | 17 | 2.3 | 38 | | 4.1 | 2.5 | 56 | 45 | |
| 1997 | 18 | 2.2 | 41 | 6 | 4.1 | 2.5 | 56 | 45 | - |
| 1998 | 15 | 2.4 | 36 | -11 | 4.0 | 2.5 | 57 | 43 | -3 |
| 1999 | 17 | 2.5 | 42 | 17 | 4.1 | 2.5 | 57 | 45 | 3 |
| 2000 | 17 | 2.2 | 37 | -13 | 4.2 | 2.6 | 57 | 45 | 2 |
| 2001 | 14 | 2.6 | 37 | 2 | 4.2 | 2.6 | 57 | 46 | 1 |
| 2002 | 15 | 2.2 | 33 | -12 | 4.4 | 2.7 | 58 | 48 | 4 |
| 2003 | 15 | 2.3 | 34 | 3 | 4.5 | 2.8 | 58 | 48 | 2 |
| 2004 | 15 | 2.4 | 36 | 4 | 3.9 | 2.4 | 58 | 41 | -15 |

Figure 7-4 Average annual bicycle distance travelled per person from NTS and road traffic census



7.8 Bus boardings

Table 7.15 compares bus boardings from the NTS grossed to the total population and the survey of bus operators for London and the rest of GB. There is good agreement for

boardings outside London. The shortfall in London reflects the fact that the NTS does not pick up foreign visitors.

Table 7-15 Comparison of bus boardings from the NTS and surveys of bus operators, financial years¹

| | NTS | | Survey of bus operators (SBO) | | Percentage difference SBO-NTS | |
|-----------|--------------------------|-------------|-------------------------------|-------------|-------------------------------|-------------|
| | Bus boarding (thousands) | | Bus boarding (thousands) | | | |
| | London | Other in GB | London | Other in GB | London | Other in GB |
| 1994/1995 | 925 | 3,274 | 1,167 | 3,247 | 26 | -1 |
| 1995/1996 | 918 | 3,230 | 1,205 | 3,173 | 31 | -2 |
| 1996/1997 | 897 | 3,109 | 1,242 | 3,103 | 38 | - |
| 1997/1998 | 846 | 3,083 | 1,294 | 3,032 | 53 | -2 |
| 1998/1999 | 844 | 2,985 | 1,279 | 2,965 | 51 | -1 |
| 1999/2000 | 898 | 2,900 | 1,307 | 2,969 | 46 | 2 |
| 2000/2001 | 948 | 2,814 | 1,359 | 2,945 | 43 | 5 |
| 2001/2002 | 946 | 2,835 | 1,434 | 2,908 | 52 | 3 |
| 2002/2003 | 916 | 2,923 | 1,542 | 2,900 | 68 | -1 |
| 2003/2004 | 910 | 2,859 | 1,702 | 2,833 | 87 | -1 |

¹ NTS data is based on three year rolling averages from 1993 to 2002.

7.9 Van mileage

In 2003, the NTS estimated annual van mileage to be 12,927. For the same period, the road freight surveys of van activity estimate annual mileage to be 13,332.

The NTS annual mileage is estimated by respondents. The road freight estimate of van mileage is based on two surveys: the survey of privately owned vans 2002/03; and survey of company owned vans 2003.

There is a reasonably good agreement for annual mileage between the NTS and road freight estimate of all vans, with the NTS figure being slightly lower. This is due to company owned vans (which solely do ineligible NTS mileage (e.g. parcel delivery vans) and tend to travel more), being excluded from the NTS.

7.10 Driving licence holding

Driving licence holding information is available from the NTS and DVLA database. Up to the age of 69 years the DVLA database contains extraneous records, including dead persons and emigrants, and some duplicates of licences in maiden and married name. The requirement to renew licences at the age of 70 years removes these records. Due to the inaccuracy of the DVLA figures for those below 70 years the NTS figures are more accurate (see Table 7.16).

Table 7-16 Driving licence holding: comparison between NTS and DVLA data

| | DVLA 2003 ¹ | | | National Travel Survey 2002/04 | | |
|--|------------------------|--------|--------|--------------------------------|--------|--------|
| | Males | Female | Total | Males | Female | Total |
| Proportion of licence holders (%) | | | | | | |
| 17-20 | 28 | 24 | 26 | 31 | 26 | 28 |
| 21-29 | 67 | 60 | 64 | 72 | 61 | 67 |
| 30-39 | 91 | 79 | 85 | 88 | 77 | 82 |
| 40-49 | 100 | 82 | 91 | 90 | 78 | 84 |
| 50-59 | 102 | 77 | 89 | 90 | 71 | 81 |
| 60-69 | 105 | 64 | 84 | 86 | 58 | 72 |
| 70+ | 69 | 24 | 42 | 70 | 27 | 46 |
| All 17+ | 86 | 62 | 74 | 81 | 61 | 70 |
| Number of licence holders (thousands) | | | | | | |
| 17-20 | 416 | 336 | 752 | 467 | 371 | 837 |
| 21-29 | 2,159 | 1,940 | 4,099 | 2,327 | 1,971 | 4,298 |
| 30-39 | 4,022 | 3,549 | 7,572 | 3,879 | 3,449 | 7,328 |
| 40-49 | 3,976 | 3,319 | 7,295 | 3,591 | 3,172 | 6,763 |
| 50-59 | 3,698 | 2,879 | 6,577 | 3,285 | 2,647 | 5,933 |
| 60-69 | 2,782 | 1,805 | 4,587 | 2,283 | 1,632 | 3,914 |
| 70+ | 1,859 | 950 | 2,808 | 1,891 | 1,081 | 2,972 |
| All 17+ | 18,912 | 14,779 | 33,691 | 17,724 | 14,323 | 32,046 |

¹ Up to the age of 69 years the DVLA database contains extraneous records, including dead persons and emigrants, and some duplicates of licences in maiden and married name. The requirement to renew licences at the age of 70 years removes these records.

8 SAMPLING ERRORS

8.1 Introduction

Sample statistics (e.g. means or proportions) are estimates of the true population statistics for a country or sub-region.

Estimates derived from sample surveys are subject to two types of errors: sampling errors; and non-sampling errors. Non-sampling errors can be attributed to many sources, such as non-response bias, definitional difficulties, differing respondent interpretations, and respondent inability to recall information.

Sampling errors occur when estimates are derived from a sample rather than a census of the population. The sample used for a particular survey is only one of a large number of possible samples of the same size. Even if the same questionnaire, instructions and travel diaries were used, the estimates from each sample would differ from the others. This difference, termed sampling error, occurs by chance, and its variability is measured by the 'standard error' associated with a survey.

The extent of the sampling error can also be expressed in terms of a *confidence interval* about the sample estimate. A '95 percent confidence interval' is a measure frequently used to quantify this variability. It is expressed as a range of values around a central estimate and this range is within ± 1.96 standard errors of the central estimate. If the survey were repeated many times under the same circumstances we would expect such a confidence interval to contain the true value 95 percent of the time. For example, the number of trips per person per year is estimated for 2002/2003 as 998 with a standard error of 5.1 (see Table 8.5). Hence the 95 percent confidence interval is $[998 \pm 1.96 \times 5.1]$, i.e. $[998 \pm 10.0]$, or $[988 \text{ to } 1,008]$.

Survey estimates are usable only if they are sufficiently accurate for the particular purposes for which they are used, i.e. the standard errors are sufficiently small. The size of a standard error depends upon three factors: the size of the sample; the survey design; and the variability in the population of the attribute being measured. In general, the larger the sample size the smaller the standard error of a generated statistic. The standard error reduces in proportion to the square root of the sample size – hence a four-fold increase in sample size causes a two-fold reduction in the standard error. For small sub-samples of the population (e.g. households, individuals and vehicles) the standard error is related to the size of the sub-sample.

Guidelines on the use of NTS data have been developed to avoid publishing misleading results based on very small sample sizes. For estimates of households, individuals and vehicles, samples of under 100 should not be used, while sub-samples of fewer than 300 should be used cautiously. For trip and stage estimates, even more caution should be exercised: sub-samples under 300 should not be used to generate estimates, whilst sub-samples of under 1,000 should be used cautiously.

8.2 Sampling error calculations and tables

Simple random sample (SRS) designs⁸ are costly in terms of the travelling times of interviewers, as the sampled addresses would be spread evenly across the whole of Great Britain. So the NTS, like most other household surveys, uses a multi-stage design which groups addresses on the sampling frame into clusters of relatively small areas before sample selection. These areas, known as primary sampling units (PSUs) can be covered economically as one interviewer's quota of work. The PSUs on the NTS are postcode sectors, or groupings of sectors. This design tends to lead to larger standard errors than an SRS would, because the PSUs are usually more homogeneous than the population as a whole. This is offset to some extent by the stratification of the sampling frame (see section 2.3).

Sampling errors can be calculated for all the estimates derived from the National Travel Survey. However, the multi-stage design of the survey makes computation of sampling errors more complicated than if the survey was a simple random sample. The NTS analysis system requires two additional pieces of information for the calculation of sampling errors: the five digit area number can be used to identify and arrange the PSU selections in the correct order; the first two digits of the area number identify the major strata (region). Once the PSUs have been ordered within major strata they are paired with the following PSU to form minor strata⁹.

As recommended by ONS, the software package 'STATA' has been used to calculate the standard errors.

The formula used to calculate the standard error of an NTS estimate, r , is as follows:

$$SE(r) = \sqrt{\sum_{pair} \frac{a}{(a-1)x^2} \sum_{i=1}^a (z_i - \bar{z})^2}$$

Where

| | | |
|-----------|---|---|
| r | = | statistic being considered, i.e. the mean or proportion, |
| a | = | no. of PSUs, |
| y_i | = | the sum of the statistic in PSU i , i.e. The total if r is a mean or the number of occurrences if r is a proportion |
| x_i | = | sample size in PSU i |
| x | = | $\sum x_i$ |
| z_i | = | $y_i - rx_i$, |
| \bar{z} | = | minor strata mean, |

Full mathematical details can be obtained from the DfT NTS enquiry point.

⁸ A sample where each selection is statistically independent and made in the same way, gives each population element the same chance of selection.

⁹ Sometimes a 'pair' will contain 3 PSUs if there is an odd number of PSUs within the major stratum.

The tables in this section present the standard error $SE(r)$, the 95 percent confidence interval and the sample size¹⁰, or base, on which the estimate was based. It is also useful to have an idea of how much higher the standard error is than if a simple random sample (SRS) had been used. The effect of the sample design on the standard error of an estimate is called the Design Factor (DEFT) and is calculated as the complex standard error $SE(r)$ derived above divided by the standard error that would be achieved with an SRS. The size of the DEFT varies from one estimate to another depending on the relative homogeneity of households (or individuals) within PSUs with respect to the estimates being measured. DEFT increases with average PSU size. Additionally, DEFT tends to be particularly large for estimates at the trip and stage level since trips tend to be repeated; trips are not independent events. Thus the precision of the trip and stage level estimates is considerably less than might be supposed from their total sample size. Note, this does not apply to estimates of trips and stages per person per year as these are estimates at the individual level. The DEFT is also given in the tables in this section.

The table below gives details of the information shown in the Tables 8.1-8.14.

| Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
|--|---|--------------------------------------|--|---|
| n | r | $SE(r)$ | $1.96*SE(r)$ | $SE(r) / SE_{SRS}(r)$ |
| Sample size of households, individuals, vehicles, trips or stages. | Estimate e.g. Proportion of households with no cars, average trips per person per year. | Standard error of the estimate r . | $\pm 1.96*SE(r)$ is the range of values in the confidence interval i.e. $[r-1.96*SE(r), r+1.96*SE(r)]$. | Design Factor. $SE_{SRS}(r)$ is the standard error assuming a simple random sample. |

For a quick estimate of the confidence limits for any estimate not shown below, use the sample size and estimate which best approximates to the one required. Adjust as necessary, bearing in mind that the standard error, and hence the 95 percent confidence limits, are proportional to $1/\sqrt{n}$, where n equals the size of the sample being considered.

¹⁰ For trip and stage estimates, sample sizes adjusted for short walks are shown to be consistent with NTS publications.

Table 8-1 Percentage of households by car access by GOR and country: 2002/03

| | | Households/ percentage | | | | |
|-----------------------------------|---------|------------------------|----------|----------------|----------------------------|------|
| | | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| North East | 0 cars | 745 | 38.0 | 2.8 | 5.6 | 1.60 |
| | 1 car | 745 | 43.6 | 1.7 | 3.4 | 0.96 |
| | 2 cars | 745 | 16.5 | 2.1 | 4.0 | 1.51 |
| | 3+ cars | 745 | 1.9 | 0.5 | 1.0 | 1.04 |
| North West | 0 cars | 1,849 | 26.8 | 1.6 | 3.2 | 1.59 |
| | 1 car | 1,849 | 46.0 | 1.2 | 2.4 | 1.05 |
| | 2 cars | 1,849 | 24.3 | 1.3 | 2.6 | 1.31 |
| | 3+ cars | 1,849 | 2.9 | 0.4 | 0.9 | 1.14 |
| Yorkshire & the Humber | 0 cars | 1,395 | 31.3 | 1.9 | 3.7 | 1.50 |
| | 1 car | 1,395 | 45.1 | 1.2 | 2.4 | 0.93 |
| | 2 cars | 1,395 | 20.5 | 1.3 | 2.5 | 1.16 |
| | 3+ cars | 1,395 | 3.1 | 0.5 | 1.1 | 1.17 |
| East Midlands | 0 cars | 1,177 | 20.6 | 1.8 | 3.5 | 1.50 |
| | 1 car | 1,177 | 46.3 | 1.6 | 3.1 | 1.08 |
| | 2 cars | 1,177 | 28.5 | 1.6 | 3.1 | 1.20 |
| | 3+ cars | 1,177 | 4.6 | 0.7 | 1.3 | 1.10 |
| West Midlands | 0 cars | 1,392 | 26.5 | 1.5 | 3.0 | 1.29 |
| | 1 car | 1,392 | 40.3 | 1.2 | 2.3 | 0.90 |
| | 2 cars | 1,392 | 27.2 | 1.5 | 3.0 | 1.27 |
| | 3+ cars | 1,392 | 6.0 | 0.8 | 1.5 | 1.18 |
| East | 0 cars | 1,432 | 20.7 | 1.3 | 2.5 | 1.18 |
| | 1 car | 1,432 | 42.8 | 1.1 | 2.2 | 0.87 |
| | 2 cars | 1,432 | 30.1 | 1.4 | 2.7 | 1.12 |
| | 3+ cars | 1,432 | 6.4 | 0.6 | 1.2 | 0.99 |
| London | 0 cars | 1,809 | 39.7 | 1.4 | 2.7 | 1.19 |
| | 1 car | 1,809 | 40.8 | 1.0 | 2.0 | 0.89 |
| | 2 cars | 1,809 | 17.2 | 1.0 | 2.0 | 1.17 |
| | 3+ cars | 1,809 | 2.3 | 0.4 | 0.7 | 1.03 |
| South East | 0 cars | 2,056 | 18.5 | 1.3 | 2.5 | 1.48 |
| | 1 car | 2,056 | 43.8 | 1.2 | 2.4 | 1.14 |
| | 2 cars | 2,056 | 31.1 | 1.5 | 3.0 | 1.50 |
| | 3+ cars | 2,056 | 6.6 | 0.7 | 1.3 | 1.20 |
| South West | 0 cars | 1,500 | 18.9 | 1.3 | 2.6 | 1.30 |
| | 1 car | 1,500 | 47.7 | 1.3 | 2.5 | 0.99 |
| | 2 cars | 1,500 | 27.5 | 1.3 | 2.6 | 1.13 |
| | 3+ cars | 1,500 | 5.8 | 0.7 | 1.3 | 1.09 |

Table 8.1 continued

| | | Households/ percentage | | | | |
|----------------------|---------|------------------------|----------|----------------|----------------------------|------|
| | | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| Wales | 0 cars | 829 | 27.0 | 2.4 | 4.8 | 1.58 |
| | 1 car | 829 | 45.6 | 2.1 | 4.1 | 1.21 |
| | 2 cars | 829 | 23.3 | 2.1 | 4.1 | 1.41 |
| | 3+ cars | 829 | 4.1 | 0.7 | 1.3 | 0.99 |
| Scotland | 0 cars | 1,511 | 32.6 | 1.7 | 3.4 | 1.44 |
| | 1 car | 1,511 | 45.5 | 1.3 | 2.6 | 1.04 |
| | 2 cars | 1,511 | 19.4 | 1.3 | 2.6 | 1.29 |
| | 3+ cars | 1,511 | 2.6 | 0.4 | 0.8 | 0.98 |
| Great Britain | 0 cars | 15,695 | 26.9 | 0.5 | 1.0 | 1.41 |
| | 1 car | 15,695 | 44.2 | 0.4 | 0.8 | 1.01 |
| | 2 cars | 15,695 | 24.5 | 0.4 | 0.9 | 1.28 |
| | 3+ cars | 15,695 | 4.3 | 0.2 | 0.4 | 1.10 |

Table 8-2 Percentage of households living within 13 minutes of an hourly or better bus service by area type: 2002/03

| | | Households/ percentage | | | | |
|-------------------------|--|------------------------|----------|----------------|----------------------------|------|
| | | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| GB | | 15,695 | 89.5 | 0.6 | 1.1 | 2.27 |
| London Boroughs | | 1,809 | 98.2 | 0.3 | 0.6 | 1.07 |
| Met. Built up areas | | 2,286 | 98.5 | 0.3 | 0.6 | 1.14 |
| Large urban over 250k | | 2,170 | 97.0 | 0.5 | 0.9 | 1.25 |
| Medium urban 25 to 250k | | 4,156 | 96.2 | 0.4 | 0.8 | 1.33 |
| Small urban 10 to 25k | | 1,898 | 92.0 | 0.9 | 1.8 | 1.49 |
| Small urban 3 to 10k | | 1,240 | 86.7 | 1.8 | 3.5 | 1.84 |
| Rural | | 2,136 | 51.5 | 2.1 | 4.2 | 1.97 |

Table 8-3 Percentage of individuals aged 17+ with full driving licence by gender and age: 2002/03

| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
|-------------|--------|----------|----------------|----------------------------|------|
| All persons | 28,317 | 70.5 | 0.4 | 0.8 | 1.53 |
| All males | 13,352 | 81.3 | 0.4 | 0.8 | 1.24 |
| Males: | | | | | |
| 17-20 | 698 | 32.2 | 2.0 | 3.8 | 1.10 |
| 21-29 | 1,568 | 74.2 | 1.1 | 2.2 | 1.04 |
| 30-39 | 2,504 | 88.1 | 0.7 | 1.4 | 1.08 |
| 40-49 | 2,432 | 90.8 | 0.6 | 1.2 | 1.06 |
| 50-59 | 2,350 | 89.9 | 0.6 | 1.2 | 1.00 |
| 60-69 | 1,879 | 86.1 | 0.9 | 1.7 | 1.08 |
| 70+ | 1,921 | 68.6 | 1.1 | 2.1 | 1.00 |
| All Females | 14,965 | 60.9 | 0.5 | 1.0 | 1.29 |
| Females: | | | | | |
| 17-20 | 740 | 27.3 | 1.7 | 3.3 | 1.02 |
| 21-29 | 1,770 | 61.5 | 1.2 | 2.4 | 1.04 |
| 30-39 | 2,819 | 77.1 | 0.9 | 1.7 | 1.11 |
| 40-49 | 2,611 | 78.1 | 0.9 | 1.7 | 1.08 |
| 50-59 | 2,454 | 71.4 | 1.0 | 1.9 | 1.05 |
| 60-69 | 2,028 | 57.5 | 1.1 | 2.2 | 1.03 |
| 70+ | 2,543 | 27.5 | 0.9 | 1.8 | 1.05 |

**Table 8-4 Percentage of individuals aged 17+ with full driving licence by GOR:
2002/03**

| | Base | Estimate | Standard error | Individuals/ percentage 95% confidence range (+/-) | DEFT |
|-----------------------------|--------|----------|-------------------|---|------|
| GB | 28,317 | 70.5 | 0.4 | 0.8 | 1.5 |
| North East | 1,327 | 58.5 | 2.2 | 4.4 | 1.6 |
| North West | 3,350 | 68.1 | 1.5 | 2.9 | 1.8 |
| Yorkshire and the Humber | 2,456 | 66.7 | 1.5 | 3.0 | 1.6 |
| East Midlands | 2,157 | 74.4 | 1.5 | 3.0 | 1.6 |
| West Midlands | 2,570 | 70.4 | 1.5 | 3.0 | 1.7 |
| East of England | 2,609 | 74.8 | 1.2 | 2.3 | 1.4 |
| London | 3,212 | 63.7 | 1.1 | 2.1 | 1.3 |
| South East | 3,776 | 78.5 | 0.9 | 1.9 | 1.4 |
| South West | 2,689 | 77.1 | 1.0 | 2.0 | 1.2 |
| Wales | 1,507 | 69.1 | 2.2 | 4.4 | 1.9 |
| Scotland | 2,664 | 67.0 | 1.3 | 2.5 | 1.4 |

Table 8-5 Trips per person per year¹ by main mode and purpose: 2002/03
Individuals/ trips

| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
|----------------------------------|--------|----------|----------------|----------------------------|------|
| Main Mode: | | | | | |
| Walk ² | 36,353 | 244 | 3.8 | 7.4 | 1.65 |
| Bicycle | 36,353 | 15 | 0.6 | 1.1 | 1.28 |
| Car/van driver | 36,353 | 410 | 4.0 | 7.9 | 1.36 |
| Car/van passenger | 36,353 | 228 | 2.1 | 4.1 | 1.26 |
| Motorcycle | 36,353 | 3 | 0.2 | 0.5 | 1.03 |
| Other private | 36,353 | 8 | 0.4 | 0.7 | 1.25 |
| London stage bus | 36,353 | 12 | 0.7 | 1.4 | 1.80 |
| Other stage bus | 36,353 | 47 | 1.1 | 2.1 | 1.58 |
| Non-local bus | 36,353 | 1 | 0.1 | 0.1 | 1.20 |
| LT Underground | 36,353 | 6 | 0.5 | 0.9 | 1.72 |
| Surface rail | 36,353 | 12 | 0.4 | 0.8 | 1.36 |
| Taxi/minicab | 36,353 | 11 | 0.4 | 0.7 | 1.51 |
| Other public | 36,353 | 2 | 0.3 | 0.6 | 2.42 |
| Purpose²: | | | | | |
| Commuting | 36,353 | 150 | 1.5 | 3.0 | 1.25 |
| Business | 36,353 | 33 | 0.8 | 1.5 | 1.08 |
| Education | 36,353 | 65 | 1.3 | 2.6 | 1.46 |
| Escort education | 36,353 | 47 | 1.3 | 2.6 | 1.31 |
| Shopping | 36,353 | 197 | 1.6 | 3.2 | 1.26 |
| Other escort | 36,353 | 95 | 1.4 | 2.8 | 1.32 |
| Personal business | 36,353 | 106 | 1.3 | 2.5 | 1.31 |
| Visiting friends at private home | 36,353 | 119 | 1.4 | 2.7 | 1.39 |
| Visiting friends elsewhere | 36,353 | 45 | 0.8 | 1.6 | 1.35 |
| Entertainment/ public activity | 36,353 | 46 | 0.8 | 1.5 | 1.41 |
| Sport: participate | 36,353 | 19 | 0.5 | 0.9 | 1.34 |
| Holiday: base | 36,353 | 11 | 0.5 | 1.0 | 1.64 |
| Day trip | 36,353 | 24 | 0.6 | 1.2 | 1.46 |
| Other inc. just walk | 36,353 | 40 | 1.1 | 2.2 | 1.23 |
| All trips | 36,353 | 998 | 5.1 | 10.0 | 1.55 |

¹ Excluding series of calls trips.

² After reweighting for short walk trips.

Table 8-6 Trips per person per year^{1,2} by gender and GOR: 2002/03

| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
|------------------------|--------|----------|----------------|----------------------------|------|
| Individuals/ trips | | | | | |
| Gender: | | | | | |
| Male | 17,445 | 994 | 5.6 | 11.0 | 1.2 |
| Female | 18,908 | 1003 | 6.2 | 12.1 | 1.3 |
| GOR: | | | | | |
| North East | 1,652 | 980 | 25.1 | 49.3 | 1.5 |
| North West | 4,332 | 1027 | 15.9 | 31.2 | 1.6 |
| Yorkshire & Humberside | 3,172 | 975 | 15.6 | 30.6 | 1.4 |
| East Midlands | 2,733 | 1059 | 17.1 | 33.5 | 1.4 |
| West Midlands | 3,293 | 998 | 19.5 | 38.2 | 1.7 |
| Eastern | 3,442 | 1005 | 15.6 | 30.5 | 1.5 |
| Greater London | 4,220 | 880 | 14.2 | 27.9 | 1.6 |
| South East | 4,854 | 1048 | 12.7 | 24.9 | 1.4 |
| South West | 3,360 | 1050 | 17.5 | 34.4 | 1.6 |
| Wales | 1,899 | 948 | 22.9 | 44.9 | 1.6 |
| Scotland | 3,396 | 991 | 16.6 | 32.6 | 1.6 |
| All individuals | 36,353 | 998 | 5.1 | 10.0 | 1.6 |

¹ Excluding series of calls trips.² After reweighting for short walk trips.**Table 8-7** Miles per person per year¹ by main mode and purpose: 2002/03

| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
|--------------------|--------|----------|----------------|----------------------------|------|
| Individuals/ miles | | | | | |
| Main Mode: | | | | | |
| Walk ² | 36,353 | 168 | 2.5 | 4.9 | 1.58 |
| Bicycle | 36,353 | 33 | 1.4 | 2.7 | 1.09 |
| Car/van driver | 36,353 | 3,497 | 48.1 | 94.2 | 1.39 |
| Car/van passenger | 36,353 | 2,046 | 30.4 | 59.6 | 1.42 |
| Motorcycle | 36,353 | 34 | 3.1 | 6.2 | 1.05 |
| Other private | 36,353 | 155 | 8.4 | 16.5 | 1.16 |
| London stage bus | 36,353 | 43 | 2.9 | 5.7 | 1.80 |
| Other stage bus | 36,353 | 211 | 5.2 | 10.3 | 1.31 |
| Non-local bus | 36,353 | 76 | 7.6 | 14.8 | 1.32 |
| LT Underground | 36,353 | 53 | 4.1 | 8.0 | 1.64 |
| Surface rail | 36,353 | 396 | 15.0 | 29.4 | 1.17 |
| Taxi/minicab | 36,353 | 47 | 2.0 | 3.9 | 1.30 |

| | Individuals/ miles | | | | |
|----------------------------------|--------------------|----------|----------------|----------------------------|------|
| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| Other public | 36,353 | 80 | 9.7 | 19.0 | 1.03 |
| Purpose²: | | | | | |
| Commuting | 36,353 | 1,280 | 20.6 | 40.5 | 1.17 |
| Business | 36,353 | 682 | 21.0 | 41.1 | 1.08 |
| Education | 36,353 | 202 | 5.7 | 11.2 | 1.11 |
| Escort education | 36,353 | 103 | 4.5 | 8.8 | 1.32 |
| Shopping | 36,353 | 843 | 12.5 | 24.5 | 1.73 |
| Other escort | 36,353 | 477 | 9.7 | 19.1 | 1.35 |
| Personal business | 36,353 | 465 | 9.8 | 19.2 | 1.39 |
| Visiting friends at private home | 36,353 | 1,097 | 21.8 | 42.8 | 1.49 |
| Visiting friends elsewhere | 36,353 | 254 | 7.2 | 14.1 | 1.45 |
| Entertainment/ public activity | 36,353 | 362 | 10.0 | 19.6 | 1.40 |
| Sport: participate | 36,353 | 123 | 4.1 | 8.1 | 1.17 |
| Holiday: base | 36,353 | 541 | 23.8 | 46.7 | 1.61 |
| Day trip | 36,353 | 383 | 12.9 | 25.3 | 1.55 |
| Other inc. just walk | 36,353 | 42 | 1.2 | 2.3 | 1.24 |
| All trips | 36,353 | 6,855 | 71.3 | 139.7 | 1.70 |

¹ Excluding series of calls trips.

² After reweighting for short walk trips.

Table 8-8 Miles per person per year^{1,2} by gender and GOR: 2002/03

| | Individuals/ miles | | | | |
|------------------------|--------------------|----------|----------------|----------------------------|------|
| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| Gender: | | | | | |
| Male | 17,445 | 7,899 | 90.3 | 177.0 | 1.31 |
| Female | 18,908 | 5,891 | 68.7 | 134.6 | 1.41 |
| GOR: | | | | | |
| North East | 1,652 | 5,902 | 345.8 | 677.7 | 1.98 |
| North West | 4,332 | 6,185 | 196.6 | 385.3 | 1.77 |
| Yorkshire & Humberside | 3,172 | 6,428 | 249.5 | 489.1 | 1.87 |
| East Midlands | 2,733 | 7,652 | 323.1 | 633.2 | 1.93 |
| West Midlands | 3,293 | 6,716 | 230.2 | 451.2 | 1.63 |
| Eastern | 3,442 | 7,591 | 228.0 | 447.0 | 1.62 |
| Greater London | 4,220 | 5,224 | 144.1 | 282.5 | 1.48 |
| South East | 4,854 | 8,021 | 209.7 | 411.1 | 1.72 |
| South West | 3,360 | 7,957 | 233.2 | 457.0 | 1.47 |
| Wales | 1,899 | 6,712 | 325.0 | 636.9 | 1.89 |
| Scotland | 3,396 | 6,667 | 223.0 | 437.1 | 1.57 |
| All individuals | 36,353 | 6,855 | 71.3 | 139.7 | 1.70 |

¹ Excluding series of calls trips.² After reweighting for short walk trips.**Table 8-9 Total time per person per year^{1,2}: 2002/03**

| | Individuals/ hours | | | | |
|------------------|--------------------|----------|----------------|----------------------------|------|
| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| All trips | 36,353 | 362 | 2.1 | 4.0 | 1.53 |

¹ Excluding series of calls trips.² After reweighting for short walk trips.

Table 8-10 Average trip length¹ by main mode and purpose: 2002/03

| | Base | Estimate | Standard error | 95% confidence range (+/-) | Trips/ miles DEFT |
|----------------------------------|---------|----------|----------------|----------------------------|----------------------|
| Main Mode: | | | | | |
| Walk ² | 170,027 | 0.7 | 0.007 | 0.013 | 4.24 |
| Bicycle | 10,198 | 2.2 | 0.07 | 0.14 | 2.42 |
| Car/van driver | 285,540 | 8.5 | 0.08 | 0.16 | 2.45 |
| Car/van passenger | 158,894 | 9.0 | 0.12 | 0.23 | 2.24 |
| Motorcycle | 2,312 | 10.4 | 0.73 | 1.43 | 2.27 |
| Other private | 5,813 | 18.6 | 0.93 | 1.82 | 1.90 |
| London stage bus | 8,439 | 3.7 | 0.09 | 0.18 | 2.90 |
| Other stage bus | 32,517 | 4.6 | 0.08 | 0.15 | 3.18 |
| Non-local bus | 580 | 91.0 | 5.53 | 10.83 | 1.71 |
| LT Underground | 4,431 | 8.6 | 0.27 | 0.53 | 3.73 |
| Surface rail | 8,143 | 34.1 | 1.05 | 2.05 | 2.02 |
| Taxi/minicab | 7,816 | 4.2 | 0.14 | 0.28 | 1.87 |
| Other public | 1,449 | 40.8 | 7.17 | 14.06 | 2.26 |
| Purpose²: | | | | | |
| Commuting | 104,592 | 8.5 | 0.12 | 0.24 | 3.08 |
| Business | 23,081 | 20.6 | 0.50 | 0.98 | 1.82 |
| Education | 45,268 | 3.1 | 0.08 | 0.16 | 2.28 |
| Escort education | 32,642 | 2.2 | 0.08 | 0.16 | 2.30 |
| Shopping | 137,332 | 4.3 | 0.06 | 0.12 | 2.94 |
| Other escort | 66,320 | 5.0 | 0.09 | 0.17 | 2.13 |
| Personal business | 74,223 | 4.4 | 0.08 | 0.17 | 2.13 |
| Visiting friends at private home | 83,066 | 9.2 | 0.18 | 0.36 | 2.21 |
| Visiting friends elsewhere | 31,466 | 5.6 | 0.14 | 0.28 | 1.94 |
| Entertainment/public activity | 32,120 | 7.9 | 0.19 | 0.37 | 1.95 |
| Sport: participate | 13,439 | 6.4 | 0.17 | 0.33 | 1.69 |
| Holiday: base | 7,534 | 50.1 | 1.85 | 3.64 | 2.06 |
| Day trip | 16,936 | 15.8 | 0.45 | 0.88 | 2.28 |
| Other inc. just walk | 28,140 | 1.1 | 0.02 | 0.04 | 2.20 |
| All trips | 696,159 | 6.9 | 0.07 | 0.13 | 3.07 |

¹ Excluding series of calls trips.² After reweighting for short walk trips.

Table 8-11 Stages per person per year¹ by mode: 2002/03

| | Individuals/ stages | | | | |
|-------------------|---------------------|----------|----------------|----------------------------|------|
| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| Mode: | | | | | |
| Walk ² | 36,353 | 296 | 4.4 | 8.7 | 1.68 |
| Bicycle | 36,353 | 15 | 0.6 | 1.2 | 1.29 |
| All car/ van | 36,353 | 644 | 5.4 | 10.6 | 1.86 |
| Local bus | 36,353 | 65 | 1.4 | 2.7 | 1.65 |
| Rail/ Underground | 36,353 | 22 | 0.8 | 1.5 | 1.42 |
| Other | 36,353 | 29 | 0.7 | 1.4 | 1.43 |
| All stages | 36,353 | 1,070 | 5.8 | 11.4 | 1.57 |

¹ Excluding series of calls trips.

² After reweighting for short walk trips.

Table 8-12 Stage distance per person per year¹ by mode: 2002/03

| | Individuals/ miles | | | | |
|-------------------|--------------------|----------|----------------|----------------------------|------|
| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
| Mode: | | | | | |
| Walk ² | 36,353 | 191 | 2.7 | 5.3 | 1.60 |
| Bicycle | 36,353 | 34 | 1.4 | 2.7 | 1.10 |
| All car/ van | 36,353 | 5,562 | 68.4 | 134.0 | 1.79 |
| Local bus | 36,353 | 260 | 5.9 | 11.5 | 1.39 |
| Rail/ Underground | 36,353 | 417 | 14.6 | 28.7 | 1.19 |
| Other | 36,353 | 391 | 15.2 | 29.8 | 1.16 |
| All stages | 36,353 | 6,855 | 71.3 | 139.7 | 1.70 |

¹ Excluding series of calls trips.

² After reweighting for short walk trips.

Table 8-13 Trips to and from school per child per year¹ by main mode: 2002/03

| | Base | Estimate | Standard error | Trips/ percentage/ miles | |
|------------------------|--------|----------|----------------|----------------------------|------|
| | | | | 95% confidence range (+/-) | DEFT |
| Age 5-10 | | | | | |
| Walk ² | 17,623 | 52 | 1.4 | 2.8 | 3.75 |
| Bicycle | 17,623 | 1 | 0.2 | 0.3 | 2.63 |
| Car/van passenger | 17,623 | 40 | 1.3 | 2.6 | 3.59 |
| Private bus | 17,623 | 3 | 0.4 | 0.9 | 3.27 |
| Local bus | 17,623 | 3 | 0.4 | 0.8 | 3.31 |
| Rail | 17,623 | 0 | .. | .. | .. |
| Other | 17,623 | 1 | 0.3 | 0.6 | 3.20 |
| Average length (miles) | 17,623 | 1.5 | 0.06 | 0.12 | 2.93 |
| Age 11-16 | | | | | |
| Walk ² | 18,391 | 40 | 1.4 | 2.8 | 3.97 |
| Bicycle | 18,391 | 2 | 0.3 | 0.6 | 3.02 |
| Car/van passenger | 18,391 | 23 | 1.0 | 2.0 | 3.23 |
| Private bus | 18,391 | 8 | 0.8 | 1.5 | 3.67 |
| Local bus | 18,391 | 24 | 1.1 | 2.2 | 3.58 |
| Rail | 18,391 | 1 | 0.3 | 0.5 | 3.17 |
| Other | 18,391 | 2 | 0.3 | 0.5 | 2.68 |
| Average length (miles) | 18,391 | 3.3 | 0.11 | 0.21 | 3.29 |
| Age 5-16 | | | | | |
| Walk ² | 36,014 | 46 | 1.0 | 2.0 | 3.98 |
| Bicycle | 36,014 | 1 | 0.2 | 0.4 | 3.01 |
| Car/van passenger | 36,014 | 31 | 0.9 | 1.8 | 3.66 |
| Private bus | 36,014 | 6 | 0.4 | 0.9 | 3.50 |
| Local bus | 36,014 | 13 | 0.6 | 1.3 | 3.56 |
| Rail | 36,014 | 1 | 0.1 | 0.3 | 3.19 |
| Other | 36,014 | 2 | 0.2 | 0.4 | 3.04 |
| Average length (miles) | 36,014 | 2.4 | 0.07 | 0.13 | 3.39 |

¹ Trips of under 50 miles only.

² After reweighting for short walk trips.

Table 8-14 Bicycle travel^{1,2} in Great Britain and England: 2002/03

| | Base | Estimate | Standard error | 95% confidence range (+/-) | DEFT |
|---|--------|----------|----------------|----------------------------|------|
| Individuals/ miles/ trips | | | | | |
| Distance travelled per person per year | | | | | |
| Great Britain | 36,353 | 33 | 1.4 | 2.7 | 1.09 |
| England | 31,058 | 35 | 1.5 | 3.0 | 1.11 |
| Bicycle trips per person per year | | | | | |
| Great Britain | 36,353 | 15 | 0.6 | 1.1 | 1.28 |
| England | 31,058 | 16 | 0.7 | 1.3 | 1.30 |

¹ Excluding series of calls trips.

² After reweighting for short walk trips.

9 PROGRESS ON IMPLEMENTING THE RECOMMENDATIONS OF THE NATIONAL STATISTICS QUALITY REVIEW

9.1 Introduction

This chapter summarises progress in implementing the recommendations made in the National Statistics Review in 2000 that were accepted by the Department for Transport (formerly DETR). The Department's response to issues raised on the future of the NTS during the review is summarised in Annex F of the report on the Review (DETR, 2001). Most changes were implemented for the 2002 survey, but some developments, such as weighting the data and improving imputation routines, are still ongoing. Many of the changes that took place in 2002 are described in more detail earlier in this report. This chapter brings them together in summary form and provides cross-references to earlier sections.

9.2 Sample size and survey design

The basic format of a household survey with a seven day travel record has been maintained as this received strong support from users.

9.2.1 Sample size

The drawn sample size was increased from 5,796 households at the time of the Review to 15,048 households from 2002. This has enabled key results to be published for single years and in time will enable more robust data for regions, metropolitan areas and large counties to be produced by aggregating years together. The sample comprises 684 Primary Sampling Units (PSUs), each containing 22 households, which are allocated to a single interviewer (see section 2.1)

London is oversampled in order to compensate for lower response rates there. The size of the London boost was reviewed and Inner and Outer London were oversampled from 2002 on the basis of response rates for 1995-2000 (see section 2.4).

9.2.2 Stratification

With the increase in sample size, the number of geographic units in the first stage of stratification was increased from 20 to 40. The number of sub-divisions were increased in London, Wales and Scotland; the former metropolitan counties became strata; and strata in the rest of England are either single counties or groups of counties (see section 2.3).

The car ownership stratifier was retained, but the socio-economic stratifier was replaced by population density. Both these are based on 1991 Census data. The Review recommended that the assessment of optimal stratifiers should be repeated once the 2001 Census data become available. This work has not yet been done but will be carried out in time for the 2007 survey.

9.2.3 Quasi-panel design

Half the Primary Sampling units (PSUs) in a given year's sample are retained for the next year's sample and the other half replaced. This should have the effect of reducing the variance of year-on-year change. Controls ensure that a household cannot be selected two years running and that PSUs cannot be selected 3 years running (see section 2.2).

9.2.4 Sample frame

The sample frame excludes people not living in households. An experiment was carried out on the 2001 survey to try to include students who live in halls of residence in term-time by asking parents for contact details. However, the number of students identified was extremely small and it was decided that this was not a viable option.

9.3 Questionnaire topics

Annex D of the Review report sets out changes to the questions suggested by users. Questions covering the following topics were introduced in 2002 (see section 3.7.1 of the 2002 Technical Report):

Household level

- Reasons for moving to current address
- Deliveries to households
- Rating of bus and rail frequency and reliability (even years)
- Rating of condition of pavements and provision of cycle lanes (even years)

Individual level

- Difficulty getting in and out of a car
- Awareness of special transport services
- Travel difficulties going to work, shopping and other facilities
- Travel benefits at work
- Working from home
- Whether children are accompanied to school or crossing roads
- Walks of 20 minutes or more
- Periods children play in the street (diary)

Vehicle level

- Registration number
- How often car/light van is used to deliver goods in course of work
- Number of delivery points
- Use of vehicle outside GB (even years)

Rotated questions

To enable more questions to be added in 2002, some existing questions are now only asked every other year. These include:

- Walk and bus times to local facilities
- Ratings of reliability and frequency, condition of pavements and cycle paths
- Use of vehicle outside GB
- Frequency of use of public transport and bicycles (changed back to annual from 2003)

Questions added for 2003-2005

From 2003 the payment of road user or congestion charges was collected in the travel record. Further questions have been added in 2004 and 2005 as follows:

- Methods used by individuals to plan journeys by private vehicle or public transport in the last 6 months (2004)
- Availability and use of powered wheelchairs and scooters (2005)
- Willingness to use online travel record or Personal Digital Assistant (PDA) (2005)
- How many times the respondent left the house the previous day (2005)
- Educational attainment (2005)

In 2005 the accessibility questions were changed to be in line with the Department's core accessibility indicators.

Questions removed in 2002 are listed in Appendix E to the 2002 Technical Report and those removed in 2003 and 2004 are listed in Appendix [E] to this report.

9.4 Diary data

9.4.1 Geocoding

From 2002 respondents have been asked to give the full address, including postcode, for all origins and destinations of trips on day 7 of the travel record. The coding of these data has been very successful with over 88% being coded to the exact postcode in both 2002 and 2003¹¹ (see section 4.3 for more details). The postcoded data have then been coded to provide data for origins and destinations for the following geographic areas: county/unitary authority, ward, postcode sector, the NTS urban/rural areas, and the National Transport Model (NTM) areas.

The geocoded data are also being used to produce road and crow fly distances of trips for comparison with trip lengths recorded by respondents.

¹¹ Accuracy data for 2004 were not available at the time of writing.

9.4.2 New technologies

DfT are looking at how to exploit new technology to improve the information available from the NTS. The 2005 NTS questionnaire asks whether respondents would prefer to record their journeys in a travel record:

- on a computer or on the internet
- in a small hand held computer or PDA which they would carry with them or
- in the current paper Travel Diaries.

DfT have followed development in the use of personal Global Positioning System (GPS) recorders to track the routes made by respondents, as trialled by TfL.

DfT hopes to undertake research in 2006 to test the use of latest advances in GPS against normal recording; test recording trips on a PDA; and develop an on-line travel record.

9.5 Response rates

9.5.1 Incentives

Response rates for the NTS, as for other household surveys, fell during the 1990s. An experiment to test monetary incentives was carried out in the second half of 2002. The main aim of the experiment was to test whether or not incentives could significantly improve the response rate for 'fully co-operating' households. Receipt of an incentive payment by an individual was conditional on full co-operation from the whole household. Two different levels of incentive (£5 and £10) were tested against a control group who received no incentive.

There was a significant and large rise in response rate using a £5 incentive, caused by primarily a shift from partial to full responses. The additional increase in response rate with a £10 incentive was small and not significant. Incentives were successful in encouraging under-represented groups such as large and single parent families to take part (see section 3.11 and 3.12 in the 2002 Technical Report and Stratford et al (2003))

From June 2004 a book of stamps has been included with the advance letter as a pre-incentive.

9.6 Data processing

9.6.1 Weighting

The NTS data are currently not weighted to correct for non-response or sample selection. Weighting the NTS is not straightforward because of the many levels used for analysis (household, individual, vehicle, trip etc). In collaboration with NatCen, a methodology for weighting the NTS has been developed and applied to data from the 2002 NTS. This provides two sets of weights. One set, referred to as the 'diary weights', is for the sample of fully co-operating households where all members completed a travel record and the data are used for analysing trips. The other set, the 'interview weights',

comprises all households which completed an interview, and therefore as well as fully co-operating households it includes 'partially responding' households, where not all individuals completed a travel record. This sample is only used for analyses that do not require travel record trip data.

The weighting for both sets adjusts for household selection, household non-participation, and removal of households with missing individual interviews. The weighting for the fully co-operating sample additionally allows for removal of the interview sample households that were not fully responding. Calibration weighting was carried out to adjust the weights so that the age/sex and GOR distributions of the respondents matched population estimates. For the fully co-operating sample weights were also adjusted so that weighted estimates for key survey measures matched the weighted estimates for the sample of all households completing an interview. Weights were also produced to adjust for drop-off during the week of the travel record and for the short-fall in reporting long distance journeys. The final report on the methodology developed for the weighting project was released on the DfT website in September 2005 (Pickering et al, 2005) together with a report comparing weighted and unweighted data for 2002. The intention is to weight data for 1995-2001 and 2003-04 and publish trends for key variables based on weighted data, in Spring 2006. Data for 2005 will be published on a weighted basis in Summer 2006.

9.6.2 Non-response survey

A non-response survey was introduced in 2002 to collect information about the demographic characteristics and travel behaviour of household members (see section 3.14). Some households that completed the non-response form subsequently participated in the NTS survey and analyses suggest that there were no substantial differences between participating households and non-participating households that completed a non-response form. Use of data from the non-response survey for weighting was considered but rejected because of inconsistencies between information from the non-response survey and the main NTS survey. In 2005 questions have been added to the main NTS survey to allow direct comparison of key measures with the non-response survey.

9.6.3 Partially responding households

Data from partially responding households are currently excluded from NTS analysis but, as indicated in the section on weighting above, these data have been incorporated into the weighting strategy for the NTS.

9.6.4 Census-linked Study of survey non-response (CLS)

The NTS was included in the study by ONS to link data from households selected for various surveys with data from the 2001 Census (Freeth et al, 2005). Use of the CLS to generate weights for the NTS was considered but rejected on the grounds that there was no guarantee that a correction weight developed in 2001 would be appropriate for subsequent years.

9.6.5 Imputation

The Review recommended that methods to impute missing data items be reviewed. DfT have examined all the imputation routines and identified those that needed changing or updating. The most important changes have been made and work is ongoing on the rest.

9.6.6 Area classifications

The accuracy of the classification of data to urban/rural areas has been considerably improved by moving to a GIS based system, updating settlement areas using data from the 2001 Census and by using the classification at household rather than Primary Sampling Unit level.

Data from 2002 can also be analysed by the ONS Area Classification, the new urban/rural classification, and the 2004 Index of Multiple Deprivation.

9.6.7 Rolling three year data

The Review suggested that more data should be presented on a three year rolling average basis. This was done in the 2002 and 2004 NTS Statistical Bulletins and in the 2005 edition of Focus on Personal Travel.

9.6.8 Tours database

The Review stated that a 'tours' database should be developed by linking series of trips starting and finishing at home. DfT plan to do this when resources are available.

9.7 Data Access

Currently the NTS branch meets requests from users for tables of data and supplies data in SPSS format to the UK Data Archive or direct to users on CD-ROM. DfT recognise that users would like to be able to extract NTS tables from the web. A pilot system to run tables via a web-based interface was developed but proved to be unreliable. DfT plan to develop a better web-based interface when resources permit. Web-based access raises issues of small sample sizes in terms of robustness of data and disclosure issues.

9.8 Other issues

9.8.1 Local authority boosts

For 2003 onwards local authorities have been able to buy additional samples in their area. There were two boosts in 2003: one covered the area of all the Essex districts plus Southend-on-Sea Unitary Authority and the other covered the Thames Gateway area in Essex. It is unlikely that further boosts will be carried out because of the high cost, and the lack of sufficient resource in DfT to manage boosts and produce extra databases. No other areas have requested boosts. For areas which are strata it will be possible to provide data by aggregating over several years.

9.9 Other changes from 2002 not covered in the Review

9.9.1 Registration number

From 2002 respondents were asked to give the registration number of all household vehicles. This enabled the more technical information about vehicles (e.g. engine size, type of fuel, taxation class) to be obtained through the DVLA database of vehicles with a view to improving data quality and reducing the burden on respondents. See section 4.4.4 for more details on registration number checking.

9.9.2 Coding

From 2002 the travel record data was coded centrally rather than by interviewers (see sections 4.1 and 4.2) and considerable efforts were made by the new contractor to clarify definitions to ensure greater consistency. This may have led to some discontinuities between data for 2002 onwards with data for earlier years.

9.9.3 Distance checks

Prior to 2002, DfT applied inter-county distance checks to the data after delivery, and implausible cases were fed back to the contractor. From 2002 this procedure was brought forward and the checks were applied during editing by NatGen (see section 4.4.6).

REPORTS AND PAPERS ON THE NATIONAL TRAVEL SURVEY

Website address for publications: www.dft.gov.uk/transtat/personaltravel

Enquiries to: national.travelsurvey@dft.gov.uk or 020 7944 3097

Reports of National Travel Survey results

National Travel Survey 1985/86 Report, HMSO 1988.

Reports on the continuous survey (publication date in brackets):

National Travel Survey 1989/91 (1993), 1989/91 (1993), 1991/93 (1994), 1992/94 (1995), 1993/95 (1996), 1994/96 (1997) (all HMSO).

National Travel Survey Bulletins: 1996/98 (DETR, 1999), 1997/99 (DETR, 2000), 1998/2000 (DTLR, 2001), 1999/2001 (DfT, 2002), 2002 (DfT, 2004), 2003 (DfT, 2004), 2004 (DfT, 2005)

Focus on Personal Travel (TSO) 1998, 2001, 2005.

Articles: each edition of *Transport Trends* from 1998 to 2001 (TSO) has articles on aspects of personal travel, using NTS data.

Factsheets: factsheets on 14 different NTS topics are available from the website or in hard copy (see contact details above).

National Travel Survey Technical Reports

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Other reports

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- Salathiel, D, & Nicolaas, G (2004). *The effects of monetary incentives on response rates and sample bias*, Paper for the International Conference on Transport Survey Quality and Innovation, Costa Rica.
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- Pickering, K, Tipping, S, & Scholes, S, '*Weighting the National Travel Survey: Methodology Final Report*'

APPENDIX A QUESTIONNAIRE DOCUMENTATION 2003 AND 2004

Introduction to Questionnaire Documentation: Changes for 2003 and 2004

This questionnaire documentation for the survey years 2003 and 2004 is based on the documentation for 2002. Changes within 2002 and from 2002 for 2003 and then for 2004 are in underlined text and are marked in the documentation with the following comments:

Changes for 2002

(QUESTION DELETED MID 2002 ONWARDS)

Changes for 2003

(EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)

(INT. INSTRUCTION DELETED 2003 ONWARDS)

(PRECODE NUMBERING CHANGED 2003 ONWARDS TO:)

(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)

(PRECODES CHANGED 2003 ONWARDS TO:)

(CHANGED 2003 ONWARDS TO:)

(PRECODES CHANGED 2003 ONLY TO:)

(EXTRA INT. INSTRUCTION ADDED 2003 ONLY)

(CHANGED 2003 ONLY TO:)

(QUESTION ADDED 2003 ONWARDS:)

(QUESTION AND ROUTING CHANGED 2003 ONWARDS TO:)

(ROUTING CHANGED 2003 ONWARDS TO:)

(QUESTION AND ROUTING CHANGED 2003 ONLY TO:)

(ROUTING CHANGED 2003 ONLY TO:)

Changes for 2004

(EXTRA INT. INSTRUCTION ADDED 2004 ONWARDS)

(INT. INSTRUCTION DELETED 2004 ONWARDS)

(PRECODE NUMBERING CHANGED 2004 ONWARDS TO:)

(HELP <F9>)(HELPNOTE ADDED 2004 ONWARDS)

(PRECODES CHANGED 2004 ONWARDS TO:)

(CHANGED 2004 ONWARDS TO:)

(EXTRA INT. INSTRUCTION ADDED 2004 ONLY)

(QUESTION ADDED 2004 ONWARDS:)

(QUESTION AND ROUTING CHANGED 2004 ONWARDS TO:)

(QUESTION DELETED 2004 ONWARDS)

(ROUTING CHANGED 2004 ONWARDS TO:)

Introduction to Questionnaire Documentation: Block routing

The NTS questionnaire is in distinct sections, such as the household questionnaire, individual questionnaire, the vehicle questionnaire, pick-up questionnaires and Admin block. In the Blaise programme used to create the CAPI, the whole programme is created out of blocks that tend to hold related questions on a particular topic or theme.

The block routing shown in the text boxes below displays the rules governing each question block as a whole as opposed to the rules between individual questions. Each text box contains the rules governing the asking of the questions below it (as these questions fit into the block mentioned in the text box).

If no routing is noted in the text box, assume there is no routing between the blocks reliant on specific respondent attributes (such as age) or responses to certain questions.

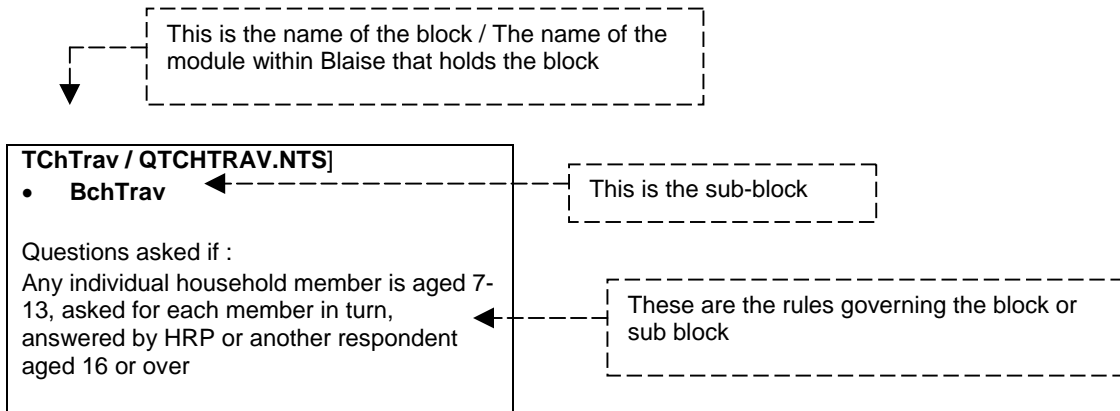
Therefore within the:

- **Household questionnaire** – if there is no routing noted, then assume that the questions within a block will either be asked of the household reference person or their partner, or in exceptional occasions another adult (person aged 16 and over)
- **Individual questionnaire** – if there is no routing noted, then assume that the questions will be asked of every individual respondent (either through face to face or by proxy interviewing)
- **Vehicle questionnaire** – if there is no routing noted, then assume the questions will be asked of the respondent who best knows about the vehicle (normally the main driver but not necessarily so)
- **Pick-up interviews** – if there is no routing noted, then assume the questions will be asked of the individual respondents available at the time of pick-up with the vehicle questions (vehicle pick up interview) being asked of the respondent who best knows about the vehicle (normally the main driver but not necessarily so as they might be unavailable at pick up)

Please note that no block routing is provided for the Admin block or the Diary Entry System. Also note that the block routing is not exhaustive as there are other blocks

contained within the NTS programme that do not contain any of the questions listed below (so they are not listed).

Within each text box below, the specific question block and its module name within Blaise (the CAPI software) are displayed at the top of the box in **bold text** separated by a forward slash. Sub-block names are displayed directly below (and to the right) in **bold text** as well. Below this are the rules governing each block. For example:



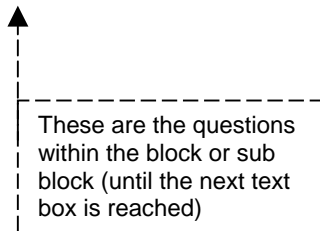
IF HRP has child/ren THEN

Schlnt

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

1. "Press 1 and <Enter> to continue."

Etc.



Household Questionnaire

BID/ QID.NTS

Area
"AREA NUMBER.
JUST PRESS <Enter>."

Address
"ADDRESS NUMBER.
@IJUST PRESS <Enter>@I."

Hhold
"HOUSEHOLD NUMBER.
JUST PRESS <Enter>."

BSignin/ QSIGNIN.NTS

RECORD ALWAYS
StatusQ
"What is the status of this interview?
INTERVIEWER: IF YOU ARE NOW
STARTING THE PICK-UP
INTERVIEW,
CHANGE THE CODE TO '2' THEN
PRESS <ENTER> AND <END> TO
GO TO THE
FIRST PICK UP QUESTION.
YOU CANNOT GO BACK TO CODE
'1' ONCE YOU HAVE CODED '2' "
1. "Placement interview"
2. "Pick-up interview"

RECORD ALWAYS
StartDat
"DATE PLACEMENT INTERVIEW
WITH THIS HOUSEHOLD WAS
STARTED
PRESS ENTER TO CONFIRM DATE"

RECORD ALWAYS
FirstQ
"INTERVIEWER: You are in the
questionnaire for: ^SerFill
IS THIS:

- TO UPDATE ADMIN DETAILS
PRESS <CTRL + ENTER>"
1. "the first time you've opened this
questionnaire"
2. "or the second or later time?"
5. "EMERGENCY CODE IF
COMPUTER'S DATE IS WRONG AT
LATER CHECK"

RECORD ALWAYS
TravDate
"INTERVIEWER: ENTER START
DATE OF TRAVEL WEEK FOR THIS
HOUSEHOLD."

BNames/ QNAMES.HAR
BBNames

ASK ALWAYS
Name
"RECORD NAME/IDENTIFIER FOR
EACH MEMBER OF THE
HOUSEHOLD. (HELP <F9>)
WHEN ALL HOUSEHOLD
MEMBERS HAVE BEEN ENTERED,
PRESS PgDn "

THComp / QTHCOMP.NTS

ASK ALWAYS
Sex
" ^DMNAMES]
INTERVIEWER: CODE SEX OF
RESPONDENT"
1. "Male"
2. "Female"

ASK ALWAYS
Birth
" ^DMNAMES[LTLopper]
What is your date of birth?
FOR DAY NOT GIVEN....ENTER 15
FOR DAY.
FOR MONTH NOT GIVEN....ENTER 6
FOR MONTH
ENTER FULL YEAR, eg. 9/11/1952
RATHER THAN 52 (EXTRA INT.
INSTRUCTION ADDED 2003
ONWARDS)"

IF respondent does not know their age
or refuses to provide it (Birth = don't
know OR Birth = refusal)

Agelf

"^DMNAMES[LTLopper]

What was your age last birthday?

98 or more = CODE 97 (HELP <F9>)"

IF age is 16 or over (DVAge >= 16)

THEN:

MarStat

"^DMNAMES ASK OR RECORD

CODE FIRST THAT APPLIES

Are you (HELP <F9>)"

1. "single, that is, never married"
2. "married and living with your
husband/wife"
3. "married and separated from your
husband/wife"
4. "divorced"
5. "or widowed?"

IF age is 16 or over (DVAge >= 16)
AND Marital status is not married and
living with husband/wife (Marstat <>
Marrliv) THEN:

LiveWith

"^DMNAMES

ASK OR RECORD

May I just check, are you living with
someone in the household as a
couple? (HELP <F9>)"

1. "Yes"
2. "No"
3. "SPONTANEOUS ONLY - same
sex couple"

IF age is 16 or over (DVAge >= 16)

THEN:

Hhldr

"^DMNAMES

In whose name is the accommodation
owned or rented?

ASK OR RECORD. (HELP <F9>)"

1. "This person alone"
3. "This person jointly"
5. "NOT owner/renter"

(PRECODES CHANGED 2003
ONWARDS TO:)

1. "This person alone"

2. "This person jointly"

3. "NOT owner/renter"

ASK ALWAYS:

EthGroup

"SHOW CARD A

^DMNAMES

To which of these ethnic groups do
you consider you belong? Please
choose from this card... (HELP <F9>)"

1. "White British"
2. "Another white background"
3. "White and Black Caribbean"
4. "White and Black African"
5. "White and Asian"
6. "Any other Mixed background"
7. "Indian"
8. "Pakistani"
9. "Bangladeshi"
10. "Any other Asian background"
11. "Caribbean"
12. "African"
13. "Any other Black background"
14. "Chinese"
15. "Any other"

IF ethnic group = another white
background (Ethgroup = othwhite)
THEN

OthWht

"Please can you describe your ethnic
group?"

ENTER DESCRIPTION OF ETHNIC
GROUP."

IF ethnic group = any other mixed
background (Ethgroup = MixedOth)
THEN

OthMxd

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

IF ethnic group = any other asian
background (Ethgroup = OthAs) THEN
OthAsn
"Please can you describe your ethnic
group?
ENTER DESCRIPTION OF ETHNIC
GROUP."

IF ethnic group = any other black
background (Ethgroup = OtherBl)
THEN
OthBlk
"Please can you describe your ethnic
group?
ENTER DESCRIPTION OF ETHNIC
GROUP."

IF ethnic group = any other (Ethgroup
= AnyOth) THEN
OthETH
"Please can you describe your ethnic
group?
ENTER DESCRIPTION OF ETHNIC
GROUP."

BHRP / QHRP.NTS

IF the accommodation is jointly owned
or rented/there is more than one
householder (QTHComp.NumHHldr >
1) THEN
HiHNum
"You have told me that ^HhldrTxt
jointly own or rent the accommodation.
Of these, who has the highest income
(from earnings, benefits, pensions and
any other sources)? (HELP <F9>)
IF THEY HAVE THE SAME INCOME,
CODE 11
INTERVIEWER: THESE ARE THE
JOINT HOUSEHOLDERS
(1) ^HhldrNme[1]^s^s^HhldrAge[1]
^HhldrDOB[1]
(2) ^HhldrNme[2]^s^s^HhldrAge[2]
^HhldrDOB[2]
(3) ^HhldrNme[3]^s^s^HhldrAge[3]
^HhldrDOB[3]
(4) ^HhldrNme[4]^s^s^HhldrAge[4]
^HhldrDOB[4]

(5) ^HhldrNme[5]^s^s^HhldrAge[5]
^HhldrDOB[5]
(6) ^HhldrNme[6]^s^s^HhldrAge[6]
^HhldrDOB[6]
(7) ^HhldrNme[7]^s^s^HhldrAge[7]
^HhldrDOB[7]
(8) ^HhldrNme[8]^s^s^HhldrAge[8]
^HhldrDOB[8]
(9) ^HhldrNme[9]^s^s^HhldrAge[9]
^HhldrDOB[9]
(10)^HhldrNme[10]^s^s^HhldrAge[10]
^HhldrDOB[10]^s^s
ENTER PERSON NUMBER"

IF the accommodation is jointly owned
or rented/there is more than one
householder (QTHComp.NumHHldr >
1) AND joint householders have the
same income (HiHNum = 11) THEN
JntEldA
"ENTER PERSON NUMBER OF THE
ELDEST JOINT HOUSEHOLDER
FROM THOSE WITH THE SAME
HIGHEST INCOME
ASK OR RECORD
(1) ^HhldrNme[1]^s^s^HhldrAge[1]
^HhldrDOB[1]
(2) ^HhldrNme[2]^s^s^HhldrAge[2]
^HhldrDOB[2]
(3) ^HhldrNme[3]^s^s^HhldrAge[3]
^HhldrDOB[3]
(4) ^HhldrNme[4]^s^s^HhldrAge[4]
^HhldrDOB[4]
(5) ^HhldrNme[5]^s^s^HhldrAge[5]
^HhldrDOB[5]
(6) ^HhldrNme[6]^s^s^HhldrAge[6]
^HhldrDOB[6]
(7) ^HhldrNme[7]^s^s^HhldrAge[7]
^HhldrDOB[7]
(8) ^HhldrNme[8]^s^s^HhldrAge[8]
^HhldrDOB[8]
(9) ^HhldrNme[9]^s^s^HhldrAge[9]
^HhldrDOB[9]
(10)^HhldrNme[10]^s^s^HhldrAge[10]
^HhldrDOB[10]^s^s"

IF the accommodation is jointly owned
or rented/there is more than one
householder (QTHComp.NumHHldr >
1) AND the highest income of joint
householders is refused or not known

(HiHNum = Don't Know OR HiHNum = Refusal) THEN
 JntEldB
 "ENTER PERSON NUMBER OF THE ELDEST JOINT HOUSEHOLDER ASK OR RECORD
 (1) ^HhldrNme[1]^s^s^HhldrAge[1]^HhldrDOB[1]
 (2) ^HhldrNme[2]^s^s^HhldrAge[2]^HhldrDOB[2]
 (3) ^HhldrNme[3]^s^s^HhldrAge[3]^HhldrDOB[3]
 (4) ^HhldrNme[4]^s^s^HhldrAge[4]^HhldrDOB[4]
 (5) ^HhldrNme[5]^s^s^HhldrAge[5]^HhldrDOB[5]
 (6) ^HhldrNme[6]^s^s^HhldrAge[6]^HhldrDOB[6]
 (7) ^HhldrNme[7]^s^s^HhldrAge[7]^HhldrDOB[7]
 (8) ^HhldrNme[8]^s^s^HhldrAge[8]^HhldrDOB[8]
 (9) ^HhldrNme[9]^s^s^HhldrAge[9]^HhldrDOB[9]
 (10)^HhldrNme[10]^s^s^HhldrAge[10]^HhldrDOB[10]^s^s"

THRels / QTHRELS.HAR
 BHRels

ASK ALWAYS

R
 "CODE RELATIONSHIP OF EACH HOUSEHOLD MEMBER TO THE OTHERS - ^NameRels IS
 ^NameR[LHRels1]'S... @|(HLP<F9>)"
 1. "Spouse"
 2. "Cohabitee"
 3. "Son/daughter (incl. adopted)"
 4. "Step-son/daughter"
 5. "Foster child"
 6. "Son-in-law/daughter-in-law"
 7. "Parent/guardian"
 8. "Step-parent"
 9. "Foster parent"
 10. "Parent-in-law"
 11. "Brother/sister (incl. adopted)"
 12. "Step-brother/sister"
 13. "Foster brother/sister"
 14. "Brother/sister-in-law"
 15. "Grand-child"

16. "Grand-parent"
 17. "Other relative"
 18. "Other non-relative"

BSPout / QSPOUT.NTS

IF respondent has said they are married and living with spouse but they are without a spouse in the household ((QTHComp.QHComp {Loop1}.MarStat = MarrLiv AND (Spouses [Loop1] = 0)) THEN
 SpOut
 "INTERVIEWER:
 You've recorded
 @|^DMNAMES[Loop1]@I as 'Married & living with spouse', but without a spouse in the household. PLEASE CHECK THIS. If spouse is away for six months or more, press 1 and enter to continue.
 BUT IF NOT (eg if separated), ENTER 2 AND AMEND HOUSEHOLD GRID."
 1. "Married, spouse not in household"
 2. "Other - AMEND HOUSEHOLD GRID"
 No Don't Know, No Refusal

BACcom / QACCOM.NTS

RECORD ALWAYS

Accom
 "INTERVIEWER CODE: IS THE HOUSEHOLD'S ACCOMMODATION: N.B. MUST BE SPACE USED BY HOUSEHOLD (HELP <F9>)"
 1. "a house or bungalow"
 2. "a flat or maisonette"
 3. "a room/rooms"
 4. "...other?"
 IF Household accommodation is a house or bungalow (Accom = Hse)
 THEN
 HseType
 "INTERVIEWER CODE: IS THE HOUSE/BUNGALOW: (HELP <F9>)"
 1. "detached"
 2. "semi-detached"
 3. "or terraced/end of terrace?"

IF Household accommodation is a flat or maisonette (Accom = Flat) THEN
FltTyp
"INTERVIEWER CODE: IS THE FLAT/MAISONETTE:"
1. "a purpose-built block"
2. "a converted house/some other kind of building?"

IF Household accommodation is another type (Accom = Other) THEN
AccOth
"INTERVIEWER CODE: IS THE ACCOMMODATION A:"
1. "caravan, mobile home or houseboat"
2. "or some other kind of accommodation?"

BTenure / QTENURE.NTS

ASK ALWAYS
Ten1
"SHOW CARD B
In which of these ways do you occupy this accommodation?
MAKE SURE ANSWER APPLIES TO ^DMNAMES[QHRP.DVHRPNum] - THE HRP
(HELP <F9>)"
1. "Own outright"
2. "Buying it with the help of a mortgage or loan"
3. "Pay part rent and part mortgage (shared ownership)"
4. "Rent it"
"Live here rent-free (including rent-free in relative's/friend's property; excluding squatting)"
6. "Squatting"

BResLen / QRESLen.NTS

ASK ALWAYS
HLong
"RECORDED FOR HOUSEHOLD REFERENCE PERSON (^LDMIntName) ONLY

How long have you (has ^LDMIntName) lived at this address?
... (HELP <F9>)"
1. "Less than 12 months"
2. "12 months but less than 2 years"
3. "2 years but less than 3 years"
4. "3 years but less than 5 years"
5. "5 years but less than 10 years"
6. "10 years but less than 20 years"
7. "20 years or longer"

IF HRP has lived at address for less than three years (Hlong IN [L12M, M12L2Y, M2YL3Y]) THEN

YMove
"SHOW CARD C1
Here are some reasons why people move. Can you tell me why you/^LDMIntName moved to this address?

PROBE: Any other reasons?

CODE ALL THAT APPLY
(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)"

1. "To move to a better neighbourhood/more pleasant area"
2. "Change of employment"
3. "To be closer to work/school"
4. "To be closer to family/friends"
5. "To be closer to shops/leisure facilities"
6. "Better public transport"
7. "Wanted larger or better house/flat"
8. "Wanted smaller or cheaper house/flat"
9. "Moved in with or split up with a partner"
10. "Wanted to buy"
11. "Wanted own home/to live independently"
97. "Other reason (SPECIFY)"

IF respondent moved for other reason (Other IN Ymove) THEN
OthYMove
"Please specify other reasons.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF HRP gave more than one reason for moving (CARDINAL (Ymove) > 1) THEN

YMoveM

"SHOW CARD C1 AGAIN

And what was the main reason you/^LDMIntName moved?

CODE ONE ONLY"

1. "To move to a better neighbourhood/more pleasant area"
2. "Change of employment"
3. "To be closer to work/school"
4. "To be closer to family/friends"
5. "To be closer to shops/leisure facilities"
6. "Better public transport"
7. "Wanted larger or better house/flat"
8. "Wanted smaller or cheaper house/flat"
9. "Moved in with or split up with a partner"
10. "Wanted to buy"
11. "Wanted own home/to live independently"
97. "Other reason (SPECIFY)"

IF HRP moved for other reason (YmoveM= other) THEN

OthYMovM

"Please specify other main reason.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF HRP has lived at address for less than three years (Hlong IN [L12M, M12L2Y, M2YL3Y]) THEN

PTImp

"SHOW CARD C2

When you/^LDMIntName were choosing this home, how important was the availability of public transport in the local area? "

1. "Very important"
2. "Fairly important"
3. "Not very important"
4. "Not at all important"

IF HRP has lived at address for less than one year (Hlong = L12M) THEN OldAdd

"Is your (is ^LDMIntName)'s old address more than one mile from here or less than that?"

1. "More than one mile"
2. "One mile or less"

BLocServ / QLOCSERV.NTS

ASK ALWAYS

ServIntr

"INTERVIEWER: ANYONE IN THE HOUSEHOLD WHO KNOWS THE ANSWERS CAN BE ASKED THESE QUESTIONS.

I would like to ask you a few questions about local bus and train services. First I would like to ask about your local bus service..."

1. "Press <Enter> to continue."

ASK ALWAYS

NearBus

"About how long would it take (me) to walk from here to the nearest bus stop or place where I could get on a bus? I am interested in the nearest one even if it isn't the main one you use. (HELP <F9>)

RECORD TO NEAREST MINUTE IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION"

IF the time it would take to walk to the nearest bus stop is not known (NearBus = DK) THEN

NearBand

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to your nearest bus stop)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"

2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

ASK ALWAYS

GetBus

"How frequent are the buses from that bus stop during the day? Is there ...

READ OUT ...

IF 'VARIES' TAKE WEEK DAY OFF-PEAK FREQUENCY"

1. "...Less than one a day,"
2. "at least one a day,"
3. "at least one an hour,"
4. "at least one every half-hour,"
5. "or, at least one every quarter of an hour?"

ASK ALWAYS

NearSta

"Now thinking of your local train service, how long would it take (me) to walk to your nearest railway station? (Again I am interested in the NEAREST one, even if it is not the main one or the one you use).

RECORD TO NEAREST MINUTE IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION"

(CHANGED 2003 ONWARDS TO:)

"Now thinking of your local train service, how long would it take (me) to walk to your nearest railway (that is Ex-BR) station?

(Again I am interested in the NEAREST one, even if it is not the main one or the one you use).

IF TOO FAR TO WALK, PROBE: If you did walk, how long would it take? DO NOT INCLUDE UNDERGROUND STATIONS.

RECORD TO NEAREST MINUTE IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION"

IF the time it would take to walk to the nearest train station is not known (NearSta = DK) THEN

BanRail

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to your nearest railway station)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

ASK ALWAYS

BusSta

"How long would it take (me) to get to the railway station by bus? Please include any time spent walking but not waiting time.

RECORD TO NEAREST MINUTE IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

IF the time it would take to take the bus to the nearest railway station is not known (BusSta = DK) OR if it is quicker to walk or there is no convenient bus service THEN

BanBus

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take (me) (to get to your nearest railway station by bus)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY,
USE CODE 7. (EXTRA INT.
INSTRUCTION ADDED 2003
ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

ASK ALWAYS

DescTa

"What is your nearest railway station like? Is it ... READ OUT..."

1. "...a station with frequent services throughout the day (at least once per hour),"
2. "a station with frequent services only during rush hours (at least once per hour),"
3. "or a station with less frequent services?"

ASK ALWAYS

ClosSta

"Is there a (London Underground), metro, light rail or tram stop which is closer?"

IF YES, PROBE: Which type of stop is closer?"

HELP <F9>)(HELPNOTE ADDED
2003 ONWARDS)"

1. "London Underground"
2. "Metro"
3. "Light Rail"
4. "Tram"
5. "No, no other stop is closer"

IF there is a tube (London Underground/metro/light rail/tram) closer than the nearest railway station (ClosSta IN [LU, Metro, Lrail, Tram]) THEN

NearTube

"How long would it take (me) to walk to your nearest ^tubetxt stop?"

RECORD TO NEAREST MINUTE

IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION"

IF there is a tube (London Underground/metro/light rail/tram) closer than the nearest railway station (ClosSta IN [LU, Metro, Lrail, Tram]) AND IF the time it would take to walk to nearest tube (London Underground/metro/light rail/tram) stop is not known (NearTube = DK)) THEN BanTube

"SHOW CARD D1.

Taking your answer from this card, approximately how long would it take (me) (to walk to your nearest ^tubetxt stop)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

IF there is a tube (London Underground/metro/light rail/tram) closer than the nearest railway station (ClosSta IN [LU, Metro, Lrail, Tram]) THEN

BusTube

"And how long would it take (me) to get to the nearest ^tubetxt stop BY BUS? (including any time spent walking but not waiting time)?"

RECORD TO NEAREST MINUTE

IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

(HELP <F9>)(HELPNOTE ADDED
2003 ONWARDS)"

IF there is a tube (London Underground/metro/light rail/tram) closer than the nearest railway station (ClosSta IN [LU, Metro, Lrail, Tram]) AND IF the time it would take to take the bus to the nearest tube (London Underground/metro/light rail/tram) stop is not known (BusTube = DK) THEN BanTBus

"SHOW CARD D2.

Taking your answer from this card, approximately how long would it take (me) (to get to your nearest ^tubetxt stop by bus)?

INTERVIEWER: IF DK, ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY,
USE CODE 7. (EXTRA INT.
INSTRUCTION ADDED 2003
ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

BAmenity / QAMENITY.NTS

ASK ALWAYS

IntroA

"I would now like to ask you some questions about how long it would take (me) to WALK from here to each of the following places.

INTERVIEWER: ASSUME AN AVERAGE WALK RATE OF 3MPH (5KPH)"

1. "Press 1 and <Enter> to continue."

Module A ASK ALWAYS

DocWalk

"How long would it take (me) to walk to your doctor's surgery?

IF TOO FAR TO WALK, PROBE: If you DID walk, how long would it take?

INTERVIEWER: IF GREATER THAN 97 MINUTES CODE 97

Module A IF the time it would take to walk to the doctor's surgery is not known (DocWalk = DK) THEN

BanDoc

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to your doctor's surgery)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

Module B ASK ALWAYS

POWalk

"(How long would it take (me) to walk to...) the nearest Post Office?

IF TOO FAR TO WALK, PROBE: If you DID walk, how long would it take?

INTERVIEWER: IF GREATER THAN 97 MINUTES CODE 97

(HELP <F9>)(HELPNOTE ADDED
2003 ONWARDS)"

Module B IF the time it would take to walk to the nearest Post Office is not known (POWalk = DK) THEN

BanPO

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to the nearest Post Office)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

Module A ASK ALWAYS

ChemWalk

"(How long would it take (me) to walk to...) the nearest chemist?

IF TOO FAR TO WALK, PROBE: If you DID walk, how long would it take?

INTERVIEWER: IF GREATER THAN 97 MINUTES CODE 97

(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)"

Module A IF the time it would take to walk to the nearest chemist is not known (ChemWalk = DK) THEN

BanChem

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to the nearest chemist)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

ASK ALWAYS

GrocWalk

"(How long would it take (me) to walk to...) the nearest shop selling groceries?

IF TOO FAR TO WALK, PROBE: If you DID walk, how long would it take?

INTERVIEWER: IF GREATER THAN 97 MINUTES CODE 97

(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)"

IF the time it would take to walk to the nearest shop selling groceries is not known (GrocWalk) THEN

BanGroc

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to the nearest shop selling groceries)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

Module B ASK ALWAYS

SCenWalk

"(How long would it take (me) to walk to...) the nearest main shopping centre?

IF TOO FAR TO WALK, PROBE: If you DID walk, how long would it take?

INTERVIEWER: IF GREATER THAN 97 MINUTES CODE 97 HELP <F9>."

Module B IF the time it would take to walk to the nearest main shopping centre is not known (ScenWalk = DK) THEN

THEN

BanSCen

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to the nearest shopping centre)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

Module A ASK ALWAYS

HospWalk

"(How long would it take (me) to walk to...) the nearest hospital providing general treatment?

IF TOO FAR TO WALK, PROBE: If you DID walk, how long would it take?

INTERVIEWER: IF GREATER THAN 97 MINUTES CODE 97

(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)"

NOTE: The hospital does not need to have an Accident & Emergency

department but should have an out-patients. Exclude private, 'cottage' and specialist hospitals."

Module A IF the time it would take to walk to the nearest hospital is not known (HospWalk = DK) THEN

BanHosp

"SHOW CARD D1

Taking your answer from this card, approximately how long would it take (me) (to walk to the nearest hospital)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"

ASK ALWAYS

IntroB

"I would now like to ask how long it would take to get to each of those places BY BUS. Please include walking to and from the bus stop but assume there is no waiting time."

1. "Press 1 and <Enter> to continue."

Module A ASK ALWAYS

DocBus

"How long would it take (me) to go by bus to your doctor's surgery?

RECORD NORMAL JOURNEY TIME, TO NEAREST MINUTE.

DO NOT INCLUDE ONE-OFF DELAYS.

NOTES: IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

Module A IF the time it would take to take a bus to the nearest doctor is not known (DocBus = DK) THEN

BanDocB

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take (me) (to go by bus to your doctor's surgery)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY, USE CODE 7.(EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

Module B ASK ALWAYS

POBus

"How long would it take (me) to go by bus to the nearest Post Office?

RECORD NORMAL JOURNEY TIME, TO NEAREST MINUTE.

DO NOT INCLUDE ONE-OFF DELAYS.

NOTES: IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

Module B IF the time it would take to take a bus to the nearest Post Office is not known (POBus = DK) THEN

BanPOB

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take

(me) (to go by bus to the nearest Post Office)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY, USE CODE 7.(EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

Module A ASK ALWAYS

ChemBus

"(How long would it take (me) to go by bus to) the nearest chemist?

RECORD NORMAL JOURNEY TIME, TO NEAREST MINUTE.

DO NOT INCLUDE ONE-OFF DELAYS.

NOTES: IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

Module A IF the time it would take to take a bus to the nearest chemist is not known (ChemBus = DK) THEN BanChemB

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take (me) (to go by bus to the nearest chemist)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY, USE CODE 7.(EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

ASK ALWAYS

GrocBus

"(How long would it take (me) to go by bus to) the nearest shop selling groceries

RECORD NORMAL JOURNEY TIME, TO NEAREST MINUTE.

DO NOT INCLUDE ONE-OFF DELAYS.

NOTES: IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

IF the time it would take to take a bus to the nearest shop selling groceries is not known (GrocBus = DK) THEN

BanGrocB

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take (me) (to go by bus to the nearest shop selling groceries)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY, USE CODE 7.(EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

Module B ASK ALWAYS

ScenBus

"(How long would it take (me) to go by bus to) the nearest main shopping centre?

RECORD NORMAL JOURNEY TIME, TO NEAREST MINUTE.

DO NOT INCLUDE ONE-OFF DELAYS.

NOTES: IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

Module B IF the time it would take to take a bus to the nearest main shopping centre is not known (SCenBus = DK) THEN

BanSCenB

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take (me) (to go by bus to the nearest shopping centre)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY,

USE CODE 7.(EXTRA INT.

INSTRUCTION ADDED 2003

ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

Module A ASK ALWAYS

HospBus

"(How long would it take (me) to go by bus to) the nearest hospital providing general treatment?

RECORD NORMAL JOURNEY TIME, TO NEAREST MINUTE.

DO NOT INCLUDE ONE-OFF DELAYS.

NOTES: IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION (HELP <F9>)."

Module A IF the time it would take to take a bus to the nearest hospital is not known (HospBus = DK) THEN

BanHospB

"SHOW CARD D2

Taking your answer from this card, approximately how long would it take (me) (to go by bus to the nearest hospital)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

IF BOTH CODE 6 AND 7 APPLY,

USE CODE 7.(EXTRA INT.

INSTRUCTION ADDED 2003

ONWARDS)"

1. "6 minutes or less"
2. "7-13 minutes"
3. "14-26 minutes"
4. "27-43 minutes"
5. "44 minutes or longer"
6. "Quicker to walk"
7. "No convenient bus service"

ASK ALWAYS

Order

"SHOW CARD E1.

I'd now like to ask a few questions about things which your household might have had delivered.

Nowadays, does anyone in your household (do you) ever order any of these things over the phone, by post or on the internet?

CODE ALL THAT APPLY
(HELP <F9>)(HELPNOTE ADDED
2003 ONWARDS)

1. "Food and drink (not including take away meals)"
2. "Clothes"
3. "Books/CDs/software"
4. "Furniture"
5. "Holiday/travel tickets"
6. "Any other tickets (not for travel)"
97. "Anything else"
98. "None of these"

(PRECODES CHANGED 2003
ONWARDS TO:)

1. "Food and drink (not including take away meals)"
2. "Clothes"
3. "Books/CDs/software"
4. "Furniture"
5. "Holiday/travel tickets"
6. "Any other tickets (not for travel)"
7. "Plants/bulbs/flowers"
8. "Health Goods"
97. "Anything else"
98. "None of these"

IF Household orders deliveries by phone, post or the internet ((Order = Response) AND NOT (None IN Order)) THEN

Deliv

"SHOW CARD E2.

Can you tell me how often you or anyone in your household has any of these things delivered, which have been ordered by phone, by post or on the internet? (HELP <F9>)

ONLY INCLUDE THINGS FOR DOMESTIC USE

EXCLUDE

LETTERS/MILK/NEWSPAPERS/MAGAZINES and TAKE AWAY MEALS "

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

6. "Once or twice a year"
7. "Less than once a year"

IF Household orders deliveries by phone, post or the internet ((Order = Response) AND NOT (None IN Order)) AND Household has deliveries more than once a year (Deliv IN [Wkly3...Yearly1]) THEN
LastD

"SHOW CARD E1.

What was the last delivery of this sort that your household (you) received?

CODE ALL THAT APPLY"

1. "Food and drink (not including take away meals)"
2. "Clothes"
3. "Books/CDs/software"
4. "Furniture"
5. "Holiday/travel tickets"
6. "Any other tickets (not for travel)"
97. "Anything else (specify)"

(PRECODES CHANGED 2003
ONWARDS TO:)

1. "Food and drink (not including take away meals)"
2. "Clothes"
3. "Books/CDs/software"
4. "Furniture"
5. "Holiday/travel tickets"
6. "Any other tickets (not for travel)"
7. "Plants/bulbs/flowers"
8. "Health Goods"
97. "Anything else (specify)"

IF Household orders deliveries by phone, post or the internet ((Order = Response) AND NOT (None IN Order)) AND last delivery was 'anything else' (LastD=Other) THEN
XLastD

"Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF Household orders deliveries by phone, post or the internet ((Order = Response) AND NOT (None IN

Order)) AND Household has deliveries more than once a year (Deliv IN [Wkly3...Yearly1]) AND IF the last delivery can be coded at LastD (LastD = Response) THEN

HowOrd

"And was this ordered by phone, by post or on the internet?"

1. "by phone"
2. "by post"
3. "on the internet"

IF Household orders deliveries by phone, post or the internet ((Order = Response) AND NOT (None IN Order)) AND Household has deliveries more than once a year (Deliv IN [Wkly3...Yearly1]) AND IF the last delivery can be coded at LastD (LastD = Response) AND IF the delivery was ordered by phone, by post or on the Internet (HowOrd IN [Phone...IntNet]) THEN

HowB

"SHOW CARD E3.

And if you had not ordered this ^HowOTxt, how do you think you would have bought it?

CODE ONE ONLY

IF MORE THAN ONE ANSWER, PROBE FOR MOST LIKELY METHOD"

1. "In person e.g. from a shop or travel agent"
2. "By phone"
3. "By post"
4. "On the internet"
5. "By fax"
6. "On the doorstep"
7. "Would have asked someone else to buy it in person"
8. "Would not have bought it"
97. "Other (Specify)"

(PRECODES CHANGED 2003

ONWARDS TO:)

1. "In person e.g. from a shop or travel agent, railway station etc."
2. "By phone"
3. "By post"
4. "On the internet"

5. "By fax"

6. "On the doorstep"

7. "Would have asked someone else to buy it in person"

8. "Would not have bought it"

97. "Other (Specify)"

IF Household orders deliveries by phone, post or the internet ((Order = Response) AND NOT (None IN Order)) AND Household has deliveries more than once a year (Deliv IN [Wkly3...Yearly1]) AND IF the last delivery can be coded at LastD (LastD = Response) AND IF the delivery was ordered by phone, by post or on the Internet (HowOrd IN [Phone...IntNet]) AND HRP would have bought it some other way (HowB=other) THEN

XHowB

"Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

ASK ALWAYS

WhoShop

"Can I check, who does the main food shopping for your household?

NOTE: IF DOES NOT TRAVEL TO

DO FOOD SHOPPING (E.G.

INTERNET SHOPPING, GETS

SHOPPING DELIVERED) THEN USE

CODE 12.

CODE ALL THAT APPLY"

1. "^Shopper[1]"

2. "^Shopper[2]"

3. "^Shopper[3]"

4. "^Shopper[4]"

5. "^Shopper[5]"

6. "^Shopper[6]"

7. "^Shopper[7]"

8. "^Shopper[8]"

9. "^Shopper[9]"

10. "^Shopper[10]"

11. "Non-household member"

12. "Household does not do food shopping"

IF more than one person does the food shopping (whoshop >1) THEN
 ShopOfT
 "And which one person does the main food shopping most often? Is it
 ^ShopTxt?
 INTERVIEWER: If respondent says all or equal prompt for who did main food shopping by themselves most recently. Otherwise ask respondent to nominate person to answer later questions about shopping.
 CODE ONE ONLY"
 1. "^Shopper[1]"
 2. "^Shopper[2]"
 3. "^Shopper[3]"
 4. "^Shopper[4]"
 5. "^Shopper[5]"
 6. "^Shopper[6]"
 7. "^Shopper[7]"
 8. "^Shopper[8]"
 9. "^Shopper[9]"
 10. "^Shopper[10]"

IF the household does not do food shopping (None IN WhoShop) THEN
 YNoShop
 "Why is this?
 CODE ALL THAT APPLY"
 1. "Delivered by shop"
 2. "Most food from meals on wheels/day centre/restaurant etc."
 97. "Other reason (specify)"

IF 'other reason' why household does not do food shopping (Other IN YNoShop) THEN
 XYNoShop
 "Please specify other reasons.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

TChTrav / QTCHTRAV.NTS]
 BchTrav
 Questions asked if :
 Any individual household member is aged 7- 13, asked for each member in turn, answered by HRP or another respondent aged 16 or over

IF HRP has child/ren THEN
 SchInt
 "I'd now like to ask a few questions about your/the ^children's journey to and from school."
 1. "Press 1 and <Enter> to continue."

IF HRP has child/ren THEN
 SchDly
 "Does ^Name make a daily journey to and from school?"
 1. "Makes daily journey"
 2. "No daily journey (e.g. educated at home/boarding school)"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) THEN
 SchFar
 "How far is it from your home to ^Name's school?
 FIRST ENTER UNIT OF MEASUREMENT.
 INTERVIEWER: USE MILES OR KILOMETERS FOR LONGER DISTANCES"
 1. "Minutes Walk"
 2. "Miles"
 3. "Kilometres"
 4. "Yards"
 5. "Metres"

(PRECODES CHANGED 2004 ONWARDS TO:)
 1. "Miles"
 2. "Kilometres"
 3. "Yards"
 4. "Metres"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) AND IF distance to child's school can be measured by 'minutes walk' (SchFar = Mins) THEN
 SchMins
 "NOW ENTER DISTANCE IN MINUTES WALKING TIME"

SchMins (QUESTION DELETED 2004 ONWARDS)

IF HRP's child makes a daily journey to and from school (SchDly = Daily) AND IF distance to child's school is measured by miles (SchFar = Miles) THEN
SchMil
"NOW ENTER DISTANCE IN MILES"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) AND IF distance to child's school is measured by kilometres (SchFar = KM) THEN
SchKm
"NOW ENTER DISTANCE IN KILOMETRES"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) AND IF distance to child's school is measured by yards (Schfar = Yards) THEN
SchYard
"NOW ENTER DISTANCE IN YARDS"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) AND IF distance to child's school is measured by metres (SchFar = Metres) THEN
SchM
"NOW ENTER DISTANCE IN METRES"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) THEN
TravSc
"And how does ^Name usually travel to school? (HELP <F9>)
CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD'S USUAL JOURNEY TO SCHOOL

IF DIFFERENT METHOD USED TO AND FROM SCHOOL, CODE METHOD TO SCHOOL. (EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)"

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

IF child travels to school by 'other' method (TravSc=Other) THEN
XTravSc
"Please specify other answer.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF HRP's child makes a daily journey to and from school (SchDly = Daily) THEN
AccAd
"When ^Name travels to or from school is he/she ...READ OUT...
NOTE: BUS DRIVERS DO NOT COUNT AS AN ACCOMPANYING ADULT"

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

IF HRP's child makes a daily journey to and from school (SchDly = Daily) AND IF child is accompanied to school by an adult (AccAd = Acc) THEN
NotAlw1
"SHOW CARD F

What are the reasons ^Name does not usually travel to and from school on his/her own?

CODE ALL THAT APPLY.

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

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

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

THEN

XnotAlw1

"Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF HRP's child makes a daily journey to and from school (SchDly = Daily)

AND IF child is not usually accompanied or sometimes accompanied sometimes not (AccAd IN [NotAcc, SomeAcc]) THEN

AgeAlw

"At what age did ^Name first travel to or from school without an adult?

ENTER AGE FIRST DID THIS, EVEN IF DID NOT ALWAYS TRAVEL UNACCOMPANIED AT THAT AGE"

IF HRP's child makes a daily journey to and from school (SchDly = Daily)

AND IF child is not usually accompanied or sometimes accompanied sometimes not (AccAd IN [NotAcc, SomeAcc]) AND IF the age of when the child first travelled to or from school without an adult is given (AgeALw = Response) THEN

NotAlw2

"SHOW CARD F

What were the reasons ^Name was not allowed to travel on his/her own before then?

CODE ALL THAT APPLY

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

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

IF there is another reason why the child was not allowed to travel on their own before then (NotAlw2= other)

THEN

XNotAlw2

"Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

ASK ALWAYS

Roads

"Is ^Name ever allowed to cross roads without being accompanied by an adult?"

IF YES, PROBE: Is that always or sometimes?

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

1. "Yes, (almost) always"
2. "Yes, sometimes/depends"
3. "No, never"

IF HRP's child is always or sometimes allowed to cross roads without being accompanied by an adult (Roads IN [Always, Some]) THEN

MainRd

"And is ^Name allowed to cross main roads or only minor roads?"

1. "Main roads"
2. "Only minor roads"

BVehNum / QVEHNUM.NTS

ASK ALWAYS

IchEmp

"INTERVIEWER: ASK OR RECORD

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

NOTE: INCLUDE SELF-EMPLOYMENT"

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

IF Household member is in paid employment (IchEmp = Yes) THEN CarPool

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

NOTE: AS A DRIVER

(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)"

1. "Yes"
2. "No"

ASK ALWAYS

UseVcl

"SHOW CARD H1

Do you, or any members of your household, at present own or have continuous use of any motor vehicles?

Please choose your answer from this card.

INCLUDE COMPANY CARS (IF AVAILABLE FOR PRIVATE USE)"

1. "Yes"
2. "No"

(CHANGED 2004 ONWARDS TO:)

"SHOW CARD H1

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

Please choose your answer from this card.

INCLUDE COMPANY CARS (IF AVAILABLE FOR PRIVATE USE)"

1. "Yes"
2. "No"

ASK ALWAYS

BrokenV

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

(HELP <F9>)(HELPNOTE ADDED 2003 ONWARDS)"

1. "Yes"
2. "No"

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

NoPIveh

"NUMBER OF VEHICLES

^LVehNum1

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

(CHANGED 2003 ONWARDS TO:)

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

^LVehNum1

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

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

NewVeh

"When we completed the main interview together on (^QSignin.StartTxt), I asked you about any vehicles that your household had regular use of:

(May I just check), have you acquired the use of any (other) vehicles since then?

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

SEE HELP SCREEN <F9> FOR HOUSEHOLD VEHICLE DEFINITION...(HELP <F9>)"

1. "Yes"
2. "No"

IF Household has acquired new vehicle since main interview (StatusQ=Pick up) AND (NewVeh = Yes) THEN

NewNo

"How many other vehicles have you acquired since ^QSignin.StartTxt?

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

IF Household has continuous use of motor vehicle OR there are broken vehicles which may be used in the next month OR Household has acquired new vehicle since main interview ((UseVcl= Yes) OR (BrokenV=Yes) OR (NewVeh = Yes)) THEN

NumVeh

"PRECODED. PRESS ENTER TO CONTINUE"

TVehTab/ QTVEHTAB.NTS
BVehTab

Questions asked of:
Respondent who best knows about vehicle (normally main driver but not necessarily) if QVehnum.Numveh> 0

IF Household has acquired new vehicle since main interview (NewVeh = Yes) THEN
WhenAcq

"When did you acquire the use of your ^LTVehTab1[LTLooper] additional vehicle?. Was it...READ OUT...

NOTE: Travel Week was from ^QSignIn.TravDate to ^QSignIn.TrEndDat"

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

IF Household has acquired new vehicle since main interview (NewVeh = Yes) AND IF Household acquired new vehicle during the Travel Week or does not know when they acquired the vehicle in relation to the Travel Week ((WhenAcq = During) OR (WhenAcq = DK)) THEN

DateAcq

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

FOR EACH HOUSEHOLD VEHICLE
Make

"ENTER A DESCRIPTION OF THE MAKE OF VEHICLE NUMBER

^LTLooper.

E.G. FORD, VAUXHALL, RENAULT, PEUGEOT"

(CHANGED 2003 ONWARDS TO:)

What is the make of vehicle number
^LTLooper.

E.G. FORD, VAUXHALL, RENAULT, PEUGEOT"

FOR EACH HOUSEHOLD VEHICLE
Model

"ENTER DESCRIPTION OF THE MODEL OF VEHICLE NUMBER

^LTLooper.

E.G FIESTA, CLIO, MICRA, 106"

(CHANGED 2003 ONWARDS TO:)

"And the model? ^LTLooper.

E.G FIESTA, CLIO, MICRA, 106"

IF the model is known (Model = Response) THEN

ModSpec

"ENTER ANY MODEL TYPE OR SPECIFICATION OF VEHICLE NUMBER ^LTLooper.

E.G 1.6, XR2i, TURBO, ESTATE, CONVERTIBLE, 5 DOOR

IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW"

(CHANGED 2003 ONWARDS TO:)

"Is there a model type or specification for this vehicle? If so enter it here.

^LTLooper.

E.G 1.6, XR2i, TURBO, ESTATE, CONVERTIBLE, 5 DOOR

IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW"

FOR EACH HOUSEHOLD VEHICLE VehUse

"CODE WHETHER the ^Make ^Model"

1. "is in regular use,"
2. "may begin to be used in the next month,"
3. "ONLY ASK AT PICK UP: vehicle acquired since placement?"

(IMPUTED FROM TypeVcl2 from 2004 ONWARDS:)

IF household has continuous use of a motor vehicle/s THEN

TypeVcl

"I would now like to ask about the ^Make ^Model ^ModSpec vehicle. Is it...READ OUT...

^s^s^s^s^s^s^s^s^s^s^s (HELP <F9>)

CAR INCLUDES MINIBUSES, MOTOR CARAVANS, 'PEOPLE CARRIERS' AND 4-WHEEL DRIVE PASSENGER VEHICLES.

LIGHT VAN INCLUDES PICKUPS AND THOSE 4-WHEEL DRIVE VEHICLES, LAND ROVERS AND JEEPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER"

1. "a car"
2. "a light van"
3. "a motor cycle"
4. "or some other motor vehicle?"

(IMPUTED FROM TypeVcl2 from 2004 ONWARDS:)

IF Household vehicle is a car (IF TypeVcl = Car) THEN

CarType

"ASK OR RECORD: Is the ^Make ^Model a...

INTERVIEWER: '4-WHEEL CAR' INCLUDES PEOPLE CARRIERS AND LIGHT VANS WITH SIDE WINDOWS BEHIND THE DRIVER (1.5 tons unladen weight or less)

CODE MINIBUSES AND MOTOR CARAVANS AS '3'.

4-WHEEL DRIVE PASSENGER VEHICLES (E.G. LAND ROVERS AND JEEPS) SHOULD BE CODED AS '3'"

1. "...4-wheel car,"
2. "a 3-wheel vehicle,"
3. "or, some other motor vehicle?"

(CHANGED 2003 ONLY TO:)

"ASK OR RECORD: Is the ^Make ^Model a...

INTERVIEWER: '4-WHEEL CAR' INCLUDES PEOPLE CARRIERS AND LIGHT VANS WITH SIDE WINDOWS BEHIND THE DRIVER (3.5 tons gross weight or less)

CODE MINIBUSES AND MOTOR CARAVANS AS '3'.

4-WHEEL DRIVE PASSENGER VEHICLES (E.G. LAND ROVERS AND JEEPS) SHOULD BE CODED AS '3'"

1. "...4-wheel car,"
2. "a 3-wheel vehicle,"
3. "or, some other motor vehicle?"

(IMPUTED FROM TypeVcl2 from 2004 ONWARDS:)

IF Household vehicle is a motorcycle (TypeVcl = MotorCycle) THEN

BikeType

"ASK OR RECORD

Is the ^Make ^Model a..."

1. "Motorcycle/scooter with sidecar"
2. "Motorcycle/scooter"
3. "Moped"

(IMPUTED FROM TypeVcl2 from 2004 ONWARDS:)

IF Household vehicle is another type of vehicle OR if household car is another type of car ((TypeVcl = OtherVehicle) OR (CarType = OtherC)) THEN

OthType

"ASK OR RECORD

Is the ^Make ^Model a...

INTERVIEWER: 'LIGHT VAN' INCLUDES PICK-UPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER AND INCLUDES MOST TRANSIT TYPE VANS."

1. "...4-wheel drive passenger vehicle (e.g. Landrover, Jeep or similar),"
2. "a light van (1.5 tons unladen weight or less),"
3. "some other type of van or lorry (more than 1.5 tons unladen weight),"
4. "a minibus, caravan, dormobile etc,"
5. "or, some other motor vehicle (SPECIFY)?"

(CHANGED 2003 ONLY TO:)

"ASK OR RECORD

Is the ^Make ^Model a...

INTERVIEWER: 'LIGHT VAN' INCLUDES PICK-UPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER AND INCLUDES MOST TRANSIT TYPE VANS."

1. "...4-wheel drive passenger vehicle (e.g. Landrover, Jeep or similar)."

2. "a light van (1.5 tons unladen weight or less)."

3. "some other type of van or lorry (more than 3.5 tons gross)."

4. "a minibus, caravan, dormobile etc."

5. "or, some other motor vehicle (SPECIFY)?"

IF household owns some other vehicle (OthType = other) THEN
XOthType

"INTERVIEWER: Record other type of motor vehicle"

(QUESTION INTRODUCED IN 2004:)

IF household has continuous use of a motor vehicle/s THEN

TypeVcl2

"I would now like to ask about the ^Make ^Model ^ModSpec vehicle. Can you tell the type of vehicle this is from the list on this card.

- (1) 4-wheel car (side windows behind driver) (includes Multi Purpose Vehicles and people carriers
- (2) 4-wheel drive passenger vehicle (side windows behind driver)(eg Landrover, Jeep or similar)
- (3) 3-wheel car (side windows behind driver)
- (4) Minibus, motor-caravan, dormobile etc (side windows behind driver)
- (5) Light van (@Ino side windows behind driver@I) (includes pick ups and car based vans
- (6) Some other type of van or lorry
- (7) Motorcycle/scooter with sidecar
- (8) Motorcycle/scooter
- (9) Moped
- (10) Some other motor vehicle (SPECIFY)

IF household vehicle is a car (TypeVcl=car)

(IN 2004, FILTER CHANGED TO: TypeVcl2=Wheel4..LightVan)

PrivVcl
 "FOR EACH VEHICLE IN TURN
 Is the ^Make
 ^Model...^s^s^s^s^s^s^s^s^s^s^s
 (HELP <F9>)"
 1. "privately owned"
 2. "or is it a company vehicle?"

 IF household vehicle is a company car
 (TypeVcl=car & PrivVcl = company)
 CompCar
 "SHOW CARD H2.
 Can I just check which of these
 business mileage bands does the car
 belong to?"
 1. "1-2,499 business miles"
 2. "2,500 - 17,999 business miles"
 3. "18,000 business miles or more"
 4. "NONE OF BANDS APPLY
 (SPECIFY)"

CompCar(QUESTION DELETED MID
 2002 ONWARDS)

IF none of business mileage bands
 apply THEN
 XCompCar
 "INTERVIEWER: Record here why
 none of the Business Mileage Bands
 apply"

XCompCar(QUESTION DELETED
 MID 2002 ONWARDS)

ASK ALWAYS
 HmnDriv
 "Who drives the most mileage in the
 ^Make ^Model (taken over the year as
 a whole)?
 IF MAIN DRIVER NOT HOUSEHOLD
 MEMBER, ENTER 89
 ^DMADNAME1^s^s
 ^DMADNAME2^s^s
 ^DMADNAME3^s^s
 ^DMADNAME4^s^s
 ^DMADNAME5^s^s
 ^DMADNAME6^s^s
 ^DMADNAME7^s^s
 ^DMADNAME8^s^s

^DMADNAME9^s^s
 ^DMADNAME10"

(CHANGED 2003 ONWARDS TO:)
"Who drives the most mileage in the
^Make ^Model taken over the year as
a whole)?
(1) ^DMADNAME[1]
(2) ^DMADNAME[2]
(3) ^DMADNAME[3]
(4) ^DMADNAME[4]
(5) ^DMADNAME[5]
(6) ^DMADNAME[6]
(7) ^DMADNAME[7]
(8) ^DMADNAME[8]
(9) ^DMADNAME[9]
(10) ^DMADNAME[10]
(89) IF MAIN DRIVER NOT
HOUSEHOLD MEMBER, ENTER 89"

IF pick up interview is being conducted
 (StatusQ=pick up) THEN
 StillGot
 "INTERVIEWER: CODE OR ASK:
 Does the household still have the
 ^Make ^Model?
 ENTER RESPONSE THEN
 <ENTER>, THEN PRESS <END> TO
 GO TO NEXT PICK-UP QUESTION"
 1. "Yes"
 2. "No"

IF the household no longer has their
 vehicle at pick up ((StatusQ=pick up)
 & (StillGot = No)) THEN
 WhenDis
 "Was the ^Make ^Model sold or
 disposed of...READ OUT...
 NOTE: Travel Week was from
 ^QSignIn.TravDate to
 ^QSignIn.TrEndDat"
 1. "...before the start of the Travel
 Week,"
 2. "during the Travel Week,"
 3. "or, after the end of the Travel
 Week?"

IF the household no longer has their vehicle at pick up ((StatusQ=pick up) & (StillGot = No)) AND the household disposed of their vehicle during the Travel Week or does not know when it was disposed of (Whendis=during OR don't know) THEN

DateDis

"On what date did you sell or dispose of the ^Make ^Model?"

BAttitud / QATTITUD.NTS

Module A ASK ALWAYS

AttIntro

"Please tell me how you would rate each of the following types of transport. (HELP <F9>)"

1. "Press <Enter> to continue."

AttIntro(QUESTION DELETED 2004 ONWARDS)

(QUESTION ADDED 2004 ONWARDS:)

Module A ASK ALWAYS

SatServ

"SHOW CARD G

Now I would like to ask some questions about your local bus services. By local I mean services which operate near your home. How satisfied are you with your local bus services?"

1. "Very satisfied"
2. "Fairly satisfied"
3. "Neither satisfied or dissatisfied"
4. "Fairly dissatisfied"
5. "Very dissatisfied"
6. "Don't use buses"

Module A ASK ALWAYS

ReliaBus

"SHOW CARD G1

First of all, how would you rate the reliability of local buses?"

1. "Very reliable"

2. "Fairly reliable"
3. "Neither reliable nor unreliable"
4. "Fairly unreliable"
5. "Very unreliable"
6. "(No local service)"
7. "(Do not use)"
8. "(No opinion/Don't know)"

(CHANGED 2004 ONWARDS TO:)

"SHOW CARD G1

And, how would you rate the reliability of local buses?"

1. "Very reliable"
2. "Fairly reliable"
3. "Neither reliable nor unreliable"
4. "Fairly unreliable"
5. "Very unreliable"
6. "(No local service)"
7. "(Do not use)"
8. "(No opinion/Don't know)"

Module A IF local buses are very or fairly reliable, neither reliable or unreliable, fairly unreliable or very unreliable or not used by HRP (ReliaBus IN [vgood, fgood, neither, fpoor, vpoor, NotUse]) THEN

FrqBus

"SHOW CARD G2

How would you rate the frequency of local buses?"

1. "Very frequent"
2. "Fairly frequent"
3. "Neither frequent nor infrequent"
4. "Fairly infrequent"
5. "Very infrequent"
6. "(No local service)"
7. "(Do not use)"
8. "(No opinion/Don't know)"

Module A ASK ALWAYS

RelMetro

"SHOW CARD G1

How would you rate the reliability of the ^traintxt?"

1. "Very reliable"
2. "Fairly reliable"
3. "Neither reliable nor unreliable"
4. "Fairly unreliable"

5. "Very unreliable"
6. "(No local service)"
7. "(Do not use)"
8. "(No opinion/Don't know)"

Module A IF local
trains/tubes/metros/light rails/trams
fairly reliable, neither reliable or
unreliable, fairly unreliable or very
unreliable or not used by HRP
(RelMetro IN [vgood, fgood, neither,
fpoor, vpoor, NotUse]) THEN

- FrqMetro
"SHOW CARD G2
How would you rate the frequency of
the ^traintxt?"
1. "Very frequent"
 2. "Fairly frequent"
 3. "Neither frequent nor infrequent"
 4. "Fairly infrequent"
 5. "Very infrequent"
 6. "(No local service)"
 7. "(Do not use)"
 8. "(No opinion/Don't know)"

- Module A ASK ALWAYS
Integr
"Are combined rail and bus tickets
available in your area?"
1. "Yes"
 2. "No"
 3. "Don't know"
 4. "No local service"

- Module A ASK ALWAYS
Cyclane
"SHOW CARD G3
How would you rate the provision of
cycle lanes/paths locally (WITHIN 5
MILES OF THE RESPONDENT'S
HOME)? (HELP <F9>)"
1. "Very good"
 2. "Fairly good"
 3. "Neither good nor poor"
 4. "Fairly poor"
 5. "Very poor"
 6. "(No local cycle lanes)"

7. "(Do not use)"
- "(No opinion/Don't know)"

- Module A ASK ALWAYS
Pavement
"SHOW CARD G4
How would you rate the condition of
pavements locally where you live?
(HELP <F9>)"
1. "Very good"
 2. "Fairly good"
 3. "Neither good nor poor"
 4. "Fairly poor"
 5. "Very poor"
 6. "(Not many pavements in the
area)"
 7. "(Do not use)"
 8. "(No opinion/Don't know)"

Individual Questionnaire

1. "Yes"
2. "No"

TWhoInt / QTWhoInt.NTS
BWhoInt

RECORD ALWAYS

WhoInt
"ENTER THE NUMBER OF THE PERSON YOU WANT TO INTERVIEW (OR RECORD AS NOT AVAILABLE) FROM THE LIST BELOW
^LTWhoInt1"

IF age is 16 or over (DVAge >= 16)
AND respondent has health problem that makes it difficult for them to go out on foot (Difffoot = Yes) THEN
Footout
^LDMIntName
Do you go out on foot at all?
IF YES, PROBE: on your own or only with someone to assist you"
1. "Yes, on own"
2. "Yes, only with someone to assist"
3. "No"

RECORD ALWAYS

IndQn
"CODE WHETHER FACE TO FACE INTERVIEW, PROXY INTERVIEW, OR PERSON NOT AVAILABLE.
INTERVIEWER: IN GENERAL, FOR CHILDREN UNDER ELEVEN, INTERVIEW AN ADULT AND CODE AS 'PROXY'"
1. "Face to face"
2. "Proxy"
3. "Not available"

*IF age is 16 or over (DVAge >= 16)
AND respondent has health problem that makes it difficult for them to go out on foot (Difffoot = Yes) AND respondent does not go out on foot alone (Footout IN [Assis, No]) THEN
GoOut
^LDMIntName
Is it impossible for you to go out alone on foot or could you manage it but with difficulty?"
1. "Impossible"
2. "Difficult"*

TDisab / QTDisab.NTS
BDisab

Questions asked of:
Each individual household member aged 16 and over in turn

IF age is 16 or over (DVAge >= 16)
THEN
Difffoot
^LDMIntname
(First of all I want to ask some questions about any health problem or physical disability that affects travelling).
Do you have any disability or other long standing health problem that makes it difficult for you to go out on foot?
NOTE: INCLUDE PROBLEMS DUE TO OLD AGE"

*IF age is 16 or over (DVAge >= 16)
THEN
DifBus
^LDMIntName
(Do you have a disability or other long standing health problem that makes it difficult for you) to use local buses?
NOTE: IF DOES NOT USE BUSES, PROBE: Would you have any problems if you did use them?
INCLUDE PROBLEMS DUE TO OLD AGE (EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)
NOTE: INCLUDE PROBLEMS DUE TO OLD AGE"
1. "Yes"
2. "No"*

IF age is 16 or over (DVAge>= 16)
 AND respondent has health problem
 that makes it difficult for them to use
 local buses (DifBus = Yes) THEN
 DifBusY
 "^LDMIntName
 How does this disability or health
 problem make it difficult for you to use
 local buses?
 PROBE: How else?
 CODE ALL THAT APPLY"
 1. "Difficulty getting to the bus stop"
 2. "Difficulty standing waiting at the
 bus stop"
 3. "Difficulty getting on or off buses"
 4. "Difficulty getting to and from the
 seat "
 5. "Difficulty communicating with the
 driver/conductor"
 6. "Difficulty finding out timetable
 information"
 97. "Other (specify)"

(PRECODES CHANGED 2003
 ONWARDS TO:)

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

If respondents disability makes it
 difficult to use buses for other reason
 (Other IN DifBusY) THEN
 XDifBusY
 "^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN
 60 CHARACTERS"

*IF age is 16 or over (DVAge>= 16)
 AND respondent has health problem
 that makes it difficult for them to use
 local buses (DifBus = Yes) THEN*

BusOut
 "^LDMIntName
 Can I check, do you use local buses
 at all nowadays?"
 1. "Yes"
 2. "No"

*IF age is 16 or over (DVAge>= 16)
 AND respondent has health problem
 that makes it difficult for them to use
 local buses (DifBus = Yes) AND
 respondent does not use local buses
 at all nowadays (BusOut = No) THEN*
 BusPrb95

"^LDMIntName
 CODE FIRST THAT APPLIES
 Is it because of a disability or health
 problems or because the bus service
 is poor or for some other reasons?"
 1. "Disability or health problem"
 2. "Poor bus service"
 3. "Other (SPECIFY)"

IF respondent does not use local
 buses at all nowadays for other
 reasons (BusPrb95=Other)THEN
 XBusPb95
 "^LDMIntName
 INTERVIEWER: Record other reason"

IF age is 16 or over (DVAge>= 16)
 THEN
 DifCar
 "^LDMIntName
 (And do you have a disability or long-
 standing health problem that makes it
 difficult for you) to get in or out of a
 car?
 NOTE: INCLUDE PROBLEMS DUE
 TO OLD AGE"
 1. "Yes"
 2. "No"

IF age is 16 or over (DVAge>= 16)
 AND respondent has disability/long
 standing health problem that makes it
 difficult to go out on foot, use a local
 bus or get in or out of a car ((Diffoot =

Yes) OR (DifBus = Yes)) OR (DifCar = Yes)) THEN

SpecTr

"^LDMIntName

SHOW CARD I

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

CODE ALL THAT APPLY"

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

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

XSpecTr

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

| |
|----------------------------------|
| TMethod / QMethod.NTS BMethod |
|----------------------------------|

Module A ASK ALWAYS IF age is 1 or over (DVAge >=1) THEN

IntroC

"^LDMIntName

I would now like to ask you about different methods of transport you currently use. You may have told me some of this already but I just need to check."

1. "Press 1 and <Enter> to continue."

(QUESTION AND ROUTING
CHANGED 2004 ONWARDS TO:)

Module B ASK ALWAYS IF age is 1 or over (DVAge >=1) THEN

IntroC

"^LDMIntName

I would now like to ask you about how much walking you do. You may have told me some of this already but I just need to check."

1. "Press 1 and <Enter> to continue."

MOCULE B ASK ALWAYS IF age is 1 or over (DVAge >=1) THEN

Ordbus

" ^LDMIntName

SHOW CARD J

How frequently do you use an ordinary bus?

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

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

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

MOCULE B ASK ALWAYS IF age is 1 or over (DVAge>=1) THEN

Coach

" ^LDMIntName

SHOW CARD J

How frequently do you use) an express bus or coach within Great Britain

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

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

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

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

MOCULE B ASK ALWAYS IF age is 1 or over (DVAge >=1) THEN

Train

" ^LDMIntName

SHOW CARD J

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

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

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

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

MOCULE B ASK ALWAYS IF age is 1 or over (DVAge >=1) THEN

TaxiCab

" ^LDMIntName

SHOW CARD J

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

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

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

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

5. "Less than that but more than twice a year"

6. "Once or twice a year"

7. "Less than that or never"

MOCULE B ASK ALWAYS IF age is 1 or over (DVAge >=1) THEN

Plane

" ^LDMIntName

SHOW CARD J

(How frequently do you use) an internal air light within Great Britain?

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

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

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

MOCULE B ASK ALWAYS IF age is 5 or over (DVAge >=5) THEN

Bicycle

^LDMIntName

SHOW CARD J

How frequently do you use a bicycle? (HELP <F9>)

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

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

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

IF age is 1 or over (DVAge > 1) and
respondent goes out on foot
(NOT(Footout = No)) THEN

Walk

"^LDMIntName

SHOW CARD J

How frequently do you walk anywhere
for 20 minutes or more without
stopping. Please count each single trip
as one journey and each return trip as
two? (HELP <F9>)

INCLUDE ALL WALKS, WHETHER
FOR PLEASURE OR WITH A
PURPOSE. (EXTRA INT.
INSTRUCTION ADDED 2003
ONWARDS)

IF ROUND TRIP, COUNT AS ONE
JOURNEY

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

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

IF age is 1 or over (DVAge > 1) and
respondent goes out on foot (NOT
(Footout = No)) AND respondent
walks for more than 20 minutes at
least once a year Walk IN

[Wkly3..Yearly1] THEN

WhWalk

"^LDMIntName

Thinking about your @llast@I walk of
20 minutes or more, where did you
walk ... READ OUT

CODE ONE ONLY"

1. "...mostly on pavements alongside
a road,"
2. "mostly on country roads without
pavements,"
3. "mostly in a town or city park, or
other urban area away from the road,"

4. "mostly in the countryside (away
from roads),"

5. "or a mixture of these?"

97. "Other (SPECIFY)"

(CHANGED 2003 ONWARDS TO:)

"^LDMIntName Thinking about your
@llast@I walk of 20 minutes or more,
where did you walk? Please choose
your answer from this card.

CODE ONE ONLY"

1. "...mostly on pavements alongside
a road,"
2. "mostly on country roads without
pavements,"
3. "mostly in a town or city park, or
other urban area away from the road,"
4. "mostly in the countryside (away
from roads),"
5. "or a mixture of these?"
97. "Other (SPECIFY)"

IF respondent walked on another
surface (WhWalk = other)THEN

XWhWalk

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN
60 CHARACTERS"

*IF age is 1 or over (DVAge > 1) and
respondent goes out on foot
(NOT(Footout = No)) AND respondent
walks for more than 20 minutes at
least once a year Walk IN
[Wkly3..Yearly1] THEN*

FarWalk

"^LDMIntName

How long did the walk take you, one
way?

PLEASE COUNT EACH SINGLE
TRIP AS ONE JOURNEY

BUT IF NO PARTICULAR
DESTINATION, RECORD TIME
TAKEN FOR ROUND TRIP

ENTER ANSWER IN MINUTES OR
CODE 997 IF PREFERS TO GIVE
DISTANCE"

If respondent prefers to give distance of walk (FarWalk = 997) THEN
 DistWalk
 "^LDMIntName
 ENTER DISTANCE WALKED TO NEAREST MILE"

If age is 1 or over (DVAge > 1) and respondent goes out on foot (NOT(Footout = No)) AND respondent walks for more than 20 minutes at least once a year Walk IN [Wkly3..Yearly1] THEN

TrWalk
 "^LDMIntName
 Did you have to travel to get to the start of the walk?
 ADD IF NECESSARY: By means other than walking"
 1. "Yes"
 2. "No"

IF respondent travelled to get to start of walk (TrWalk = Yes) THEN

HtrWalk
 "^LDMIntName
 How did you travel there?
 CODE METHOD USED FOR LONGEST DISTANCE"
 1. "Underground, metro, light rail, tram"
 2. "Train"
 3. "Bus, minibus or coach"
 4. "Motorcycle, scooter or moped"
 5. "Car or van"
 6. "Taxi/minicab"
 7. "Bicycle"
 97. "Other (specify)"

If respondent used other method of travel (HtrWalk = other)
 XHTrWalk
 "^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

TCycle / QTCycle.NTS

BCycle
 Questions asked of:
 Each individual household member aged 5 and over in turn

IF age is greater than 4 (DVAge > 4) THEN
 GenCycle
 "^LDMIntName
 (The next few questions are about cycling.) Excluding exercise bikes, do you... READ OUT..."
 1. "...own a bicycle yourself,"
 2. "have regular use of a bicycle owned by someone else,"
 3. "or have no regular use of a bicycle?"

IF age is greater than 4 (DVAge > 4) AND respondent regularly uses bicycle owned by someone else (GenCycle = UseElse) THEN
 CycElse
 "^LDMIntName
 Is that bicycle owned by someone in your household or someone outside the household?"
 1. "Someone in the household"
 2. "Someone outside the household"

IF age is greater than 4 (DVAge > 4) THEN
 Cycle12
 "^LDMIntName
 (May I just check,) have you ridden a bicycle during the last 12 months, (that is since ^DLYEARTXT)? (HELP <F9>)"
 1. "Yes"
 2. "No"
 3. "Don't know / Can't remember"

IF age is 4 or more (DVAge > 4) AND respondent has ridden bike in last 12 months (Cycle12 = Yes) THEN
 CycRoute
 "^LDMIntName

When you cycled in the last 12 months, did you usually cycle... READ OUT..."

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

CHANGED 2003 onwards to:

"^LDMIntName

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

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

TDrLic / QTrLic.NTS

BDrlic

Questions asked of :
Each individual household member aged 16 and over in turn

If age is 16 or over (DVAge >= 16)

THEN

DLFull

"^LDMIntName

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

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

1. "Yes"
2. "No"

If respondent has full driving licence (DLFull = Yes) THEN

DLTyp95

"^LDMIntName

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

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

INTERVIEWER: ASK RESPONDENT TO CHECK DRIVING LICENCE"

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

If respondent has full driving licence (DLFull = Yes) AND licence type appears in the list above DLTyp95 IN

[Car .. Moped] THEN

LicChk

"^LDMIntName

INTERVIEWER: CODE WHETHER DRIVING LICENCE CHECKED FOR PREVIOUS QUESTION"

1. "Seen by interviewer"
2. "Consulted by informant"
3. "Not seen/consulted"

IF driving licence is for both a car and motorcycle (DLTyp95 = CarMot) THEN CarMot95

"^LDMIntName

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

1. "Yes"
2. "No"

IF respondent has licence for a car or car with special adaptations (DLTyp95 = Car OR DLTyp95 = Auto OR

DLTyp95 = CarRes OR CarMot95 =
RESPONSE) THEN

Drive95

"^LDMIntName

Do you drive... READ OUT ...

(HELP <F9>)

CODE AUTOMATIC CAR AS AN
ORDINARY CAR

CODE ALL THAT APPLY"

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

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

XOthVeh

"^LDMIntName

INTERVIEWER: DESCRIBE THIS
OTHER TYPE OF VEHICLE"

If respondent has licence for a car or
car with special adaptations (DLTyp95
= Car OR DLTyp95 = Auto OR
DLTyp95 = CarRes OR CarMot95 =
RESPONSE) AND respondent uses
vehicles from a car pool, or has a
household vehicle or broken vehicle
and drives an ordinary car or a car
with special adaptations or some other
kind of vehicle ((CarPool = Yes OR
UseVcl = Yes OR BrokenV = Yes)
AND (Drive95 = OrdVeh OR Drive95 =
OrdAdp OR OthVeh)) THEN

VehUsu

"^LDMIntName

READ OUT IF MORE THAN ONE
VEHICLE

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

INTERVIEWER: ENTER VEHICLE
NUMBER OR CODE 89 IF

INFORMANT USUALLY DRIVES A
NON-HOUSEHOLD CAR

^DMVEH1^s^s ^DMVEH2^s^s
^DMVEH3^s^s ^DMVEH4^s^s
^DMVEH5^s^s ^DMVEH6^s^s
^DMVEH7^s^s ^DMVEH8^s^s

^DMVEH9^s^s

^DMVEH10^s^s"

(CHANGED 2003 ONWARDS TO:)

"^LDMIntName

READ OUT IF MORE THAN ONE
VEHICLE

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

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

(1) ^DMVEH[1]

(2) ^DMVEH[2]

(3) ^DMVEH[3]

(4) ^DMVEH[4]

(5) ^DMVEH[5]

(6) ^DMVEH[6]

(7) ^DMVEH[7]

(8) ^DMVEH[8]

(9) ^DMVEH[9]

(10) ^DMVEH[10]

(89) Usually drives non household
vehicle"

If respondent has licence for a car or
car with special adaptations (DLTyp95
= Car OR DLTyp95 = Auto OR
DLTyp95 = CarRes OR CarMot95 =
RESPONSE) AND respondent no
longer drives (Drive95=NoDrv) THEN
Nodriv95

"^LDMIntName

Is that because of a disability or health
problem

or for some other reason?"

1. "Disability or health problem"

2. "Other (SPECIFY)"

If respondent does not drive for some
other reason (NoDrive95 =
other)THEN

XNodriv

"^LDMIntName

INTERVIEWER: EXPLAIN WHY
INFORMANT NO LONGER DRIVES."

IF respondent (does not hold a full driving licence or has a motorcycle or moped licence) and is older than 59 ((DLFull = No OR DLTyp95 = Mcycle OR DLTyp95 = Moped) AND (DVAge > 59)) THEN

EvDLic95

"^LDMIntName

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

1. "Yes"
2. "No"

If respondent (does not hold a full driving licence or has a motorcycle or moped licence) ((DLFull = No OR DLTyp95 = Mcycle OR DLTyp95 = Moped) AND is older than 59 (DVAge > 59)) AND respondent had a full driving licence to drive a car (EvDLic95 = Yes) THEN

Nolic95

"^LDMIntName

Why do you no longer hold a licence? Is it because of a disability or health problem or for some other reason?"

1. "Disability or health problem"
2. "Other (SPECIFY)"

IF there is some other reason why respondent no longer holds a licence (Nolic95 = other) THEN

XNoLic95

"^LDMIntName

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE."

IF respondent held a full driving licence to drive a car or respondent no longer drives (EvDLic95 = Yes OR Drive95 = NoDrv) THEN

LastDr95

"^LDMIntName

How old were you when you last drove?"

IF respondent has full driving licence for car, motorcycle, scooter, or moped (DLFull = Yes) THEN

DLAge

"^LDMIntName

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

IF respondent does not have a full driving licence for a car, motorcycle, scooter or moped and respondent has never held a full driving licence for a car (DLFull = No AND EvDLic95 = No) THEN

DLProv

"^LDMIntName

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

1. "Yes"
2. "No"

If age is 16 or over (DVAge >= 16) AND respondent does not have a full driving licence for a car, motorcycle, scooter or moped and respondent has never held a full driving licence for a car (DLFull = No AND EvDLic95 = No) AND respondent has a provisional licence for a car, motorcycle, scooter or moped (DLProv = Yes) THEN

ProTyp95

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

CODE FIRST THAT APPLIES"

1. "Car only"
2. "Car and motorcycle"
3. "Car with special adaptations"
4. "Something else (SPECIFY)"

IF provisional licence is for some other vehicle (ProTyp95 = Other) THEN

XProTp95

"^LDMIntName

INTERVIEWER: Record other answer"

TILO / QTILO.NTS
BILO

Questions asked of:
Each individual household member
aged 16 and over in turn

(QUESTION ADDED 2004
ONWARDS:)

IF aged 16 or over (DvAge >=16)
THEN
TDirPriv
"SHOW CARD L1
LDMIntName
Thinking of any journeys you have
made by car, van or motorcycle within
the last 6 months, which (if any)of
these have you done to plan your
route before setting out?
CODE ALL THAT APPLY"
1. "Looked at a road map",
2. "Asked a friend",
3. "Telephoned the AA or RAC",
4. "Contacted the venue/attraction
you are visiting",
5. "Used Transport Direct",
6. "Used another journey planner on
the Internet",
7. "Used a computer-based journey
planner on CD",
8. "Checked Teletext/Ceefax for
roadworks/congestion",
9. "Used an in-car navigation
system",
10. "Relied on road signs",
11. "None - never to go unfamiliar
places",
12. "None - someone else usually
plans the route for me",
13. "None - have not done a journey",
97. "Anything else (specify)"

(QUESTION ADDED 2004
ONWARDS:)

If respondent had other method of
planning journeys (Anything else IN
TDirPriv) THEN
XDirPr

"^LDMIntName
Please specify other answer.
TEXT SHOULD BE NO MORE THAN
60 CHARACTERS"

(QUESTION ADDED 2004
ONWARDS:)

IF aged 16 or over (DvAge >=16)
THEN
TDirPub
"SHOW CARD L2
Thinking of any journeys you have
made by bus, tram, train or
underground within the last 6 months,
which (if any)of these have you used
to get travel information or advice
about your journey?
CODE ALL THAT APPLY"
1. "Asked a friend"
2. "Public transport telephone inquiry
service"
3. "Timetable delivered through
door/picked up at stations"
4. "Timetable displayed at stations
and stops"
5. "Asked at a local station"
6. "Contacted the venue/attraction
you are visiting"
7. "Teletext/Ceefax"
8. "Digital TV interactive services"
9. "Electronic kiosks/terminals"
10. "Used Transport Direct"
11. "Used other web sites"
12. "None - someone else usually
finds out for me"
13. "None - have not done a journey"
14. "None"
97. "Other (please specify)"

(QUESTION ADDED 2004
ONWARDS:)

If respondent had other method of
getting travel information or advice for
journeys (Other IN TdirPriv) THEN
XDirPub
"LDMIntName
Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF aged 16 or over (DvAge >=16)

THEN

Wrking

"^LDMIntName

Did you do any paid work in the 7 days ending Sunday the ^DLSUNTxt, either as an employee or as self-employed? (HELP <F9>)"

1. "Yes"
2. "No"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) THEN

SchemeET

"^LDMIntName

Were you on a government scheme for employment training?"

1. "Yes"
2. "No"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) THEN

JbAway

"^LDMIntName

Did you have a job or business that you were away from? (HELP <F9>)"

1. "Yes"
2. "No"
3. "Waiting to take up a new job/business already obtained"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) AND respondent was not away from a job or business or was waiting to take up a new job ((JbAway = No) OR (JbAway = Waiting)) THEN

OwnBus

"^LDMIntName

Did you do any unpaid work in that week for any business that you own? (HELP <F9>)"

1. "Yes"
2. "No"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) AND respondent was not away from a job or business or was waiting to take up a new job ((JbAway = No) OR (JbAway = Waiting)) AND respondent did not do unpaid work for their own business (OwnBus = No) THEN

RelBus

"^LDMIntName

...or that a relative owns?....(HELP <F9>)"

1. "Yes"
2. "No"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) AND respondent was not away from a job (JbAway = No) AND Did not do unpaid work for a business that a relative owns (RelBus = No) THEN

Looked

"^LDMIntName

Thinking of the 4 weeks ending Sunday the ^DLSUNTxt, were you looking for any kind of paid work or government training scheme at any time in those 4 weeks?

(HELP <F9>)"

1. "Yes"
2. "No"
3. "Waiting to take up a new job or business already obtained"

(QUESTION ADDED 2004 ONWARDS:)

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) AND respondent was looking for a job (Look=Yes) or waiting to take up a new job or business already obtained (JbAway= Waiting OR Looked= Waiting) THEN

HowLong

"SHOW CARD L3

LDMIntName

How long have you been looking/were you looking for paid work/a place on a government scheme"

1. "Not yet started"
2. "Less than 1 month"
3. "1 month or more, less than 3 months"
4. "3 months or more, less than 6 months"
5. "6 months or more, less than 12 months"
6. "12 Months or more"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work (Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) AND respondent was looking for a job, or waiting to take up a new job (Looked = Yes OR Looked = Wait OR JbAway = Waiting) THEN

StartJ

"^LDMIntName

If a job or a place on a government scheme had been available in the week ending Sunday the ^DLSUNTxt, would you have been able to start within 2 weeks?"

1. "Yes"
2. "No"

IF aged 16 or over (DvAge >=16) AND respondent did not do any paid work

(Wrking = No) AND respondent was not on a government training scheme (SchemeET = No) AND respondent was not looking for paid work or did not have a job that they were away from (Looked = No OR StartJ = No) THEN

YInAct

"^LDMIntName

What was the main reason you (did not seek any work in the last 4 weeks/would not be able to start in the next 2 weeks?)

(HELP <F9>)"

1. "Student"
2. "Looking after the family/home"
3. "Temporarily sick or injured"
4. "Long-term sick or disabled"
5. "Retired from paid work"
6. "Other reasons"

TEDUC / QTEduc.NTS

BEDUC

Questions asked of:

Each individual household member aged 16 and over in turn, if any of the following conditions are met:

Wrking = Yes (1)

SchemeET = Yes (1)

JbAway = Yes (1) or "Waiting" (3)

Looked = Yes (1)

IF respondent did paid work or was on a government scheme for training or was away from a job or business or waiting to take up a new job or looking for paid work (Wrking = Yes OR SchemeET = Yes OR JbAway = Yes OR JbAway = Waiting OR Looked = Yes) THEN

Educ

"^LDMIntName

Are you at present attending a school or college?"

1. "Yes"

2. "No"

IF respondent did paid work or was on a government scheme for training or was away from a job or business or waiting to take up a new job or looking for paid work (Wrking = Yes OR SchemeET = Yes OR JbAway = Yes OR JbAway = Waiting OR Looked = Yes) AND respondent is attending school or college (Educ = Yes) THEN EducFT

"^LDMIntName

May I check, are you a full-time student?"

1. "Yes"
2. "No"

TTrEmp / QTrEmp.NTS
BTrEmp

Questions asked of:

Each individual household member in turn, if the following conditions are met:

Male aged 16 to 64 (inclusive) AND DVIL03a= "unemp" or "ecinact" (ILO classification of employment: Unemployed or Economically Inactive) AND Educ = No (2)

Female aged 16 to 59 (inclusive) AND DVIL03a= "unemp" or "ecinact" (ILO classification of employment: Unemployed or Economically Inactive) AND Educ = No (2)

IF respondent is unemployed or economically inactive (DVIL03a = Unemp OR DVIL03a = EclnAct) AND (a male aged under 65 (DVAge < 65 AND Sex = Male)

OR a female aged under 60 (DVAge < 60 AND Sex = Female)) AND not attending school or college (Educ = No) THEN

PrbJob

"^LDMIntName

Have you turned down a job in the past 12 months due to problems with transport?"

1. "Yes"
2. "No"

IF respondent is unemployed or economically inactive (DVIL03a = Unemp OR DVIL03a = EclnAct) AND (a male aged under 65 (DVAge < 65 AND Sex = Male) OR a female aged under 60 (DVAge < 60 AND Sex = Female)) AND not attending school or college AND (Educ = No) AND respondent had problems with transport (PrbJob = Yes) THEN

PrbTyp1
"^LDMIntName

What sort of problems with transport were these?

CODE ALL THAT APPLY"

1. "Too far"
2. "Car not available"
3. "Don't have a current driving licence/can't drive"
4. "Cost of petrol"
5. "Lack of parking facilities"
6. "Cost of parking"
7. "Traffic congestion/roadworks"
8. "Inadequate public transport"
9. "Cost of using public transport"
10. "Personal physical difficulties/disability"
11. "Personal safety concerns"
97. "Other (specify)"

IF respondent had other problem with transport (Other IN PrbTyp1) THEN XPrbTyp1

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent is unemployed or economically inactive (DVIL03a = Unemp OR DVIL03a = EclnAct) AND (a male aged under 65 (DVAge < 65 AND Sex = Male) OR a female aged

under 60 (DVAge < 60 AND Sex = Female)) AND not attending school or college AND (Educ = No) THEN

PrbNow

"^LDMIntName

And do you have any problems with transport now which would stop you from taking a job?"

1. "Yes"
2. "No"

IF respondent is unemployed or economically inactive (DVILO3a = Unemp OR DVILO3a = EclnAct) AND (a male aged under 65 (DVAge < 65 AND Sex = Male) OR a female aged under 60 (DVAge < 60 AND Sex = Female)) AND not attending school or college (Educ = No) AND respondent has a problem now that would stop them taking a job AND If respondent has mentioned a problem with transport earlier (PrbNow = Yes and PrbTyp1 = RESPONSE) THEN

PrbSame

"^LDMIntName

Are these problems the same as those you mentioned before?"

1. "Yes"
2. "No"

IF respondent does not have same problem as before (PrbSame = No) OR did not specify the earlier problem (PrbTyp1 <> RESPONSE) THEN

PrbTyp2

"^LDMIntName

What sort of problems with transport are these?

CODE ALL THAT APPLY"

1. "Too far"
2. "Car not available"
3. "Don't have a current driving licence/can't drive"
4. "Cost of petrol"
5. "Lack of parking facilities"
6. "Cost of parking"
7. "Traffic congestion/roadworks"
8. "Inadequate public transport"
9. "Cost of using public transport"

10. "Personal physical difficulties/disability"

11. "Personal safety concerns"

97. "Other (specify)"

IF respondent had other problem with transport (PrbTyp2 = other) THEN

XPrbTyp2

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

TLastJb / QTLastJb.NTS

BlastJb

Questions asked of:

Each individual household member aged 16 and over in turn, if the following condition is met:

DVILO3a= "unemp" or "ecinact" (ILO classification of employment: Unemployed or Economically Inactive)

IF employment status derived as economically inactive or unemployed (DVILO3a = EclnAct or DVILO3a = Unemp) THEN

Everwk

"^LDMIntName

Have you ever had a paid job, apart from casual or holiday work?"

1. "Yes"
2. "No"

IF employment status derived as economically inactive or unemployed (DVILO3a = EclnAct or DVILO3a = Unemp) AND respondent has had a paid job (Everwk = Yes) THEN

DtJbL

"^LDMIntName

When did you leave your last PAID job?

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

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

THIS QUESTION DOES NOT INCLUDE CASUAL OR HOLIDAY WORK (EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)
(HELP <F9>)"

TMainJb / QTMMainJb.NTS
BMainJb

Questions asked of:
Each individual household member aged 16 and over in turn, if the following conditions are met:

DVILO3a= "InEmp" (ILO classification of employment: Employed)

AND

Everwk = Yes (1)

IF respondent is aged 16 or over (DvAge >=16) AND employment status is derived as employed (DVILO3a = InEmp) OR respondent has had a paid job (Everwk = Yes) THEN

IndD
"^\LDMIntName
CURRENT OR LAST JOB
What did/(does) the firm/organisation you work(ed) for mainly make or do (at the place where you work(ed))?
DESCRIBE FULLY - PROBE MANUFACTURING or PROCESSING or DISTRIBUTING ETC. AND MAIN GOODS PRODUCED, MATERIALS USED, WHOLESALE or RETAIL ETC."

IF employment status is derived as employed (DVILO3a = InEmp) OR respondent has had a paid job (Everwk = Yes)
OccT
"^\LDMIntName
^s^s^s^s JOB TITLE^s^s^s^s CURRENT OR LAST JOB

What was/(is) your (main) job (^LMainJb2 ^DLSUNTxt)? (HELP <F9>)"

IF employment status is derived as employed (DVILO3a = InEmp) OR respondent has had a paid job (Everwk = Yes)
OccD
"^\LDMIntName
^s^s^s^s CURRENT OR LAST JOB
What did/ (do) you mainly do in your job?
CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB"

IF employment status is derived as employed (DVILO3a = InEmp) OR respondent has had a paid job (Everwk = Yes)
Stat
"^\LDMIntName
Were/(are) you working as an employee or were/(are) you self-employed? (HELP <F9>)"
1. "Employee"
2. "Self-employed"

IF (employment status is derived as employed (DVILO3a = InEmp) OR respondent has had a paid job (Everwk = Yes)) AND respondent was an employee (Stat = Emp) THEN
SVise
"^\LDMIntName
In your job, do/(did) you have formal responsibility for supervising the work of other employees?
DO NOT INCLUDE PEOPLE WHO ONLY SUPERVISE:
- children, e.g. teachers, nannies, childminders
- animals
- security or buildings, e.g. caretakers, security guards "
1. "Yes"
2. "No"

IF (employment status is derived as employed (DVIL03a = InEmp) OR respondent has had a paid job (Everwk = Yes)) AND respondent was an employee (Stat = Emp) AND respondent did supervise other employees (SVise = Yes) THEN
 SViseDesc
 "^LDMIntName
 Please describe the type of responsibility you have for supervising the work of other employees.
 INTERVIEWER: PROBE FOR WHO AND WHAT IS BEING SUPERVISED"

IF (employment status is derived as employed (DVIL03a = InEmp) OR respondent has had a paid job (Everwk = Yes)) AND respondent was an employee (Stat = Emp)
 EmpNo
 "^LDMIntName
 How many people work(ed) for your employer at the place where you work(ed)?
 Were there ^s^s^s ...READ OUT (HELP <F9>)"
 1. "...1 to 24,"
 2. "25 to 499,"
 3. "or 500 or more employees?"

IF (employment status is derived as employed (DVIL03a = InEmp) OR respondent has had a paid job (Everwk = Yes)) AND respondent was not an employee (NOT(Stat = Emp))AND respondent was/is self employed (Stat = SelfEmp) THEN
 Solo
 "^LDMIntName
 Were/(are) you working on your own or did/(do) you have employees?
 ASK OR RECORD (HELP <F9>)"
 1. "on own/with partner(s) but no employees"
 2. "with employees"

IF respondent works/has worked with employees (Solo = WithEmp) THEN
 SENO
 "^LDMIntName
 How many people did/(do) you employ at the place where you work(ed)?
 Were/(Are) there ^s^s^s ... READ OUT ... (HELP <F9>)"
 1. "...1 to 24,"
 2. "25 to 499,"
 3. "or 500 or more employees?"

(PRECODES CHANGED 2003 ONWARDS TO:)
1. "...1 to 24,"
2. "or, 25 or more?"

IF employment status is derived as employed (DVIL03a = InEmp) OR respondent has had a paid job (Everwk = Yes) THEN
 FtPtWk
 "^LDMIntName
 In your (main) job were/(are) you working... READ OUT ... (HELP <F9>)"
 1. "...full time,"
 2. "or part time?"

TTrBen / QTTrBen.NTS
 BTrBen

Questions asked of:
 Each individual household member aged 16 and over in turn, if the following conditions are met:

DVIL03a= "InEmp" (ILO classification of employment: Employed)

AND

Stat = Emp (respondent is an employee)

IF respondents employment status is derived as employed and respondent was working as an employee

(DVIL03a = InEmp AND Stat = Emp)
THEN
TrBen
"^LDMIntName
SHOW CARD K.

Are any employees at your place of work (in your main job) offered any of the travel benefits on this card? IF YES, PROBE: Which ones? (HELP <F9>)
EXCLUDE REIMBURSED EXPENSES, TRAVEL WARRANTS ETC.

CODE ALL THAT APPLY"

1. "Cut price or free bus tickets"
2. "Cut price or free rail tickets"
3. "Interest-free loan for a season ticket or travel pass"
4. "Interest-free loan for a season ticket for parking"
5. "Cut price or free car parking"
6. "Company car or alternative benefit in place of a car"
7. "Special bus or van run by your employer for your journey to work"
8. "Other transport-related benefits (specify)"
9. "No, none of these"

(PRECODES CHANGED 2003 ONLY TO:)

1. "Cut price or free bus tickets"
2. "Cut price or free rail tickets"
3. "Interest-free loan for a season ticket or travel pass"
4. "Interest-free loan for a season ticket for parking"
5. "Cut price or free car parking"
6. "Company car or alternative benefit in place of a car"
7. "Use of car(s) from company car pool"
8. "Special bus or van run by your employer for your journey to work"
9. "Other transport-related benefits (specify)"
10. "No, none of these"

TrBen (QUESTION DELETED 2004 ONWARDS)

IF employees are offered other transport related benefit (TrBen = other) THEN
XTrBen
"^LDMIntName
Please specify other answer.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

XtrBen (QUESTION DELETED 2004 ONWARDS)

IF respondent is/was working as an employee (DVIL03a = InEmp AND Stat = Emp) AND respondent receives travel benefit (TrBen = RESPONSE) THEN

TrBenU
"^LDMIntName
SHOW CARD K.

And does your employer (in your main job) offer @lyou@l any of the benefits on this card?

IF YES, PROBE: Which ones? (HELP <F9>)

EXCLUDE REIMBURSED EXPENSES, TRAVEL WARRANTS ETC.

CODE ALL THAT APPLY"

1. "Cut price or free bus tickets"
2. "Cut price or free rail tickets"
3. "Interest-free loan for a season ticket or travel pass"
4. "Interest-free loan for a season ticket for parking"
5. "Cut price or free car parking"
6. "Company car or alternative benefit in place of a car"
7. "Special bus or van run by your employer for your journey to work"
8. "Other transport-related benefits (specify)"
9. "No, none of these"

(PRECODES CHANGED 2003 ONWARDS TO:)

1. "Cut price or free bus tickets"
2. "Cut price or free rail tickets"
3. "Interest-free loan for a season ticket or travel pass"

4. "Interest-free loan for a season ticket for parking"
5. "Cut price or free car parking"
6. "Company car or alternative benefit in place of a car"
7. "Use of car(s) from company car pool"
8. "Special bus or van run by your employer for your journey to work"
9. "Other transport-related benefits (specify)"
10. "No, none of these"

(ROUTING CHANGED 2004

ONWARDS TO:

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) THEN

TrBenU

IF respondent was offered some other travel benefit (TrBenU = other) THEN

XTrBenU

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) AND respondent was offered cut price or free bus tickets (TrBenU = BusT) THEN

UseBusT

"^LDMIntName

Do you make use of the cut price or free bus tickets?"

1. "Yes"
2. "No"

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) AND respondent was offered cut price or free train tickets (TrBenU = TrnT) THEN

UseTrnT

"^LDMIntName

Do you make use of the cut price or free train tickets?"

1. "Yes"
2. "No"

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) AND respondent was offered interest-free loan for a season ticket or travel pass (TrBenU = Loan) THEN

UseLoan

"^LDMIntName

Do you make use of the interest-free loan for a season ticket or travel pass?"

1. "Yes"
2. "No"

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) AND respondent was offered interest-free loan for a season ticket for parking (TrBenU = PLoan) THEN

UsePL

"^LDMIntName

Do you make use of the interest-free loan for a season ticket for parking?"

1. "Yes"
2. "No"

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) AND respondent was offered cut price or free car parking (TrBenU = FreeP) THEN

UseFP

"^LDMIntName

Do you make use of the cut price or free car parking?"

1. "Yes"
2. "No"

IF respondent is/was working as an employee (DVILO3a = InEmp AND Stat = Emp) AND respondent was offered special bus or van run by employer (TrBenU = WrkB) THEN

UseWrkB

"^LDMIntName

Do you make use of the special bus or van run by your employer for your journey to work?"

1. "Yes"
2. "No"

IF respondent is/was working as an employee (DVIL03a = InEmp AND Stat = Emp) AND respondent was offered a company car (TrBenU = Ccar) THEN

CarAlt

"^LDMIntName

You said you were offered a company car. Were you offered any alternative benefits such as cash, or was there no choice?

NOTE: IF CHOSE CAR FROM A RANGE OF BENEFITS, CODE 'OFFERED ALTERNATIVE'

1. "Offered alternative"
2. "No choice"

IF respondent is/was working as an employee (DVIL03a = InEmp AND Stat = Emp) AND respondent was offered alternative to company car (CarAlt = Alt) THEN

CarCh

"^LDMIntName

And did you choose the company car or did you choose the alternative benefit(s) instead?"

1. "Chose company car"
2. "Chose alternative benefit"

(QUESTION ADDED 2004 ONWARDS:)

IF respondent is/was working as an employee (DVIL03a = InEmp AND Stat = Emp) AND respondent was offered no choice to company car (CarAlt = NoC) THEN

CarAltA

"LDMIntName

So can I check - did you accept the offer of a company car or not?"

1. "Yes"

2. "No"

TIncme / QTIncme.NTS

Blncme

Questions asked of:

Each individual household member aged 16 and over in turn

If age is 16 or over (DvAge >= 16)

THEN

Incme

"^LDMIntName

SHOW CARD L

This card shows a number of possible sources of income. Can you tell me which different kinds of income you personally receive?

PRESS <F9> FOR SOURCES OF INCOME SHOWN ON CARD L

CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES

CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME"

(CHANGED 2004 ONWARDS TO:)

"^LDMIntName

SHOW CARD L

This card shows a number of possible sources of income. Can you tell me whether you personally receive income from any of these? I do not need to know which.

PRESS <F9> FOR SOURCES OF INCOME SHOWN ON CARD L

CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES

CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME"

If age is 16 or over (DvAge >= 16)

AND respondent received income (NOT(Incme = Noinc)) THEN

IncGrp

"^LDMIntName
SHOW CARD M

Which of the letters on this card represents your own gross income from all sources mentioned?

By gross income, I mean income from all sources before deductions for income tax, National Insurance etc. Please just tell me the letter. (HELP <F9>)

INTERVIEWER - PLEASE TYPE IN THE LETTER"

If respondent is the Household Reference Person AND the number of adults in the household is greater than 1 (QTHComp.NumAdult > 1) THEN

HIncGrp

"^LDMIntName.

SHOW CARD M

INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION (^IncGrp)

And now think of the income of the household as a whole. Which of the letters on this card represents the gross income of the WHOLE household? (HELP <F9>)

INTERVIEWER - PLEASE TYPE IN THE LETTER"

TWorkPI / QTWorkPI.NTS
BWorkPI

Questions asked of :
Each individual household member aged 16 and over in turn, if the following condition is met:

DVILO3a= "InEmp" (ILO classification of employment: Employed)

IF employment status derived as employed (DVILO3a = InEmp)THEN
WkPlace
"^LDMIntName

When you go to work do you... READ OUT
(HELP <F9>)"

1. "...go to the same place every time,"
2. "go to the same place on at least 2 days running each week,"
3. "go to different places,"
4. "or work at home or in the same building as your home."

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = SameEv, or WkPlace = SameUse] THEN
WkCode

"^LDMIntName

Where do you go to work?

ADD IF NECESSARY: Can you tell me the town or area?

INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW)

IF NECESSARY USE SHOW CARD N TO FIND OUT WHETHER THIS PLACE IS WITHIN M25 BOUNDARY. ON EXITING CODING FRAME PRESS ENTER TO MOVE TO NEXT QUESTION."

If placename is not listed (WkCode = 89) THEN

XWkCode

"^LDMIntName

INTERVIEWER: TYPE IN NAME OF WORK PLACE, INCLUDING COUNTY OR NEAREST LARGE TOWN"

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = SameEv, or WkPlace = SameUse] IF respondent works in central London (WkUrbCd = 23) THEN

WkLon

"^LDMIntName

SHOW CARD O Is it within the area shown on this map?

SHOW CARD O FOR MAP OF CENTRAL LONDON"

1. "Within"
2. "Not within"

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = SameEv, or WkPlace = SameUse] AND respondent works in a town (WkUrbCd = 1..22 OR WkUrbCd = 24..48) THEN

WkTown

"^LDMIntName

Is it within ^LWorkPI1?"

1. "Within"
2. "Not within"

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = SameEv, or WkPlace = SameUse] AND respondent works in an urban area (WkUrbCd = 50, 89 AND UrbRural = 1..14, 89] THEN

WkOthUrb

"^LDMIntName

Is it within 5 mins walk of the main shopping/business centre?"

1. "Within"
2. "Not within"

TWkMeth / QTWkMeth.NTS
BWkMeth

Questions asked of:

Each individual household member aged 16 and over in turn, if the following condition is met:

WkPlace = (1) or (2) or (3)

IF respondent works at same place every time, or at least 2 days a week or goes to different places (WkPlace =

SameEv, OR SameUse OR Differ) THEN

WkTrav

"^LDMIntName

How do you usually travel to work?

THIS QUESTION APPLIES FOR THE MAIN JOB, THAT IS THE JOB IN WHICH RESPONDENT USUALLY WORKS THE MOST HOURS.

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE RESPONDENT'S USUAL JOURNEY TO WORK. (HELP <F9>)"

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

If respondent travels to work some other way (WkTrav = other) THEN
XWkTrav

"^LDMIntName

INTERVIEWER: Please record how informant usually travels to work.

Remember to recode WkTrav 1 to 8 where possible. (HELP <F9>)

If respondent now says they work and live in the same premises then please go back and amend WkPlace"

IF respondent normally travels to work by car (WkTrav = Car) THEN

WkDrive

"^LDMIntName

When travelling to work are you...READ OUT"

1. "...usually the driver,"
2. "usually the passenger,"
3. "or sometimes driver and sometimes passenger"

IF respondent travels to work by car or motorbike (WkTrav IN [Car, Mbike]) THEN
 WkVEH
 "^LDMIntName
 Does your household own or have regular use of the vehicle that you travel to work in?

IF MORE THAN ONE, PROBE FOR MAIN VEHICLE"

1. "Yes"
2. "No"

WkVEH(QUESTION DELETED 2004 ONWARDS)

TWkHome / QTWkHome.NTS
 BWkHome

Questions asked of:
 Each individual household member aged 16 and over in turn, if the following condition is met:

DVILO3a= "InEmp" (ILO classification of employment: Employed)

IF respondent works at same place every time, or at least 2 days a week or goes to different places (WkPlace = SameEv, OR SameUse OR Differ) THEN

WkHome
 "^LDMIntName

Can I just check, in the week ending last Sunday (the ^DLSUNTxt), did you work at home on any of the days INSTEAD of travelling to your usual place of work? (HELP <F9>)"

1. "Yes"
2. "No"

IF respondent did work at home (WkHome = Yes) THEN

HomeDay
 "^LDMIntName

On which days did you work at home? CODE ALL THAT APPLY"

1. "Monday"
2. "Tuesday"
3. "Wednesday"
4. "Thursday"
5. "Friday"
6. "Saturday"
7. "Sunday"

IF respondent did not work at home (WkHome = NO) THEN

PossHom
 "^LDMIntName

Can I check, in your (main) job, would it be possible to do your kind of work at home instead of travelling to work?

IF SOMETIMES, CODE 'YES'

IF POSSIBLE TO BORROW NECESSARY EQUIPMENT FROM WORK, (E.G. LAPTOP, SEWING MACHINE), CODE YES"

1. "Yes"
2. "No"

IF respondent did work at home (WkHome = Yes) OR if it possible for respondent to work from home (PossHom = Yes) THEN

OftHome
 "^LDMIntName

How often do you work at home (in your main job) instead of travelling to work?

NOTE: DO NOT INCLUDE IF OUTSIDE NORMAL WORKING HOURS E.G. ADDITIONAL WORK AT HOME IN EVENING/WEEKENDS"

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

IF respondent works at home less than once or twice a year (OftHome = LessYear) THEN

YNotWkH

"^LDMIntName

Why do you not work at home (more often) in your present (main) job?

CODE ALL THAT APPLY"

1. "Do not have a computer/modem/fax/telephone at home"
2. "Employer does not allow it"
3. "Just prefer not to"
4. "No space to work at home"
5. "Children at home "
97. "Other reason (specify)"

If respondent has another reason why they do not work at home more often (YnotWkH = other) THEN

XYNotWkH

"^LDMIntName

Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent works at home at least once or twice a year or worked at home during the last 7 days (OfHome = Wkly3..Yearly1 OR WkPlace = Home) THEN

TelComp

"^LDMIntName

When you work at home, do you usually use a telephone or a computer?

IF YES, PROBE: Which do you use?"

1. "Yes, telephone only"
2. "Yes, computer only"
3. "Yes, both"
4. "No"

IF respondent could work from home using a telephone, or both a telephone and computer (TelComp = Tel OR Both] THEN

PossTel

"^LDMIntName

Would it be possible for you to work at home without the use of a telephone?"

1. "Yes, always"
2. "Yes, sometimes"

3. "No, never"

IF respondent could work from home using a computer, or both a telephone and computer (TelComp = Comp OR Both] THEN

PossComp

"^LDMIntName

Would it be possible for you to work at home without the use of a computer?"

1. "Yes, always"
2. "Yes, sometimes"
3. "No, never"

TWkDiff / QTWkDiff.NTS

BWkDiff

Questions asked of:

Each individual household member aged 16 and over in turn, if the following condition is met:

WkPlace = (1), (2) or (3)

IF respondent works at same place every time, or at least 2 days a week or goes to different places (WkPlace = SameEv, OR SameUse OR Differ) AND respondent travels to work by car or motorbike (WkTrav IN [Car, Mbike]) THEN

CarW

"^LDMIntName

(I'm now going to ask a few questions about how easy or difficult you find it to make different types of journeys, and why.)

Do you usually experience any difficulties with travelling to or from work by ^CarBike?

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY "

1. "No, no difficulties"
2. "Too far/long journey"
3. "Cost of petrol"
4. "Lack of parking facilities"
5. "Cost of parking"
6. "Personal disability"
7. "Concerns over personal safety"

8. "Traffic congestion/roadworks"
9. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2004

ONWARDS TO:)

"No no difficulties"

"Too far"

3. "Car not available"

4. "Don't have a current driving licence/can't drive"

5. "Cost of petrol"

6. "Lack of parking facilities"

7. "Cost of parking"

8. "Traffic congestion/roadworks"

9. "Inadequate public transport"

10. "Cost of using public transport"

11. "Personal physical difficulties/disability"

12. "Personal safety concerns"

97. "Other (specify)"

IF respondent experiences some other difficulty (CarW = Other) THEN

XCarW

"^LDMIntName

specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has more than one difficulty (CarW > 1) THEN

CarWM

"^LDMIntName

And which @Ione@I of these things creates most difficulty?

CODE ONE ONLY "

1. "No, no difficulties"
2. "Too far/long journey"
3. "Cost of petrol"
4. "Lack of parking facilities"
5. "Cost of parking"
6. "Personal disability"
7. "Concerns over personal safety"
8. "Traffic congestion/roadworks"
9. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2004

ONWARDS TO:)

1. "No no difficulties"

2. "Too far"

3. "Car not available"

4. "Don't have a current driving licence/can't drive"

5. "Cost of petrol"

6. "Lack of parking facilities"

7. "Cost of parking"

8. "Traffic congestion/roadworks"

9. "Inadequate public transport"

10. "Cost of using public transport"

11. "Personal physical difficulties/disability"

12. "Personal safety concerns"

97. "Other (specify)"

If respondent has some other difficulty (CarWM = Other) THEN

XCarWM

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent works at same place every time, or at least 2 days a week or goes to different places (WkPlace = SameEv, OR SameUse OR Differ) AND respondent travels to work by car or motorbike (WkTrav IN [Car, Mbike]) THEN

CarWEas

"^LDMIntName

SHOW CARD P.

Suppose for some reason you could not use a ^carbike for travelling to or from work. How easy or difficult would it be to make this journey some other way? Please take your answer from this card. (HELP <F9>)"

1. "Very easy"
2. "Quite easy"
3. " Neither easy nor difficult"
4. "Quite difficult"
5. "Very difficult"

CarWeas(QUESTION DELETED 2004

ONWARDS)

IF respondent would find it quite difficult or very difficult to make their journey some other way (CarWEas = Qdiff OR Vdiff) THEN

CarWY

"^LDMIntName

Why would this be difficult?

CODE ALL THAT APPLY"

1. "Too far/long journey"
 2. "Journey not possible by public transport"
 3. "Unreliable public transport"
 4. "Cost of using public transport/taxis"
 5. "Poor information about public transport services"
 6. "Poor connections"
 7. "Finds public transport unpleasant"
 8. "Personal disability"
 9. "Concerns over personal safety"
 10. "Traffic congestion/roadworks"
 11. "Difficulties with dropping other people off on the way"
 12. "The weather"
- "Other (specify)"

(PRECODES CHANGED 2003 ONLY TO:)

1. "Too far/long journey"
2. "Journey not possible by public transport"
"Distance to public transport"
"Unreliable public transport"
"Cost of using public transport/taxis"
"Poor information about public transport services"
"Poor connections"
"Finds public transport unpleasant"
"Personal disability"
"Concerns over personal safety"
"Traffic congestion/roadworks"
"Difficulties with dropping other people off on the way"
13. "Vehicle essential for job (e.g. taxi driver/doctor)"
14. "The weather"
97. "Other (specify)"

CarWy (QUESTION DELETED 2004 ONWARDS)

If there is another reason why respondent would find it difficult (CarWY = Other) THEN

XCarWY

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN

60 CHARACTERS"

XCarWY(QUESTION DELETED 2004 ONWARDS)

IF more than one thing would create difficulty (CarWY > 1) THEN

CarWYM

"^LDMIntName

And which @Ione@I of these things would create most difficulty for you?
CODE ONE ONLY"

1. "Too far/long journey"
2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Personal disability"
9. "Concerns over personal safety"
10. "Traffic congestion/roadworks"
11. "Difficulties with dropping other people off on the way"
12. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONLY TO:)

1. "Too far/long journey"
2. "Journey not possible by public transport"
"Distance to public transport"
"Unreliable public transport"
"Cost of using public transport/taxis"
"Poor information about public transport services"
"Poor connections"
"Finds public transport unpleasant"
"Personal disability"
"Concerns over personal safety"

"Traffic congestion/roadworks"
"Difficulties with dropping other people off on the way"
 13. "Vehicle essential for job (e.g. taxi driver/doctor)"
 14. "The weather"
 97. "Other (specify)"

CarWYM (QUESTION DELETED 2004 ONWARDS)

If there is another reason that would create difficulty (CarWYM = Other) THEN
 XCarWYM
 ^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

XCarWYM (QUESTION DELETED 2004 ONWARDS)

If respondent works at same place every time, or at least 2 days a week or goes to different places (WkPlace = SameEv, OR SameUse OR Differ) AND respondent does not travel to work in a private car or motorbike (WkTrav IN [Tube, Train, Bus, Taxi .. Other]) THEN

OthW
 ^LDMIntName
 (I'm now going to ask a few questions about how easy or difficult you find it to make different types of journeys, and why.)

Do you usually experience any difficulties with travelling to or from work by ^TrMode?

IF YES, PROBE: What difficulties?
 CODE ALL THAT APPLY"

1. "No, no difficulties"
2. "Too far/long journey"
3. "Journey not possible by public transport"
4. "Unreliable public transport"
5. "Cost of using public transport/taxis"

6. "Poor information about public transport services"
7. "Poor connections"
8. "Finds public transport unpleasant"
9. "Personal disability"
10. "Concerns over personal safety"
11. "Traffic congestion/roadworks"
12. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONWARDS TO:)

1. "No, no difficulties"
2. "Too far/long journey"
3. "Journey not possible by public transport"
4. "Unreliable public transport"
5. "Cost of using public transport/taxis"
6. "Poor information about public transport services"
7. "Poor connections"
8. "Finds public transport unpleasant"
9. "Personal disability"
10. "Concerns over personal safety"
- "Traffic congestion/roadworks"
- "Lack of/no cycle lanes"
13. "The weather"
97. "Other (specify)"

IF respondent experiences some other difficulty (OthW = Other) THEN
 XOthW

^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

If respondent has more than one difficulty (OthW > 1) THEN

OthWM

"^LDMIntName

And which @lone@l of these things creates most difficulty?

CODE ONE ONLY"

1. "No, no difficulties"
2. "Too far/long journey"
3. "Journey not possible by public transport"
4. "Unreliable public transport"
5. "Cost of using public transport/taxis"
6. "Poor information about public transport services"
7. "Poor connections"
8. "Finds public transport unpleasant"
9. "Personal disability"
10. "Concerns over personal safety"
11. "Traffic congestion/roadworks"
12. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONWARDS TO:)

1. "No, no difficulties"
2. "Too far/long journey"
3. "Journey not possible by public transport"
4. "Unreliable public transport"
5. "Cost of using public transport/taxis"
6. "Poor information about public transport services"
7. "Poor connections"
8. "Finds public transport unpleasant"
9. "Personal disability"
10. "Concerns over personal safety"
- "Traffic congestion/roadworks"
- "Lack of/no cycle lanes"
13. "The weather"
97. "Other (specify)"

IF respondent has some other difficulty (CarWM = Other) THEN

XOthWM

"^LDMIntName

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has full driving licence for car, or both car and motorcycle or car with special adaptations (DLTyp95 = Car OR Auto OR CarMot OR CarRes] AND (DMCARVAN = 1))

THEN

CarWN

"^LDMIntName

(Does/Do any of) your household's car/van(s) usually stay at home, unused, while you are at work?

IF UNUSED, PROBE: Are you insured to drive it?"

1. "No, (all) car(s) usually in use by others"
2. "Car(s) unused, but respondent not insured to drive it"
3. "Car unused and respondent is insured to drive it"

CarWN (QUESTION DELETED 2004 ONWARDS)

IF car is unused and respondent is insured to drive it (CarWN = Unused) THEN

CarWNY

"^LDMIntName

What are the reasons you don't use the car to get to or from work?

CODE ALL THAT APPLY"

1. "Quicker by ^TrMode"
2. "Cheaper by ^TrMode"
3. "Enjoys using ^TrMode"
4. "Healthier to use ^TrMode"
5. "Can work/rest/read on train/bus etc. "
6. "Too far/long journey "
7. "Don't have current driving licence/can't drive"
8. "Don't like driving"
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"

15. "Environmental concerns"
 97. "Other (specify)"

CarWNY(QUESTION DELETED 2004 ONWARDS)

IF other reason why car is unused
 (CarWNY = other) THEN
 XCarWNY
 "^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN
 60 CHARACTERS"

XCarWNY (QUESTION DELETED 2004 ONWARDS)

IF more than one reason why car
 remains unused during work
 (CarWNY) > 1) THEN
 CarWNYM
 "^LDMIntName
 And what is the main reason?
 CODE ONE ONLY"
 1. "Quicker by ^TrMode"
 2. "Cheaper by ^TrMode"
 3. "Enjoys using ^TrMode"
 4. "Healthier to use ^TrMode"
 5. "Can work/rest/read on train/bus
 etc. "
 6. "Too far/long journey "
 7. "Don't have current driving
 licence/can't drive"
 8. "Don't like driving"
 9. "Cost of petrol"
 10. "Lack of parking facilities"
 11. "Cost of parking"
 12. "Personal disability"
 13. "Concerns over personal safety"
 14. "Traffic congestion/roadworks"
 15. "Environmental concerns"
 97. "Other (specify)"

CarWNYM (QUESTION DELETED 2004 ONWARDS)

IF other reason why car remains
 unused (CarWNYM = other) THEN

XCarWNYM
 "^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN
 60 CHARACTERS"

XCarWNYM(QUESTION DELETED 2004 ONWARDS)

TShDiff / QTShDiff.NTS
 BShDiff

Questions asked of:
 The household member who is the
 main food shopper in the household
 (DVShop)

IF respondent does the main food
 shopping (WhoInt =
 Qamenity.DVShop) THEN
 TravSh
 "^LDMIntName
 Now some questions about shopping.
 How do you usually travel when you
 do your main food shopping?
 CODE ONE ONLY, FOR THE
 LONGEST PART, BY DISTANCE, OF
 THE RESPONDENT'S USUAL
 JOURNEY TO THE SHOPS.
 IF DIFFERENT METHOD TO GET TO
 SHOPS AND RETURN HOME, CODE
 METHOD TO GET HOME
 IF NO USUAL METHOD, ASK ABOUT
 THE LAST TIME"
 1. "Underground, metro, light rail,
 tram"
 2. "Train"
 3. "Bus, minibus or coach"
 4. "Motorcycle, scooter or moped"
 5. "Car or van"
 6. "Taxi/minicab"
 7. "Bicycle"
 8. "On foot"
 97. "Other (specify)"

IF respondent uses other method of travel for food shopping (TravSh = Other) THEN
 XTravSh
 ^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent does the main food shopping (WhoInt = Qamenity.DVShop) AND respondent usually does the food shopping in a car or motorbike (TravSh IN [Car,MBike]) THEN

CarS
 ^LDMIntName
 Do you usually experience any difficulties with travelling by ^carbike when you do your main food shopping?

IF Yes, PROBE: What difficulties?
 CODE ALL THAT APPLY"

1. "No, no difficulties"
2. "Too far/ long journey"
3. "Cost of petrol"
4. "Lack of parking facilities"
5. "Cost of parking"
6. "Personal disability"
7. "Concerns over personal safety"
8. "Traffic congestion/roadworks"
9. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONWARDS TO:)

- "No, no difficulties"
- "Too far/ long journey"
- "Cost of petrol"
- "Lack of parking facilities"
- "Cost of parking"
- "Personal disability"
- "Difficulty carrying shopping to car"
- "Concerns over personal safety"
- "Traffic congestion/roadworks"
- "Rely on non-household member taking them shopping"
- "The weather"
- "Other (specify)"

IF respondent experiences other difficulty with travelling to or from food shopping (CarS = other) THEN
 XCarS
 ^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent experiences more than one difficulty (CarS > 1) THEN
 CarSM

^LDMIntName
 And which @lone@I of these things creates most difficulty?
 CODE ONE ONLY"

1. "No, no difficulties"
2. "Too far/ long journey"
3. "Cost of petrol"
4. "Lack of parking facilities"
5. "Cost of parking"
6. "Personal disability"
7. "Concerns over personal safety"
8. "Traffic congestion/roadworks"
9. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONWARDS TO:)

- "No, no difficulties"
- "Too far/ long journey"
- "Cost of petrol"
- "Lack of parking facilities"
- "Cost of parking"
- "Personal disability"
- "Difficulty carrying shopping to car"
- "Concerns over personal safety"
- "Traffic congestion/roadworks"
- "Rely on non-household member taking them shopping"
- "The weather"
- "Other (specify)"

IF respondent experiences some other difficulty (CarSM = other) THEN
 XCarSM
 "^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN
 60 CHARACTERS"

IF respondent does the main food shopping (WhoInt = Qamenity.DVShop) AND respondent usually does the food shopping in a car or motorbike (TravSh IN [Car,MBike]) THEN
 CarSEas

"^LDMIntName
 SHOW CARD P.
 Suppose for some reason you could @Inot@I use a ^carbike for your main food shopping, how easy or difficult do you think it would be to make this journey some other way? Please take your answer from this card. (HELP <F9>)

THIS QUESTION REFERS TO EASE OF TRAVEL TO USUAL SHOPS FOR MAIN FOOD SHOPPING, EVEN IF THEY WOULD NOT BE VISITED IF THE CAR COULD NOT BE USED. (EXTRA INT. INSTRUCTION ADDED 2003 ONLY)

1. "Very easy"
2. "Quite easy"
3. "Neither easy nor difficult"
4. "Quite difficult"
5. "Very difficult"

CarSEas(QUESTION DELETED 2004 ONWARDS)

IF respondent would find it quite difficult or very difficult to make the journey some other way (CarWEas = Qdiff OR Vdiff) THEN
 CarSY
 "^LDMIntName
 Why would this be difficult?
 CODE ALL THAT APPLY"
 1. "Too far/long journey"

2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Personal disability"
9. "Concerns over personal safety"
10. "Traffic congestion/roadworks"
11. "Difficulties carrying the shopping"
12. "Difficulties managing with children"
13. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONLY TO:)

- "Too far/long journey"
- "Journey not possible by public transport"
- "Distance to public transport"
- "Unreliable public transport"
- "Cost of using public transport/taxis"
- "Poor information about public transport services"
- "Poor connections"
- "Finds public transport unpleasant"
- "Personal disability"
- "Concerns over personal safety"
- "Traffic congestion/roadworks"
- "Difficulties carrying the shopping"
- "Difficulties managing with children"
- "The weather"
- 97 "Other (specify)"

CarSY(QUESTION DELETED 2004 ONWARDS)

IF there was another reason why respondent would find it difficult (CarSY = other) THEN
 XCarSY
 "^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN
 60 CHARACTERS"

XCarSY (QUESTION DELETED 2004 ONWARDS)

IF more than one reason why this would create difficulty (CarSY > 1) THEN

CarSYM
 ^LDMIntName

And which @lone@l of these things would create most difficulty for you? CODE ONE ONLY"

1. "Too far/long journey"
2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Personal disability"
9. "Concerns over personal safety"
10. "Traffic congestion/roadworks"
11. "Difficulties carrying the shopping"
12. "Difficulties managing with children"
13. "The weather"
97. "Other (specify)"

(PRECODES CHANGED 2003 ONLY TO:)

- "Too far/long journey"
- "Journey not possible by public transport"
- "Distance to public transport"
- "Unreliable public transport"
- "Cost of using public transport/taxis"
- "Poor information about public transport services"
- "Poor connections"
- "Finds public transport unpleasant"
- "Personal disability"
- "Concerns over personal safety"
- "Traffic congestion/roadworks"
- "Difficulties carrying the shopping"
- "Difficulties managing with children"
- "The weather"
- 97 "Other (specify)"

CarSYM (QUESTION DELETED 2004 ONWARDS)

IF some other reason would create difficulty (CarSYM = other) THEN
 XCarSYM
 ^LDMIntName
 Please specify other answer.
 TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

XCarSYM(QUESTION DELETED 2004 ONWARDS)

IF respondent does the main food shopping (WhoInt = Qamenity.DVShop) AND respondent does not usually do the food shopping in a private vehicle (TravSh IN [Tube, Train, Bus, Taxi .. Other]) THEN
 OthS

^LDMIntName
 Do you usually experience any difficulties with travelling by ^TrMode when you do your main food shopping?

IF Yes, PROBE: What difficulties?
 CODE ALL THAT APPLY "

1. "No, no difficulties"
2. "Too far/long journey"
3. "Journey not possible by public transport"
4. "Unreliable public transport"
5. "Cost of using public transport/taxis"
6. "Poor information about public transport services"
7. "Poor connections"
8. "Finds public transport unpleasant"
9. "Personal disability"
10. "Concerns over personal safety"
11. "Traffic congestion/roadworks"
12. "Difficulties carrying the shopping"
13. "Difficulties managing with children"
14. "The weather"
97. "Other (specify)"

IF respondent experiences some other difficulties when travelling for main food shopping (OthS = other) THEN
XOthS
^LDMIntName
Please specify other answer.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF there is more than one reason which creates difficulty when travelling for the main food shopping (OthS > 1) THEN
OthSM
^LDMIntName
And which @lone@l of these things creates most difficulty?
CODE ONE ONLY"
1. "No, no difficulties"
2. "Too far/long journey"
3. "Journey not possible by public transport"
4. "Unreliable public transport"
5. "Cost of using public transport/taxis"
6. "Poor information about public transport services"
7. "Poor connections"
8. "Finds public transport unpleasant"
9. "Personal disability"
10. "Concerns over personal safety"
11. "Traffic congestion/roadworks"
12. "Difficulties carrying the shopping"
13. "Difficulties managing with children"
14. "The weather"
97. "Other (specify)"

IF there is some other reason which creates difficulty (OthSM = other) THEN
XothSM
^LDMIntName
Please specify other answer.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has full driving licence for car, or both car and motorcycle or car with special adaptations (DLTyp95 = Car OR Auto OR CarMot OR CarRes] AND (DMCARVAN = 1)) AND respondent does not usually do the food shopping in a private vehicle (TravSh IN [Tube, Train, Bus, Taxi .. Other]) THEN
CarSN
^LDMIntName

(Does/Do any of) your car/van(s) usually stay at home, unused, while you do the main food shopping?
IF UNUSED, PROBE: Are you insured to drive it?"
1. "No, (all) car(s) usually in use by others"
2. "Car(s) unused, but respondent not insured to drive it"
3. "Car unused and respondent is insured to drive it"

CarSN(QUESTION DELETED 2004 ONWARDS)

IF car is unused and respondent is insured to drive it (CarWN = Unused) THEN
CarSNY
^LDMIntName
What are the reasons you don't use the car for your main food shopping?
CODE ALL THAT APPLY "
1. "Quicker by ^TrMode"
2. "Cheaper by ^TrMode"
3. "Enjoys using ^TrMode"
4. "Healthier to use ^TrMode"
5. "Can work/rest/read on train/bus etc. "
6. "Too far/long journey "
7. "Don't have current driving licence/can't drive "
8. "Don't like driving"
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
15. "Environmental concerns"

97. "Other (specify)"

(PRECODES CHANGED 2003 ONLY TO:)

"Quicker by ^TrMode"
"Cheaper by ^TrMode"
"Enjoys using ^TrMode"
"Healthier to use ^TrMode"
"Can work/rest/read on train/bus etc. "
"Combines with another journey (e.g. returning from work)"
"Too far/long journey "
"Don't have current driving licence/can't drive "
"Don't like driving"
"Cost of petrol"
"Lack of parking facilities"
"Cost of parking"
"Personal disability"
"Concerns over personal safety"
"Traffic congestion/roadworks"
"Environmental concerns"
97. "Other (specify)"

CarSNY (QUESTION DELETED 2004 ONWARDS)

IF some other reason why car remains unused (CarSNY = other) THEN
XCarSNY
^LDMIntName
Please specify other answer.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

XCarSNY(QUESTION DELETED 2004 ONWARDS)

IF more than one reason why car remains unused (CarSNY >1) THEN
CarSNYM
^LDMIntName
And what is the @lmain@l reason?
CODE ONE ONLY "
1. "Quicker by ^TrMode"
2. "Cheaper by ^TrMode"
3. "Enjoys using ^TrMode"
4. "Healthier to use ^TrMode"

5. "Can work/rest/read on train/bus etc."
6. "Too far/long journey "
7. "Don't have current driving licence/can't drive "
8. "Don't like driving"
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
15. "Environmental concerns"
"Other (specify)"

(PRECODES CHANGED 2003 ONLY TO:)

"Quicker by ^TrMode"
"Cheaper by ^TrMode"
"Enjoys using ^TrMode"
"Healthier to use ^TrMode"
"Can work/rest/read on train/bus etc. "
"Combines with another journey (e.g. returning from work)"
"Too far/long journey "
"Don't have current driving licence/can't drive "
"Don't like driving"
"Cost of petrol"
"Lack of parking facilities"
"Cost of parking"
"Personal disability"
"Concerns over personal safety"
"Traffic congestion/roadworks"
"Environmental concerns"
97. "Other (specify)"

CarSNYM(QUESTION DELETED 2004 ONWARDS)

IF some other reason why car remains unused (CarSNYM = other) THEN
XCarSNYM
^LDMIntName
Please specify other answer.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

XCarSNYM(QUESTION DELETED
2004 ONWARDS)

TDemTr / QTDemTr.NTS
BDemTr

Questions asked of:
Each individual household member
aged 16 and over in turn

IF aged 16 or over (DvAGE >= 16)
THEN
OthDif
"^LDMIntName
SHOW CARD Q
(Apart from anything you have already
mentioned) Do you have any transport
difficulties for any of these types of
journey?
CODE ALL THAT APPLY"
1. "Travelling to the doctors/hospital"
2. "Visiting friends/relatives at their
home"
3. "Travelling to other social
activities"
4. "Taking the children to
school/social activities etc."
5. "Travelling to
school/college/university"
6. "Travelling for any other reason
(specify)"
7. "No difficulties with any of these"

IF respondent has transport difficulties
for some other journey purpose
(OthDif = Other) THEN
XOthDif
"^LDMIntName
PLEASE SPECIFY OTHER REASON
FOR TRAVELLING.
TEXT SHOULD BE NO MORE THAN
60 CHARACTERS"

IF respondent has transport difficulties
travelling to the doctors (OthDif = Med)
THEN
YDiff1

"^LDMIntName
What difficulties do you experience
when travelling to the
doctors/hospital?
CODE ALL THAT APPLY"
1. "Too far/long journey"
2. "Journey not possible by public
transport"
3. "Unreliable public transport"
4. "Cost of using public
transport/taxis"
5. "Poor information about public
transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Don't have current driving
licence/can't drive "
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
97. "Other (SPECIFY)"

IF respondent has other transport
difficulties with travelling to the
doctors/hospital (YDiff1 = other) THEN
XYDiff1
"^LDMIntName
PLEASE SPECIFY OTHER ANSWER.
TEXT SHOULD BE NO MORE THAN
60 CHARACTERS"

IF respondent has transport difficulties when visiting friends/relatives at their home (OthDif = Visit) THEN

YDiff2

"^LDMIntName

What difficulties do you experience when visiting friends/relatives at their home?

CODE ALL THAT APPLY"

1. "Too far/long journey"
2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Don't have current driving licence/can't drive "
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
97. "Other (SPECIFY)"

IF respondent has other transport difficulties when visiting friends/relatives at their home (YDiff2 = other) THEN

XYDiff2

"^LDMIntName

PLEASE SPECIFY OTHER ANSWER. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has transport difficulties when travelling to other social activities (OthDif = Social) THEN

YDiff3

"^LDMIntName

What difficulties do you experience when travelling to other social activities?

CODE ALL THAT APPLY"

1. "Too far/long journey"

2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Don't have current driving licence/can't drive "
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
97. "Other (SPECIFY)"

IF respondent has other transport difficulties when travelling to other social activities (YDiff3 = other) THEN

XYDiff3

"^LDMIntName

PLEASE SPECIFY OTHER ANSWER. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has transport difficulties when when taking the children to school/social activities etc (OthDif = Escort) THEN

YDiff4

"^LDMIntName

What difficulties do you experience when taking the children to school/social activities etc?

CODE ALL THAT APPLY"

1. "Too far/long journey"
2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Don't have current driving licence/can't drive "

9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
97. "Other (SPECIFY)"

IF respondent has other transport difficulties when taking the children to school/social activities etc (YDiff4 = other) THEN

XYDiff4

"^LDMIntName

PLEASE SPECIFY OTHER ANSWER. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has transport difficulties when travelling to school/college/university (OthDif = Educ) THEN

YDiff5

"^LDMIntName

What difficulties do you experience when travelling to school/college/university? CODE ALL THAT APPLY"

1. "Too far/long journey"
2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Don't have current driving licence/can't drive "
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
97. "Other (SPECIFY)"

IF respondent has other transport difficulties when travelling to school/college/university (YDiff5 = other) THEN

XYDiff5

"^LDMIntName

PLEASE SPECIFY OTHER ANSWER. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF respondent has transport difficulties when travelling for some other journey purpose (OthDif = Other) THEN

YDiff6

"^LDMIntName

What difficulties do you experience when travelling: ^XOthDif ? CODE ALL THAT APPLY"

1. "Too far/long journey"
2. "Journey not possible by public transport"
3. "Unreliable public transport"
4. "Cost of using public transport/taxis"
5. "Poor information about public transport services"
6. "Poor connections"
7. "Finds public transport unpleasant"
8. "Don't have current driving licence/can't drive "
9. "Cost of petrol"
10. "Lack of parking facilities"
11. "Cost of parking"
12. "Personal disability"
13. "Concerns over personal safety"
14. "Traffic congestion/roadworks"
97. "Other (SPECIFY)"

IF respondent has other transport difficulties when travelling for some other journey purpose (YDiff6 = other) THEN

XYDiff6

"^LDMIntName

PLEASE SPECIFY OTHER ANSWER. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

BNoTick / QNOTICK.NTS

IF age is greater than 4 (DVAge > 4)
THEN

StckT

"^LDMIntName

SHOW CARD R

Do you have any of these special tickets or passes, valid for a week or longer?

INTERVIEWER: EXCLUDE ONE DAY TRAVELCARDS AND CARNETS. BLUE/ORANGE DISBALED BADGES ARE NOT INCLUDED.

ASK TO SEE TICKET/PASS. (EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)"

1. "Yes"
2. "No"

IF respondent does have special ticket (StckT = Yes) THEN

SeeTick

"^LDMIntName

INTERVIEWER: Ask Respondent to get ticket/pass if possible."

1. "Ticket/Pass seen"
2. "Ticket/Pass NOT seen"

IF respondent does have special ticket (StckT = Yes) THEN

NoTckt

"^LDMIntName

How many of these do you have?"

TTicket / QTICKET.NTS

BTicket

Questions asked of:

Each individual household member aged 5 and over, in turn

IF respondent does have special ticket (StckT = Yes) THEN

Tckt

"^LDMIntName

TO RECORD DETAILS OF

^LTTicket3 TICKET

PRESS <ENTER> AND CONTINUE"

IF respondent does have special ticket (StckT = Yes) THEN

SpecTk

"^LDMIntName

TICKET NUMBER: ^LTTicket1

TYPE OF SPECIAL TICKET\PASS

(HELP <F9>)

INTERVIEWER: CODE TYPE OF TICKET"

1. "NON-CONCESSIONARY Season ticket"
2. "NON-CONCESSIONARY Area travel card"
3. "NON-CONCESSIONARY Combined season/area travel card"
4. "NON-CONCESSIONARY Railcard"
5. "NON-CONCESSIONARY Employee's special pass"
6. "Other NON-CONCESSIONARY ticket (SPECIFY)"
7. "CONCESSIONARY OAP Pass"
8. "CONCESSIONARY Scholar's pass"
9. "CONCESSIONARY Disabled person's pass"
10. "CONCESSIONARY Subsidised travel tokens"
11. "Other CONCESSIONARY ticket (SPECIFY)"

If respondent has some other concessionary ticket (SpecTk = other) THEN

XSpecTk

"^LDMIntName

INTERVIEWER: Please describe what kind of other concessionary or non-concessionary ticket the informant has."

IF respondent does have special ticket
(StckT = Yes) THEN
TkMode
^LDMIntName
TICKET NUMBER: ^LTTicket1
What forms of transport does the ticket
cover?"
1. "Train"
2. "LT underground/Tyne and Wear
Metro/ Glasgow underground"
3. "Light Rail/Tram"
4. "Bus"
5. "Other single method"
6. "Combined (ex-BR) train &
underground"
7. "Combined (ex-BR) train & bus
(NOT IN LONDON)"
8. "Combined underground/bus"
9. "Combined (ex-BR) train &
underground & bus"
10. "Combined (ex-BR) train &
underground & bus & light rail/tram"
11. "Other combination of methods"

*IF ticket covers combined methods of
transport (Tkmode = ComBRug –
OthComb) THEN*

MoMIs
^LDMIntName
TICKET NUMBER: ^LTTicket1
When you use your combined ticket,
on which method of transport do you
travel furthest?"
1. "Train"
2. "Underground"
3. "Light Rail/Tram"
4. "Bus"
5. "DK/Other"

(CHANGED 2003 ONWARDS TO:)
When you use your combined ticket,
on which method of transport do you
travel the most mileage?"
1. "Train"
2. "Underground"
3. "Light Rail/Tram"
4. "Bus"
5. "DK/Other"

IF ticket type is anything other than a
subsidised ticket (SpecTk <> Subsidy)
THEN
TkTime
^LDMIntName
TICKET NUMBER: ^LTTicket1
How long does the ticket\pass last
for?"
1. "1 week"
2. "1 month"
3. "3 months/school term"
4. "6 months"
5. "1 Year"
6. "more than 1 year"
7. "unlimited"
97. "Other (SPECIFY)"

IF ticket lasts for a different time period
(TkTime = Other)THEN
XTkTime
^LDMIntName
INTERVIEWER: Please record the
length of time the ticket covers.
Remember to recode wherever
possible."

IF ticket type is anything other than a
subsidised ticket (SpecTk <> Subsidy)
THEN
TkCst
^LDMIntName
TICKET NUMBER: ^LTTicket1
What was the actual (net) cost to you
of the ticket?
ENTER COST TO THE HOUSEHOLD
IN POUNDS & PENCE. EXAMPLES
10 pounds and 6p. Enter 10.06
7 pounds and 63p. Enter 7.63
IF NIL ENTER 0"

IF ticket type is anything other than a
subsidised ticket (SpecTk <> Subsidy)
THEN
NumJrn
^LDMIntName
TICKET NUMBER: ^LTTicket1
How many ^MMethtxt journeys per
week would you expect to use the

ticket\pass for. Please count each single trip as one journey and return trips as two?

INTERVIEWER: IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0"

IF ticket type is anything other than a subsidised ticket (SpecTk <> Subsidy) AND IF the respondent makes on average less than one journey a week (NumJrn = 0) THEN

YrNum

"^LDMIntName

SHOW CARD S

TICKET NUMBER: ^LTTicket1

Could you look at this card and tell me on about how many (main method) journeys you use the ticket\pass?

PLEASE COUNT THE NUMBER OF SINGLE JOURNEYS"

1. "More than 12 times per year/once a month"
2. "Up to 12 times per year/once a month"
3. "Three or four times a year"
4. "Once or twice a year"
5. "Less than once a year or never"

IF ticket type is anything other than a subsidised ticket (SpecTk <> Subsidy) THEN

TkTPay

"^LDMIntName

TICKET NUMBER: ^LTTicket1

When you use the ticket\pass do you usually have to pay anything at the time of travel, or do you travel free?"

1. "Pay something"
2. "Travel free"

| |
|-----------------------------------|
| TWhoLDJ / QTWhoLDJ.NTS BWhoLDJ |
|-----------------------------------|

ASK ALWAYS

AnyLDJ1

"^LDMIntName

Now I'd like to ask you about any long distance journeys you have made.

I mean journeys within Great Britain of 50 miles or more in one direction, say from here to [NAMES OF 2 OR 3 PLACES 45 MILES AWAY].

Have you made any long distance journeys within Great Britain of 50 miles or more ^LWhoLDJ2 ^QSignin.RecDay, ^QSignin.RecTxt ^LWhoLDJ3 ?

INTERVIEWER - please refer to calendar."

1. "Yes"
2. "No"

IF Respondent did not make any long distance journeys (AnyLDJ1 = No) THEN

Longest

"^LDMIntName

How far was the longest journey you made since ^QSignin.RecDay, ^QSignin.RecTxt?

INTERVIEWER: ENTER THE LENGTH OF THE JOURNEY IN MILES. IF THE JOURNEY WAS 50 MILES OR MORE, ENTER '0' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'."

ASK ALWAYS AT PICK-UP

AnyLDJ2

"^LDMIntName

LONG DISTANCE JOURNEYS RECORDED AT PICKUP

INTERVIEWER: PRESS <1> AND <ENTER> IF THERE ARE LONG DISTANCE JOURNEYS FOR ^LDMIntName AT PICK UP.

@RREMEMBER TO PRESS THE <END> KEY AT THE NEXT QUESTION TO MAKE SURE YOU GO TO THE LONG DISTANCE JOURNEY SECTION FOR @R ^LDMIntName"

1. "Yes"
2. "No"

BLDJINT / QLDJINT.NTS

If Respondent made any long distance
journeys (AnyLDJ2 = Yes) THEN
LDJInt
"^LDMIntName
INTERVIEWER: DO YOU WANT TO
ENTER THE JOURNEYS MADE BY
^LDMIntname NOW OR LATER?"
1. "Now"
2. "Later"

TLDJQs / QTLDJQs.NTS
BLDJQs

IF Respondent made any long
distance journeys (AnyLDJ2 = Yes)
THEN
LDJ
"ENTER LONG DISTANCE JOURNEY
NUMBER"

IF Respondent made any long
distance journeys (AnyLDJ2 = Yes)
THEN
LDJDate
"^LDMIntName
On what date did you make your
^LOrdTxt long distance journey of 50
miles or more ^LLDJQs2?"

IF Respondent made more than one
long distance journey (LTLDJQs1 > 1)
THEN
RepJ
"^LDMIntName
IF REPEAT OF PREVIOUS
JOURNEY MADE BY THIS PERSON,
ENTER JOURNEY NUMBER, THEN
PRESS <ENTER> THEN <END>.
OTHERWISE ENTER 0"

(QUESTION ADDED 2003
ONWARDS:)

IF Respondent made more than one
long distance journey (LTLDJQs1 > 1)
THEN
RepJR
"^LDMIntName
IF RETURN JOURNEY OF
PREVIOUS JOURNEY MADE BY
THIS PERSON, ENTER JOURNEY
NUMBER, THEN PRESS <ENTER>
THEN <END>.
OTHERWISE ENTER 0"

IF Respondent made more than one
long distance journey (LTLDJQs1 > 1)
THEN
DupP
"^LDMIntName
IF DUPLICATE OF JOURNEY MADE
BY ANOTHER HOUSEHOLD
MEMBER, ENTER THEIR PERSON
NUMBER
OTHERWISE ENTER 0

IF Respondent made more than one
long distance journey (LTLDJQs1 > 1)
THEN
DupJ
"^LDMIntName
ENTER
^QNames.QBNames[DupP].Name's
JOURNEY NUMBER FOR THE
DUPLICATE JOURNEY, THEN
PRESS <ENTER> THEN <END>.
^DupJTxt[1] ^DupJTxt[2]
^DupJTxt[3] ^DupJTxt[4]
^DupJTxt[5] ^DupJTxt[6]
^DupJTxt[7] ^DupJTxt[8]
^DupJTxt[9] ^DupJTxt[10]
^DupJTxt[11] ^DupJTxt[12]
^DupJTxt[13] ^DupJTxt[14]
^DupJTxt[15] ^DupJTxt[16]
^DupJTxt[17] ^DupJTxt[18]
^DupJTxt[19] ^DupJTxt[20]
^DupJTxt[21] ^DupJTxt[22]
^DupJTxt[23] ^DupJTxt[24]
^DupJTxt[25] ^DupJTxt[26]
^DupJTxt[27] ^DupJTxt[28]
^DupJTxt[29] ^DupJTxt[30]
^DupJTxt[31] ^DupJTxt[32]
^DupJTxt[33] ^DupJTxt[34]
^DupJTxt[35] ^DupJTxt[36]

^DupJTxt[37] ^DupJTxt[38]
^DupJTxt[39] ^DupJTxt[40]"

ASK FOR ALL LONG DISTANCE
JOURNEYS
OrigPl
"Place of origin - from coding frame"

ASK FOR ALL LONG DISTANCE
JOURNEYS
Orig
"^LDMIntName
From where did your journey begin?
INTERVIEWER: TYPE IN FIRST
FEW LETTERS OF PLACE NAME TO
ENTER
CODING FRAME. IF THE PLACE IS
NOT LISTED, TYPE XXX AND CODE
AS 89 (NOT LISTED/DON'T KNOW).
IF NECESSARY USE SHOW CARD N
TO FIND OUT WHETHER THIS
PLACE IS WITHIN M25 BOUNDARY.
ON EXITING THE CODING FRAME
PRESS ENTER AGAIN TO MOVE TO
NEXT QUESTION."

ASK FOR ALL LONG DISTANCE
JOURNEYS
PurpTo
"^LDMIntName
What was the purpose of your
journey?
PROBE AS NECESSARY.
Was it @Iprincipally@I to pick up or
accompany someone else?
IF SO: What were @Ithey@I doing at
the time?
TYPE IN AS MUCH DETAIL AS
POSSIBLE"

IF placename is not in codeframe
(Orig = 89)THEN
XOrig
"^LDMIntName
INTERVIEWER: TYPE IN NAME OF
PLACE FROM WHICH JOURNEY
BEGAN, INCLUDING COUNTY OR
NEAREST LARGE TOWN"

ASK FOR ALL LONG DISTANCE
JOURNEYS
PurpFro1
"^LDMIntName
ASK OR RECORD
(Can I check) Did your journey start
from home or from somewhere else?"
1. "Home"
2. "Somewhere else"

CODE FOR ALL LONG DISTANCE
JOURNEYS
OrigUA
"^LDMIntName
Unitary Authority code of origin
PRECODED - PRESS ENTER TO
CONTINUE"

If the journey started from somewhere
else (PurpFro1 = Elsew) THEN
PurpFro
"^LDMIntName
Why were you at the place where your
journey started from?
ADD IF NECESSARY: 'for example,
were you at work/college, visiting
friends, on holiday etc?'
PROBE AS NECESSARY.
Were you there @Iprincipally@I to
pick up or accompany someone else?
IF SO: What were @Ithey@I doing at
the time?
TYPE IN AS MUCH DETAIL AS
POSSIBLE"

ASK FOR ALL LONG DISTANCE
JOURNEYS
OrigUR
"^LDMIntName
Urban/Rural code of origin
PRECODED - PRESS ENTER TO
CONTINUE"

ASK FOR ALL LONG DISTANCE
JOURNEYS

Dest

"^LDMIntName

Where did your journey end?

INTERVIEWER: TYPE IN FIRST FEW
LETTERS OF PLACE NAME TO
ENTER CODING FRAME. IF THE
PLACE IS NOT LISTED, TYPE XXX
AND CODE AS 89 (NOT
LISTED/DON'T KNOW).

IF NECESSARY USE SHOW CARD N
TO FIND OUT WHETHER THIS
PLACE IS WITHIN M25 BOUNDARY
ON EXITING THE CODING FRAME,
PRESS ENTER AGAIN TO MOVE TO
THE NEXT QUESTION. (EXTRA INT.
INSTRUCTION ADDED 2003
ONWARDS)"

1. "Walk"
2. "Bicycle"
3. "Private (hire) bus"
4. "Car"
5. "Motorcycle"
6. "Van, lorry"
7. "Other private"
8. "Ordinary bus - London"
9. "Ordinary bus - elsewhere"
10. "Coach, express bus"
11. "Excursion/tour bus"
12. "LT Underground"
13. "Train"
14. "Light Rail"
15. "Aircraft (public)"
16. "Taxi"
17. "Minicab"
18. "Other public"
19. "Private (unspecified)"
20. "Public (unspecified)"

IF placename is not in codeframe
(Dest = 89) THEN

XDest

"^LDMIntName

INTERVIEWER: TYPE IN NAME OF
PLACE WHERE JOURNEY ENDED,
INCLUDING COUNTY OR NEAREST
LARGE TOWN"

*IF LDJ was undertaken in a private
vehicle (Meth95 IN [Car, MCycle,
VanLorry, OthPriv]) AND age 16 or
more (DVAge >= 16) THEN*

DriPas

"^LDMIntName

Were you the driver of this vehicle or
the passenger?
(HELP <F9>)"

ASK FOR ALL LONG DISTANCE
JOURNEYS

Dist

"^LDMIntName

How far did you travel (in total on this
journey)?

IF INFORMANT ANSWERS DON'T
KNOW, ASK FOR AN ESTIMATE.
ENTER DISTANCE IN MILES"

1. "Driver"
2. "Passenger"

ASK FOR ALL LONG DISTANCE
JOURNEYS

More

"^LDMIntName

Did you make any other long distance
journeys

^LLDJQs2?

Please include return journeys.

@R^LLDJQs3@R"

1. "Yes"
2. "No"

ASK FOR ALL LONG DISTANCE
JOURNEYS

Meth95

"^LDMIntName

What method of travel did you use for
the main part of your journey? (By
main part I mean the part of your
journey which covered the longest
distance) (HELP <F9>)"

EndInd

"INTERVIEWER: THAT COMPLETES THE INDIVIDUAL INTERVIEW FOR ^LDMIntName"

1. "Press 1 and <Enter> to continue."

Individual Pick Up Interview

TPickUp / QTPICKUP.NTS
BPickUp

Questions asked if:
QSignIn.StatusQ = Pickup

RECORD ALWAYS

WhoPU

"Which person do you want to do the individual pick up interview for?
ENTER PERSON NUMBER FROM LIST BELOW.

1. ^PUNames[1]
2. ^PUNames[2]
3. ^PUNames[3]
4. ^PUNames[4]
5. ^PUNames[5]
6. ^PUNames[6]
7. ^PUNames[7]
8. ^PUNames[8]
9. ^PUNames[9]
10. ^PUNames[10]

NB You may interview people in any order at pick up but if you do not follow the @Iplacement@I interview order shown below the facility to copy duplicate long distance journeys may not always be available.

^LSOrdTxt"

RECORD ALWAYS

PUQn

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

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

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

RECORD ALWAYS

Session

"Session original interview in"

RECORD ALWAYS

SessLine

"Line number in session original interview in"

IF Respondent aged over 4 (DVAge > 4) THEN

StckPic

"^LDMIntName.

SHOW CARD R

Since I interviewed you on ^QSignin.StartTxt, have you bought or been given any of these special tickets or passes, valid for a week or longer?
INTERVIEWER: EXCLUDE ONE DAY TRAVELCARDS AND CARNETS.

BLUE/ORANGE DISABLED BADGES ARE NOT INCLUDED. (EXTRA INT. INSTRUCTION ADDED 2003 ONWARDS)

ASK TO SEE TICKET/PASS."

1. "Yes"
2. "No"

IF Respondent aged over 4 (DVAge > 4) AND IF Respondent has been bought or been given a special ticket or pass (StckPic = Yes) THEN

NewTNo

"^LDMIntName.

How many special tickets or passes have you bought or been given since then?"

NewTick

"^LDMIntName

^LNewTTxt

IF ANY DIFFERENT, CODE NUMBER OF @INEW@I TICKETS.

IF ONLY REPLACEMENT TICKETS OBTAINED SINCE THE PLACEMENT INTERVIEW THEN CODE '0'"

ASK ALWAYS

DLFNew

"^LDMIntName

Since I last interviewed you on ^QSignin.StartTxt, have you acquired a full driving licence valid in Great Britain to drive either a car, or a motorcycle, scooter or moped?"

1. "Yes"
2. "No"

IF Respondent has a driving licence OR the respondent has a licence for a motorcycle over 125CC (IF DLTyp95 = Car OR Auto OR CarRes OR CarMot95 = RESPONSE) THEN Drive95

"^LDMIntName

Do you drive... READ OUT ... (HELP <F9>)

CODE AUTOMATIC CAR AS AN ORDINARY CAR

CODE ALL THAT APPLY"

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

IF Respondent has not acquired a full driving licence (DLFNew = No) THEN DLNPro

"^LDMIntName

Have you acquired a provisional driving licence since I last interviewed you on ^QSignin.PIDay, ^QSignin.StartTxt?"

1. "Yes"
2. "No"

ASK ALWAYS

AnyLDJP

"^LDMIntName

(Now I'd like to ask you about long distance journeys you may have made between

^LWhoLDJ1 and ^QSignin.Rec2day, ^QSignin.Rec2.

By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away]).

Have you made any journeys within Great Britain of 50 miles or more between ^LWhoLDJ1 and ^QSignin.Rec2Day, ^QSignin.Rec2?"

1. "Yes and ready to enter now"
2. "Yes but code later"
3. "No"

(QUESTION ADDED 2003 ONWARDS:)

LDJDisp

"INTERVIEWER: Use <Ctrl+Enter> and select Session ^SessionN from the parallel block menu.

Once you have selected the session use the <END> key to take you to point where journey details can be entered for ^LDMIntName.

Do not enter '1' here until you have entered the long distance

Journeys.

1. "Press 1 and <Enter> to continue."

IF Respondent has not made a long distance journey since the placement interview (AnyLDJP = No) THEN Long2

"^LDMIntName

@ Have you made a longer journey than the one of ^QTWhoLDJ[Session].WhoLDJ[SessLine].Longestx miles that you mentioned at the first interview?

IF THE JOURNEY WAS 50 MILES OR MORE GO BACK AND CHANGE AnyLDJP TO 'YES'."

1. "Yes"
2. "No"

IF Respondent is aged between 5 and 15 (DVAge <= 15 AND >= 5) THEN YPDQ

"INTERVIEWER: CHECK DAY 7 OF ^LDMIntName's DIARY TO SEE IF 'TIME SPENT IN THE STREET' HAS BEEN COMPLETED.

IF NOT FULLY COMPLETED, ASK FOR THIS INFORMATION AND ENTER IT NOW.

IF COMPLETED, ENTER LATER.
(INT. INSTRUCTION DELETED 2003 ONWARDS)

IF NO TIME WAS SPENT IN THE STREET, ENTER 'NOW' AND RECORD 'NO' AT THE NEXT QUESTION"

1. "Now"
2. "Later"

IF Respondent is aged between 5 and 15 (DVAge <= 15 AND >= 5) AND IF Time spent on street is entered now (YPDQ = Now) THEN

InStreet

"Did ^LDMIntName spend any time in the street on day 7 that was not included in the journeys for that day? ASK OR RECORD."

1. "Yes"
2. "No"

(CHANGED 2003 ONWARDS TO:)
"Did ^LDMIntName/you spend any time playing in the street on day 7 which was not included in the journeys for that day? "

ASK OR RECORD.

1. "Yes"
2. "No"

IF Respondent is aged between 5 and 15 (DVAge <= 15 AND >= 5) AND IF Respondent spent time in the street on day 7 (InStreet = Yes) THEN

Start1

"^LDMIntName
ENTER START TIME OF 1st PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2003 ONLY TO:)

"^LDMIntName

When did you go out to play for the first time on that day?

ENTER START TIME OF 1st PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"^LDMIntName

When did you go out to play for the first time on that day?

ENTER START TIME OF 1st PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the afternoon, 18.30 for 6.30pm in the evening)"

End1

"^LDMIntName

ENTER END TIME OF 1st PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2003 ONLY TO:)

"And when did you finish playing in the street?

ENTER END TIME OF 1st PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"And when did you finish playing in the street?

ENTER END TIME OF 1st PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the afternoon, 18.30 for 6.30pm in the evening)"

Start2

"^LDMIntName

ENTER START TIME OF 2nd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)

IF NO MORE PERIODS IN STREET PRESS <END>"

(CHANGED 2003 ONLY TO:)

"^LDMIntName

When did you go out to play for the second time on that day?

ENTER START TIME OF 2nd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"^LDMIntName

When did you go out to play for the second time on that day?

ENTER START TIME OF 2nd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the afternoon, 18.30 for 6.30pm in the evening)"

End2

"^LDMIntName

ENTER END TIME OF 2nd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)

(CHANGED 2003 ONLY TO:)

"And when did you finish playing in the street?

ENTER END TIME OF 2nd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"And when did you finish playing in the street?

ENTER END TIME OF 2nd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the afternoon, 18.30 for 6.30pm in the evening)"

Start3

"^LDMIntName

ENTER START TIME OF 3rd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)

IF NO MORE PERIODS IN STREET PRESS <END>"

(CHANGED 2003 ONLY TO:)

"^LDMIntName

When did you go out to play for the third time on that day?

ENTER START TIME OF 3rd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"^LDMIntName

When did you go out to play for the third time on that day?

ENTER START TIME OF 3rd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the afternoon, 18.30 for 6.30pm in the evening)"

End3

"^LDMIntName

ENTER END TIME OF 3rd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)

(CHANGED 2003 ONLY TO:)

"And when did you finish playing in the street?

ENTER END TIME OF 3rd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"And when did you finish playing in the street?

ENTER END TIME OF 3rd PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the afternoon, 18.30 for 6.30pm in the evening)"

Start4

"^LDMIntName

ENTER START TIME OF 4th PERIOD IN STREET IN 24 HOUR CLOCK (E.G. 13:00)

IF NO MORE PERIODS IN STREET PRESS <END>"

(CHANGED 2003 ONLY TO:)

"^LDMIntName

When did you go out to play for the fourth time on that day?

ENTER START TIME OF 4th PERIOD
IN STREET IN 24 HOUR CLOCK
(E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)
"^LDMIntName

When did you go out to play for the
fourth time on that day?

ENTER START TIME OF 4th PERIOD
IN STREET IN 24 HOUR CLOCK
(E.G. 13:00 for 1pm in the afternoon,
18.30 for 6.30pm in the evening)"

End4

"^LDMIntName

ENTER END TIME OF 4th PERIOD IN
STREET IN 24 HOUR CLOCK (E.G.
13:00)

(CHANGED 2003 ONLY TO:)

"And when did you finish playing in the
street?"

ENTER END TIME OF 4th PERIOD IN
STREET IN 24 HOUR CLOCK (E.G.
13:00)"

(CHANGED 2004 ONWARDS TO:)

"And when did you finish playing in the
street?"

ENTER END TIME OF 4th PERIOD IN
STREET IN 24 HOUR CLOCK (E.G.
13:00 for 1pm in the afternoon, 18.30
for 6.30pm in the evening)"

Start5

"^LDMIntName

ENTER START TIME OF 5th PERIOD
IN STREET IN 24 HOUR CLOCK
(E.G. 13:00)

IF NO MORE PERIODS IN STREET
PRESS <END>"

(CHANGED 2003 ONLY TO:)

"^LDMIntName

When did you go out to play for the
fifth time on that day?

ENTER START TIME OF 5th PERIOD
IN STREET IN 24 HOUR CLOCK
(E.G. 13:00)"

(CHANGED 2004 ONWARDS TO:)

"^LDMIntName

When did you go out to play for the
fifth time on that day?

ENTER START TIME OF 5th PERIOD
IN STREET IN 24 HOUR CLOCK
(E.G. 13:00 for 1pm in the afternoon,
18.30 for 6.30pm in the evening)"

End5

"^LDMIntName

ENTER END TIME OF 5th PERIOD IN
STREET IN 24 HOUR CLOCK (E.G.
13:00)

(CHANGED 2003 ONLY TO:)

"And when did you finish playing in the
street?"

ENTER END TIME OF 5th PERIOD IN
STREET IN 24 HOUR CLOCK (E.G.
13:00)"

(CHANGED 2004 ONWARDS TO:)

"And when did you finish playing in the
street?"

ENTER END TIME OF 5th PERIOD IN
STREET IN 24 HOUR CLOCK (E.G.
13:00 for 1pm in the afternoon, 18.30
for 6.30pm in the evening)"

Vehicle Questionnaire

BVehInt / QVehInt.NTS

Questions asked if:
QVehNum.Numveh > 0

AND

QTVehTab.QVehTab[LVLoop].WhenAcq <> Afr

Questions asked of:
Respondent who best knows about vehicle (normally main driver but not necessarily)

ALWAYS RECORD

Intro

"THIS IS THE START OF THE VEHICLE QUESTIONNAIRE FOR THE ^DMVEH[LVLoop]

INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?

INTERVIEWER: ASK THESE QUESTIONS OF THE MAIN DRIVER (^MDName) IF POSSIBLE

^LPUTxt"

1. "Now"
2. "Later"

ASK ALWAYS

RegIntr

"I'd now like to ask for some details about the ^DMVEH[LVLoop] so that we can collect information about the types of motor vehicles that people use.

First, could you give me the registration number."

1. "Willing to give (British) registration number"
2. "Not willing to give registration number"
3. "Foreign registration number"

(PRECODES CHANGED 2003 ONWARDS TO:)

1. "Willing to give (British) registration number"
2. "Not willing to give registration number"
3. "Willing to give registration number but cannot remember it correctly"
4. "Foreign registration number"

IF Respondent is willing to give registration number (RegIntr = Willing) THEN:

RegExpl

"READ OUT: We will use this to look up some details already held by DVLA. No information on your vehicle will be given to anyone outside the statistics section at DTLR and the registration number will not be used to identify you or your household.

DVLA = DRIVER AND VEHICLE LICENSING AGENCY"

1. "Acceptable to respondent - continue"
2. "Not acceptable - change RegIntr"

(CHANGED 2004 ONWARDS TO:)

"READ OUT: We will use this to look up some details already held by DVLA. No information on your vehicle will be given to anyone outside the statistics section at DfT and the registration number will not be used to identify you or your household.

DVLA = DRIVER AND VEHICLE LICENSING AGENCY"

1. "Acceptable to respondent - continue"
2. "Not acceptable - change RegIntr"

IF this is acceptable (RegExpl = Accept) THEN:

VRegNo1

"ENTER REGISTRATION NUMBER FOR THE ^DMVEH[LVLoop] INTERVIEWER: PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE."

IF this is acceptable (RegExpl = Accept) THEN:

RFormat

"INTERVIEWER: CODE FORMAT OF REGISTRATION NUMBER. (HOW REGISTRATION YEAR OF VEHICLE IS IDENTIFIED)."

1. "AB@I12@ICDE (new format 2001 onwards, with registration year shown by 2 numbers)."
2. "@IA@I123CDE, @IA@I12BCD, @IA@I1BCD (old format 1983-2001 with registration year letter at the @Istart@I)."
3. "ABC123@ID@I, ABC12@ID@I, ABC1@ID@I (old pre-1983 format with registration year letter at the @Iend@I)."
4. "None of these"

IF this is acceptable (RegExpl = Accept) THEN:RegNo

"Can I ask you to repeat your registration number, so I can check it is recorded correctly.

INTERVIEWER: ENTER REGISTRATION NUMBER FOR THE ^DMVEH[LVLoop] AGAIN TO CONFIRM.

PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE. READ NUMBER BACK TO RESPONDENT TO VERIFY.

^LPUTxt"

IF Registration number not given (RegNo <> Response) THEN:

FuelTyp

"^DMVEH[LVLoop]

What fuel does the ^DMVEH[LVLoop]'s engine use?"

1. "Petrol (INCLUDES LEAD FREE AND TWO STROKE)"
2. "Diesel"
3. "Electric/Battery"
4. "Liquefied Petroleum Gas (LPG)"
5. "Bi-fuel (petrol/gas)"
97. "Other (SPECIFY)"

IF Some other fuel type is used (FuelTyp = Other) THEN:

XFuelTyp

"^DMVEH[LVLoop]

PLEASE SPECIFY THE OTHER ANSWER.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF Registration number not given (RegNo <> Response) AND the vehicle uses petrol (FuelTyp = Petrol) THEN:

Leaded

"^DMVEH[LVLoop]

ASK OR RECORD

Is the petrol... READ OUT...

(HELP <F9>)"

1. "...always unleaded,"
2. "sometimes unleaded, sometimes lead replacement petrol (LRP),"
3. "always lead replacement petrol,"
4. "or always leaded (classic cars only)?"

(PRECODES CHANGED 2003 ONLY TO:)

1. "...always unleaded."
2. "sometimes unleaded, sometimes lead replacement petrol (LRP)."
3. "always lead replacement petrol."
4. "CLASSIC CARS ONLY: or always leaded?"

Leaded(QUESTION DELETED 2004 ONWARDS)

BVMake / QVMake.NTS

Questions asked if:

QVehNum.Numveh > 0

AND

QTVehTab.QVehTab[LVLoop].WhenAcq <> Afr

AND

QVehInt.Intro = Now

AND

QVehInt.FuelTyp <> Electric

Questions asked of:

Respondent who best knows about vehicle (normally main driver but not necessarily)

IF Registration number not given (RegNo <> Response) AND IF vehicle does not use electric/battery fuel (QVehInt.FuelTyp <> Electric) THEN:

LogBook

"^DMVEH[LVLoop]

I need to obtain details about the ^DMVEH[LVLoop] which are given in the registration document (or log book).

ASK RESPONDENT TO GET LOG BOOK IF POSSIBLE."

1. "Seen by interviewer"
2. "Consulted by informant"
3. "Not seen /consulted"

IF Registration number not given (RegNo <> Response) AND IF vehicle does not use electric/battery fuel (QVehInt.FuelTyp <> Electric) THEN:

Personal

"^DMVEH[LVLoop]

Is the registration number for this vehicle a personalised or cherished number?"

1. "Yes"
2. "No"

IF Registration number not given (RegNo <> Response) AND IF vehicle does not use electric/battery fuel (QVehInt.FuelTyp <> Electric) AND IF Registration number is not personalised or cherished (Personal <> Yes) THEN:

SimReg

"SHOW CARD T1

^DMVEH[LVLoop]

Which of the numbers on this card looks similar to your registration number?

POINT TO EACH AND SAY: Is it like this with two letters, then two numbers, or like this with a letter at the start, or like this with a letter at the end?"

1. "AB@I12@I CDE"
2. "@IA@I123 CDE, @IA@I12 BCD, @IA@I1 BCD"
3. "ABC 123@ID@I, ABC 12@ID@I, ABC 1@IA@I"
4. "None of these"

(CHANGED 2003 ONWARDS TO:)

"SHOW CARD U1

^DMVEH[LVLoop]

I would like to know the registration year of the ^DMVEH[LVLoop].

To help with this, can you tell me which of the numbers on this card looks similar to the

^DMVEH[LVLoop]'s registration number?

POINT TO EACH AND SAY: Is it like this with two letters, then two numbers, or like this with a letter at the start, or like this with a letter at the end?"

1. "AB@I12@I CDE"
2. "@IA@I123 CDE, @IA@I12 BCD, @IA@I1 BCD"
3. "ABC 123@ID@I, ABC 12@ID@I, ABC 1@IA@I"
4. "None of these"

IF Registration number not given (RegNo <> Response) AND IF vehicle does not use electric/battery fuel (QVehInt.FuelTyp <> Electric) AND IF Registration number is not

personalised or cherished (Personal <> Yes) AND IF Registration number is not in any given pattern (NOT (SimReg IN [Pat1..Pat3])) THEN:

LookReg

"^DMVEH[LVLoop]

Could I look at the registration number to find out which letter denotes the year in your registration number? I will not enter the whole number into the computer

INTERVIEWER: Please refer to
CHECK CARD 1."

1. "Yes"
2. "No"

IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) AND IF
Registration number is not
personalised or cherished (Personal
<> Yes) AND IF Registration number
follows format 1 above (SimReg =
Pat1) THEN:

WhatNum

"^DMVEH[LVLoop]

SHOW CARD T1

What is the number in the middle of
your registration number?

RECORD THE RELEVANT NUMBER"

(CHANGED 2003 ONWARDS TO:)

"^DMVEH[LVLoop]

SHOW CARD T1

What is the number in the middle of
the registration number that denotes
the year?

RECORD THE RELEVANT NUMBER"

IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) AND IF
Registration number is not
personalised or cherished (Personal
<> Yes) AND IF (Registration number
follows format 2 or 3 above OR
Respondent showed the registration)
(SimReg IN [Pat2..Pat3] OR (LookReg
= Yes)) THEN:

Letter

"^DMVEH[LVLoop]

SHOW CARD T1

Which letter denotes the year^LetTxt

INTERVIEWER: IF PATTERN

SELECTED AT QUESTION SimReg

POINT TO THE REGISTRATION

SEQUENCE SELECTED ON SHOW

CARD T1, AND ASK WHAT

REGISTRATION LETTER IS IN THE

SAME POSITION AS THE LETTER
@IIN COLOUR@I ON THE CARD.

INTERVIEWER: Please refer to
CHECK CARD 1.

RECORD THE RELEVANT LETTER"

IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) AND IF
Registration number is not
personalised or cherished (Personal
<> Yes) AND IF the Respondent has
given the letter which denotes the year
of their vehicle's registration (Letter =
Response) AND Respondent showed
the registration (LookReg = Yes)

THEN:

Numba

"^DMVEH[LVLoop]

Does the letter come at the beginning
or the end of the registration number?

ASK OR RECORD AND CHECK"

1. "Letter before number"
2. "Letter after number"

*IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) THEN:*

RegYear

"^DMVEH[LVLoop]

ASK OR RECORD AND CHECK.

Could you tell me the exact year and
month in which the vehicle was first
registered?

^LVMake3

ENTER YEAR HERE"

*IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) THEN:*

RegMon

"^DMVEH[LVLoop]

MONTH OF FIRST REGISTRATION"

*IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) THEN:*

TaxCl

"SHOW CARD T2

^DMVEH[LVLoop]

ASK OR RECORD AND CHECK

To which of these taxation classes
does the ^DMVEH[LVLoop] belong?"

1. "Private and Light Goods(1.5 tons
or less)"
2. "Taxi (HACKNEY)"
3. "3 wheel car (TRICYCLE)"
4. "Disabled (DISABLED)"
5. "Motorcycle, scooter, moped
(BICYCLE)"
6. "Heavy goods (more than 1.5
tons)"
97. "Other (SPECIFY)"

(PRECODES CHANGED 2003

ONWARDS TO:)

1. "Private and Light Goods (3.5 tons
gross weight or less)"
2. "Motorcycle, scooter, moped, 3-
wheeler"
3. "Heavy goods (more than 3.5 tons
gross weight)"
4. "Disabled - exempt"
5. "Historic vehicle - exempt"
97. "Other (SPECIFY)"

*IF the vehicle belongs in another tax
class (TaxCl = Other) THEN:*

XTaxCl

"Please specify other answer.

Text should be no more than 60
characters"

*IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) AND IF
Vehicle is a 4-wheeled car or a light
van ((DMVEHTYPE[LVLoop] =
"Wheel4") OR (DMVEHTYPE[LVLoop]
= "LightVan")) AND IF Vehicle was
manufactured since 1983 (LVMake1
IN [1983..2012]) THEN:*

*(IN 2004, asked of all cars, even if
registration number is given, hence
removal of filter RegNo<>Response)*

CarCoding

"INTERVIEWER: Please code car
make and model

PRESS <SPACE BAR> TO START
CODING (HELP <F9>)

Car make, model and modspec are:

^DMVEH[LVLoop]

^QTVehTab.QVehTab[LVLoop].Modsp
ec

If you can't find the right code type
<Ctrl+K> for 'don't know'

ON EXITING THE CODING FRAME
PRESS ENTER TO MOVE TO THE
NEXT QUESTION"

BEngFts / QEngFts.NTS

Questions asked if:

QVehNum.Numveh > 0

AND

QTVehTab.QVehTab[LVLoop].Whe
nAcq <> Aftr

Questions asked of:

Respondent who best knows about
vehicle (normally main driver but not
necessarily) if QVehNum.Numveh >
0

*IF Registration number not given
(RegNo <> Response) AND IF vehicle
does not use electric/battery fuel
(QVehInt.Fueltyp <> Electric) AND IF
Registration number is not
personalised or cherished (Personal
<> Yes) AND IF vehicle is not
classified as a heavy goods vehicle or
vehicle is not given classification by
the respondent (QVMake.TaxCl IN
[Private...Motobike, other] OR
QVMake.TaxCl <> RESPONSE)
THEN:*

(IN 2004, asked of all cars, even if registration number is given, hence removal of filter RegNo<>Response)

EnSize

"^DMVEH[LVLoop]

ASK OR RECORD AND CHECK

What is the size of the

^DMVEH[LVLoop]'s engine in cc's?

(1 litre = 1000 cc)

PROBE IF ANSWER IS GIVEN TO

NEAREST 100cc.....(HELP <F9>):"

IF Registration number not given (RegNo <> Response) AND IF vehicle does not use electric/battery fuel (QVehInt.FuelTyp <> Electric) AND IF Registration number is not personalised or cherished (Personal <> Yes) AND IF vehicle is not classified as a heavy goods vehicle or vehicle is not given classification by the respondent (QVMake.Taxcl IN [Private...Motobike, other] OR QVMake.TaxCl <> RESPONSE) AND IF engine size is not known (EnSize = Don't Know) THEN:

BenSize

"SHOW CARD U

^DMVEH[LVLoop]

Taking your answer from this card, what is the engine size?"

1. "up to 50cc"
2. "51 to 125cc"
3. "126 to 250cc"
4. "251 to 700cc"
5. "701 to 1000cc (0.7 to 1 litre)"
6. "1001 to 1300cc (1.0 to 1.3 litres)"
7. "1301 to 1400cc (1.3 to 1.4 litres)"
8. "1401 to 1500cc (1.4 to 1.5 litres)"
9. "1501 to 1800cc (1.5 to 1.8 litres)"
10. "1801 to 2000cc (1.8 to 2.0 litres)"
11. "2001 to 2500cc (2.0 to 2.5 litres)"
12. "2501 to 3000cc (2.5 to 3.0 litres)"
13. "3001cc and over (3 litres and over)"

IF Registration number not given (RegNo <> Response) AND IF vehicle does not use electric/battery fuel

(QVehInt.FuelTyp <> Electric) AND IF (year of registration was before 1984 ((QVMake.RegYear = RESPONSE) AND (QVMake.RegYear < 1984)) OR IF registration letter was refused or not known ((QVMake.Letter = REFUSAL) OR (QVMake.Letter = DONTKNOW)) OR IF number in middle of registration number is refused or not known ((QVMake.WhatNum = REFUSAL) OR (QVMake.WhatNum = DONTKNOW)) OR IF Fuel tank size is over 99 or not given ((QVMake.FuelTank = RESPONSE) AND (QVMake.FuelTank >= 99)) OR (QVMake.FuelTank <> RESPONSE)) THEN:

IntQust

"^DMVEH[LVLoop]

^LEngFTS1"

1. "Amount given in litres"
2. "Amount given in gallons"

IF Amount is in litres (IntQust = Litres) THEN:TankLtr

"^DMVEH[LVLoop]

ENTER THE AMOUNT IN LITRES"

IF Amount is in litres (IntQust = Gallons) THEN:

TankGal

"^DMVEH[LVLoop]

ENTER THE AMOUNT IN GALLONS. GIVE ANSWER TO ONE DECIMAL PLACE"

BPark / QPark.NTS

Questions asked if:
QVehNum.Numveh > 0

AND

QTVehTab.QVehTab[LVLoop].WhenAcq <> Aftr

Questions asked of :
Respondent who best knows about vehicle (normally main driver but not necessarily)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric)

THEN:

WherePk

"^DMVEH[LVLoop]

Where is the ^DMVEH[LVLoop] usually parked overnight?

Is it ... READ OUT"

1. "...in the garage (at this address),"
2. "not garaged but still on the property of this address,"
3. "on the street or public highway,"
4. "or, elsewhere (at or near your home)? (SPECIFY)"
5. "(DOES NOT USUALLY PARK AT/NEAR HOME)"

Wherepk(QUESTION DELETED 2004 ONWARDS)

IF Respondent parks elsewhere at or near their home (WherePk = Other)

THEN:

XWherePk

"Please specify other answer.

Text should be no more than 60 characters"

XWherePk(QUESTION DELETED 2004 ONWARDS)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric) AND Respondent parks on the street or public highway or elsewhere, at or near, their home not on the property of the address (WherePk IN [Street, Other]) THEN:

HowFar

"^DMVEH[LVLoop]

Approximately how far from the boundary of your property is the vehicle usually parked overnight? Is it... READ OUT

(HELP <F9>)"

1. "...right outside,"
2. "not right outside but less than 10 yards/metres away,"

3. "10 yards but less than 100 yards/metres away,"

4. "or 100 yards/metres away or more?"

5. "(Varies too much to say)"

HowFar (QUESTION DELETED 2004 ONWARDS)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric) AND Respondent parks on the street or public highway or elsewhere, at or near, their home not on the property of the address (WherePk IN [Street, Other]) AND IF Vehicle is parked between 10 and 100 yards/metres (HowFar = Less100) away THEN:

HowFar2

"^DMVEH[LVLoop]

@ How many yards/metres away from the boundary of your property is the vehicle usually parked?

BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD

E.G. GATE OR DOOR IF NO GARDEN

A FORD ESCORT IS ABOUT 5 YARDS LONG"

HowFar2 (QUESTION DELETED 2004 ONWARDS)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric) AND Respondent parks on the street or public highway or elsewhere, at or near their home not on the property of the address (WherePk IN [Street, Other]) AND IF Vehicle is parked more than 100 yards/metres away (HowFar = More100) THEN:

HowFrMin

"^DMVEH[LVLoop]

How long does it take you to walk from the boundary of your property to the place where the vehicle is usually parked?

GIVE THE ANSWER TO THE NEAREST MINUTE"

HowFrMin(QUESTION DELETED 2004 ONWARDS)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric) AND Respondent parks on the street or public highway or elsewhere, at or near, their home not on the property of the address (WherePk IN [Street, Other]) THEN:

IfPay

"^DMVEH[LVLoop]

Do you have to make any payment for parking the vehicle in this place?"

1. "Yes"
2. "No"

IfPay(QUESTION DELETED 2004 ONWARDS)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric) AND Respondent parks on the street or public highway or elsewhere, at or near, their home not on the property of the address (WherePk IN [Street, Other]) AND IF Payment for parking the vehicle is made (IfPay = Yes) THEN:

TypePay

"^DMVEH[LVLoop]

What is the payment for?"

1. "Residents parking permit"
2. "Other non-residents parking permit"
3. "A hired garage"
4. "Something else (SPECIFY)"

TypePay (QUESTION DELETED 2004 ONWARDS)

IF parking payment is for something else other than residents/other non-residents parking permit or a hired garage (TypePay = Other) THEN:

XTyppay

"^DMVEH[LVLoop]

INTERVIEWER: Describe the type of payment made for parking the vehicle"

XTyppay (QUESTION DELETED 2004 ONWARDS)

IF Vehicle does not use electric/battery fuel (QVehInt.Fueltyp <> Electric) AND Respondent parks on the street or public highway or elsewhere, at or near, their home not on the property of the address (WherePk IN [Street, Other]) AND IF Payment for parking the vehicle is made (IfPay = Yes) THEN:

Annfee

"^DMVEH[LVLoop]

How much is the @lannual@l parking fee that you pay?

INTERVIEWER: ENTER THE ANNUAL FEE TO THE NEAREST POUND. IF PAID MONTHLY, WORK OUT WHAT THIS WOULD BE ANNUALLY."

Annfee(QUESTION DELETED 2004 ONWARDS)

BComCar / QComCar.NTS

Questions asked if:

QVehNum.Numveh > 0

AND

QTVehTab.QVehTab[LVLoop].WhenAcq <> Afr

Questions asked of:

Respondent who best knows about vehicle (normally main driver but not necessarily)

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) THEN:

HHReg

"^DMVEH[LVLoop]

May I just check, is the
^DMVEH[LVLoop] registered in yours
or another household member's
name?

INTERVIEWER: UNREGISTERED &
YET-TO-BE REGISTERED
VEHICLES SHOULD BE CODED TO
THE APPROPRIATE OWNER."

1. "Yes"
2. "No"

(CHANGED 2004 ONWARDS TO:)

Is the ^DMVEH[LVLoop] registered in
the name of a member of this
household?

INTERVIEWER: UNREGISTERED &
YET-TO-BE REGISTERED
VEHICLES SHOULD BE CODED TO
THE APPROPRIATE OWNER."

1. "Yes"
2. "No"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is not
registered in a household member's
name (HHReg = No) THEN:

OthReg

"SHOW CARD V

^DMVEH[LVLoop]

(May I just check) In whose name is
the ^DMVEH[LVLoop] registered?
Please choose your answer from this
card.

INTERVIEWER: UNREGISTERED &
YET-TO-BE REGISTERED
VEHICLES SHOULD BE CODED TO
THE APPROPRIATE OWNER."

1. "Someone outside household"
2. "Employer/firm for whom
household member works"
3. "Own business"
4. "Other firm or organization"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is
registered by someone outside the
household, or the person to whom the
vehicle is registered is unknown
(OthReg = outHH OR OthReg =

DON'T KNOW OR HHReg = DON'T
KNOW) THEN:

WhoOwn

^DMVEH[LVLoop]

Who owns the vehicle?"

1. "Household member"
2. "Someone outside household"
3. "Employer/firm for whom
household member works"
4. "Own business"
5. "Other firm or organization"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is not
registered in a household member's
name (HHReg = No) AND IF
Someone outside the household owns
the vehicle or the owner is unknown
(WhoOwn = OutHH) OR (WhoOwn =
DONTKNOW)) THEN:

WhyUse

^DMVEH[LVLoop]

Why do you have use of the vehicle?

INTERVIEWER: INCLUDE AS
'BORROWED', VEHICLES OWNED
BY NON-HOUSEHOLD MEMBER
BUT WHICH ARE AVAILABLE FOR
USE FOR THE WHOLE OF THE
TRAVEL WEEK."

1. "Borrowed"
2. "Other (SPECIFY"

IF Respondent has use of vehicle for a
reason other than the vehicle is
borrowed (WhyUse = Other) THEN:

XWhyUse

"PLEASE SPECIFY OTHER
ANSWER.

TEXT SHOULD BE NO MORE THAN
60 CHARACTERS"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is
registered/owned by an employer/firm
for whom the household member
works (OthReg IN [OthFirm] OR
WhoOwn IN [OthFirm]) THEN:
VehHire

"^DMVEH[LVLoop]
Is the vehicle on hire or lease?
IF 'NO' SPECIFY WHY NOT IN A
NOTE"

1. "Yes"
2. "No"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is
registered/owned by an employer/firm
for whom the household member
works (OthReg IN [OthFirm] OR
WhoOwn IN [OthFirm]) AND IF the
vehicle is on hire or lease (VehHire =
Yes) THEN:

WhoHire

"^DMVEH[LVLoop]

Who has hired or leased the vehicle?"

1. "Household member"
2. "Employer/firm for whom
household member works"
3. "Own business"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is
private (DMPRIVCO = Private) AND
the vehicle is hired/leased by a
household member or it is unknown
who hired/leased the vehicle (WhoHire
= HHMem OR WhoHire = Don't Know)
THEN:

CostHir

"^DMVEH[LVLoop]

Are any of the costs of hiring or
leasing paid for by the employer of a
member of your household?"

1. "Yes"
2. "No"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is
private (DMPRIVCO = Private) AND IF
the vehicle is registered or owned by a
household member (HHReg = Yes OR
WhoOwn IN [Hhmem]) THEN:

VehCost

"^DMVEH[LVLoop]

Were any of the purchase costs of the
vehicle paid for by a firm or
organization?"

1. "Yes"
2. "No"
3. "(Costs paid for by Disability Living
Allowance)"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND IF the vehicle is
private (DMPRIVCO = Private) AND IF
the vehicle is registered or owned by a
household member (HHReg = Yes OR
IF WhoOwn IN [Hhmem]) AND IF the
purchase costs of the vehicle were
paid for by a firm or organisation
(VehCost = Yes) THEN:

ComTax95

"^DMVEH[LVLoop]

For some people, having a vehicle
means that they have to pay company
car tax. Do you have to pay company
car tax?"

1. "Yes"
2. "No"

IF the vehicle does not use
electric/battery fuel (QVehInt.FuelType
<> Electric) AND ((IF the vehicle is
private (DMPRIVCO = Private) AND
(IF vehicle is registered/owned/leased
or hired by respondent's own business
(WhoOwn = OwnBus OR OthReg =
OwnBus OR WhoHire = OwnBus)) OR
(IF the purchase costs of the vehicle
are not paid for by a firm or
organisation (or costs paid by
Disability Living Allowance) (VehCost
<> Yes) OR IF the respondent does
not have to pay company car tax
(ComTax95 = No)) AND IF the
respondent is self-employed (Stat =
SelfEmp)) THEN:

CapAll

"^DMVEH[LVLoop]

(May I check) Can you claim capital
allowances for your vehicle and/or tax

refunds for costs of business mileage?"

1. "Yes"
2. "No"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND (IF the vehicle is private (DMPRIVCO = Private) AND IF the vehicle is 4 wheeled car or a light van (DMVehType = 4wheel OR DMVehType = Lightvan) AND IF respondent is in paid employment (IchEmp = Yes) AND IF a household member registered/owns/leases or hires the vehicle (HHReg = Yes OR WhoOwn = HHMem OR WhoHire = HHMem) AND IF Respondent does not pay company car tax (ComTax95 <> Yes) OR (IF vehicle is registered/owned/leased or hired by respondent's own business (WhoOwn = OwnBus OR IF OthReg = OwnBus OR WhoHire = OwnBus) AND IF Respondent cannot claim capital allowances and/or tax refunds for costs of business mileage (CapAll = No))) THEN:

CourWk95

"^DMVEH[LVLoop]

(May I check) Do 'you' use the vehicle in the course of your work?"

1. "Yes"
2. "No"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF (the vehicle is private (DMPRIVCO = Private) AND IF Vehicle is a 4 wheeled car or a light van (DMVehType = 4wheel OR IF DMVehType = Lightvan) AND IF respondent is in paid employment (IchEmp = Yes) AND IF a household member registered/owns/leases or hires the vehicle (HHReg = Yes OR WhoOwn = HHMem OR WhoHire = HHMem) AND IF (the respondent does not pay company car tax (ComTax95 <> Yes) OR IF (vehicle is registered/owned/leased or hired by respondent's own business (WhoOwn

= OwnBus OR OthReg = OwnBus OR WhoHire = OwnBus) AND IF Respondent cannot claim capital allowances and/or tax refunds for costs of business mileage (CapAll = No))) AND IF Respondent uses vehicle in the course of their work (CourWk95 = Yes)) THEN:

Allow95

"^DMVEH[LVLoop]

For the mileage that 'you' do in the course of work do 'you' receive...

READ OUT

...a mileage allowance only,

a mileage allowance and some other allowance,

or do you receive nothing and have to pay yourself?"

1. "A mileage allowance only"
2. "A mileage allowance and some other allowance"
3. "Receive nothing and have to pay yourself?"
4. "Other."

IF Respondent receives another type of allowance other than a mileage allowance (Allow95 = OthAll OR Allow95 = Other) THEN:

XAllow95

"^DMVEH[LVLoop]

INTERVIEWER: PLEASE DESCRIBE IN DETAIL EXACTLY WHAT KIND OF ASSISTANCE THE INFORMANT RECEIVES FOR MILEAGE DONE 'IN COURSE OF WORK'."

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND (IF the vehicle is a company vehicle (DMPRIVCO = Company) OR IF (the vehicle is owned/registered/hired or leased by the employer/firm for whom the household member works (WhoOwn = Firm OR OthReg = Firm OR WhoHire = Employ) OR IF the respondent pays company car tax (ComTax95 = Yes) OR IF (the vehicle is registered by someone outside the household, or the person to whom the vehicle is

registered is unknown (OthReg = outHH OR OthReg = DON'T KNOW OR HHReg = DON'T KNOW) AND IF the vehicle is registered/owned by an employer/firm for whom the household member works (OthReg IN [OthFirm] OR WhoOwn IN [OthFirm]) AND the vehicle is hired/leased by a household member or it is unknown who hired/leased the vehicle (WhoHire = HHMem OR WhoHire = Don't Know) AND IF the costs of hiring or leasing are paid for by the employer of a member of your household (CostHir = Yes)) AND IF the vehicle is a 4 wheeled car or light van (DMVehType = wheel4 OR DMVehType = Lightvan))) THEN:
 PrivMi95
 "^DMVEH[LVLoop]
 (May I check) for your private mileage, including commuting mileage, do you receive any free fuel?"
 1. "Yes"
 2. "No"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND (IF the vehicle is a company vehicle (DMPRIVCO = Company) OR IF (the vehicle is owned/registered/hired or leased by the employer/firm for whom the household member works (WhoOwn = Firm OR OthReg = Firm OR WhoHire = Employ) OR IF the respondent pays company car tax (ComTax95 = Yes) OR IF (the vehicle is registered by someone outside the household, or the person to whom the vehicle is registered is unknown (OthReg = outHH OR OthReg = DON'T KNOW OR HHReg = DON'T KNOW) AND IF the vehicle is registered/owned by an employer/firm for whom the household member works (OthReg IN [OthFirm] OR WhoOwn IN [OthFirm]) AND the vehicle is hired/leased by a household member or it is unknown who hired/leased the vehicle (WhoHire = HHMem OR WhoHire = Don't Know) AND IF the costs of hiring or leasing are paid for by the employer of a

member of your household (CostHir = Yes)) AND IF the vehicle is a 4 wheeled car or light van (DMVehType = wheel4 OR DMVehType = Lightvan))) AND IF Respondent receives free fuel for their private mileage (PrivMi95 = Yes) THEN:
 FTax95
 "^DMVEH[LVLoop]
 (May I check) do you pay the tax on free fuel?"
 1. "Yes"
 2. "No"

BMILEAG / QMileag.NTS

Questions asked if:
 QVehNum.Numveh > 0

AND

QTVehTab.QVehTab[LVLoop].WhelanAcq <> Aftr

Questions asked of :
 Respondent who best knows about vehicle (normally main driver but not necessarily)

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) THEN:
 AnMiles
 "^DMVEH[LVLoop]
 I would like to get a figure for the approximate annual mileage of the ^DMVEH[LVLoop]. Can you please estimate for me the total miles the vehicle has been driven in the last 12 months, (that is since ^DLYearTxt)?
 INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
 IF NECESSARY OBTAIN TO NEAREST THOUSAND.
 OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO.
 IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent does not know the total number of miles their vehicle has been driven in the last 12 months (AnMiles = Don't Know) THEN:

BAnMiles

"SHOW CARD W

^DMVEH[LVLoop]

Taking your answer from this card, approximately how many MILES has this vehicle been driven in the last 12 months, (that is since ^DLYearTxt)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE. OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO."

1. "0 - 499 miles"
2. "500 - 999 miles"
3. "1,000 - 1,999 miles"
4. "2,000 - 2,999 miles"
5. "3,000 - 3,999 miles"
6. "4,000 - 4,999 miles"
7. "5,000 - 6,999 miles"
8. "7,000 - 8,999 miles"
9. "9,000 - 11,999 miles"
10. "12,000 - 14,999 miles"
11. "15,000 - 17,999 miles"
12. "18,000 - 20,999 miles"
13. "21,000 - 29,999 miles"
14. "30,000 miles and over"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent has given the annual mileage of their vehicle (AnMiles = RESPONSE AND AnMiles > 0) THEN:

KmOrMile

"^DMVEH[LVLoop]

INTERVIEWER ASK OR CODE: WAS THE ANSWER TO 'AnMiles' IN MILES OR KILOMETRES?"

1. "Miles"
2. "Kilometres"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.lchEmp = Yes) and the Respondent has given the annual mileage of their vehicle (AnMiles = RESPONSE AND AnMiles > 0) and the respondent has given their annual mileage in miles OR IF (the Respondent has a 4 wheeled car or a light van and they have not given their annual mileage) (DMVEHTYPE = Wheel4 OR DMVEHTYPE = LightVan AND (AnMiles <> RESPONSE OR KMORMILE <> RESPONSE)) THEN:

UsualWk

"^DMVEH[LVLoop]

Can you please estimate how many of the total annual miles, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way?

IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.lchEmp = Yes) AND IF the respondent has given their annual mileage in kilometers (KmOrMile = Km) THEN:

UsualKm

"^DMVEH[LVLoop]

Can you please estimate how many of the total annual kilometres, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way?

IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.IchEmp = Yes) and the Respondent has given the annual mileage of their vehicle (AnMiles = RESPONSE AND AnMiles > 0) and the respondent has given their annual mileage in miles OR IF (the Respondent has a 4 wheeled car or a light van and they have not given their annual mileage) (DMVEHTYPE = Wheel4 OR DMVEHTYPE = LightVan AND (AnMiles <> RESPONSE OR KMORMILE <> RESPONSE)) THEN:
CoursWk

"^DMVEH[LVLoop]

Leaving aside these journeys, can you estimate how many of the total annual miles, if any, are driven by anyone in the household in the course of work?

IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.IchEmp = Yes) AND IF the respondent has given their annual mileage in kilometers (KmOrMile = Km) THEN:

CoursKm

"^DMVEH[LVLoop]

Leaving aside these journeys, can you estimate how many of the total annual kilometres, if any, are driven by anyone in the household in the course of work?

IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF (Respondent is employed (QVehNum.IchEmp = Yes) and the Respondent has given the annual mileage of their vehicle (AnMiles = RESPONSE AND AnMiles > 0) and the respondent has given their annual mileage in miles OR IF (the Respondent has a 4 wheeled car

or a light van and they have not given their annual mileage) (DMVEHTYPE = Wheel4 OR DMVEHTYPE = LightVan AND (AnMiles <> RESPONSE OR KMORMILE <> RESPONSE))) AND IF Respondent indicates that some of the annual mileage is driven in the course of work (CoursWk = RESPONSE AND (CoursWk > 0) THEN:

GoodsWk

"^DMVEH[LVLoop]

And can you estimate how many of these ^CoursWk miles are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.IchEmp = Yes) AND IF the respondent has given their annual mileage in kilometers (KmOrMile = Km) AND Respondent indicates that some of the annual mileage is driven in the course of work (CoursKm = RESPONSE AND CoursKm > 0) THEN::

GoodsKM

"^DMVEH[LVLoop]

And can you estimate how many of these ^Courskm kilometres are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.IchEmp = Yes) and the Respondent has given the annual mileage of their vehicle (AnMiles = RESPONSE AND AnMiles > 0) and the respondent has given their annual mileage in miles OR IF (the Respondent has a 4 wheeled car or a light van and they have not given their annual mileage) (DMVEHTYPE = Wheel4 OR DMVEHTYPE = LightVan AND (AnMiles <> RESPONSE OR KMORMILE <> RESPONSE)) AND (IF the respondent has given the annual

mileage of their vehicle (AnMile = RESPONSE) AND IF the respondent has given their vehicle's annual mileage to and from work (UsualWk = RESPONSE) AND IF the respondent has given their annual mileage in the course of work (CoursWk = RESPONSE) AND IF their annual mileage is more than or equal to their annual mileage to and from work and in the course of work (AnMiles >= UsualWk + CoursWk)) THEN:

OthMile

"^DMVEH[LVLoop]

So that means that the vehicle is driven about ^OtherM miles a year for all other journeys?

PRESS <ENTER> IF THE NUMBER SHOWN IS CORRECT, OR CHANGE TO THE CORRECT NUMBER.

INTERVIEWER: IF THE NUMBER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Respondent is employed (QVehNum.IchEmp = Yes) AND IF the respondent has given their annual mileage in kilometers (KmOrMile = Km) AND IF the respondent has given the annual mileage of their vehicle (AnMile = RESPONSE) AND IF the respondent has given their vehicle's annual kilometres to and from work (UsualKm = RESPONSE) AND IF the respondent has given their annual kilometres in the course of work (CoursKm = RESPONSE) AND IF their annual mileage (in kilometres) is more than or equal to their annual kilometres to and from work and in the course of work (AnMiles >= UsualKm + CoursKm) THEN:

Othkm

"^DMVEH[LVLoop]

So that means that the vehicle is driven about ^otherkm kilometres a year for all other journeys.

PRESS ENTER IF THE NUMBER SHOWN IS CORRECT OR CHANGE TO THE CORRECT NUMBER
INTERVIEWER: IF THE ANSWER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS."

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) THEN:

Deliver

"^DMVEH[LVLoop]

May I check, is this vehicle ever used by anyone in the household to deliver goods in the course of work?

INCLUDE VEHICLES WHOSE PRIMARY PURPOSE IS THE DELIVERY OF GOODS EG PARCEL, NEWSPAPER OR OTHER ROUNDS.

INCLUDE VEHICLES USED OCCASIONALLY TO DELIVER GOODS TO CUSTOMERS AND/OR WORK COLLEAGUES EG DELIVERIES TO CUSTOMERS FROM SMALL BUSINESS, CARRYING

EQUIPMENT TO A WORKSITE FOR OTHERS

EXCLUDE TOOLS OR EQUIPMENT CARRIED BY THE DRIVER FOR THEIR OWN JOB EG PLUMBER OR GARDENER CARRYING TOOLS TO UNDERTAKE WORK AT CUSTOMER'S PREMISES"

1. "Yes"
2. "No"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Vehicle is used to deliver goods in the course of work (Deliver = Yes) THEN:

HowOft

"^DMVEH[LVLoop]

How often is this vehicle used to deliver goods?"

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

3. "Less than that but more than twice a month"
4. "Once or twice a month"
5. "Less than that but more than twice a year"
6. "Once or twice a year"
7. "Less than that"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF Vehicle is used to deliver goods in the course of work (Deliver = Yes) THEN:

NumTrips

"^DMVEH[LVLoop]

How many times did the vehicle stop to deliver goods on the most recent day the vehicle was used for deliveries?

WE ARE INTERESTED IN THE NUMBER OF DROP OFF POINTS NOT THE NUMBER OF TIMES THE VEHICLE WENT OUT

INTERVIEWER: IF DK ENCOURAGE ESTIMATE."

1. "1"
2. "2 to 4 times"
3. "5 to 9 times"
4. "10 to 19 times"
5. "20 or more times"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) THEN:

OutGB

"^DMVEH[LVLoop]

Has the vehicle been driven OUTSIDE of Great Britain in the last year, (that is since ^DLYearTxt), by anyone in the household? (HELP <F9>)

INCLUDE TRAVEL IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS"

1. "Yes"
2. "No"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType

<> Electric) AND IF respondent's vehicle has been driven outside Great Britain in the last year (OutGB = Yes) THEN:

MileGB

"^DMVEH[LVLoop]

What was the vehicle's total mileage OUTSIDE GB on the last trip that was made?

INCLUDE MILEAGE REGARDLESS OF WHO WAS DRIVING, INCLUDE MILEAGE IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF respondent's vehicle has been driven outside Great Britain in the last year (OutGB = Yes) THEN:

PurpGB

"^DMVEH[LVLoop]

What was the main purpose of the trip?"

1. "A holiday"
2. "A business trip"
3. "A shopping trip"
4. "Visiting friends or relations"
5. "Another reason"

Module A IF there is another reason, other than holiday, business, shopping or visiting friends or relations, for the vehicle being driven outside Great Britain (PurpGB = Other) THEN:

OthPurp

"^DMVEH[LVLoop]

What was the reason for the trip?"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) THEN:

OutNI

"^DMVEH[LVLoop]

Has the vehicle been driven in Northern Ireland in the last year, (that is since ^DLYearTxt), by anyone in the household?"

1. "Yes"
2. "No"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND the vehicle has been driven in Northern Ireland in the last year (OutNI = Yes) THEN:

MileNI

"^DMVEH[LVLoop]

What was the vehicle's total mileage in Northern Ireland on the last trip that was made.

INCLUDE MILEAGE REGARDLESS OF WHO WAS DRIVING"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND the vehicle has been driven in Northern Ireland in the last year (OutNI = Yes) THEN

PurpNI

"^DMVEH[LVLoop]

What was the main purpose of the trip?"

1. "A holiday"
2. "A business trip"
3. "A shopping trip"
4. "Visiting friends or relations"
5. "Another reason"

Module A IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) AND IF respondent's vehicle has been driven in Northern Ireland in the last year (OutNI = Yes) AND IF there is another reason, other than holiday, business, shopping or visiting friends or relations, for the vehicle being driven in Northern Ireland (PurpNI = Other) THEN:

NIOther

"^DMVEH[LVLoop]

What was the reason for the trip?"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType

<> Electric) THEN

SecCyc

"^DMVEH[LVLoop]

(May I just check) Is the milometer on its second cycle, in other words has it reached its maximum figure and been through zero again?"

1. "Yes"
2. "No"

IF the vehicle does not use electric/battery fuel (QVehInt.FuelType <> Electric) THEN

MiloRep

"^DMVEH[LVLoop]

Has the milometer been replaced since the vehicle was new?

^LPUTxt"

1. "Yes"
2. "No"

Vehicle Pick Up Interview

TVPickU / QTVPickU.NTS
BVPickU

Questions asked if:
QSignIn.StatusQ = Pickup

AND

QTVehTab.QVehTab[LVLoop].Wh
nAcq <> Afr

AND

[QTVehtab.QVehTab[LTLopper].Wh
enDIS <> Bfore

OR

QTVehtab.QVehTab[LTLopper].Still
Got = Yes

ASK ALWAYS

FuelNow

"^DMVEH[LTLooPer]

INTERVIEWER: DO YOU WANT TO COMPLETE THE FUEL GAUGE DETAILS NOW OR LATER?

IF THE FIRST OR LAST GAUGE READING WAS 'FULL' OR 'EMPTY', YOU MUST CODE 'NOW' AS YOU WILL NEED TO ASK SOME EXTRA QUESTIONS.

^LFuelTt"

1. "Now"
2. "Later"

1. "Litres"
2. "Gallons"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF any fuel was put in the tank during the Travel Week (AnyFuel = Fuelln) AND IF Fuel quantity is entered in litres (IntQust1 = Litres) THEN:

FuelLtr

"^DMVEH[LTLooPer]

QUANTITY OF FUEL PUT IN, IN LITRES (TO NEAREST WHOLE LITRE)"

ASK ALWAYS

VFuelNow

"SECURITY COPY"

1. "Now"
2. "Later"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF any fuel was put in the tank during the Travel Week (AnyFuel = Fuelln) AND IF Fuel quantity is entered in gallons (InQust1 = gallons) THEN:

FuelGal

"^DMVEH[LTLooPer]

QUANTITY OF FUEL PUT IN, IN GALLONS (TO ONE DECIMAL POINT)"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) THEN:

AnyFuel

"^DMVEH[LTLooPer]

INTERVIEWER: CHECK FUEL GRID IN FUEL AND MILEAGE CHART, AND CODE WHETHER ANY FUEL WAS PUT IN TANK IN TRAVEL WEEK"

1. "Fuel put in"
2. "No fuel put in"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF any fuel was put in the tank during the Travel Week (AnyFuel = Fuelln) THEN:

FuelPds

"^DMVEH[LTLooPer]

ENTER AMOUNT HOUSEHOLD PAID IN POUNDS AND PENCE FOR THIS FUEL AND CHECK SUM WITH RESPONDENT"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF any fuel was put in the tank during the Travel Week (AnyFuel = Fuelln) THEN:

IntQust1

"^DMVEH[LTLooPer]

INTERVIEWER: IN THE NEXT QUESTIONS CODE THE TOTAL QUANTITY PUT IN AND CHECK TOTAL WITH RESPONDENT.

FIRST CODE IF AMOUNT IN LITRES OR GALLONS"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) THEN:

FGauge

"^DMVEH[LTLooPer]

CHECK FIRST FUEL GAUGE READING ON FUEL AND MILEAGE CHART.

'FIRST' FUEL READING WAS:"

1. "Recorded from fuel gauge"
2. "Estimated (including when fuel gauge faulty or absent)"
3. "Not Available"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF First fuel reading was recorded from fuel gauge or estimated (FGauge IN [Gauge..Estim]) THEN:

FFGRead

"^DMVEH[LTLoooper]

ENTER 'FIRST' FUEL GAUGE READING (enter box no.)"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) THEN:

LGauge

"^DMVEH[LTLoooper]

CHECK LAST FUEL GAUGE READING ON FUEL AND MILEAGE CHART. 'LAST' FUEL READING WAS:"

1. "Recorded from fuel gauge"
2. "Estimated (including when fuel gauge faulty or absent)"
3. "Not Available"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF Last fuel reading was recorded from fuel gauge or estimated (LGauge IN [Gauge..Estim]) THEN:

LFGRead

"^DMVEH[LTLoooper]

ENTER LAST FUEL GAUGE READING (enter box no.)"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF First fuel reading was recorded from fuel gauge or estimated (LGauge IN [Gauge..Estim]) AND IF Fuel gauge reads '9' (Full) (FFGRead = 9) THEN:

StikFul

"^DMVEH[LTLoooper]

(This may not apply to your vehicle but in some vehicles the fuel gauge indicator tends to stick for a while at 'full').

I notice that your fuel gauge reading shows that your fuel tank was 'full' or 'nearly full' at the start of your Travel Week.

Do you remember - had you driven for 20 miles or more without the needle changing position?"

1. "Yes"
2. "No"
3. "DK/Can't remember"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF Fuel gauge reads '1' (Empty) (FFGRead = 1) THEN:

Stikem1

"^DMVEH[LTLoooper]

(In some vehicles the fuel gauge indicator shows 'empty' when there is still quite a lot of fuel in the tank.)

I notice that your tank was 'empty' or 'nearly empty' at the start of your Travel Week. So far as you can remember, was there enough fuel left to do at least another 20 miles?"

1. "Yes"
2. "No"
3. "DK/Can't remember"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF Fuel gauge reads '9' (Full) (LFGRead = 9) THEN:

StikFu2

"^DMVEH[LTLoooper]

(This may not apply to your vehicle but in some vehicles the fuel gauge indicator tends to stick for a while at 'full').

I notice that your fuel gauge reading shows that your fuel tank was 'full' or 'nearly full' at the end of your Travel Week. Do you remember - had you driven for 20 miles or more without the needle changing position?"

1. "Yes"

2. "No"
3. "DK/Can't remember"

IF Respondent would like to complete the fuel gauge details now (FuelNow = Now) AND IF Fuel gauge reads '1' (Empty) (LFGRead = 1) THEN:
StikEm2

"^DMVEH[LTLoooper]

(In some vehicles the fuel gauge indicator shows 'empty' when there is still quite a lot of fuel in the tank.)

I notice that your tank was 'empty' or 'nearly empty' at the end of your Travel Week. So far as you can remember, was there enough fuel left to do at least another 20 miles?"

1. "Yes"
2. "No"
3. "DK/Can't remember"

ASK ALWAYS

FMilo

"^DMVEH[LTLoooper]

CHECK MILOMETER READING IN FUEL AND MILEAGE CHART. 'FIRST' MILOMETER READING WAS:"

1. "Recorded from milometer"
2. "Estimated"
3. "Not available"

ASK ALWAYS

IntQust2

"^DMVEH[LTLoooper]

INTERVIEWER: FOR THE NEXT QUESTIONS YOU NEED TO CODE THE MILOMETER READING FROM THE FUEL AND MILEAGE CHART. ENTER WHETHER THE READING IS IN MILES OR KILOMETRES"

1. "Miles"
2. "kilometres"

IF First milometer reading was recorded from milometer or estimated (FMilo IN [Recorded..Estimated]) AND IF Milometer reading is in miles (IntQust2 = Miles) THEN:

MilesF

"^DMVEH[LTLoooper]

ENTER THE 'FIRST' MILEAGE (TO THE NEAREST WHOLE MILE)"

IF First milometer reading was recorded from milometer or estimated (FMilo IN [Recorded..Estimated]) AND IF Milometer reading is in kilometers (IntQust2 = Km) THEN:

KmF

"^DMVEH[LTLoooper]

ENTER THE 'FIRST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)"

ASK ALWAYS

LMilo

"^DMVEH[LTLoooper]

LAST MILOMETER READING WAS:"

1. "Recorded from milometer"
2. "Estimated"
3. "Not available"

IF Last milometer reading was recorded from milometer or estimated (LMilo IN [Recorded..Estimated]) AND IF Milometer reading is in miles (IntQust2 = Miles) THEN:

MilesL

"^DMVEH[LTLoooper]

ENTER THE 'LAST' MILEAGE (TO THE NEAREST WHOLE MILE)"

IF Last milometer reading was recorded from milometer or estimated (LMilo IN [Recorded..Estimated]) AND IF Milometer reading is in kilometres (IntQust2 = kilometres) THEN:

KmL

"^DMVEH[LTLoooper]

ENTER THE 'LAST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)"

IF Respondent gave first mileage reading AND IF the first mileage reading is equal to the last mileage reading (MilesF = RESPONSE AND MilesF = MilesL) OR IF Respondent gave first kilometre reading AND the first kilometre reading is equal to the last kilometre reading (KmF = RESPONSE AND KmF = KmL) THEN:

WhyNUse

"^DMVEH[LTLooPer]

Why was the vehicle not used during the Travel Week?

CODE FIRST THAT APPLIES.

ENTER THE RESPONSE AND PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION (OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES)"

1. "Vehicle not insured/not taxed"
2. "Vehicle being repaired/serviced"
3. "Driver sick/on holiday"
4. "Driver disqualified"
5. "Vehicle not in everyday use"
97. "Other (SPECIFY)"

IF 'other' reason is given for vehicle not being used during the Travel Week (WhyNUse = Other) THEN:

XWhyNUse

"^DMVEH[LTLooPer]

PLEASE SPECIFY OTHER ANSWER. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) THEN:

InElm1

"^DMVEH[LTLooPer]

May I just check:

Were any of the ^LVPickU1 ^LVPickU2 driven by someone outside the household?"

1. "Yes"
2. "No"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) AND IF the vehicle was driven by someone outside the household (InElm1 = Yes) THEN:

InElmA1

"^DMVEH[LTLooPer]

How many ^LVPickU2 were driven by someone outside the household?"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) THEN:

InElm2

"^DMVEH[LTLooPer]

(Were any of the ^LVPickU1 ^LVPickU2 driven in order) to carry goods in the course of work?"

1. "Yes"
2. "No"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) AND IF the vehicle was driven to carry goods in the course of work (InElm2 = Yes) THEN:

THEN:

InElmA2

"^DMVEH[LTLooPer]

How many ^LVPickU2 were driven in order to carry goods in the course of work?"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) THEN:

InElm3

"^DMVEH[LTLoooper]

(Were any of the ^LVPickU1 ^LVPickU2 driven) off the public road?"

1. "Yes"
2. "No"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) AND IF the vehicle was driven off the public road (InElm3 = Yes) THEN:

InElmA3

"^DMVEH[LTLoooper]

How many ^LVPickU2 were driven off the public road?"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) THEN:

InElm4

"^DMVEH[LTLoooper]

(Were any of the ^LVPickU1 ^LVPickU2 driven) outside Great Britain?"

1. "Yes"
2. "No"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) AND IF the vehicle was driven outside Great Britain (InElm4 = Yes) THEN:

InElmA4

"^DMVEH[LTLoooper]

How many ^LVPickU2 were driven outside Great Britain?"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) THEN:

InElm5

"^DMVEH[LTLoooper]

(Were any of the ^LVPickU1 ^LVPickU2 driven) using the vehicle as a taxi or hire car?"

1. "Yes"
2. "No"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) AND IF the vehicle was used as a taxi or hire car (InElm5 = Yes) THEN:

InElmA5

"^DMVEH[LTLoooper]

How many ^LVPickU2 were driven using the vehicle as a taxi or hire car?

INTERVIEWER: PRESS <END> TO GO TO NEXT PICK-UP QUESTION OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES"

IF the last mileage reading is greater than the first mileage reading OR IF the last kilometre reading is greater than the first kilometre reading (MilesL > MilesF OR KmL > KmF) AND (the number of miles/kilometres the vehicle was driven by someone outside the household is given OR IF the number of miles/kilometres the vehicle was driven to carry goods in the course of work was given OR IF the number of miles/kilometres the vehicle was driven off the public road is given OR IF the number of miles/kilometres the vehicle was driven outside Great Britain was given OR IF the number of miles/kilometres the vehicle was driven as a taxi/hire car were given (InElmA1 = RESPONSE OR InElmA2

= RESPONSE or InElmA3 =
RESPONSE OR InElmA3 =
RESPONSE OR InElmA4 =
RESPONSE OR InElmA5 =
RESPONSE)) OR (IF the vehicle was
not driven by someone outside the
household (InElm1 = No) AND the
vehicle was not driven to carry goods
in the course of work (InElm2 = No)
AND the vehicle was not driven off the
public road (InElm3 = No) AND the
vehicle was not driven outside Great
Britain (InElm4 = No) AND the vehicle
was not used as a taxi or hire car
(InElm5 = No))

TotInel

"^DMVEH[LTLLooper]

TOTAL INELIGIBLE MILEAGE:

^LVPickU3

INTERVIEWER: PRESS ENTER TO
CONFIRM OR GO BACK AND
CHECK InElm QUESTIONS"

TotElig

"^DMVEH[LTLLooper]

TOTAL ELIGIBLE MILES"

Admin Block

IF Placement Interview completed
(QSignIn.StatusQ = Place) THEN:

Thank

"THIS IS THE END OF THE
PLACEMENT INTERVIEW.

Some interviews in a survey are
checked to make sure that people like
yourself are satisfied with the way that
the interview was carried out. Just in
case yours is one of the interviews that
is checked, it would be helpful if we
could have your telephone
number.

INTERVIEWER: WRITE NAME AND
TELEPHONE NUMBER IF GIVEN ON
THE FRONT PAGE OF THE ARF.
THE NEXT SCREENS DISPLAY
INFORMATION USEFUL FOR
PREPARING DIARIES AND OTHER
DOCUMENTS."

1. "Number given"
2. "Number refused"
3. "No phone"

(CHANGED 2004 ONWARDS TO:)

"THIS IS THE END OF THE
PLACEMENT INTERVIEW.

Some interviews in a survey are
checked to make sure that people like
yourself are satisfied with the way that
the interview was carried out. Just in
case yours is one of the interviews that
is checked, it would be helpful if we
could have your telephone
number.

INTERVIEWER: WRITE CONTACT
NAME AND TELEPHONE NUMBER
IF GIVEN ON THE FRONT PAGE OF
THE ARF. THE NEXT SCREENS
DISPLAY INFORMATION USEFUL
FOR PREPARING DIARIES AND
OTHER DOCUMENTS."

1. "Number given"
2. "Number refused"
3. "No phone"

RECORD ALWAYS

Penult

"^pentxt1 ^pentxt2 ^pentxt2a

Diary start day is @I^QSignIn.TWDay,
^QSignIn.TravDate@I and end day is
@I^TWEDay, ^TWEDate@I
^pentxt3"

1. "Press 1 and <Enter> to continue."

(QUESTION ADDED 2004
ONWARDS:)

IF Placement Interview completed
(QSignIn.StatusQ = Place) THEN
AnyCom

"INTERVIEWER: THE FOLLOWING
OPEN QUESTION IS OPTIONAL
AND IS FOR USE AT YOUR OWN
DISCRETION. IT ASKS ABOUT
GENERAL TRAVEL ISSUES.

Would you like to ask the respondent a
general open question?"

1. "Yes"
2. "No"

(QUESTION ADDED 2004
ONWARDS:)

IF Interviewer asks general open
question (Anycom= Yes) THEN
AnyComX

"Are there any travel related issues
you would like to raise that we have
not already talked about."

IF Placement Interview completed and
the date is before the Travel Week
date (QSignIn.StatusQ = Place) AND
(QSignIn.StartDat <
QSignIn.TravDate) THEN:

Penult2

"NOW PLACE LONG DISTANCE
JOURNEY RECORDS IF ANY
RESPONDENTS ARE LIKELY TO
MAKE ANY JOURNEYS OF 50 MILES
OR MORE WITHIN GREAT BRITAIN
BETWEEN NOW AND THE START
OF THE TRAVEL WEEK. DON'T
FORGET TO FILL IN:

Placement interview date:

^QSignIn.StartDat Date Diary begins:

^QSignIn.TravDate

Respondent names, serial number and person numbers.

^pentxt2"

1. "Press 1 and <Enter> to continue."

(CHANGED 2003 ONWARDS TO:)
"NOW PLACE LONG DISTANCE JOURNEY RECORDS IF ANY RESPONDENTS ARE LIKELY TO MAKE ANY JOURNEYS OF 50 MILES OR MORE WITHIN GREAT BRITAIN BETWEEN @INOW AND THE DAY BEFORE THE TRAVEL WEEK BEGINS. DON'T FORGET TO FILL IN:

Placement interview date:

^QSignIn.StartDat Date Diary begins:

^QSignIn.TravDate

Respondent names, serial number and person numbers.

^pentxt2"

1. "Press 1 and <Enter> to continue."

IF Placment Interview completed and respondent has a vehicle (QSignIn.StatusQ = Place) AND (DMNOVEH > 0) THEN:

Penult3

"NOW PLACE A FUEL AND MILEAGE CHART FOR EACH VEHICLE. DON'T FORGET TO FILL IN READING DATES AND VEHICLE NUMBERS:

Reading dates are before first use on @I^QSignIn.TWDay,

^QSignIn.TravDate@I and after last use on @I^TWEDay, ^TWEDate@I

^pentxt2"

1. "Press 1 and <Enter> to continue."

RECORD ALWAYS

Penult4

"INTERVIEWER: HOW LONG DID IT TAKE TO PLACE AND EXPLAIN THE DIARY AND OTHER DOCUMENTS? RECORD TO NEAREST MINUTE"

(CHANGED 2003 ONWARDS TO:)
"INTERVIEWER: HOW LONG DID IT TAKE TO PLACE AND EXPLAIN THE DIARY AND OTHER DOCUMENTS?"

INCLUDE ANY TIME SPENT PREPARING THE DIARIES BEFOREHAND (E.G. FILLING IN THE FRONT).
RECORD TO NEAREST MINUTE"

Penult5

"INTERVIEWER: HOW LONG DID IT TAKE TO PICK UP AND CHECK THE DIARY(IES)?

RECORD TO NEAREST MINUTE"

SOC2000

"@T@BStandard Occupational Classification (SOC2000)@B

Person@|@|@|: ^PName

Job Title @|@|: ^PJobTitle

Job Description @|: ^PJobDescr

Responsibility @|@|: ^PSvDesc

Industry @|@|: ^PIndustry

Summary @|@|: ^ESSummary @T

XSOC2000

"Standard Occupational Classification - SOC2000 - WITHOUT DOTS."

IndexNo

"Index number of SOC2000 entry selected in coding index"

ES2000

"Full employment status - derived from Job block questions and SOC2000"

1. "Self-employed : large establishment (25+ employees)"

2. "Self-employed : small establishment (1-24 employees)"

3. "Self-employed : no employees"

4. "Manager : large establishment (25+ employees)"

5. "Manager : small establishment (1-24 employees)"

6. "Foreman or supervisor"

7. "Employee (not elsewhere classified)"

8. "No employment status info given - for use in this program only"

NSSEC

"NS-SEC Socio-economic Class (full classification)- derived variable"

SECFlag

"Indicator for status of SEC
0 - valid combination of SEC and ES2000
1 - invalid combination
2 - no employment status info - simplified SEC used"

SEG

"Socio-economic Group (old scheme)"

Status

"Current Interview Status
UPDATE THIS BEFORE EACH TRANSMISSION TO HEAD OFFICE."
0. "No work done yet"
1. "Calls made but no contact"
2. "Contact made"
3. "Interview started/Any interviewing done."
4. "Other - no interviewing required (eg. ineligible, refusal)"

MENUNOTE

"REMINDER/NOTE FOR THE OPENING MENU (OPTIONAL)
IF NOTHING TO SAY, JUST PRESS <Enter>.
ENTER IN HERE ANY USEFUL DETAILS YOU WISH TO APPEAR ON THE ADDRESS MENU>"

Choice

"INTERVIEWER: DO YOU NOW WANT TO...
INTERVIEWER: DON'T SELECT CODE 5 UNTIL ALL OTHER WORK ON THIS HOUSEHOLD IS COMPLETED."
1. "LEAVE THIS QUESTIONNAIRE - without filling in the admin details?"

5. "FILL IN THE ADMIN DETAILS - and prepare this household for transmission to Head Office?"

(QUESTION ADDED 2003 ONWARDS:)

IF (Choice = Admin) AND (Penult = RESPONSE) AND (QSignin.StatusQ = Place) THEN

NoPU

"Please explain why you did not conduct the pick up interview".

CallTot

"INTERVIEWER: Enter the @Itotal number of calls@I made."

IF Household number equals 1 (QID.HHold = 1) THEN:

FindHH

"How many households did you find at this address?"

INTERVIEWER: TAKE THE ANSWER AS RECORDED AT Q6a ON THE A.R.F. FOR THIS ADDRESS.

IF ADDRESS IS INELIGIBLE, OR NUMBER OF HOUSEHOLDS NOT ESTABLISHED, ENTER '0'"

IF More than one household at address (FindHH > 1) THEN:

HHSel

"And how many households did you SELECT for interview? (May not be the same as the number actually interviewed)

ENTER THE NUMBER

@ISELECTED@I FOR INTERVIEW"

RECORD ALWAYS

PIOut

"Placement interview outcome"

1. "Full"

2. "Started"

3. "NoInt"

Diary

"Did you collect a completed diary for
^QNames.QBNames[PND].Name?
^DiaTxt PLACEMENT INTERVIEW
FULLY COMPLETED = FILLED IN
FOR ALL 7 DAYS (DAYS WHEN NO
JOURNEYS MADE COUNT AS
FILLED IN).
PARTIALLY COMPLETED = AT
LEAST ONE JOURNEY RECORDED
BUT ONE OR MORE DAYS NOT
FILLED IN.
NO DIARY = NO JOURNEYS
COMPLETED AT ALL. (EXTRA INT.
INSTRUCTION ADDED 2003
ONWARDS)"

1. "Yes - fully completed diary"
2. "Yes - partially completed diary"
3. "No - no diary completed for this person"

IF fully/partially completed diary for
respondent aged under 15 (Diary IN
[YesFull_YesPart] AND (XAge <= 15)
THEN:

WhoFill

"Who filled in the diary for ^XName?"

1. "Child/young person filled it in themselves"
2. "Child/young person filled it in with help from an adult"
3. "Adult filled it in on child's behalf"

(QUESTION AND ROUTING
CHANGED 2003 ONWARDS TO:)

IF fully/partially completed diary for
respondent aged under 15 (Diary IN
[YesFull_YesPart] THEN:

WhoFill

"Who filled in the diary for ^XName?"

1. "Respondent filled it in themselves"
2. "Respondent filled it in with help from another household member"
3. "Another household member filled it in on respondent's behalf"
4. "Respondent filled it in with help from the interviewer"

5. "Interviewer filled it in on respondent's behalf"

(QUESTION ADDED 2003
ONWARDS:)

IF fully/partially completed diary for
respondent aged under 15 (Diary IN
[YesFull_YesPart] AND (XAge <= 15)
AND Respondent filled it in with help
from the interviewer OR Interviewer
filled it in on respondent's behalf
(WhoFill= 4 or 5) THEN:

DaysInt

"Which day(s) did you (ie
INTERVIEWER) fill in.

CODE ALL THAT APPLY": SET OF

1. "Day 1"
2. "Day 2"
3. "Day 3"
4. "Day 4"
5. "Day 5"
6. "Day 6"
7. "Day 7"

RECORD ALWAYS

NFDiary

"Number of full Diaries collected"

NDiary

"Number of full/part Diaries collected"

NFull

"Number of full productive interviews"

NProxy

"Number of full proxy interviews"

IF Each household member has
completed a full diary and the
household is entitled to the incentive
vouchers(Area >= 20701) AND
Address IN
[1,2,3,5,6,8,9,11,12,14,15,17,18,20,21,
22]) THEN:
Promise

"Did you complete and leave behind the promissory note for the incentive vouchers?"

1. "Yes"
2. "No"

IF Each household member has completed a full diary and the household is entitled to the incentive vouchers(Area >= 20701) AND Address IN [1,2,3,5,6,8,9,11,12,14,15,17,18,20,21,22]) AND IF Promissory note not left (Promise = No) THEN:

NoProm

"Please explain why you did not leave the promissory note?"

RECORD ALWAYS

Outcome

"FINAL OUTCOME FOR HOUSEHOLD INTERVIEW, = Computed OR UnOut"

UnOut

"ENTER OUTCOME CODE FROM ARF."

(IF Unout IN [64, 65])

ARFQ3

"Was the information refused ? INTERVIEWER - QUESTION 3 IN UNKNOWN ELIGIBILITY SECTION ON ARF"

1. "REFUSED"
2. "DID NOT MAKE CONTACT"

(IF Unout IN [43])

ARFQ11

"Was the refusal by the desired person or by proxy?"

INTERVIEWER - QUESTION 11 IN UNPRODUCTIVE SECTION ON ARF"

1. "REFUSAL BY THE DESIRED PERSON"
2. "REFUSAL BY PROXY"

ALWAYS RECORD

CallPlac

"@ITHE OUTCOME CODE IS

^Outcome.@I

INTERVIEWER: Enter the total number of calls up to Diary placement."

(CHANGED 2003 ONWARDS TO:)

"@ITHE OUTCOME CODE IS

^Outcome.@I

INTERVIEWER: Enter the @Itotal number of calls@I up to (but NOT including) Diary placement."

(QUESTION ADDED 2004 ONWARDS:)

ConName

"INTERVIEWER:RECORD CONTACT NAME FROM FRONT OF ARF IF NOT AVAILABLE PRESS THE <ENTER> KEY"

TelNo

"INTERVIEWER:

RECORD TELEPHONE NUMBER FROM FRONT OF ARF

(* ** * must be STD code and number * ** *) IF NOT AVAILABLE PRESS THE <ENTER> KEY"

IF (Outcome IN

[31,33,42,45,51,56,64,65] AND

(QID.HHold = 1)

ObsDone

"Have you filled in the Observation form details on Page 7 of the ARF ?"

1. "Yes"
2. "No"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56]

NRDone

"Have you filled in the Non-Response form details on Page 7 of the ARF ?"

1. "Non response form completed"
2. "Left postal version"

3. "No"

IF (Outcome IN
[31,33,42,45,51,56,64,65] AND
(QID.HHold = 1) AND IF Observation
details have been completed on ARF
(ObsDone = Yes) THEN:

Obs1

"What kind of accommodation is it?"

1. "House or bungalow : detached"
2. "House or bungalow : semi-detached"
3. "House or bungalow : terraced / end of terrace"
4. "Flat or maisonette : in a purpose-built block"
5. "Flat or maisonette : part of a converted house/other kind of building"
6. "Room or rooms"
7. "A caravan or mobile home"
8. "Houseboat"
9. "Some other kind of accommodation"

(QUESTION AND ROUTING
CHANGED 2004 ONWARDS TO:)

IF (Outcome IN
[31,33,42,45,51,56,64,65] AND
(QID.HHold = 1) THEN:

Obs1

" Please enter the Observation form
details from Page 7 of the ARF ?

What kind of accommodation is it?"

1. "House or bungalow : detached"
2. "House or bungalow : semi-detached"
3. "House or bungalow : terraced / end of terrace"
4. "Flat or maisonette : in a purpose-built block"
5. "Flat or maisonette : part of a converted house/other kind of building"
6. "Room or rooms"
7. "A caravan or mobile home"
8. "Houseboat"
9. "Some other kind of accommodation"

IF (Outcome IN
[31,33,42,45,51,56,64,65] AND
(QID.HHold = 1) AND IF Observation
details have been completed on ARF
(ObsDone = Yes) AND IF Observed
accommodation is a house or
bungalow (IF Obs1 IN
[housed..houset] THEN:

Obs2

"Did you - at any visit - observe a car
in the drive?"

1. "Yes, car in driveway"
2. "No car in driveway"
3. "No driveway"

(QUESTION AND ROUTING
CHANGED 2004 ONWARDS TO:)

IF (Outcome IN
[31,33,42,45,51,56,64,65] AND
(QID.HHold = 1) AND IF Observed
accommodation is a house or
bungalow (IF Obs1 IN
[housed..houset] THEN:

Obs2

"Did you - at any visit - observe a car
in the drive?"

1. "Yes, car in driveway"
2. "No car in driveway"
3. "No driveway"

Obs3

"Does the house/bungalow have a
garage or car port?"

1. "Yes"
2. "No"
3. "Not sure"

(ROUTING CHANGED 2004
ONWARDS TO:)

IF (Outcome IN
[31,33,42,45,51,56,64,65] AND
(QID.HHold = 1) AND IF Observed
accommodation is a house or
bungalow (IF Obs1 IN
[housed..houset] THEN:

Obs3

"Does the house/bungalow have a
garage or car port?"

1. "Yes"
2. "No"
3. "Not sure"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56] AND Non-Response details on ARF have been completed (NRDone = Yes) THEN:

NR1

"How many cars or vans are owned, or available for use, by one or more members of your household, including yourself?

INCLUDE ANY COMPANY CAR OR VAN IF AVAILABLE FOR PRIVATE USE"

0. "None"
1. "One"
2. "Two"
3. "Three or more"

NR2

"Did the main householder do any paid work in the 7 days ending yesterday, either as an employee or as self-employed?"

1. "Yes"
2. "No"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56] AND Non-Response details on ARF have been completed (NRDone = Yes) AND the main householder is employed (NR2 = Yes) THEN:

NR3

"How does the main householder usually travel to work?

THIS QUESTION APPLIES TO THE JOB IN WHICH THE MAIN HOUSEHOLDER USUALLY WORKS THE MOST HOURS.

CODE ONE ONLY FOR THE LONGEST PART, BY DISTANCE, OF THE MAIN HOUSEHOLDER'S @IUSUAL@I JOURNEY TO WORK."

1. "Works mainly at or from home"
2. "Underground, metro, light rail, tram"
3. "Train"
4. "Bus, minibus or coach"
5. "Motor cycle, scooter or moped"

6. "Car or van"
7. "Taxi/minicab"
8. "Bicycle"
9. "On foot"
10. "Other"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56] AND Non-Response details on ARF have been completed (NRDone = Yes) THEN:

NR4

"And now thinking about yourself, did you leave the house at all yesterday, including for any walks of more than 50 yards?"

1. "Yes"
2. "No"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56] AND Non-Response details on ARF have been completed (NRDone = Yes) AND IF Respondent left house yesterday (NR4 = Yes) THEN:

NR5

"How many times did you leave the house yesterday?

INCLUDE ALL OUTINGS BY ANY METHOD OF TRANSPORT, INCLUDING WALKS IF THEY ARE MORE THAN 50 YARDS"

NR6

"RECORD DAY OF WEEK FOR YESTERDAY"

1. "Monday"
2. "Tuesday"
3. "Wednesday"
4. "Thursday"
5. "Friday"
6. "Saturday"
7. "Sunday"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56] AND Non-Response details on ARF have been completed (NRDone = Yes) THEN:

NR7

"Could you just tell me how many people there are altogether in your household - including any children or babies?"

NR8

"ASK OR RECORD: And how many of these people are aged 17 or over?"

NR9m

"ASK OR RECORD: And of those aged 17 or over, how many are @lmen@l and how many are @lwomen@l?"

ENTER NUMBER OF MEN AGED 17+ AT THIS QUESTION

ENTER NUMBER OF WOMEN AT THE NEXT QUESTION"

NR9w

"ENTER NUMBER OF WOMEN AGED 17+ IN THE HOUSEHOLD"

NR10

"RECORD SEX OF RESPONDENT"

1. "Male"
2. "Female"

NR11

"What is your relationship to the main householder?"

CODE ONE ONLY"

1. "I am main householder"
2. "Husband, wife or partner"
3. "Son, daughter, step-child, or foster child"
4. "Brother or sister"
5. "Mother, father, step-mother or step-father"
6. "Other related"
7. "Unrelated"

IF (Outcome IN [11, 13, 21, 31, 33, 43, 45, 51, 54, 56] AND Non-Response details on ARF have been completed (NRDone = Yes) AND IF Respondent is not main householder (NR11 IN [hwpart..unrel]) THEN:

NR12

"ASK OR RECORD: What is the main householder's sex?"

1. "Male"
2. "Female"

IF (Outcome IN [11...13, 21...23])

THEN:

RemCall

"Did you make a Reminder Call between placing the diaries and the start of the Travel Week?"

SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD"

1. "Yes"
2. "No"

(CHANGED 2003 ONWARDS TO:)

"Did you make a reminder call or send a reminder card between placing the diaries and the start of the Travel Week?"

SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD"

1. "Yes, reminder call"
 2. "Yes, reminder card"
- "No reminder call or card"

IF (Outcome IN [11...13, 21...23]) AND IF A reminder call was made between placing the diaries and the start of the Travel Week (RemCall = YesCall) THEN:

RemTime

"How long did this reminder call take? RECORD TO NEAREST MINUTE"

Diary Entry System

IF (Outcome IN [11...13, 21...23]) THEN:

MidWeek

"Did you make a mid-week check-call during the Travel Week ?

SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD"

1. "Yes - by phone"
2. "Yes - in person"
3. "No"

IF (Outcome IN [11...13, 21...23]) AND A Mid-week call has been made either by phone or in person (MidWeek = Phone OR MidWeek = Person)

THEN:

MidTime

"How long did this mid-week check-call take?

RECORD TO NEAREST MINUTE"

RECORD ALWAYS

FeeType

"Pay fee items"

IntDone

"@IOUTCOME CODE: ^Outcome@I HAVE YOU COMPLETED ALL PICK UP INTERVIEWING, CHECKING AND NOTES?

CODE 1 (Yes) SIGNALS THAT THIS INTERVIEW IS READY FOR RETURN OF WORK TO HEAD OFFICE"

1. "Yes, completed all coding etc."
2. "Not yet"

IntStatus

"Interview status"

1. "Interview not started"
2. "Started interview"
3. "Partial interview"
4. "Full interview"

"No interview required (Non-productive/deadwood)"

Journey level

Record always

SerNo

Household Serial Number

Record always

JpersNo

Person number

1..10

Ask for every journey

TravDay

Travel day

1..7

Ask for every journey

Journum

Journey number

1..30

Ask for every journey

PurFrom

Purpose from (i.e. purpose of previous journey)

- | | |
|----|--|
| 1 | Home |
| 2 | Work |
| 3 | In course of work |
| 4 | Education |
| 5 | Food/grocery shopping |
| 6 | All other types of shopping |
| 7 | Personal business – medical |
| 8 | Personal business – other |
| 9 | Eat/drink – alone or at work |
| 10 | Eat/drink – other occasions |
| 11 | Visit friends/relatives at home |
| 12 | Other social |
| 13 | Entertainment/public social activities |
| 14 | Sport – participate |
| 15 | Holiday base |
| 16 | (Day) journey/just walk |
| 17 | Other non-escort |

| | | |
|----|--|--|
| 18 | Escort home (not own) | Ask for every journey |
| 19 | Escort work | TimeArr |
| 20 | Escort in course of work | Time arrived (12 hour clock) |
| 21 | Escort education | 0..12 |
| 22 | Escort shopping/personal business | Ask for every journey |
| | | Arrmin |
| | Ask for every journey | Time arrived (minutes) |
| | PurTo | 00..59 |
| | Purpose to | |
| 1 | Home | Ask for every journey |
| 2 | Work | OrigCnty |
| 3 | In course of work | County code for journey origin |
| 4 | Education | |
| 5 | Food/grocery shopping | |
| 6 | All other types of shopping | Ask for every journey |
| 7 | Personal business – medical | OriginUa |
| 8 | Personal business – other | Unitary authority code for journey origin |
| 9 | Eat/drink – alone or at work | origin |
| 10 | Eat/drink – other occasions | |
| 11 | Visit friends/relatives at home | |
| 12 | Other social | Ask for every journey |
| 13 | Entertainment/public social activities | OriginUr |
| | | Urban rural code for journey origin |
| 14 | Sport – participate | |
| 15 | Holiday base | |
| 16 | (Day) journey/just walk | Ask for every journey |
| 17 | Other non-escort | DestCnty |
| 18 | Escort home (not own) | County code for journey destination |
| 19 | Escort work | |
| 20 | Escort in course of work | |
| 21 | Escort education | Ask for every journey |
| 22 | Escort shopping/personal business | DestinUa |
| | | Unitary authority code for journey destination |
| 23 | Escort other | destination |
| | Ask for every journey | Ask for every journey |
| | Timeleft | DestinUR |
| | Time left (12 hour clock) | Urban rural code for journey destination |
| | 0..12 | |
| | Ask for every journey | Ask for every journey |
| | LeftMin | Series |
| | Time left (minutes) | Was the journey a series of calls? |
| | 00..59 | 0 Not a series of calls (default setting) |
| | | 1 Journey was a series of calls |

| | |
|--|---|
| Ask for every journey | Enter journey number of original journey |
| NextDay | 1..29 |
| Was the arrival time after midnight on the next day? | Djpnum |
| 0 Arrival time before midnight (default setting) | Duplicate journey (another person) |
| 1 Arrival time past midnight | Enter journey number of original journey |
| | 1..29 |
| Ask for every journey | |
| NumStag | Djjnum |
| Number of stages in journey | Duplicate journey (another person, same/different journey number) |
| 1..10 | Enter person number of original journey |
| | 1..9 |
| Ask for every journey | |
| ldiscov | |
| Interviewer discovered journey | IF travday = 7 |
| Interviewer did not discover journey (default setting) | Origpnam |
| Interviewer discovered journey | Origin placename |
| | |
| Ask for every journey | IF travday = 7 |
| Inelig | Destpnam |
| Is the journey ineligible? | Destination placename |
| Eligible journey (default setting) | |
| Ineligible journey (but journey is included for information, e.g. to link two eligible journeys) | IF travday = 7 |
| | Origad1 |
| | First line of origin address |
| | |
| Ask if diary day is blank | |
| Blank | IF travday = 7 |
| Why is day blank? | Origad2 |
| 1 No journeys made | Second line of origin address |
| 2 Day not filled in | |
| | |
| Rjday | IF travday = 7 |
| Repeat journey (same person, same/different day) | Origad3 |
| Enter travel day of original journey | Third line of origin address |
| 1..7 | |
| | IF travday = 7 |
| | Origpc |
| | Post code of origin |
| | |
| Rjjnum | |
| Repeat journey number (same person, same/different journey number) | |

| | | |
|------------------------------------|----|--|
| | 19 | Unspecified (private) |
| IF travday = 7 | 20 | Unspecified (public) |
| Destad1 | | |
| First line of destination address | | |
| | | Ask for each stage |
| | | Dunits |
| IF travday = 7 | | Distance in miles |
| Destad2 | | 0.25..500 |
| Second line of destination address | | |
| | | Ask for each stage |
| IF travday = 7 | | Dtenths |
| Destad3 | | Distance in tenths of miles |
| Third line of destination address | | |
| | | Ask for each stage in young person's diary |
| IF travday = 7 | | PartyNoa |
| Destpc | | Number of adults in party |
| Post code of destination | | 1..30 |
| | | |
| Stages | | |
| | | Ask for each stage in young person's diary |
| Ask for each stage | | PartyNoc |
| Stagenum | | Number of children in party |
| Number of journey stage | | 1..30 |
| 1.. 10 | | |
| | | |
| | | Ask for each stage in adult diary |
| Ask for each stage | | Partynum |
| Method | | Number of people in party |
| Method of travel | | 1..30 |
| | | |
| 1 | | Walk |
| 2 | | Bicycle |
| 3 | | Private (hire) Bus |
| 4 | | Car |
| 5 | | Motorcycle combination |
| 6 | | Van or lorry |
| 7 | | Other private transport |
| 8 | | Ordinary Bus (London) |
| 9 | | Ordinary Bus (Elsewhere) |
| 10 | | Coach/Express Bus |
| 11 | | Excursion/Tour Bus |
| 12 | | LT underground |
| 13 | | Train (formerly BR) |
| 14 | | Light rail |
| 15 | | Aircraft (public) |
| 16 | | Taxi |
| 17 | | Minicab/private hire vehicle |
| 18 | | Other public transport |
| | | Ask for each stage |
| | | Travmins |
| | | Time travelling in minutes |
| | | 1..600 |
| | | |
| | | <i>Ask for each stage involving ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public</i> |
| | | Ticktype |
| | | Type of ticket (Season ticket information gathered during the CAPI placement and pick up interviews are coded 1-6). |

- 7 Ordinary ticket – adult
- 8 Ordinary ticket – child
- 9 Reduced (Off-peak) - adult
- 10 Reduced (Off-peak) – child
- 11 Special category reduced
- 12 Other

(ROUTING CHANGED 2004 ONWARDS TO:

Computed by TickTyp2

Ticktype

TickType 1 = TickTyp2 1

TickType 2 = TickTyp2 2

TickType 3 = TickTyp2 3

TickType 4 = TickTyp2 4

TickType 5 = TickTyp2 5

TickType 6 = TickTyp2 6

TickType 7 = TickTyp2 7 + 13

TickType 8 = TickTyp2 8 + 14

TickType 9 = TickTyp2 9

TickType 10 = TickTyp2 10

TickType 11 = TickTyp2 11

TickType 12 = TickTyp2 12

(QUESTION ADDED 2004 ONWARDS:)

Ask for each stage involving ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public

TickTyp2

1 Special ticket 1

2 Special ticket 2

3 Special ticket 3

4 Special ticket 4

5 Special ticket 5

6 Special Ticket 6

7 Ordinary adult excl 1 day

TCard

8 Ordinary child excl 1 day

Tcard

9 Reduced off peak adult

10 Reduced off peak child

11 Reduced special category

12 Other special category

13 Adult one day travelcard

14 Child one day travelcard

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR Taxi OR minicab OR other public OR unspecified public)

CostPds

Stage cost in pounds

0.. 300

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR Taxi OR minicab OR other public OR unspecified public)

CostPen

Stage cost in pence

0.. 99

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR Taxi OR minicab OR other public OR unspecified public)

Numboard

Number of boardings

1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

WhichVeh

Household vehicle number

1..10

Ask for each stage involving car OR
motorcycle combination OR van/lorry
Dripas
Whether driver or passenger
1 Driver (only if adult diary)
Front passenger
Rear passenger
Passenger position unknown

Ask for each stage involving car OR
motorcycle combination OR van/lorry
Wherepk
1 On own/friends premises
Firm/work car park
Other private car park
Park and ride car park
Other public car park
Street
Not parked
Other

Wherepk (QUESTION DELETED 2004
ONWARDS)

Ask for each stage involving car OR
motorcycle combination OR van/lorry
Parkpds
Parking cost in pounds
0..50

Ask for each stage involving car OR
motorcycle combination OR van/lorry
Parkpen
Parking cost in pence
0.. 99

(QUESTION ADDED 2003
ONWARDS:)

Ask for each stage involving car OR
motorcycle combination OR van/lorry
Cong
Congestion charge cost in pounds:
00.00 (appears by default if outside of
zone or in zone by method other than
car)
00.50 (London resident)
02.00 (Durham charge)
02.50
05.00
07.00
10.00
12.00
95.00 (queries)
96.00 (exempt)
98.00 (don't know)
99.00 (missing)

APPENDIX B 2003 AND 2004 ALLOCATION OF PSUs TO QUOTA MONTHS

| Major Stratum | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|
| 1 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 28 |
| 2 | 2 | 2 | 0 | 0 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 16 |
| 3 | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 2 | 0 | 2 | 2 | 2 | 20 |
| 4 | 2 | 2 | 0 | 0 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 15 |
| 5 | 1 | 1 | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 2 | 2 | 2 | 21 |
| 6 | 3 | 2 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 18 |
| 7 | 0 | 1 | 2 | 3 | 2 | 1 | 2 | 2 | 0 | 2 | 2 | 2 | 19 |
| 8 | 3 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | 21 |
| 9 | 1 | 2 | 1 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 2 | 3 | 23 |
| 10 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 2 | 0 | 20 |
| 11 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 1 | 2 | 0 | 2 | 3 | 19 |
| 12 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 18 |
| 13 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 12 |
| 14 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 18 |
| 15 | 2 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 26 |
| 16 | 1 | 0 | 3 | 2 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 18 |
| 17 | 3 | 3 | 1 | 1 | 2 | 2 | 2 | 2 | 3 | 1 | 2 | 2 | 24 |
| 18 | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 2 | 14 |
| 19 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 1 | 30 |
| 20 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 16 |
| 21 | 2 | 1 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 1 | 24 |
| 22 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 2 | 11 |
| 23 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 3 | 1 | 1 | 0 | 17 |
| 24 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 29 |
| 25 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 2 | 23 |
| 26 | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 2 | 3 | 1 | 1 | 1 | 15 |
| 27 | 1 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 24 |
| 28 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 19 |
| 29 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 3 | 17 |
| 30 | 2 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 13 |
| 31 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 1 | 10 |
| 32 | 0 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 8 |
| 33 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 7 |
| 34 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 9 |
| 35 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 10 |
| 36 | 1 | 2 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 13 |
| 37 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 1 | 1 | 1 | 11 |
| 38 | 1 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 10 |
| 39 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 12 |
| 40 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 6 |
| Total | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 684 |

APPENDIX C ALLOCATION OF PSUs TO QUOTA MONTHS

| Major Stratum | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total |
|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| 1 | 1 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 3 | 2 | 28 |
| 2 | 3 | 0 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 3 | 0 | 1 | 16 |
| 3 | 0 | 3 | 2 | 2 | 1 | 2 | 2 | 1 | 2 | 0 | 3 | 2 | 20 |
| 4 | 3 | 0 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 0 | 1 | 14 |
| 5 | 0 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 3 | 2 | 22 |
| 6 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 3 | 0 | 1 | 18 |
| 7 | 0 | 2 | 2 | 2 | 1 | 2 | 3 | 1 | 1 | 0 | 3 | 2 | 19 |
| 8 | 3 | 1 | 2 | 1 | 3 | 1 | 1 | 2 | 2 | 3 | 1 | 1 | 21 |
| 9 | 3 | 2 | 1 | 2 | 1 | 3 | 2 | 2 | 1 | 1 | 2 | 3 | 23 |
| 10 | 0 | 1 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 20 |
| 11 | 3 | 2 | 0 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | 18 |
| 12 | 0 | 2 | 3 | 1 | 2 | 2 | 2 | 0 | 2 | 1 | 1 | 2 | 18 |
| 13 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 12 |
| 14 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 3 | 1 | 1 | 19 |
| 15 | 3 | 2 | 2 | 3 | 1 | 2 | 2 | 3 | 1 | 2 | 2 | 2 | 25 |
| 16 | 0 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 2 | 18 |
| 17 | 3 | 2 | 1 | 2 | 3 | 1 | 1 | 2 | 3 | 3 | 3 | 1 | 25 |
| 18 | 0 | 2 | 2 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 1 | 2 | 14 |
| 19 | 3 | 1 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 3 | 30 |
| 20 | 2 | 2 | 0 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 16 |
| 21 | 1 | 2 | 3 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 23 |
| 22 | 2 | 1 | 0 | 2 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 11 |
| 23 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 3 | 1 | 0 | 17 |
| 24 | 3 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | 2 | 3 | 2 | 3 | 29 |
| 25 | 1 | 3 | 2 | 2 | 1 | 2 | 3 | 1 | 2 | 0 | 3 | 3 | 23 |
| 26 | 2 | 1 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 3 | 0 | 0 | 15 |
| 27 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 1 | 0 | 3 | 3 | 23 |
| 28 | 2 | 1 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | 3 | 1 | 1 | 20 |
| 29 | 2 | 2 | 0 | 2 | 1 | 1 | 2 | 1 | 1 | 0 | 2 | 2 | 16 |
| 30 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 3 | 1 | 0 | 14 |
| 31 | 0 | 1 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 10 |
| 32 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 8 |
| 33 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 6 |
| 34 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 10 |
| 35 | 0 | 0 | 2 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 1 | 1 | 10 |
| 36 | 1 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 2 | 12 |
| 37 | 2 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 1 | 2 | 0 | 0 | 12 |
| 38 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | 11 |
| 39 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 1 | 12 |
| 40 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| Total | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 684 |

APPENDIX D ADVANCE LETTERS

Your interviewer on this study will be

Dear Sir/Madam,

National Travel Survey

Your address has been selected for this study and we are writing to ask for your help. It is about your daily experience of travelling and is used by the Department for Transport to shape travel policy.

Most people who take part find it interesting and are pleased to have their views and experience taken into account by the Government. We rely on the voluntary cooperation of everyone we approach. **To show our appreciation, if everyone in your household completes the study, each person will receive a £5 gift voucher exchangeable at many High Street stores.**

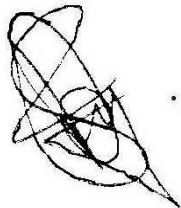
The research is being carried out by an independent research organisation, the National Centre for Social Research. One of our interviewers will visit you in the next few days to arrange a convenient time for an interview. They will show you their official identification card which includes their photograph and the NatCen logo shown at the top of this letter.

Your answers will be treated in strict confidence in accordance with the Data Protection Act, and the information will only be used for statistical purposes.

In the meantime, and as a gesture of good will, we are enclosing a book of first class stamps for you to keep.

You can find more information on the back of this letter but if you have any questions please call Joanne Day or Neil Barton at NatCen on 01277 690043. We thank you in advance for your help.

Yours faithfully,



D. Salathiel

Joanne Day,
Project Controller, NatCen

Dorothy Salathiel,
Survey Manager, Department for Transport

Please turn over for more information...



How was I chosen?

We have selected a sample of addresses from a list kept by the Post Office of all addresses in Great Britain. This ensures that the people invited to take part in the survey are representative of the whole country.

The findings will not identify you or your family because your name and address will not be passed to anyone outside NatCen.



I do not travel very often - do you want to interview me?

We are interested in everybody's day-to-day experience of travel, however much or little they do. The results are used to look at how travelling changes over time, and to make decisions about the future.

We need information from a wide range of people including those in or out of work, children and the elderly. Otherwise we will not get a true picture of travel in Great Britain.

The study provides up to date information about travel which cannot be collected in any other way.



What kinds of travel are covered by the survey?

We are interested in all the different kinds of journeys that people make in Great Britain, as well as how often they make them. This includes journeys to school or work, shopping trips and journeys for leisure or social purposes. Both local and long distance travel are covered, as are all forms of transport (such as cars, public transport, cycling and walking).



What is the survey used for?

The National Travel Survey is used to build up a picture of how and why different kinds of people travel. The information is used by policy-makers in Government, as well as by consultants, academics, pressure groups and charities amongst others.

Some of the specific uses of the survey include studying school children's travel, monitoring road accidents, predicting future traffic levels and finding out the transport needs of minority groups.

APPENDIX E QUESTIONS DELETED FROM THE NTS IN 2003 AND 2004

2003

There were no questions deleted from the questionnaire in 2003.

2004

Household Questionnaire

A series of questions about the type of a vehicle (and specifically whether they are 3 or 4 wheeled vehicles for vans and cars, or a motor cycle or moped for motorcycles) have been condensed into one question which codes the vehicle type.

Individual Questionnaire

Questions concerning travel benefits (bus passes, tickets etc.) for employees.

A question about whether the household owns or has regular use of the vehicle a respondent uses to travel to work.

Questions about difficulties travelling to work if the respondent did not have use of their vehicle.

Questions about why a household vehicle is left unused when the respondent goes to work.

Questions about difficulties travelling to do the main food shopping if the respondent did not have use of their vehicle.

Questions about why a household vehicle is left unused when the respondent goes to do their main food shopping.

Vehicle questionnaire

A question about the type of petrol used in a vehicle.

Questions about where a vehicle is usually parked overnight and the cost (and type of payment) for any such parking.

Diary Entry System

From 2004, no details about where a vehicle is parked were available in the DES system for coders to use.

APPENDIX F SURVEY LEAFLET

Is the survey confidential?

Yes, the National Centre for Social Research and the main users of the data, the Statistics Division of the Department of Transport, Local Government and the Regions (DTLR), are bound by the same code of confidentiality. Everything you tell us is confidential and the information will only be used for statistical purposes. The findings will not identify you or your family because your name and address will not be passed on to DTLR or anyone else outside the National Centre.



What is the National Centre for Social Research?

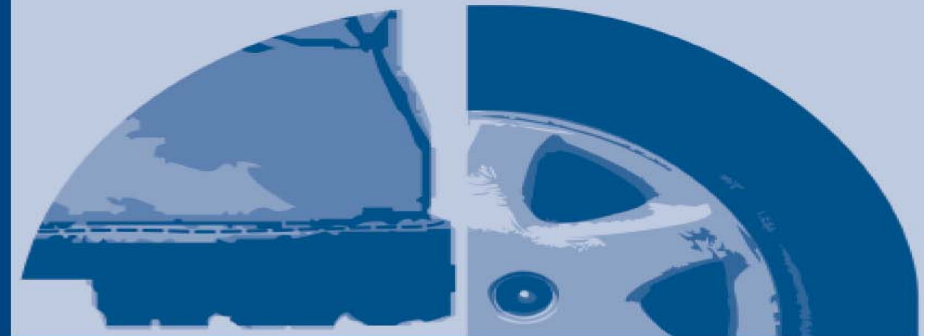
The National Centre was founded in 1969 (as Social and Community Planning Research) and is Britain's largest independent non-profit social research institute. We carry out many important national research studies, for government departments, research councils and charitable foundations. Our research covers a wide variety of topics, including health, education, work, childcare, housing, attitudes and values.

If you wish to contact us for more information about this survey, please write to:

National Travel Survey, 100 Kings Road,
Brentwood, Essex CM14 4LX

Or telephone: 01277 200 600

Further information on the National Centre can be found on our website: [http:// www.natcen.ac.uk](http://www.natcen.ac.uk)



National Travel Survey

A survey carried out by the National Centre for Social Research on behalf of the Department of Transport, Local Government and the Regions (DTLR).



What is the survey about?

The government makes many decisions about travel and transport services and to do this it needs up-to-date and reliable information. The best way to do this is to ask people themselves about their travel and the National Travel Survey has been doing this since 1965.

The questions which you and several thousand other households answer each year, give important information on the different kinds of transport people use, distances travelled, where people travel to and why they travel.

Why have we come to you?

The households selected have been chosen by taking a representative national sample of addresses from the Post Office's own list. We then approach the people who live at those addresses. To make sure that travelling done by all households is represented, it is important that everyone selected helps us by taking part in the survey.

To obtain a true representative picture we need to include people who make a lot of journeys, few journeys or no journeys, and people from all age groups.

How is the information used?

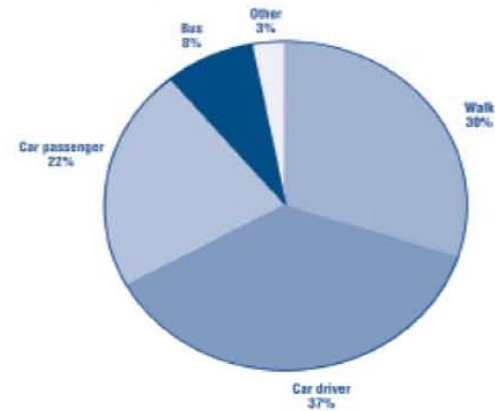
The National Travel survey is used to build up a picture of how and why different kinds of people travel. It helps to find out the special transport needs of particular groups of people such as the elderly, the disabled, schoolchildren and those in or out of work. It is also used to help plan and provide public transport and roads and to predict future traffic levels.

Because the survey is carried out during every week of the year, seasonal changes in travel behaviour can be measured. It is the only source of national information on subjects such as cycling and walking.

How can you help us?

The information overleaf was produced with the assistance of people just like **you**, based on their travelling experiences. Now is your chance for your travel needs to be recognised. We rely on your voluntary co-operation and the information collected from you will be used to help produce statistics on travelling in Britain and will help with future transport and environment plans and policies.

How we get to the shops



Did you know



- Nowadays, people travel on average 6,800 miles a year, nearly four times as far as they did in 1950.
- On average, we spend two weeks a year travelling – including nine days in our cars and three days walking.
- Women make 20% more shopping trips than men, and are also more likely to take the children to school, and to visit friends in their homes.
- People over 60 use buses more often than children or those of working age. About half have a senior citizens bus pass.
- The average journey to work takes 23 minutes, but for those working in Central London the average is 48 minutes - twice as long.
- The average distance walked per person has fallen from about 250 miles a year to under 200 miles a year over the last 20 years.
- 4 out of 5 men and 3 out of 5 women now hold a full driving licence, compared with 3 in 5 men and 1 in 5 women in 1972.

These are just some of the facts collected by the National Travel Survey over the last few years with the help of the public.

APPENDIX G ADULT AND YOUNG PERSONS TRAVEL RECORDS

T167 Blue Adult 1/27/04 1:41:00 Page 1

P33201

National Travel Survey

In confidence

Travel Record of

Travel week

Start day Start date

Finish day Finish date

Include *walks* on the first six days if they are a mile or more
Include *all walks* on the final day

Enter *every* journey you do on any other method of transport (bus, train, tube, car, bicycle etc.), even very short journeys

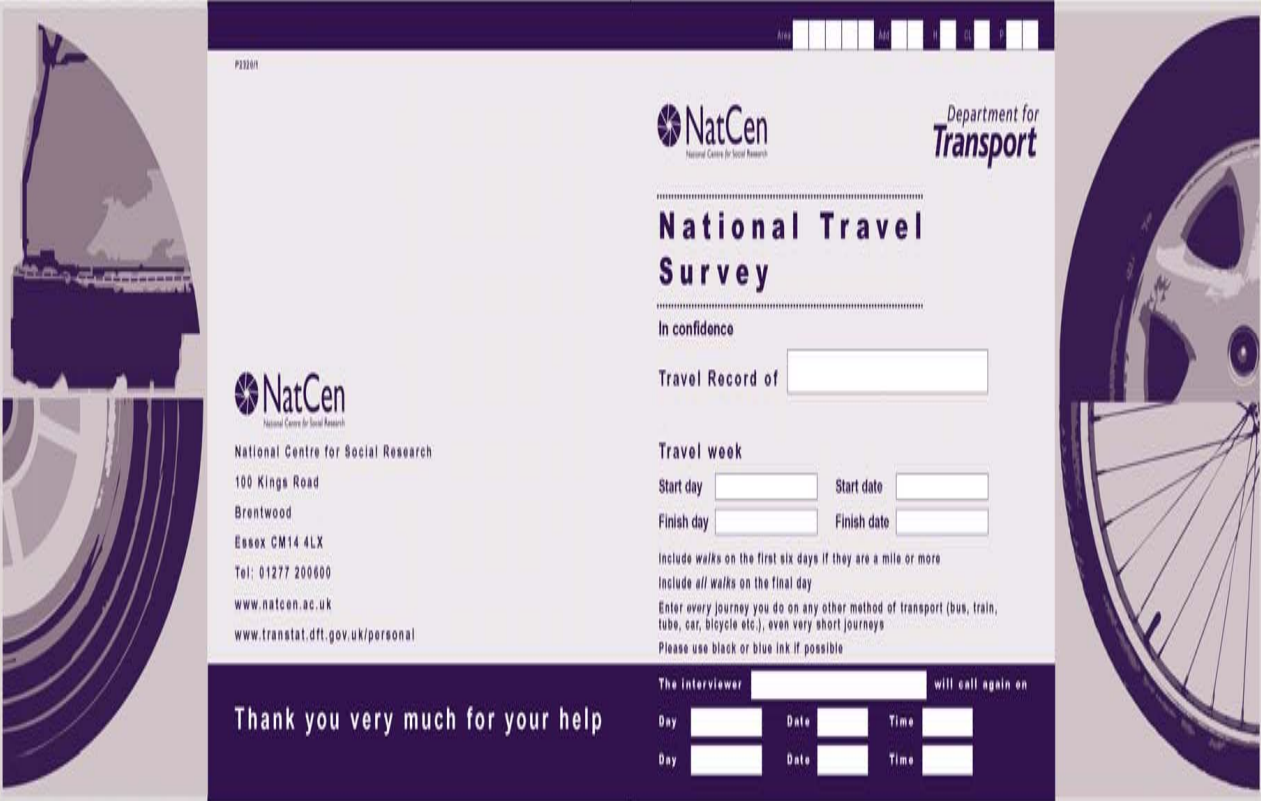
Please use black or blue ink if possible

The interviewer will call again on

Day Date Time

Day Date Time

Thank you very much for your help



How to fill in your travel record

← Please unfold the side flaps to refer to the notes

Please unfold the side flaps to refer to the notes →

| Purpose of Journey (A) | Time Left (B) | Time Arrived (C) | From Village/Town/Local Area (D) | To Village/Town/Local Area (E) | Method of travel (F) | Distance miles (G) | No. in party (H) | Time travelling mins (I) | Public Transport/Taxis | | | Car, motorbike, other motor vehicle | | | | | |
|-------------------------------|-------------------|-------------------|----------------------------------|--------------------------------|----------------------|--------------------|------------------|--------------------------|------------------------|----------|----------------------|-------------------------------------|--------------------------------------|---------------------------------------|------------------------------|---------|-------|
| | | | | | | | | | Ticket type (J) | Cost (K) | No. of boardings (L) | Which car/ motorbike, etc. used (M) | Dr / Pass DR/FP/IRP where parked (N) | Drivers only: where parked & cost (O) | Road/ Congestion charges (P) | | |
| 1 Go to work | 7.30 am pm | 8.50 am pm | H | Covent Garden | 1 Walk | 1 | 1 | 20 | season ticket | NIL | 1 | | | | | £ : p | £ : p |
| | | | | | 2 Train | 50 | 1 | 50 | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | |
| 2 Go home | 7.00 am pm | 8.30 am pm | Covent Garden | H | 1 Bus | 0.5 | 1 | 5 | ordinary single | £1.00 | 1 | | | | | £ : p | £ : p |
| | | | | | 2 Train | 50 | 1 | 60 | | | | | | | | | |
| | | | | | 3 Walk | 1 | 1 | 20 | | | | | | | | | |
| 3 Take children to mums house | 9.30 am pm | 9.45 am pm | H | Gillingham | 1 Car | 5.3 | 3 | 15 | | | | Renault | DR | on mums driveway | £ Free p | £ NIL p | |
| | | | | | 2 | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | |
| 4 Go home | 10.30 am pm | 10.45 am pm | Gillingham | H | 1 Car | 5.3 | 1 | 15 | | | | Renault | DR | in my garage | £ Free p | £ NIL p | |
| | | | | | 2 | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | |
| 5 | am pm | am pm | | | 1 | | | | | | | | | | £ : p | £ : p | |
| | | | | | 2 | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | |
| 6 | am pm | am pm | | | 1 | | | | | | | | | | £ : p | £ : p | |
| | | | | | 2 | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | |
| 7 | am pm | am pm | | | 1 | | | | | | | | | | £ : p | £ : p | |
| | | | | | 2 | | | | | | | | | | | | |
| | | | | | 3 | | | | | | | | | | | | |

Use this space for anything else you want to tell us:

After day 7 there is space for extra journeys.

Day 7 MON TUE WED THUR FRI SAT SUN

Drivers Remember to enter your final milometer and fuel gauge reading on the Fuel and Mileage chart
Remember to include return journeys back home


Date: On this day include ALL WALKS (even if they are less than 1 mile) as well as other journeys you do


Turn over for more journeys

On this day please record the full address (including the postcode) of where your journey started and finished. **You need only record 'H' for home**, but please enter all other addresses in full. For shopping trips, please record the name of the first and last shop you visited, as well as the address. If you do not know the full address and/or postcode, please record as much information as possible. **On this day only, please include all walks (even those less than one mile).**

| Purpose of journey (A) | Time Left (B) | Time Arrived (C) | From Village/Town/Local Area (D) | To Village/Town/Local Area (E) | Method of travel (F) | Distance miles (G) | No. in party (H) | Time travelling mins (I) | Public Transport/Taxis | | | Car, motorbike, other motor vehicle | | | | | | |
|------------------------|---------------|------------------|----------------------------------|--------------------------------|----------------------|--------------------|------------------|--------------------------|------------------------|----------|----------------------|--|--|------------------------------|-------|-------|--|--|
| | | | | | | | | | Ticket type (J) | Cost (K) | No. of boardings (L) | Which car/motorbike, etc. used (M) (N) | Dr / Pass DR/FP/RP where parked & cost (O) | Road/ Congestion charges (P) | £ : p | £ : p | | |
| 1 | am pm | am pm | 1. Full Address | 2. Full Address | 1 2 3 4 | | | | | | | | | | | | | |
| | | | Town/City County Postcode | Town/City County Postcode | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| 2 | am pm | am pm | 3. Full Address | 4. Full Address | 1 2 3 4 | | | | | | | | | | | | | |
| | | | Town/City County Postcode | Town/City County Postcode | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| 3 | am pm | am pm | 5. Full Address | 6. Full Address | 1 2 3 4 | | | | | | | | | | | | | |
| | | | Town/City County Postcode | Town/City County Postcode | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| 4 | am pm | am pm | 7. Full Address | 8. Full Address | 1 2 3 4 | | | | | | | | | | | | | |
| | | | Town/City County Postcode | Town/City County Postcode | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

P22001

 **NatCen**
National Centre for Social Research

 **Department for Transport**

National Travel Survey

In confidence

Young Person's Diary

Travel Record of

Travel week

Start day Start date

Finish day Finish date

Include walks on the first six days if they are a mile or more
Include all walks on the final day
Enter every journey you do on any other method of transport (bus, train, tube, car, bicycle etc.), even very short journeys
Please use black or blue ink if possible

The interviewer: will call again on

Day Date Time

Day Date Time

Thank you very much for your help

How to fill in your travel record

Please unfold the side flaps to refer to the notes

Please unfold the side flaps to refer to the notes


| Purpose of journey (A) | Time Left (B) | Time Arrived (C) | From Village/Town/Local Area (D) | To Village/Town/Local Area (E) | Method of travel (F) | Distance miles (G) | No. in party | | Time travelling mins (I) | Public Transport/Taxis | | | Car, motorbike, other motor vehicle | |
|------------------------|------------------|------------------|----------------------------------|--------------------------------|-----------------------|--------------------|--------------|--------|--------------------------|------------------------|----------|----------------------|-------------------------------------|---------------------|
| | | | | | | | Ads. | Child. | | Ticket type (J) | Cost (K) | No. of boardings (L) | Which car/motorbike, etc. used (M) | Passenger FP/RP (N) |
| 1 To School | 8.45 am pm | 9.00 am pm | H | Keguslan | 1 Bus 2 3 | 1.5 | | 1 | 10 | Bus pass | NIL | 1 | | |
| 2 Return home | 3.30 am pm | 3.50 am pm | Keguslan | H | 1 Bus 2 3 | 1.5 | | 1 | 10 | Bus pass | NIL | 1 | | |
| 3 To friend's | 4.00 am pm | 4.10 am pm | H | Kingswood | 1 Car 2 3 | 1.2 | 1 | 1 | 5 | | | | Mum's | FP |
| 4 To cinema | 6.00 am pm | 6.40 am pm | Kingswood | Bristol | 1 Car 2 Train 3 | 0.5 5 | 1 | 2 | 5 18 | Return | £2.80 | 1 | Friend's | RP |
| 5 Back to friend's | 9.00 am pm | 9.35 am pm | Bristol | Kingswood | 1 Train 2 Car 3 | 5 0.5 | | 2 | 18 5 | | | 1 | Friend's | RP |
| 6 Back home | 9.40 am pm | 9.45 am pm | Kingswood | H | 1 Car 2 3 | 1.2 | 1 | 1 | 5 | | | | Friend's | RP |
| 7 | am pm | am pm | | | 1 2 3 | | | | | | | | | |

Use this space for anything else you want to tell us:

After day 7 there is space for extra journeys

Day 7

MON TUE WED THUR FRI SAT SUN

Turn over for more journeys 

Date:

On this day include ALL WALKS (even if they are less than 1 mile) as well as other journeys you do

On this day please record the full address (including the postcode) of where your journey started and finished. **You need only record 'H' for home**, but please enter all other addresses in full. For shopping trips, please record the name of the first and last shop you visited, as well as the address. If you do not know the full address and/or postcode, please record as much information as possible. **On this day only, please also include all walks (even those less than 1 mile).**

Was there any time spent **in the street** today which is **not** included in the journeys below? e.g. playing in the street, talking to friends, riding bikes, skateboarding etc.

Yes No If yes please state times

From: am / pm To: am / pm
 From: am / pm To: am / pm
 From: am / pm To: am / pm
 From: am / pm To: am / pm

| Purpose of journey (A) | Time Left (B) | Time Arrived (C) | From Village/Town/Local Area (D) | | To Village/Town/Local Area (E) | | Method of travel (F) | Distance miles or yards (G) | No. in party | | Time travelling mins (I) | Public Transport/Taxis | | | Car, motorbike, other motor vehicle | | | | |
|------------------------|---------------|------------------|----------------------------------|--------|--------------------------------|--------|----------------------|-----------------------------|--------------|----------|--------------------------|------------------------|--------|-----------------|-------------------------------------|----------------------|-------------------------------------|----------------------|----------|
| | | | Town/City | County | Town/City | County | | | Postcode | Postcode | | Ad. | Child. | Ticket type (J) | Cost (K) | No. of boardings (L) | Which car/ motorbike, etc. used (M) | Passenger FPI/RP (N) | |
| 1 | am pm | am pm | 1. Full Address | | 2. Full Address | | 1 | | | | | | | | | | | | |
| | | | Town/City | County | Town/City | County | | | | | | | | | | | | Postcode | Postcode |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 2 | am pm | am pm | 3. Full Address | | 4. Full Address | | 1 | | | | | | | | | | | | |
| | | | Town/City | County | Town/City | County | | | | | | | | | | | | Postcode | Postcode |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 3 | am pm | am pm | 5. Full Address | | 6. Full Address | | 1 | | | | | | | | | | | | |
| | | | Town/City | County | Town/City | County | | | | | | | | | | | | Postcode | Postcode |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 4 | am pm | am pm | 7. Full Address | | 8. Full Address | | 1 | | | | | | | | | | | | |
| | | | Town/City | County | Town/City | County | | | | | | | | | | | | Postcode | Postcode |
| | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |

P2520

| | | | | | |
|-----------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Area | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Address | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Household | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Per. No. | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |

 **NatCen**
National Centre for Social Research

Department for
Transport

National Travel Survey

In confidence

MEMORY JOGGER OF

START Day

FINISH Day

 **NatCen**
National Centre for Social Research

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Brentwood
Essex CM14 4LX
01277 200600
www.natcen.ac.uk
www.dft.gov.uk/transtat/personaltravel

Thank you very much

APPENDIX I LONG DISTANCE JOURNEY RECORD

Long Distance Travel Record of

Between today's date (/ /) and the day before you begin your Travel Record (/ /), please keep a note of any journeys you make of **50 miles or longer**. Our interviewer will be asking a few more questions on these long distance journeys when he/she returns to collect your travel record. Thank you.

| | Long Distance Journey 1 | Long Distance Journey 2 | Long Distance Journey 3 |
|---|------------------------------------|------------------------------------|------------------------------------|
| Date | | | |
| Village/town where journey began | | | |
| Purpose of journey (e.g. from home to work, from home to visit relatives) | | | |
| Village/town where journey ended | | | |
| Distance travelled (miles or km) | | | |

| | | | |
|---|--|--|--|
| <p>Main method of travel (i.e. method used for the longest distance)</p> | | | |
| <p>If by car, motorcycle, van, lorry or other private vehicle, were you the driver or passenger?</p> | <p>Driver <input type="checkbox"/></p> <p>Passenger <input type="checkbox"/></p> | <p>Driver <input type="checkbox"/></p> <p>Passenger <input type="checkbox"/></p> | <p>Driver <input type="checkbox"/></p> <p>Passenger <input type="checkbox"/></p> |

| | Long Distance Journey 4 | Long Distance Journey 5 | Long Distance Journey 6 |
|--|---|---|---|
| Date | | | |
| Village/town where journey began | | | |
| Purpose of journey (e.g. from home to work, from home to visit relatives) | | | |
| Village/town where journey ended | | | |
| Distance travelled (miles or km) | | | |
| Main method of travel (i.e. method used for the longest distance) | | | |
| If by car, motorcycle, van, lorry or other private vehicle, were you the driver or passenger? | Driver <input type="checkbox"/> Passenger <input type="checkbox"/> | Driver <input type="checkbox"/> Passenger <input type="checkbox"/> | Driver <input type="checkbox"/> Passenger <input type="checkbox"/> |

APPENDIX J FUEL AND MILEAGE CHART



National Centre for
Social Research

| | | | |
|------|-----|---|-----|
| Area | Add | H | Veh |
| | | | |

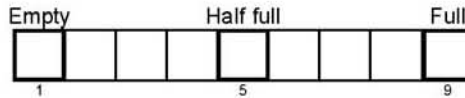
National Travel Survey - FUEL & MILEAGE CHART

Vehicle make and model

Reading before first use on ___/___/___

MILOMETER Miles/Kilometres
(delete one)

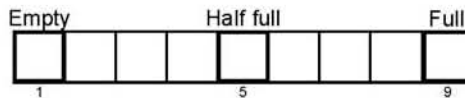
FUEL GAUGE
(mark with cross
position of indicator)



Reading after last use on ___/___/___

MILOMETER Miles/Kilometres
(delete one)

FUEL GAUGE
(mark with a cross
position of indicator)

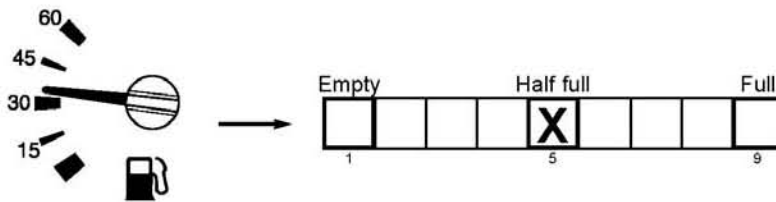
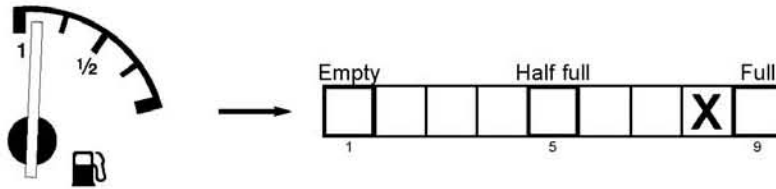


FUEL put in vehicle in these seven days

| Day of week | Number of litres (or gallons) | Price per litre (or gallon) | Total cost |
|--------------|----------------------------------|--------------------------------|------------|
| | | | £ |
| | | | £ |
| | | | £ |
| | | | £ |
| TOTAL | | | £ |

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To help you in recording, here are examples of fuel gauges in two popular models of cars:



Please record the actual level shown. Since some gauges stick on 'full', if your gauge shows 'full' you will be asked if you think the vehicle had done at least 20 miles since fuel was last put in the tank.

And since some gauges show 'empty' when there is still quite a lot of fuel in the tank, if your gauge shows 'empty' you will be asked if you think the vehicle could have done at least another 20 miles before the tank ran dry.

APPENDIX K ADDRESS RECORD FORM

Travel Week Start Date: / /

| | | | |
|--|---|-----------------------|--|
| P.2320 NATIONAL TRAVEL SURVEY ADDRESS RECORD FORM (ARF) | A | ASSIGNMENT/SLOT NAME: | |
| | | TRIP/RETURN NO: | |
| | | FINAL OUTCOME: | |

NAME & ADDRESS DETAILS

HOUSEHOLD SELECTION LABEL

| |
|-----------|
| HH No: |
| 1 |

Title & Surname

Householder name:

Interviewer name:

Telephone number:

Interviewer number:

No Tel: 2 No. refused / ex-directory 3

Total No. of calls: Productives: Calls to Diary Placement

| Call No. | Date DD/MM | Day of week | Call Start Time 24hr Clock | CALLS RECORD (Note all calls, including telephone calls, even if no reply) | *Call Status (Enter codes only) | Call End Time 24hr Clock | Purpose** |
|----------|------------|-------------|----------------------------|---|---------------------------------|--------------------------|-----------|
| 1 | / | | : | | | : | |
| 2 | / | | : | | | : | |
| 3 | / | | : | | | : | |
| 4 | / | | : | | | : | |
| 5 | / | | : | | | : | |
| 6 | / | | : | | | : | |
| 7 | / | | : | | | : | |
| 8 | / | | : | | | : | |
| 9 | / | | : | | | : | |
| 10 | / | | : | | | : | |

*Call Status Codes: 1=No Reply, 2=Contact Made, 3=Appointment made, 4=Interviewing done, 5=Any Other Outcome (describe in calls record)

** Record whether the call was placement (PL), reminder (R), mid-week check tel (MT) or F2F (MF), or pick-up (PU).

RE-ALLOCATED ADDRESS/HOUSEHOLD : If this address/household is being reallocated to another interviewer before you have completed it, code here

90

END

DO NOT FORGET TO COMPLETE OBSERVATION & NON-RESPONSE FORMS

Establish whether to interview at address

| | | | | | |
|---|---|----------------|----|----------|---|
| . | IS THIS ADDRESS TRACEABLE, RESIDENTIAL, and OCCUPIED AS A MAIN RESIDENCE? | Yes | A | Go to Q6 | * |
| | | Unsure | B | Go to Q2 | |
| | | No | C | Go to Q4 | |
| | | Office Refusal | 41 | END | |

Unknown eligibility

| | | | | | |
|----|-------------------------|---|----|-----------|---|
| 2. | CODE OUTCOME : | OFFICE APPROVAL ONLY – Not attempted | 61 | END | * |
| | | OFFICE APPROVAL ONLY – Inaccessible | 62 | | |
| | | OFFICE APPROVAL ONLY – Unable to locate address | 63 | | |
| | | Unknown whether address contains residential housing | 64 | Go to | |
| | | Residential address – unknown whether occupied by eligible h'hold | 65 | Q3 | |
| | | Other unknown eligibility | 67 | Go to Q5 | |
| 3. | WAS THE INFORMATION ... | ...REFUSED | 1 | Obs & END | |
| | | or ... DID YOU NOT MAKE CONTACT? | 2 | | |

Deadwood

| | | | | |
|-----------|---|-----------|------------|--|
| 4. | CODE OUTCOME : | | | |
| | OFFICE APPROVAL ONLY – Unable to locate / address doesn't exist | 70 | END | |
| | Not yet built/under construction | 71 | | |
| | Demolished/derelict | 72 | | |
| | Vacant/empty | 73 | | |
| | Non-residential address e.g. business, school, office, factory etc | 74 | | |
| | <i>Address occupied, no resident household e.g. holiday/weekend homes</i> | 75 | | |
| | Communal Establishment/Institution (no private dwellings) | 76 | | |
| | Residential, but no eligible respondent (no one aged 16+) | 77 | | |
| | Address out of sample | 78 | | |
| | Other Ineligible | 79 | Go to Q5 | |

*

| | | | |
|-----------|--|--|------------|
| 5. | RECORD REASONS FOR USING Code 67 or Code 79 | | |
| | | | END |

Establish number of occupied households at address Select 3 if necessary

| | | | | |
|------------|---|---|--|-----------------------------|
| 6a. | ESTABLISH NUMBER OF Households AT ADDRESS: WRITE IN HERE → | | | Go to b |
| | OR CODE: NON-CONTACT or INFORMATION REFUSED | A | | Go to Q10 |
| b. | INTERVIEWER SUMMARY : No. of Households | | | |
| | 1 household only | A | | Go to Q8 |
| | 2-3 households | B | | Enter details at Q7b |
| | 4-12 households | C | | Go to Q7a |
| | 13+ households: select THREE using look-up chart on p. 5 | D | | Enter details at Q7b |
| 7a. | IF 4-12 households, complete Q7a and Q7b List all households at address, in systematic order, e.g. <ul style="list-style-type: none"> • In flat/room number order • OR From bottom to top of building, left to right, front to back | | | |

| Description | Selection Code | Description | Selection Code |
|-------------|----------------|-------------|----------------|
| | 01 | | 07 |
| | 02 | | 08 |
| | 03 | | 09 |
| | 04 | | 10 |
| | 05 | | 11 |
| | 06 | | 12 |

- Refer to the Household Selection label on front of the ARF, and select three households.
- Ring the three households selected, in the grid above, and repeat their details at 7b. below.

7b. ENTER DETAILS OF SELECTED HOUSEHOLDS:

| | Selection Code (from Q7a) | DETAILS/DESCRIPTION |
|--------------|---------------------------|--|
| House hold 1 | | <p>Is the address on the ARF label correct and complete for this household? If not, make necessary changes to the front of the ARF. Continue on this ARF (HH no. = 1)</p> |
| House hold 2 | | <p>Complete 'Additional Household' ARF (HH no. = 2)</p> |
| House hold 3 | | <p>Complete 'Additional Household' ARF (HH no. = 3)</p> |

| | | | |
|--|--|---|-----------|
| Seek contact with Householder and introduce survey Householder is an adult legally responsible for the accommodation, or their spouse/partner | | | |
| 8. | INTERVIEWER: Use grid on page 6 of ARF to keep track of information needed for pick-up: persons interviewed, diaries returned, driving licences, diaries placed, vehicle questionnaires, special tickets or passes . | | |
| | SUMMARY: Any interview(s) achieved | A | Go to Q9 |
| | No interview | B | Go to Q10 |

| | | | |
|------------------------------------|---|-----------|------------|
| Productive outcome- record details | | | |
| 9. | PLEASE CIRCLE OUTCOME CODE COMPUTED IN ADMIN BLOCK | | |
| | 'Fully productive' cases MUST include a fully completed DIARY for EVERY household member, of all ages | | |
| | Fully productive : ALL desired respondent(s) in person | 11 | Go to Q13a |
| | Fully productive : partly by desired respondent(s), partly by proxy | 12 | |
| | Fully productive : by proxy | 13 | |
| | Partial productive : desired respondent(s) | 21 | END |
| | Partial productive : partly by desired respondent(s), partly by proxy | 22 | |
| | Partial productive : by proxy | 23 | |
| | For all other outcomes, not computed in Admin Block, go to Q.10. | | |

*

| Eligible address – unproductive outcome: CODE ONE ONLY | | | |
|---|--|-----------|---------------------------|
| 10. | NON-CONTACT: | | |
| | No contact with anyone at address | 31 | |
| | Contact made at address, but not with member of selected h'hold (MULTI-HH ONLY) | 32 | Obs, NR (postal), & END * |
| | Contact made at selected household, but not with any responsible member | 33 | |
| | REFUSAL: | | |
| | Information refused before selection complete (ie. no. of h'holds) (MULTI-HH ONLY) | 42 | Obs & END |
| | DISCUSS WITH TRAVEL MANAGER - Refusal at introduction/ before interview | 43 | Go to Q11 * |
| | Refusal during interview (unproductive partial) | 44 | Obs, NR, & END |
| | Broken appointment – No recontact | 45 | |
| | OTHER UNPRODUCTIVE: | | |
| | Illness at home during survey period | 51 | Obs, NR, & END * |
| | Absence from home / in hospital all survey period | 52 | |
| Physical or mental incapacity | 53 | | |
| Language difficulties | 54 | Go to Q12 | |
| OFFICE APPROVAL ONLY - Lost productive | 55 | END | |
| OFFICE APPROVAL ONLY - Other Unproductive | 56 | Go to Q12 | |
| 11. | WAS THE REFUSAL BY ... CODE ONE ONLY | | |
| | ... THE DESIRED PERSON (Householder or spouse/partner) ? | 1 | Go to Q12 |
| | or BY PROXY (someone else) ? | 2 | |
| 12. | RECORD REASON FOR REFUSAL (CODE 43) OR USING LANGUAGE SPOKEN (Code 54) OR OTHER UNPRODUCTIVE (Code 56): | | Obs, NR & END |

Look-Up Chart for 13+ Households

| | | | |
|---------------|------------|-------------------|-------------------|
| If there are: | 13 | Households Select | 8, 11, 13 |
| | 14 | | 7, 6, 5 |
| | 15 | | 8, 9, 5 |
| | 16 | | 9, 16, 11 |
| | 17 | | 11, 9, 16 |
| If there are: | 18 | Households Select | 11, 6, 18 |
| | 19 | | 13, 18, 7 |
| | 20 | | 17, 1, 4 |
| | 21 | | 16, 10, 2 |
| | 22 | | 16, 4, 22 |
| | 23 | | 19, 3, 22 |
| | 24 | | Households Select | 10, 19, 14 |
| 25 | 23, 15, 4 | | |
| 26 | 22, 20, 17 | | |
| 27 | 14, 24, 25 | | |
| 28 | 2, 17, 25 | | |
| 29 | 19, 18, 4 | | |
| 30 | 28, 7, 20 | | |

PROMISSORY NOTE

| | | | | |
|------------|---|-----|---|------------|
| 13a | Did you complete and leave behind the promissory note for the incentive vouchers? | Yes | A | END |
| | | No | B | Go To Q13b |
| 13b | Please explain why you did not leave the promissory note | | | |
| END | | | | |

LONG DISTANCE JOURNEY DATES FOR PICK-UP:

DATE OF PLACEMENT INTERVIEW:

DAY BEFORE TRAVEL WEEK START DATE:

**Keep track of all persons eligible for interview in grid below.
You will need this information if you do the pick-up interview on paper.**

| PERSON | | | | INTERVIEWED? | | | DIARY? | | | | SPECIAL TICKETS? | DRIVING LICENCE | | LONGEST JOURNEY |
|------------|------|-----|-----|--------------|----------|----|--------|------------|---------|------|------------------|-----------------|---------------|-----------------|
| PERSON NO. | NAME | AGE | SEX | IN PERSON | BY PROXY | NO | PLACED | COM- PLETE | PARTIAL | NONE | | FULL | PROVIS -IONAL | |
| 1 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 2 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 3 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 4 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 5 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 6 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 7 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 8 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 9 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |
| 10 | | | | 1 | 2 | 3 | 1 | 1 | 2 | 3 | | 1 | 2 | |

Keep track of all eligible vehicles in grid below (continue on separate sheet if necessary)

| VEHICLE | | DETAILS COLLECTED | | NOTES |
|-------------|-------------|-------------------|-----------|-------|
| VEHICLE NO. | DESCRIPTION | AT PLACEMENT | AT RECALL | |
| 1 | | 1 | 2 | |
| 2 | | 1 | 2 | |
| 3 | | 1 | 2 | |
| 4 | | 1 | 2 | |
| 5 | | 1 | 2 | |
| 6 | | 1 | 2 | |

**DO NOT RETURN THIS PAGE - ENTER IN ADMIN
THEN DETACH BEFORE RETURNING ARF**

Observation Form

| | | | | | | | |
|----------------------------------|--|--|-------------|----------|--|-----------|--|
| 1. | What kind of accommodation is it? | | | 2. | Did you - at any visit - observe a car in the drive? | | |
| | <u>House or bungalow:</u> | | | | Yes, car in driveway | | |
| | Detached | | | | 1 | Go to Q.3 | |
| | Semi-detached | | | | 2 | | |
| | Terraced/End of terrace | | | | 3 | | |
| | <u>Flat or maisonette:</u> | | | | No car in driveway | | |
| | In a purpose-built block | | | | 4 | END | |
| | Part of a converted house/other kind of building | | | | 5 | | |
| | <u>Room or rooms</u> | | | | 6 | END | |
| <u>Other:</u> | | | No driveway | | | | |
| A caravan or mobile home | | | 7 | END | | | |
| Houseboat | | | 8 | | | | |
| Some other kind of accommodation | | | 9 | | | | |
| | | | | 3. | Does the house/bungalow have a garage or car-port? | | |
| | | | | | Yes | | |
| | | | | | 1 | END | |
| | | | | No | | | |
| | | | | 2 | | | |
| | | | | Not sure | | | |
| | | | | 3 | | | |

Non-Response Form for Refusals
(if non-contact, leave postal version)

1. How many cars or vans are owned, or available for use, by one or more members of your household, including yourself?

Include any company car or van if available for private use.

- None ₀
- One ₁
- Two ₂
- Three or more ₃

2. Did the main householder do any paid work in the 7 days ending yesterday, either as an employee or as self-employed?

TO Q3

Yes **▶ GO**

TO Q4

No ₁ **▶ GO**

2

3. How does the main householder usually travel to work?

This question applies to the job in which main householder usually works the most hours.

Tick one box only for the longest part, by distance, of the main householder's usual journey to work.

- 01 Works mainly at or from home
- 02 Underground, metro, light rail, tram
- 03 Train
- 04 Bus, minibus or coach
- 05 Motor cycle, scooter or moped
- 06 Car or van
- 07 Taxi/Minicab
- 08 Bicycle
- 09 On foot
- 10 Other

Please turn over

**DO NOT RETURN THIS PAGE - ENTER IN ADMIN
THEN DETACH BEFORE RETURNING ARF**

Non-Response Form (continued)

4. **And now thinking about yourself, did you leave the house at all yesterday, including for any walks of more than 50 yards?**

GO TO Q5

GO TO Q6

Yes ₁ →
No ₂ →

5. **How many times did you leave the house yesterday?**

Include all outings by any method of transport, including walks if they are more than 50 yards.

NUMBER OF TIMES LEFT HOME

6. **RECORD DAY OF THE WEEK FOR YESTERDAY.**

Mon ₁ Tue ₂ Wed ₃ Thur ₄ Fri ₅ Sat ₆ Sun ₇

7. **Could you just tell me how many people there are altogether in your household – including any children or babies?**

TOTAL NUMBER IN HOUSEHOLD

8. **ASK OR RECORD: And how many of these people are aged 17 or over?**

NUMBER OF ADULTS AGED 17+

9. **ASK OR RECORD: And of those aged 17 or over, how many are men and how many are women?**

NUMBER OF MEN AGED 17+

NUMBER OF WOMEN AGED 17+

10. **RECORD SEX OF RESPONDENT**

Male ₁
Female ₂

11. What is your relationship to the main householder?

Tick one box only.

- | | | | |
|--|--------------------------|---|--------------------|
| I am main householder | <input type="checkbox"/> | 1 | ▶ END |
| Husband, wife or partner | <input type="checkbox"/> | 2 | } GO TO Q12 |
| Son, daughter, step-child, or foster child | <input type="checkbox"/> | 3 | |
| Brother or sister | <input type="checkbox"/> | 4 | |
| Mother, father, step-mother or step-father | <input type="checkbox"/> | 5 | |
| Other related | <input type="checkbox"/> | 6 | |
| Unrelated | <input type="checkbox"/> | 7 | |

12. ASK OR RECORD: What is the main householder's sex?

- | | | | |
|--------|--------------------------|---|--------------|
| Male | <input type="checkbox"/> | 1 | } END |
| Female | <input type="checkbox"/> | 2 | |

APPENDIX L EXAMPLE TRAVEL WEEK ALLOCATION CARD

NATIONAL TRAVEL SURVEY 2003

Point number: 30001

TRAVEL WEEK ALLOCATION CARD

Postal sector: NG2 7

Allocation period: 12 January to 11 February.

| Allocation period | Travel Week Start date End date (Day 1) (Day 7) | Allocated Address Number (write in) | Target pick-up dates | Notes |
|-------------------|---|--|-------------------------|-------|
| 1 | Sat 12 Jan to Fri 18 Jan | ..... | Sat 19 - Thu 24 | ..... |
| 1 | Sun 13 Jan to Sat 19 Jan | ..... | Sun 20 - Fri 25 | ..... |
| 1 | Mon 14 Jan to Sun 20 Jan | ..... | Mon 21 - Sat 26 | ..... |
| 1 | Wed 16 Jan to Tue 22 Jan | ..... | Wed 23 - Mon 28 | ..... |
| 1 | Thu 17 Jan to Wed 23 Jan | ..... | Thu 24 - Tue 29 | ..... |
| 1 | Fri 18 Jan to Thu 24 Jan | ..... | Fri 25 - Wed 30 | ..... |
| 2 | Sat 19 Jan to Fri 25 Jan | ..... | Sat 26 - Thu 31 | ..... |
| 2 | Sun 20 Jan to Sat 26 Jan | ..... | Sun 27 - Fri 1 | ..... |
| 2 | Tue 22 Jan to Mon 28 Jan | ..... | Tue 29 - Sun 3 | ..... |
| 2 | Weds 23 Jan to Tue 29 Jan | ..... | Wed 30 - Mon 4 | ..... |
| 2 | Thu 24 Jan to Wed 30 Jan | ..... | Thu 31 - Tue 5 | ..... |
| 2 | Fri 25 Jan to Thu 31 Jan | ..... | Fri 1 - Wed 6 | ..... |
| 3 | Sun 27 Jan to Sat 2 Feb | ..... | Sun 3 - Fri 8 | ..... |
| 3 | Tue 29 Jan to Mon 4 Feb | ..... | Tue 5 - Sun 10 | ..... |
| 3 | Wed 30 Jan to Tue 5 Feb | ..... | Wed 6 - Mon 11 | ..... |
| 3 | Thu 31 Jan to Wed 6 Feb | ..... | Thu 7 - Tue 12 | ..... |
| 3 | Fri 1 Feb to Thu 7 Feb | ..... | Fri 8 - Wed 13 | ..... |
| 4 | Sun 3 Feb to Sat 9 Feb | ..... | Sun 10 - Fri 15 | ..... |
| 4 | Mon 4 Feb to Sun 10 Feb | ..... | Mon 11 - Sat 16 | ..... |
| 4 | Wed 6 Feb to Tue 12 Feb | ..... | Wed 13 - Mon 18 | ..... |
| 4 | Fri 8 Feb to Thu 14 Nov | ..... | Fri 15 - Wed 20 | ..... |
| 4 | Sun 10 Feb to Sat 16 Feb | ..... | Sun 17 - Fri 22 | ..... |

Multi-households : Try to assign the same Travel Week to all households at the address. If this is not possible, then assign a Travel Week starting on the same day of the week as the other households. **If you wish, record additional household Travel Weeks here:**

| Travel Week Start date | Address End date | Household Number | Target pick-up Number | dates | Notes |
|---------------------------|---------------------|---------------------|--------------------------|-------|-------|
| | | | | | |
| | | | | | |

**IF YOU RUN OUT OF TRAVEL WEEKS,
CALL THE NTS FIELD UNIT FOR ADVICE ON 01277 69013**

APPENDIX M PROMISSORY NOTE



National Travel Survey 2003

As a way of saying thank you to everyone in your household for completing the National Travel Survey, NatCen promises to send you _____ £5 gift vouchers.

You do not have to do anything to claim your gift vouchers. They will be sent to you automatically and you should receive them within 4 weeks. If you do not receive the vouchers, please contact Marian Bolden or Sue Hobbs at NatCen on 01277 690043.

Once again, thank you for taking part in the National Travel Survey 2003. The information collected from you will be used to produce statistics on travelling in Great Britain and will help with future transport plans and policies.

_____ (Interviewer)
(Date)

__/__/__

P2320