National Travel Survey
2010
Technical Report

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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
Acknowledgements
We owe a great deal to the NTS team at the Department for Transport for their support and guidance. At NatCen, the NTS is very much a team effort and thanks are due to the programmers, operations staff and interviewers who have worked so well together to make the survey a success. Particular thanks go to Lyndsey Avery, Rob Betts, Will Laffan, John Hurn, Selina Owusu, Gary Smith, Tim Stamp and Darren Williams. Finally, we are very grateful to all the respondents who gave their time to participate in the survey.
1 INTRODUCTION

1.1 Background

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

Since January 2002, the Department for Transport (DfT) has commissioned 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, data analysis, publication and archiving.

This report describes the methodology for sample design, fieldwork procedures, data preparation and data provision for the 2010 NTS.

1.2 Uses of the NTS data

The NTS is one of DfT’s main sources of data on personal travel patterns in Great Britain. The survey collects detailed information on the key characteristics of each participating household and any vehicle to which they have access. In addition, each individual within the household is interviewed and then asked to complete a 7 day travel record. The survey therefore produces a rich dataset for analysis with information recorded at a number of different levels (household, individual, vehicle, long distance journey, day, trip and stage).

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

Key results from the 2010 NTS are published by DfT in the statistical bulletin, ‘National Travel Survey: 2010’, which is available on the Department’s website at http://www.dft.gov.uk/pgr/statistics/datatablespublications/personal/. A range of methodological reports and additional analyses, including a set of personal travel
factsheets, are also available via this link. DfT deposit a non-disclosive version of the NTS dataset at the UK Data Archive at the University of Essex.

**Figure 1-1  Examples of the uses of NTS data**

<table>
<thead>
<tr>
<th>NTS data has been used to:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Build up a picture of changes in personal travel over time</td>
</tr>
<tr>
<td>• Examine travel among different groups, such as children, elderly people and people with mobility difficulties</td>
</tr>
<tr>
<td>• Understand the circumstances in which people will tend to use cars or public transport</td>
</tr>
<tr>
<td>• Understand how people travel to the shops and the impact of home deliveries</td>
</tr>
<tr>
<td>• Assess the take-up of OAP concessionary passes and the impact on bus use</td>
</tr>
<tr>
<td>• Understand how increased car ownership has led to increased driving among women</td>
</tr>
<tr>
<td>• Study how children travel to school and how this has changed</td>
</tr>
<tr>
<td>• Monitor accident rates amongst different types of road users</td>
</tr>
<tr>
<td>• Establish annual mileage for cars in order to advise on road and fuel tax</td>
</tr>
<tr>
<td>• Measure the contribution to total transport CO₂ emissions of different trip purposes and lengths</td>
</tr>
<tr>
<td>• Examine the uptake of sustainable transport modes, e.g. walking and cycling</td>
</tr>
<tr>
<td>• Understand how travel patterns vary according to area type, e.g. urban or rural areas</td>
</tr>
</tbody>
</table>

**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**

```
Sample Selection from PAF
↓
Questionnaire development
↓
Sampled addresses issued to interviewers
↓
Placement and Pick up interviews
↓
Data transmission and documents returned by interviewers
↓
In-house data input and editing
↓
Quality checking
↓
Data checking using SPSS
↓
Data file production and delivery to DfT
↓
Variable derivation and imputation, data analysis and reporting by DfT
```
1.3.1 Sample selection
The 2010 NTS was 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 Section 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 fieldwork procedure is outlined in Figure 1-3 and began with the interviewer sending **advance letters** to the sampled addresses. These letters briefly explained the purpose of the NTS, and mentioned that an interviewer would contact them. It also stated that each respondent would receive a **£5 gift voucher** if all household members completed every section of the survey. From June 2004, a **book of six first-class stamps** was also included with the advance letter.

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

Within 6 days of the end of the Travel Week a **pick up interview** was conducted and the diaries were collected and checked. The pick up interview was used to complete any outstanding sections of the placement interview and to check whether any key factors had changed since the placement, such as the purchase of a new car.

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

Figure 1-3  NTS fieldwork procedures

<table>
<thead>
<tr>
<th>Post advance letters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Make contact</td>
</tr>
<tr>
<td>Placement interview</td>
</tr>
<tr>
<td>Reminder call/card</td>
</tr>
<tr>
<td>Travel Week starts</td>
</tr>
<tr>
<td>Mid week check call</td>
</tr>
<tr>
<td>Travel Week ends</td>
</tr>
<tr>
<td>Pick-up interview</td>
</tr>
<tr>
<td>Return work &amp; transmit data</td>
</tr>
</tbody>
</table>

1.3.4 Data file protection

The data were organised into nine record types and delivered to DfT. The record types consisted of households, individuals (two records), vehicles, long distance journeys made in the seven days before the placement interview or before the Travel Week which ever date was earliest (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 but which were not collected directly from households. See Section 2.9 for a detailed description of PSU-level variables.

¹ Back-checking involves contacting participating households by telephone to ensure that they were happy with the way that the interview was conducted.
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 2010. This is equivalent to an achieved sample rate (ASR) of 54%. The ASR includes those households classified as ineligible in the denominator.

\(^2\) See Section 3.12 for a definition of ‘fully co-operating’ and for full response details.
2 SAMPLE SELECTION

2.1 Sample size and structure

The sample was designed to provide a representative sample of households in Great Britain for each survey year. The NTS has an annual issued sample size of 15,048 addresses. The sample size has remained the same since 2002, when it was increased to provide annual estimates with a greater degree of precision. 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. 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.

The 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 2010.

2.2 Quasi-panel design

Following a review of the NTS methodology, 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 2009 sample were retained for the 2010 sample, supplemented with 342 new PSUs. The PSUs carried over from the 2009 sample for inclusion in 2010 were excluded from the 2010 sample frame, so they could not appear twice in the sample. The dropped PSUs from 2009 were included in the sample frame.

Whilst the same PSU sectors might appear in different survey years, no single addresses were allowed to be included in three consecutive years. Each year, NatCen provided the sampling company with a list of the addresses selected for the previous three survey years. These addresses were excluded from the sampling frame before the addresses for 2010 were selected. This meant respondents to the previous year’s survey in the carried over PSUs could not be contacted again.

---

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 was 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.

In 2006, NatCen carried out a piece of analysis to examine whether the current set of NTS stratifiers is the most optimal available. This concluded that the existing stratifiers should be retained.

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 2001 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 count. 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.

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4 For further details see Scholes, S, (2006), Choosing optimal stratifiers for the National Travel Survey on DfT’s website
5 After expansion by the Multiple Occupancy Indicator (MOI) in Scotland (see Section 2.7).
### Figure 2-1  NTS regional stratification variable

<table>
<thead>
<tr>
<th>England</th>
<th>GOR code</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Inner London – East</td>
<td>7 Greater London</td>
</tr>
<tr>
<td>2 Inner London – West</td>
<td>7 Greater London</td>
</tr>
<tr>
<td>3 Outer London – East and North East</td>
<td>7 Greater London</td>
</tr>
<tr>
<td>4 Outer London – South</td>
<td>7 Greater London</td>
</tr>
<tr>
<td>5 Outer London West and North West</td>
<td>7 Greater London</td>
</tr>
<tr>
<td>6 Devon and Cornwall</td>
<td>9 South West</td>
</tr>
<tr>
<td>7 North Somerset, North East Somerset, Bath, Somerset and Dorset</td>
<td>9 South West</td>
</tr>
<tr>
<td>8 Bristol, South Gloucestershire, Gloucestershire and Wiltshire</td>
<td>9 South West</td>
</tr>
<tr>
<td>9 Oxfordshire, Buckinghamshire and Berkshire</td>
<td>8 South East</td>
</tr>
<tr>
<td>10 Hampshire and Isle of Wight</td>
<td>8 South East</td>
</tr>
<tr>
<td>11 Kent</td>
<td>8 South East</td>
</tr>
<tr>
<td>12 West Sussex and East Sussex</td>
<td>8 South East</td>
</tr>
<tr>
<td>13 Surrey</td>
<td>8 South East</td>
</tr>
<tr>
<td>14 Essex</td>
<td>6 Eastern</td>
</tr>
<tr>
<td>15 Cambridgeshire, Suffolk and Norfolk</td>
<td>6 Eastern</td>
</tr>
<tr>
<td>16 Hertfordshire and Bedfordshire</td>
<td>6 Eastern</td>
</tr>
<tr>
<td>17 Leicestershire, Lincolnshire and Northamptonshire</td>
<td>4 East Midlands</td>
</tr>
<tr>
<td>18 Warwickshire and Hereford &amp; Worcester</td>
<td>5 West Midlands</td>
</tr>
<tr>
<td>19 West Midlands</td>
<td>5 West Midlands</td>
</tr>
<tr>
<td>20 Shropshire and Staffordshire</td>
<td>5 West Midlands</td>
</tr>
<tr>
<td>21 Nottinghamshire and Derbyshire</td>
<td>4 East Midlands</td>
</tr>
<tr>
<td>22 Cheshire</td>
<td>2 North West and Merseyside</td>
</tr>
<tr>
<td>23 Merseyside</td>
<td>2 North West and Merseyside</td>
</tr>
<tr>
<td>24 Greater Manchester</td>
<td>2 North West and Merseyside</td>
</tr>
<tr>
<td>25 Lancashire and Cumbria</td>
<td>2 North West and Merseyside</td>
</tr>
<tr>
<td>26 South Yorkshire</td>
<td>3 Yorkshire and Humberside</td>
</tr>
<tr>
<td>27 West Yorkshire</td>
<td>3 Yorkshire and Humberside</td>
</tr>
<tr>
<td>28 North Yorkshire and Humberside</td>
<td>3 Yorkshire and Humberside</td>
</tr>
<tr>
<td>29 Cleveland, County Durham and Northumberland</td>
<td>1 North East</td>
</tr>
<tr>
<td>30 Tyne &amp; Wear</td>
<td>1 North East</td>
</tr>
<tr>
<td><strong>Wales</strong></td>
<td></td>
</tr>
<tr>
<td>31 Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, Wrexham, Powys, Ceredigion</td>
<td>11 Wales</td>
</tr>
<tr>
<td>32 Carmarthenshire, Neath Port Talbot, Pembrokeshire, Swansea</td>
<td>11 Wales</td>
</tr>
<tr>
<td>33 Blaenau Gwent, Caerphilly, Monmouthshire, Newport, Torfaen</td>
<td>11 Wales</td>
</tr>
<tr>
<td>34 Bridgend, Cardiff, Merthyr Tydfill, Rhondda Cynon Taff, Vale of Glamorgan</td>
<td>11 Wales</td>
</tr>
</tbody>
</table>
2.4 Oversampling of London

Each year, London PSUs were oversampled as 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.

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 2010 NTS was one in 1,710; in Inner London this was one in 1,210 and in Outer London one in 1,436.

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 sampled addresses

At some addresses, interviewers may find that there is more than one dwelling unit, such as a house (no. 15) which has been split into two flats (15a and 15b). (A dwelling unit is a living space with its own front door – this can be either a street door or a door within a house or block of flats.) They may also encounter dwelling units with multiple resident households, for example there could be two families living as two separate households in one house. (A household is defined as one person or a group of people living in a dwelling unit, who either share a meal a day or share living accommodation.)
In England and Wales such addresses are not reliably identified on the PAF and will not be identified until the interviewer has visited the address. As a result households residing at addresses with multiple dwelling units and/or households will have had a lower chance of selection than others. While there are relatively few such addresses (one per cent), they account for a larger proportion of households, and these households tend to be rather different to others (poorer, younger, and smaller), so consequent biases may not be entirely trivial.

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.

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

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

### 2.8 Ineligible (deadwood) addresses

The following types of address were classified as ineligible in 2010. (See also Section 3.12 Outcome Coding):

1. **Houses not yet built or under construction.**
2. **Demolished or derelict buildings** or buildings where the address has "disappeared" when 2 addresses were combined into one.
3. **Vacant/empty housing unit** - housing units known not to contain any resident household on the date of the 1st contact attempt.
4. **Non-residential address** - an address occupied solely by a business, school, government office or other organisation with no resident persons
5. **Residential accommodation not used as the main residence of any of the residents.** This is likely to apply to second homes/seasonal/vacation/temporary residences. These were excluded to avoid double counting - the households occupying the address had a chance of selection at their permanent address.
Communal establishment/institution - an address at which four or more unrelated people sleep; while they may or may not eat communally, the establishment must be run or managed by the owner or a person (or persons) employed for this purpose.

Address is residential and occupied by a private household(s), but does not contain any household eligible for the survey - it is very rare for a residential household not to be eligible for 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.
### Figure 2-2 Description of P-level variables

<table>
<thead>
<tr>
<th>Variable</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>PSU identification number</td>
</tr>
<tr>
<td>P2</td>
<td>Region (Scotland, Wales and nine Government office regions in England)</td>
</tr>
<tr>
<td>P3</td>
<td>Blank field, not used</td>
</tr>
<tr>
<td>P4</td>
<td>Blank field, not used</td>
</tr>
<tr>
<td>P5_2001</td>
<td>Type of Area (urban/rural classification) constructed from a classification of urban areas derived by ONS and DfT from the 2001 Census of Population.</td>
</tr>
<tr>
<td>P6</td>
<td>PSU Population Density derived from 2001 Census figures on the number of people living in private households per hectare</td>
</tr>
<tr>
<td>P7</td>
<td>LA Population Density derived from 2001 Census figures on the number of people living in private households per hectare.</td>
</tr>
<tr>
<td>P8-14</td>
<td>Concessionary fares This information is obtained by DfT via a questionnaire sent to all local authorities</td>
</tr>
<tr>
<td>P8</td>
<td>Availability of concessionary bus fares for pensioners</td>
</tr>
<tr>
<td>P9</td>
<td>Eligibility for concessionary bus fare schemes for pensioners</td>
</tr>
<tr>
<td>P10</td>
<td>Type of concession bus fare schemes for pensioners</td>
</tr>
<tr>
<td>P11</td>
<td>Membership fee for concessionary bus fare schemes for pensioners</td>
</tr>
<tr>
<td>P12</td>
<td>Times available for concessionary bus fare schemes for pensioners</td>
</tr>
<tr>
<td>P13</td>
<td>Geographical area covered by the concessionary bus fare schemes for pensioners</td>
</tr>
<tr>
<td>P14</td>
<td>Blank field, not used</td>
</tr>
<tr>
<td>P15</td>
<td>County of residence</td>
</tr>
<tr>
<td>P16</td>
<td>Regional stratification prior to 2002 No longer in use</td>
</tr>
<tr>
<td>P17</td>
<td>Regional stratification (from 2002)</td>
</tr>
<tr>
<td>P18</td>
<td>County/Unitary Authority codes</td>
</tr>
<tr>
<td>P19</td>
<td>Revised County/Unitary Authority codes</td>
</tr>
</tbody>
</table>
3 FIELDWORK PROCEDURES AND RESPONSE RATE

3.1 Introduction
The NTS is a continuous survey with fieldwork taking place throughout the year. In 2010, as in previous years, respondents were interviewed face to face using Computer-Assisted Personal Interviewing (CAPI), and recorded their travel details in a 7 day self-completion travel record.

Interviewers began fieldwork at the start 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 NatCen’s Operations Department for in-house data input and editing.

The 2010 CAPI questionnaires were designed and implemented using the software system Blaise. A single Blaise instrument was used for the household, individual, vehicle and administrative sections of the questionnaire. A separate Diary Entry System (DES) was written in Visual Basic. Selected CAPI variables were extracted and loaded into the NatCen field management system from where they were referenced by the DES. This process provides contextual information from the CAPI interview for those people inputting and editing travel record data.

3.2 Interviewer briefings
Interviewers were briefed by the lead researchers during a series of two day briefings. The briefings covered all aspects of the survey and included the completion of a dummy interview on interviewer laptops, as well as role-play exercises to practise doorstep technique and the placing and picking up of the travel 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 Questionnaire and document despatch to interviewers
Before the start of each quota month, the Operations Department transmitted the sampled addresses and 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 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.

3.4 Contacting respondents

Interviewers were given advance letters to send to the selected addresses in advance of their first call (see Appendix C). 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 all household members completed every section of the survey. See Section 3.13 for more details on the £5 incentive payment for respondents.

The letter included a space for interviewers to write in their name so that respondents knew who would be calling and to make the letters more personal. The letters were sent in ‘On Her Majesty’s Service’ envelopes and, from June 2004 onwards, a book of six first-class stamps was 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 (office refusals) in calculating the overall response to the survey.

A few days after the advance letters had been sent, interviewers made contact with respondents by personal visit. Interviewers were required to make a minimum of 6 calls, up to a maximum of 9. These calls had to be at different times of day and on different days of the week. If there was still no contact, only then could an interviewer return a case as a ‘non-contact’. The average number of calls made for each type of outcome for the 2008-2010 surveys is shown in Table 3-1.

<table>
<thead>
<tr>
<th>Table 3-1 Mean number of calls, by outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Fully co-operating</td>
</tr>
<tr>
<td>Partially co-operating</td>
</tr>
<tr>
<td>Non-contact</td>
</tr>
<tr>
<td>Refusal</td>
</tr>
<tr>
<td>Other unproductive</td>
</tr>
<tr>
<td>Unknown eligibility</td>
</tr>
<tr>
<td>Ineligible</td>
</tr>
<tr>
<td>Overall average</td>
</tr>
</tbody>
</table>
Interviewers were also given a non-contact letter from November 2008 onwards, to post through the door of addresses where contact had still not been made after 6 or more calls (see Appendix D).

Interviewers had a survey leaflet to use on the doorstep (see Appendix E). 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 Statistical Release Summary and Personal Travel Factsheets to demonstrate to possible respondents the type of data collected by the NTS and how it was used. For any young children, a themed fun pack (which included games and pens) was provided for their amusement whilst adults completed the survey.

3.5 Confidentiality

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

3.6 Allocation of Travel Weeks

Each household had to be allocated a Travel Week during which they kept their travel 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.

<table>
<thead>
<tr>
<th>2010 MONTH</th>
<th>From</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>12-Jan-10</td>
<td>11-Feb-10</td>
</tr>
<tr>
<td>February</td>
<td>12-Feb-10</td>
<td>13-Mar-10</td>
</tr>
<tr>
<td>March</td>
<td>14-Mar-10</td>
<td>12-Apr-10</td>
</tr>
<tr>
<td>April</td>
<td>13-Apr-10</td>
<td>12-May-10</td>
</tr>
<tr>
<td>May</td>
<td>13-May-10</td>
<td>12-Jun-10</td>
</tr>
<tr>
<td>June</td>
<td>13-Jun-10</td>
<td>13-Jul-10</td>
</tr>
<tr>
<td>July</td>
<td>14-Jul-10</td>
<td>13-Aug-10</td>
</tr>
<tr>
<td>August</td>
<td>14-Aug-10</td>
<td>12-Sep-10</td>
</tr>
<tr>
<td>September</td>
<td>13-Sep-10</td>
<td>12-Oct-10</td>
</tr>
<tr>
<td>October</td>
<td>13-Oct-10</td>
<td>12-Nov-10</td>
</tr>
<tr>
<td>November</td>
<td>13-Nov-10</td>
<td>12-Dec-10</td>
</tr>
<tr>
<td>December</td>
<td>13-Dec-10</td>
<td>11-Jan-11</td>
</tr>
</tbody>
</table>
It was important that the choice of Travel Week was not left to the discretion of the respondent or interviewer as this could lead to bias. To prevent bias, it was necessary to ensure that the Travel Weeks were evenly spread over the days of the week as well as the weeks of the quota month. The method for doing this was to give each interviewer a Travel Week Allocation Card listing 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 children under 11). A maximum of 10 people could be included. On the extremely rare occasions when interviewers encountered a household with more than 10 members, they were instructed to select the oldest 10 to take part in the interview, and to ensure that all vehicle owners were included.

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

It was not always possible to interview all household members in person and so proxy interviews were allowed for adults who were difficult to contact. The percentage who were interviewed face-to-face, by proxy and not interviewed in 2010 is shown in Table 3.2, alongside comparable figures for 2008 and 2009. Interviewers were instructed to interview those under 11 by proxy, which is why most interviews with children were proxy interviews. In 2010, 73 per cent of interviews with children aged under 11 were by proxy.
### Table 3-2 Method of individual interview at placement

<table>
<thead>
<tr>
<th></th>
<th>Aged &lt;16</th>
<th>Aged 16+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2010</strong></td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Face-to-face</td>
<td>29</td>
<td>77</td>
<td>68</td>
</tr>
<tr>
<td>Proxy</td>
<td>70</td>
<td>22</td>
<td>32</td>
</tr>
<tr>
<td>Not interviewed</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Base (individuals)</strong></td>
<td>4,210</td>
<td>16,722</td>
<td>20,932</td>
</tr>
<tr>
<td><strong>2009</strong></td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Face-to-face</td>
<td>32</td>
<td>78</td>
<td>69</td>
</tr>
<tr>
<td>Proxy</td>
<td>68</td>
<td>22</td>
<td>31</td>
</tr>
<tr>
<td>Not interviewed</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Base (individuals)</strong></td>
<td>4,436</td>
<td>17,513</td>
<td>21,949</td>
</tr>
<tr>
<td><strong>2008</strong></td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Face-to-face</td>
<td>30</td>
<td>76</td>
<td>67</td>
</tr>
<tr>
<td>Proxy</td>
<td>69</td>
<td>23</td>
<td>33</td>
</tr>
<tr>
<td>Not interviewed</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Base (individuals)</strong></td>
<td>4,299</td>
<td>17,025</td>
<td>21,324</td>
</tr>
</tbody>
</table>

In the majority of cases, the placement interview took place before the start of the Travel Week. Table 3-3 shows the gap between the placement interview and the start of the Travel Week in 2008-2010 (see Section 3.12 for a definition of full and partial response). In 81 per cent of households, the placement interview was started and travel records placed before the Travel Week started. A further 9 per cent in 2010 were started on the first day of the Travel Week, 6 per cent were started on the second day and 4 per cent were started on the third day. Very few placement interviews were started after this time.
Table 3-3  Timing of the placement interview in relation to the Travel Week

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2009</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Full Response</td>
<td>Partial Response</td>
<td>Total</td>
</tr>
<tr>
<td>Placement interview was…</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>… 8 or more days before start of Travel Week</td>
<td>34</td>
<td>29</td>
<td>33</td>
</tr>
<tr>
<td>… 1-7 days before start of Travel Week</td>
<td>47</td>
<td>51</td>
<td>48</td>
</tr>
<tr>
<td>… on day 1 of Travel Week</td>
<td>9</td>
<td>10</td>
<td>9</td>
</tr>
<tr>
<td>… on day 2 of Travel Week</td>
<td>6</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>… on day 3 of Travel Week</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>… after day 3 of the Travel Week</td>
<td>-</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Base (households)</td>
<td>8,097</td>
<td>705</td>
<td>8,803</td>
</tr>
</tbody>
</table>

3.7.1 The 2010 NTS questionnaire

The topics covered by each section of the placement interview are shown in Figure 3.2. The electronic version of the 2010 NTS Technical Report is available on the DfT website.

For 2010, a number of changes were made to the questionnaire including the addition of new questions on country of birth, condition of pavements and provision of cycle lanes, shopping without a car and road accidents involving children. Amendments were also made to some existing questions. All changes to the questionnaire are shown in Appendix A.
Figure 3-2 Placement interview topics, 2010

<table>
<thead>
<tr>
<th>HOUSEHOLD</th>
<th>INDIVIDUAL</th>
<th>VEHICLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household grid</td>
<td>Mobility difficulties</td>
<td>Registration no.</td>
</tr>
<tr>
<td>Accommodation</td>
<td>Walk of 20 minutes or more</td>
<td>Vehicle details</td>
</tr>
<tr>
<td>Tenure</td>
<td>Transport methods used</td>
<td>Parking</td>
</tr>
<tr>
<td>Length of residence</td>
<td>Use of bicycles</td>
<td>Company cars</td>
</tr>
<tr>
<td>Local transport services</td>
<td>Children as front/rear passengers</td>
<td>Mileage</td>
</tr>
<tr>
<td>Distances to amenities</td>
<td>Driving licences</td>
<td>SatNav</td>
</tr>
<tr>
<td>Children's travel to school</td>
<td>Reasons for not driving</td>
<td></td>
</tr>
<tr>
<td>Household vehicles</td>
<td>Economic activity</td>
<td></td>
</tr>
<tr>
<td>Shopping</td>
<td>Transport barriers to employment</td>
<td></td>
</tr>
<tr>
<td>Satisfaction with local</td>
<td>Income</td>
<td></td>
</tr>
<tr>
<td>transport services</td>
<td>Place of work</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Home working</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Difficulties travelling to work</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Difficulties with shopping and other journeys</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Road accidents involving adults</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Road accidents involving children</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Season tickets</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Long distance journeys</td>
<td></td>
</tr>
</tbody>
</table>

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

For the 2009 survey, the questionnaire was reviewed by DfT and NatCen. This resulted in further changes to the rotated questions and the introduction of sub-sample questions. The previously rotated questions on frequency of use of certain modes of transport, accessibility of services, reliability and frequency of trains and buses were introduced on a permanent basis – with some being asked of a subgroup of the sample only. From 2009, all households were randomly assigned to two sub-groups. One group were asked about attitudes to local services and the other were asked about accessibility of services. The rotated questions agreed for the 2010 survey are listed in Figure 3.3. The questions asked of each subsample in 2010 are shown in Figure 3.4.
3.7.2 Harmonised questions

A number of harmonised questions are used in the NTS to allow users of the data to compare NTS data with those from other social surveys. These questions are documented in Figure 3-5.
### Figure 3-5 Harmonised questions used in the 2010 NTS

<table>
<thead>
<tr>
<th>Harmonised question</th>
<th>NTS question name</th>
<th>Year introduced</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sex</td>
<td>Sex</td>
<td>1998</td>
</tr>
<tr>
<td>Age</td>
<td>AgeIf</td>
<td>1998</td>
</tr>
<tr>
<td>Date of birth</td>
<td>Birth</td>
<td>2000</td>
</tr>
<tr>
<td>Marital status</td>
<td>MarStatN</td>
<td>2009</td>
</tr>
<tr>
<td>Living arrangements</td>
<td>LiveWith</td>
<td>1999</td>
</tr>
<tr>
<td>Ownership of accommodation</td>
<td>Hhidr</td>
<td>2002</td>
</tr>
<tr>
<td>Joint Ownership</td>
<td>HiHNum</td>
<td>2002</td>
</tr>
<tr>
<td>Ethnic Group</td>
<td>EthGroup</td>
<td>2001</td>
</tr>
<tr>
<td>Length of residence</td>
<td>HLong</td>
<td>1998</td>
</tr>
<tr>
<td>Relationship to head of household</td>
<td>RelHoH</td>
<td>1998</td>
</tr>
<tr>
<td>Accommodation type</td>
<td>Accom</td>
<td>2000</td>
</tr>
<tr>
<td>House type</td>
<td>HseType</td>
<td>2000</td>
</tr>
<tr>
<td>Flat type</td>
<td>FitTyp</td>
<td>2000</td>
</tr>
<tr>
<td>Other accommodation</td>
<td>AccOth</td>
<td>2000</td>
</tr>
<tr>
<td>Housing tenure</td>
<td>Tenl</td>
<td>1998</td>
</tr>
<tr>
<td>Car ownership</td>
<td>UseVcl</td>
<td>1998</td>
</tr>
<tr>
<td>‘Vehicle type’</td>
<td>TypeVcl</td>
<td>1998</td>
</tr>
<tr>
<td>Company car</td>
<td>PrivVcl</td>
<td>1998</td>
</tr>
<tr>
<td>In employment</td>
<td>Wrking</td>
<td>1998</td>
</tr>
<tr>
<td>Training scheme</td>
<td>SchemeET</td>
<td>1998</td>
</tr>
<tr>
<td>Away from work</td>
<td>JbAway</td>
<td>1998</td>
</tr>
<tr>
<td>Own business</td>
<td>OwnBus</td>
<td>1998</td>
</tr>
<tr>
<td>Relative business</td>
<td>RelBus</td>
<td>1998</td>
</tr>
<tr>
<td>Looking for work</td>
<td>Looked</td>
<td>1998</td>
</tr>
<tr>
<td>Starting work</td>
<td>StartJ</td>
<td>1998</td>
</tr>
<tr>
<td>Inactive</td>
<td>YinAct</td>
<td>1998</td>
</tr>
<tr>
<td>Industry</td>
<td>IndD</td>
<td>1998</td>
</tr>
<tr>
<td>Job title</td>
<td>OccT</td>
<td>1998</td>
</tr>
<tr>
<td>Job description</td>
<td>OccD</td>
<td>1998</td>
</tr>
<tr>
<td>Job status</td>
<td>Stat</td>
<td>1998</td>
</tr>
<tr>
<td>Paid employment</td>
<td>EverWk</td>
<td>1998</td>
</tr>
<tr>
<td>Date of leaving last job</td>
<td>DtJbl</td>
<td>1998</td>
</tr>
<tr>
<td>Supervising employees</td>
<td>SVise</td>
<td>2001</td>
</tr>
<tr>
<td>Supervision responsibilities</td>
<td>SViseDesc</td>
<td>2001</td>
</tr>
<tr>
<td>Organisation size</td>
<td>EmpNo</td>
<td>1998</td>
</tr>
<tr>
<td>Self-employed</td>
<td>Solo</td>
<td>1998</td>
</tr>
<tr>
<td>Number of employees</td>
<td>SEno</td>
<td>1998</td>
</tr>
<tr>
<td>Full or part time work</td>
<td>FPtWk</td>
<td>1998</td>
</tr>
<tr>
<td>Long-term unemployed</td>
<td>HowLong</td>
<td>2004</td>
</tr>
<tr>
<td>Educational qualifications</td>
<td>EdAttn1</td>
<td>2005</td>
</tr>
<tr>
<td>Professional/vocational qualifications</td>
<td>EdAttn2</td>
<td>2005</td>
</tr>
<tr>
<td>Highest qualification</td>
<td>EdAttn3</td>
<td>2005</td>
</tr>
</tbody>
</table>

1 A slightly amended version of the harmonised question was adopted on the NTS from 2004 to improve the classification of vehicles.
3.7.3 Placing the travel record and other documents

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

- the seven day travel record (Appendix F),
- and the fuel and mileage chart (Appendix H).

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).

The travel record was redesigned for 2007 following an extensive development study. Full details of this study are available on the Department for Transport’s website.6

Each trip was recorded, and the respondent provided details of origin and destination, purpose, mode, distance travelled, time, number travelling in their party, vehicles used, tickets used and cost. In addition the adult version of the travel record asked respondents to detail any parking costs, road tolls or congestion charges paid when travelling by car, as well as indicating whether they were a passenger or driver. On day 7, the child travel record asked whether the respondent spent any time in the street (e.g. playing, talking with friends etc.). Previously, respondents were also asked to record the full postal address of origins and destinations on day 7; this was dropped from 2008.

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.7

Simplified pocket size diaries or memory joggers (see Appendix G), 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.

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

---

7 All survey definitions are given in the NTS definitions manual, copies of which are available on request.
### Figure 3-5 Seven Day Travel Diaries

<table>
<thead>
<tr>
<th>Adult Diary (respondents aged 16 and over)</th>
<th>Young Person’s Diary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Day 1-6</strong></td>
<td><strong>Day 1-6</strong></td>
</tr>
<tr>
<td>Purpose of journey</td>
<td>Purpose of journey</td>
</tr>
<tr>
<td>Time Left</td>
<td>Time Left</td>
</tr>
<tr>
<td>Time Arrived</td>
<td>Time Arrived</td>
</tr>
<tr>
<td>Origin - Where the journey started (From Village/ Town/ Local Area)</td>
<td>Origin - Where the journey started (From Village/ Town/ Local Area)</td>
</tr>
<tr>
<td>Destination - Where the journey ended (To Village/ Town/ Local Area)</td>
<td>Destination - Where the journey ended (To Village/ Town/ Local Area)</td>
</tr>
<tr>
<td>Method of Travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included)</td>
<td>Method of Travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included)</td>
</tr>
<tr>
<td>Distance (miles)</td>
<td>Distance (miles)</td>
</tr>
<tr>
<td>Time travelling (in minutes)</td>
<td>Time travelling (in minutes)</td>
</tr>
<tr>
<td>Number in party</td>
<td>Number in party (split into adults and children)</td>
</tr>
<tr>
<td>Which car/ motorcycle etc. used (if journey was made not by public transport, but by car/ motorcycle etc.)</td>
<td>Which car/ motorcycle etc. used (if journey was made by car/ motorcycle etc.)</td>
</tr>
<tr>
<td>Driver or Passenger? (only if journey was made not by public transport, but by car/ motorcycle etc.)</td>
<td>Driver or Passenger? (only if journey was made not by public transport, but by car/ motorcycle etc.)</td>
</tr>
<tr>
<td>How much paid for parking (only if journey was made by car/ motorcycle etc.)</td>
<td>How much paid for parking (only if journey was made by car/ motorcycle etc.)</td>
</tr>
<tr>
<td>How much paid for road tolls/congestion charges (only if journey was made by car/ motorcycle etc.)</td>
<td>How much paid for road tolls/congestion charges (only if journey was made by car/ motorcycle etc.)</td>
</tr>
<tr>
<td>Ticket Type (Single/ return/ travel card etc.) (only if journey made by public transport)</td>
<td>Ticket Type (Single/ return/ travel card etc.) (only if journey made by public transport)</td>
</tr>
<tr>
<td>Cost (only if journey made by public transport)</td>
<td>Cost (only if journey made by public transport)</td>
</tr>
<tr>
<td>Number of boardings (the number of trains/ buses etc. used to reach journey destination) (only if journey made by public transport)</td>
<td>Number of boardings (the number of trains/ buses etc. used to reach journey destination) (only if journey made by public transport)</td>
</tr>
<tr>
<td>How much was share of taxi (if journey made by taxi)</td>
<td>How much was share of taxi (if journey made by taxi)</td>
</tr>
<tr>
<td><strong>Day 7 additional information requested</strong></td>
<td><strong>Day 7 additional information requested</strong></td>
</tr>
<tr>
<td>All walks over 50 yards (including those less than one mile, or twenty minutes in length)</td>
<td>Any time spent in the street not classified as a journey (e.g. playing with friends, skateboarding, riding bikes etc.)</td>
</tr>
</tbody>
</table>

**The long distance journeys**

The NTS also collects details about any long distance journeys, defined as trips of 50 miles or more made within Great Britain. In 2006, the period for which respondents were asked about long distance journeys was changed from three weeks to one week.
(in addition to the travel week). This change was made in order to decrease the burden on respondents and increase the reliability of the data\textsuperscript{8}.

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

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

**The fuel and mileage chart**

In addition to the diaries, 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 H for a copy of the *Fuel and Mileage chart*.

### 3.7.4 Length of the placement call

The average length of the placement call (that is, the placement interview plus the time taken to place and explain the various documents) was 50.8 minutes in 2010. The time it takes to do a placement interview varied according to household size (see Table 3-4).

<table>
<thead>
<tr>
<th>Number of people</th>
<th>Mean length Base</th>
<th>Mean length Base</th>
<th>Mean length Base</th>
<th>Mean length Base</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2008</td>
<td>2009</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>36.7</td>
<td>2,467</td>
<td>35.6</td>
<td>2,481</td>
</tr>
<tr>
<td>2</td>
<td>50.8</td>
<td>3,314</td>
<td>48.5</td>
<td>3,369</td>
</tr>
<tr>
<td>3</td>
<td>55.0</td>
<td>1,316</td>
<td>54.2</td>
<td>1,428</td>
</tr>
<tr>
<td>4</td>
<td>61.4</td>
<td>1,317</td>
<td>58.0</td>
<td>1,217</td>
</tr>
<tr>
<td>5</td>
<td>67.2</td>
<td>379</td>
<td>61.4</td>
<td>422</td>
</tr>
<tr>
<td>6</td>
<td>68.8</td>
<td>125</td>
<td>61.7</td>
<td>159</td>
</tr>
<tr>
<td>7</td>
<td>77.1</td>
<td>32</td>
<td>72.1</td>
<td>41</td>
</tr>
<tr>
<td>8</td>
<td>82.0</td>
<td>11</td>
<td>74.4</td>
<td>14</td>
</tr>
<tr>
<td>9</td>
<td>83.0</td>
<td>4</td>
<td>94.4</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>97.0</td>
<td>2</td>
<td>62.3</td>
<td>3</td>
</tr>
<tr>
<td>All</td>
<td>50.1</td>
<td>8,967</td>
<td>48.1</td>
<td>9,159</td>
</tr>
</tbody>
</table>

\textsuperscript{8} In previous years, a long distance journey card was left behind to be filled in by respondents, and which was collected at the pick-up interview. Removing the need to leave this card behind means that the data can be entered straight into the CAPI, and so allowing potential queries to be resolved when respondents are actually present.
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 3-5 for details of reminder calls and the sending of reminder cards in 2010.

<table>
<thead>
<tr>
<th>Year</th>
<th>Fully co-operating</th>
<th>Partially co-operating</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reminder phone call</td>
<td>52</td>
<td>39</td>
<td>51</td>
</tr>
<tr>
<td>Reminder card sent</td>
<td>14</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>No reminder card or phone call</td>
<td>34</td>
<td>48</td>
<td>35</td>
</tr>
<tr>
<td>Base (households)</td>
<td>8,097</td>
<td>705</td>
<td>8,803</td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reminder phone call</td>
<td>54</td>
<td>42</td>
<td>53</td>
</tr>
<tr>
<td>Reminder card sent</td>
<td>13</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>No reminder card or phone call</td>
<td>34</td>
<td>49</td>
<td>35</td>
</tr>
<tr>
<td>Base (households)</td>
<td>8,384</td>
<td>775</td>
<td>9,159</td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reminder phone call</td>
<td>47</td>
<td>33</td>
<td>46</td>
</tr>
<tr>
<td>Reminder card sent</td>
<td>11</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>No reminder card or phone call</td>
<td>41</td>
<td>57</td>
<td>43</td>
</tr>
<tr>
<td>Base (households)</td>
<td>8,094</td>
<td>873</td>
<td>8,967</td>
</tr>
</tbody>
</table>

Reminder phone calls were generally short, lasting 3.1 minutes on average in 2010 (in line with 3.1 minutes in 2009 and 3.0 minutes in 2008). 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 3-6 below.
The proportion of households where a mid-week check was conducted increased in 2010 to 80 per cent, from 74 per cent in 2009 and 71 per cent in 2008.

Table 3-6  Proportion of productive households where a mid-week check conducted

<table>
<thead>
<tr>
<th>Year</th>
<th>Fully co-operating</th>
<th>Partially co-operating</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid week check conducted by phone</td>
<td>51</td>
<td>36</td>
<td>50</td>
</tr>
<tr>
<td>Mid week check conducted in person</td>
<td>31</td>
<td>22</td>
<td>30</td>
</tr>
<tr>
<td>No mid week check</td>
<td>18</td>
<td>41</td>
<td>20</td>
</tr>
<tr>
<td><strong>Base (households)</strong></td>
<td><strong>8,097</strong></td>
<td><strong>705</strong></td>
<td><strong>8,803</strong></td>
</tr>
<tr>
<td>2009</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid week check conducted by phone</td>
<td>48</td>
<td>34</td>
<td>47</td>
</tr>
<tr>
<td>Mid week check conducted in person</td>
<td>28</td>
<td>19</td>
<td>27</td>
</tr>
<tr>
<td>No mid week check</td>
<td>24</td>
<td>47</td>
<td>26</td>
</tr>
<tr>
<td><strong>Base (households)</strong></td>
<td><strong>8,384</strong></td>
<td><strong>775</strong></td>
<td><strong>9,159</strong></td>
</tr>
<tr>
<td>2008</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mid week check conducted by phone</td>
<td>46</td>
<td>33</td>
<td>45</td>
</tr>
<tr>
<td>Mid week check conducted in person</td>
<td>27</td>
<td>17</td>
<td>26</td>
</tr>
<tr>
<td>No mid week check</td>
<td>27</td>
<td>51</td>
<td>29</td>
</tr>
<tr>
<td><strong>Base (households)</strong></td>
<td><strong>8,094</strong></td>
<td><strong>873</strong></td>
<td><strong>8,967</strong></td>
</tr>
</tbody>
</table>

As shown above, in 2010, 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 4.6 minutes on average in 2010 (compared with 4.6 minutes in 2009 and 4.8 minutes in 2008).

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:
At pick-up, the Fuel and Mileage chart was collected 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** (see Appendix I) 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.9

On average, the pick-up call (including the interview and checking the travel records) lasted 16.0 minutes for fully productive households, in 2010. This call was made within six days of the end of the Travel Week.

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

---

9 A paper version of the pick-up questionnaire was introduced in 2002 to enable interviewers do the pick-up interview on the doorstep where respondents were unwilling to let them into the property again.
Table 3-7  Mean length of pick up interview in minutes, from 2002 to 2010

<table>
<thead>
<tr>
<th>Year</th>
<th>Fully co-operating</th>
<th>Fully and Partially co-operating</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>16.0</td>
<td>15.9</td>
</tr>
<tr>
<td>2009</td>
<td>16.4</td>
<td>16.2</td>
</tr>
<tr>
<td>2008</td>
<td>16.2</td>
<td>16.0</td>
</tr>
<tr>
<td>2007</td>
<td>16.6</td>
<td>16.4</td>
</tr>
<tr>
<td>2006</td>
<td>16.3</td>
<td>16.1</td>
</tr>
<tr>
<td>2005</td>
<td>18.6</td>
<td>18.5</td>
</tr>
<tr>
<td>2004</td>
<td>19.0</td>
<td>18.7</td>
</tr>
<tr>
<td>2003</td>
<td>18.6</td>
<td>16.3</td>
</tr>
<tr>
<td>2002</td>
<td>18.4</td>
<td>18.0</td>
</tr>
</tbody>
</table>

3.11 Gazetteer

A new placename gazetteer was introduced in 2007\(^{10}\). The new gazetteer holds a much more complete list of locations in Great Britain which is based on 1km grid references.

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

3.12 Outcome coding

Interviewers were required to assign an outcome code to every address in their assignment. The range of possible fieldwork outcomes is shown in Figure 3.7.

The fully and partially co-operating codes (11-13 and 21-23) were automatically computed by the CAPI questionnaire. (These fieldwork outcome codes are different to the participation categories that are used for the purposes of the weighting.) For a household to be classed as fully co-operating, the placement interview had to be fully completed and filled in Travel Diaries had to be collected for all household members. To be classed as fully completed, the 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.

---

\(^{10}\) The gazetteer is used to code the location of where respondents work and the origin and destination of any long distance journeys during the CAPI interview. It is also used to code the location of journeys made in the travel record using the Diary Entry System.
<table>
<thead>
<tr>
<th>Outcome</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FULLY CO-OPERATING</strong></td>
<td></td>
</tr>
<tr>
<td>Fully productive: All desired respondent(s) in person</td>
<td>11</td>
</tr>
<tr>
<td>Fully productive: Partly by desired respondent(s), partly by proxy</td>
<td>12</td>
</tr>
<tr>
<td>Fully productive: By proxy</td>
<td>13</td>
</tr>
<tr>
<td><strong>PARTIALLY CO-OPERATING</strong></td>
<td></td>
</tr>
<tr>
<td>Partial productive: Desired respondent(s)</td>
<td>24</td>
</tr>
<tr>
<td>Partial productive: Partly by desired respondent(s), partly by proxy</td>
<td>25</td>
</tr>
<tr>
<td>Partial productive: By proxy</td>
<td>26</td>
</tr>
<tr>
<td><strong>NON-CONTACT</strong></td>
<td></td>
</tr>
<tr>
<td>No contact with anyone at address</td>
<td>31</td>
</tr>
<tr>
<td>Contact made at address, but not with member of selected household / responsible adult</td>
<td>32</td>
</tr>
<tr>
<td>Contact made at selected household but not with any responsible member</td>
<td>33</td>
</tr>
<tr>
<td><strong>REFUSAL</strong></td>
<td></td>
</tr>
<tr>
<td>Office refusal</td>
<td>41</td>
</tr>
<tr>
<td>Contact made but information refused about number of HHs or DU</td>
<td>42</td>
</tr>
<tr>
<td>Refusal at introduction/before interview / proxy refusal</td>
<td>43</td>
</tr>
<tr>
<td>Refusal during interview</td>
<td>44</td>
</tr>
<tr>
<td>Broken appointment – no recontact</td>
<td>45</td>
</tr>
<tr>
<td><strong>OTHER UNPRODUCTIVE</strong></td>
<td></td>
</tr>
<tr>
<td>Illness at home during survey period</td>
<td>51</td>
</tr>
<tr>
<td>Absence from home/hospital all survey period</td>
<td>52</td>
</tr>
<tr>
<td>Physical or mental incapacity</td>
<td>53</td>
</tr>
<tr>
<td>Language difficulties</td>
<td>54</td>
</tr>
<tr>
<td>OFFICE APPROVAL ONLY - Lost productive</td>
<td>55</td>
</tr>
<tr>
<td>Interview completed but respondent requested deletion</td>
<td>56</td>
</tr>
<tr>
<td>OFFICE APPROVAL ONLY - Other unproductive</td>
<td>59</td>
</tr>
<tr>
<td><strong>UNKNOWN ELIGIBILITY</strong></td>
<td></td>
</tr>
<tr>
<td>OFFICE APPROVAL ONLY - Not attempted</td>
<td>61</td>
</tr>
<tr>
<td>OFFICE APPROVAL ONLY – Inaccessible</td>
<td>62</td>
</tr>
<tr>
<td>OFFICE APPROVAL ONLY - Unable to locate address</td>
<td>63</td>
</tr>
<tr>
<td>Unknown whether address contains residential housing – no contact made</td>
<td>64</td>
</tr>
<tr>
<td>Residential address – unknown whether occupied by eligible household – no contact</td>
<td>65</td>
</tr>
<tr>
<td>Other unknown eligibility</td>
<td>69</td>
</tr>
<tr>
<td><strong>INELEGIBLE/DEADWOOD</strong></td>
<td></td>
</tr>
<tr>
<td>Not yet built/under construction</td>
<td>71</td>
</tr>
<tr>
<td>Demolished/derelict</td>
<td>72</td>
</tr>
<tr>
<td>Vacant/empty</td>
<td>73</td>
</tr>
<tr>
<td>Non-residential address e.g. business, school, office factory etc.</td>
<td>74</td>
</tr>
<tr>
<td>Address occupied, no resident household e.g. holiday or weekend home</td>
<td>75</td>
</tr>
<tr>
<td>Communal Establishment/institution (no private dwellings)</td>
<td>76</td>
</tr>
<tr>
<td>Residential, but no eligible respondent (e.g. no-one aged 16 and over)</td>
<td>77</td>
</tr>
<tr>
<td>OFFICE USE ONLY - Address out of sample</td>
<td>78</td>
</tr>
<tr>
<td>Other ineligible</td>
<td>79</td>
</tr>
<tr>
<td>Unknown whether address contains residential housing – info refused</td>
<td>81</td>
</tr>
<tr>
<td>Contact made but not with someone who could confirm whether occupied/residential</td>
<td>82</td>
</tr>
<tr>
<td>Residential address, unknown whether occupied by eligible households/persons – info refused</td>
<td>83</td>
</tr>
<tr>
<td>Unable to confirm eligibility due to language difficulties</td>
<td>85</td>
</tr>
<tr>
<td>Other unknown eligibility</td>
<td>89</td>
</tr>
</tbody>
</table>
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)

3.13 The £5 gift voucher incentive

In 2002 an experiment to test the effect of offering incentives to NTS sample members was conducted from the beginning of the July 2002 quota until the end of the December 2002 quota\(^\text{11}\). 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 \textit{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.

\textit{The 2009 Incentive Experiment}

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

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

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

\(^{11}\) See section 3.12 in the 2002 NTS Technical report, and Stratford et al. (2003), Incentives experiment report both on DfT’s website
Neither of the higher value incentive structures trialled in this experiment achieved a significantly higher response rate than the pre-existing incentive structure. There was also little difference between the incentive options in terms of the composition of the achieved sample or the quality of the data collected. In light of these findings, no changes to the incentives structure were recommended.

### 3.14 Response rates

The tables below show the national response rates for 2010, as well as the Inner and Outer London and National (excluding London) response rates for the same periods. The overall response rate in 2010 was 60% but this was lower in Inner London (48%) and Outer London (55%), and higher in the rest of the country (61%).

#### Table 3-8 NTS National response rates in 2010

<table>
<thead>
<tr>
<th>Achieved Sample Rate</th>
<th>Standard Response Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Set sample</td>
<td>15048</td>
</tr>
<tr>
<td>Unknown eligibility</td>
<td>126</td>
</tr>
<tr>
<td>Fully co-operating</td>
<td>8097</td>
</tr>
<tr>
<td>Partially co-operating</td>
<td>705</td>
</tr>
<tr>
<td>Refusal to co-operate and other unproductive</td>
<td>3924</td>
</tr>
<tr>
<td>Non-contact</td>
<td>658</td>
</tr>
</tbody>
</table>

#### Table 3-9 NTS Inner London response rates in 2010

<table>
<thead>
<tr>
<th>Achieved Sample Rate</th>
<th>Standard Response Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Set sample</td>
<td>968</td>
</tr>
<tr>
<td>Unknown eligibility</td>
<td>12</td>
</tr>
<tr>
<td>Fully co-operating</td>
<td>384</td>
</tr>
<tr>
<td>Partially co-operating</td>
<td>46</td>
</tr>
<tr>
<td>Refusal to co-operate and other unproductive</td>
<td>278</td>
</tr>
<tr>
<td>Non-contact</td>
<td>82</td>
</tr>
</tbody>
</table>

---

12 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.
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 2010 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.

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

### Table 3-10  NTS Outer London response rates in 2010

<table>
<thead>
<tr>
<th>Achieved Sample Rate</th>
<th>Standard Response Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Set sample</td>
<td>1232</td>
</tr>
<tr>
<td>Ineligible/deadwood</td>
<td>138</td>
</tr>
<tr>
<td>Unknown eligibility</td>
<td>11</td>
</tr>
<tr>
<td>Eligible households</td>
<td>1093</td>
</tr>
<tr>
<td><strong>Fully co-operating</strong></td>
<td><strong>599</strong></td>
</tr>
<tr>
<td>Partially co-operating</td>
<td>62</td>
</tr>
<tr>
<td>Refusal to co-operate and other unproductive</td>
<td>365</td>
</tr>
<tr>
<td>Non-contact</td>
<td>57</td>
</tr>
</tbody>
</table>

### Table 3-11  NTS National excluding London response rates in 2010

<table>
<thead>
<tr>
<th>Achieved Sample Rate</th>
<th>Standard Response Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>%</td>
</tr>
<tr>
<td>Set sample</td>
<td>12848</td>
</tr>
<tr>
<td>Ineligible/deadwood</td>
<td>1234</td>
</tr>
<tr>
<td>Unknown eligibility</td>
<td>103</td>
</tr>
<tr>
<td>Eligible households</td>
<td>11604</td>
</tr>
<tr>
<td><strong>Fully co-operating</strong></td>
<td><strong>7114</strong></td>
</tr>
<tr>
<td>Partially co-operating</td>
<td>597</td>
</tr>
<tr>
<td>Refusal to co-operate and other unproductive</td>
<td>3281</td>
</tr>
<tr>
<td>Non-contact</td>
<td>519</td>
</tr>
</tbody>
</table>

### 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 seven 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 DES 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 received by 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 DES 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, which was developed using the software Quantum, then transforms all the travel record data entered for a wave into text files. Following the export of the data, the text files were processed outside the DES. An edit checking program was run on the files to do a comprehensive set of consistency checks, with a report being produced. The DES was used to rectify any validation errors reported and the data re-exported. When the data had been cleaned 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, village or local area. However, in 2002 and for subsequent survey years up to and including 2007, 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 was to enable 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. However, the decision was made to drop the collection of this data in 2008 in the interests of reducing respondent burden.

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

The occupation and industry of respondents aged 16 and over was coded using the Standard Occupational Classification (SOC2000) from 2008 and Standard Industrial Classifications (SIC2007) from 2010. 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)

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corporate managers</td>
<td>11</td>
</tr>
<tr>
<td>Managers and proprietors in agriculture and services</td>
<td>12</td>
</tr>
<tr>
<td>Science &amp; technology professionals</td>
<td>21</td>
</tr>
<tr>
<td>Health professionals</td>
<td>22</td>
</tr>
<tr>
<td>Teaching &amp; research professionals</td>
<td>23</td>
</tr>
<tr>
<td>Business &amp; public service professionals</td>
<td>24</td>
</tr>
<tr>
<td>Science &amp; technology associate professionals</td>
<td>31</td>
</tr>
<tr>
<td>Health &amp; social welfare associate professionals</td>
<td>32</td>
</tr>
<tr>
<td>Protective service occupations</td>
<td>33</td>
</tr>
<tr>
<td>Culture, media &amp; sports occupations</td>
<td>34</td>
</tr>
<tr>
<td>Administrative occupations</td>
<td>41</td>
</tr>
<tr>
<td>Secretarial &amp; related occupations</td>
<td>42</td>
</tr>
<tr>
<td>Skilled agricultural trades</td>
<td>51</td>
</tr>
<tr>
<td>Skilled metal &amp; electric trades</td>
<td>52</td>
</tr>
<tr>
<td>Skilled construction &amp; building trades</td>
<td>53</td>
</tr>
<tr>
<td>Textiles, printing &amp; other skilled trades</td>
<td>54</td>
</tr>
<tr>
<td>Caring personal service occupations</td>
<td>61</td>
</tr>
<tr>
<td>Leisure &amp; other personal service occupations</td>
<td>62</td>
</tr>
<tr>
<td>Sales occupations</td>
<td>71</td>
</tr>
<tr>
<td>Customer service occupations</td>
<td>72</td>
</tr>
<tr>
<td>Process, plant &amp; machine operatives</td>
<td>81</td>
</tr>
<tr>
<td>Transport &amp; mobile machine drivers &amp; operatives</td>
<td>82</td>
</tr>
<tr>
<td>Elementary trades, plant &amp; storage related occupations</td>
<td>91</td>
</tr>
<tr>
<td>Elementary administration &amp; service occupations</td>
<td>92</td>
</tr>
</tbody>
</table>
Figure 4-2  Standard Industrial Classification 2007 (SIC2007)

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, forestry &amp; Fishing</td>
<td>A</td>
</tr>
<tr>
<td>Mining &amp; quarrying</td>
<td>B</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>C</td>
</tr>
<tr>
<td>Electricity, gas, steam and air conditioning supply</td>
<td>D</td>
</tr>
<tr>
<td>Water supply; sewerage, waste management and remediation activities</td>
<td>E</td>
</tr>
<tr>
<td>Construction</td>
<td>F</td>
</tr>
<tr>
<td>Wholesale &amp; retail trade; repair of motor vehicles &amp; motorcycles</td>
<td>G</td>
</tr>
<tr>
<td>Accommodation and food service activities</td>
<td>H</td>
</tr>
<tr>
<td>Transport and storage</td>
<td>I</td>
</tr>
<tr>
<td>Information and communication</td>
<td>J</td>
</tr>
<tr>
<td>Financial and insurance activities</td>
<td>K</td>
</tr>
<tr>
<td>Real estate activities</td>
<td>L</td>
</tr>
<tr>
<td>Professional, scientific and technical activities</td>
<td>M</td>
</tr>
<tr>
<td>Administrative and support service activities</td>
<td>N</td>
</tr>
<tr>
<td>Public administration &amp; defence; compulsory social security</td>
<td>O</td>
</tr>
<tr>
<td>Education</td>
<td>P</td>
</tr>
<tr>
<td>Human health &amp; social work activities</td>
<td>Q</td>
</tr>
<tr>
<td>Arts, entertainment and recreation</td>
<td>R</td>
</tr>
<tr>
<td>Other service activities</td>
<td>S</td>
</tr>
<tr>
<td>Activities of households as employers; undifferentiated goods and services producing activities of households for own use</td>
<td>T</td>
</tr>
<tr>
<td>Activities of extra-territorial organisations &amp; bodies</td>
<td>U</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Large employers and higher managerial occupations</td>
<td>1.1</td>
</tr>
<tr>
<td>Higher professional occupations</td>
<td>1.2</td>
</tr>
<tr>
<td>Lower managerial &amp; professional occupations</td>
<td>2</td>
</tr>
<tr>
<td>Intermediate occupations</td>
<td>3</td>
</tr>
<tr>
<td>Small employer &amp; own account workers</td>
<td>4</td>
</tr>
<tr>
<td>Lower supervisory &amp; technical occupations</td>
<td>5</td>
</tr>
<tr>
<td>Semi-routine occupations</td>
<td>6</td>
</tr>
<tr>
<td>Routine occupations</td>
<td>7</td>
</tr>
</tbody>
</table>

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 85 per cent of vehicles in 2010. However, checking by DfT showed that around 9 per cent 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 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 2010, in 25 per cent of cases with an unrecognised registration number, the respondent confirmed that the registration number was actually correct. 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 were not 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 per cent of cases in 2010.

### 4.4.5 Vehicle coding

Each year, for each vehicle, the length of the vehicle and the size of the fuel tank are coded. 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 using the car-coding frame. However, if the vehicle’s make and model was not listed in this database, respondents were asked to provide this information. Where the respondent could not provide this, editors were required to look up the information if possible (using industry magazines and information available online).

Respondents who were not willing or able to provide the registration of the vehicle are asked for information about engine size. Those respondents who gave the registration number of the vehicle were not routed through this part of the vehicle questionnaire, and therefore the engine size were not coded at this point. Instead this information was provided by the data from the DVLA database.
For the vehicles where the registration number was provided, 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 to 2006, inter-county distance checks were done between origins and destinations recorded in the travel diary and for long distance journeys recorded in the Individual interview. For each place name coded the associated county was read in from a look up file. These checks which had been developed by DfT, were flagged to interviewers during the editing stage at NatCen.

From 2007 onwards a fuller gazetteer of place names was introduced. The new gazetteer has grid references associated with each place name so the crude county level distance checks were replaced by checks based on Euclidean (i.e. straight line) distances.

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 parts of the country. In these instances, editors referred to the long distance journey record or checked with interviewers, and corrected the coding as appropriate.

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 seven days before the placement interview or the Travel Week, which ever date was the earliest (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.

### Figure 4-4 NTS record types, 2010

<table>
<thead>
<tr>
<th>Record type</th>
<th>Data</th>
<th>Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Record 1</td>
<td>Households</td>
<td>Household</td>
</tr>
<tr>
<td>Record 2</td>
<td>Vehicles</td>
<td>Vehicle</td>
</tr>
<tr>
<td>Record 3</td>
<td>Individuals (continued on record 9)</td>
<td>Individual</td>
</tr>
<tr>
<td>Record 4</td>
<td>Long Distance Journeys 1 (these data occur once per individual)</td>
<td>Individual</td>
</tr>
<tr>
<td>Record 5</td>
<td>Long Distance Journeys (these data occur once per journey)</td>
<td>Journey</td>
</tr>
<tr>
<td>Record 6</td>
<td>Days</td>
<td>Day</td>
</tr>
<tr>
<td>Record 7</td>
<td>Journeys</td>
<td>Journey</td>
</tr>
<tr>
<td>Record 8</td>
<td>Stages</td>
<td>Stage</td>
</tr>
<tr>
<td>Record 9</td>
<td>Individuals2 (continuation of record 3)</td>
<td>Individual</td>
</tr>
</tbody>
</table>

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
5 WEIGHTING

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

5.2 The interview sample weights
The interview sample weights were developed to be used for analyses of all participating households with completed individual interviews for all household members (either in person or by proxy), regardless of the amount of travel diary information collected. We refer to this sample as the ‘interview sample’. In 2010, the number of households included in the interview sample was 8,775 and the number of individuals and vehicles covered were 20,839 and 10,703 respectively.

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

- Generate the weights \( w_1 \) for the selection of the dwelling unit and/or household at the sampled address (if sampling was required) (Section 5.2.1).
- Produce weights for household-level non-participation \( w_2 \) (Section 5.2.2).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview \( w_3 \) (Section 5.2.3).
- Select the interview sample households.
- Compute the composite weights for selection and participation with the interview survey, \( w_5 = w_1 \times w_2 \times w_3 \).
- Generate calibration weights \( w_6 \) which adjust the household/individuals in the interview sample to known household population estimates for age/sex and region, using the final composite weights \( w_5 \) as initial estimates (Section 5.2.4).
- The calibration weights \( w_6 \) were then the final weights for households, individuals and vehicles in the interview sample.

5.2.1 Selection weights for multiple dwelling units and households
For the NTS, at addresses at which more than one dwelling unit or household is identified, there is a defined procedure for selecting the dwelling units and households to be included (see Section 2.7).
Most addresses consist of a single dwelling unit and for these no selection is required. For the relatively few addresses (<1%) that contain more than one dwelling unit, interviewers list the dwelling units identified (on the ARF) and randomly sample one of them. This selection needs to be corrected by applying an appropriate selection weight, otherwise dwelling units at split address would be under-represented in the final sample. The dwelling unit weight \( (w_{DU}) \) was calculated to be equal to the number of dwelling units identified at the address.

In Scotland, the weighting is slightly different as the Multiple Occupancy Indicator (MOI) listed in the PAF is used when sampling the addresses; the MOI being an estimate of the number of dwelling units at an address. A weight need only be applied when the number of dwelling units identified by the interview is different to the MOI, in which case the dwelling unit weight is calculated as:

\[
W_{DU} = \frac{\text{number of dwelling unit identified}}{\text{MOI}}
\]

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

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

### 5.2.2 Weighting for household participation

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

The models for household participation is shown in Appendix L – items in the model were: GOR, ACORN group, area type (urban/rural measure) and the month that the address was issued for the NTS (this is to allow for seasonal bias). This model was developed based on analysis of the NTS 2002 (see Pickering et al., 2006).
5.2.3 Weighting for the removal of households with missing individual interviews

The aim of these weights is to reduce the bias from the removal of households that did not have a completed individual interview for all household members. The proportion of households that did not have a complete individual interview for all household members was small. Therefore it was decided to base the weights solely on the size of the household, the main predictor of complete household participation. To generate the weights, a logistic regression model was fitted which included the size of the household as the only covariate (see Appendix M). The weights \( w_3 \) were again calculated as the reciprocal of the propensities (for having complete individual interviews for all household members) estimated from this model.

5.2.4 Calibration weighting

The final stage of the weighting procedure for the interview sample was to adjust the weights using calibration weighting (Deville & Sarndal, 1992). Calibration weighting adjusts the weights so that characteristics of the weighted achieved sample match population estimates. This reduces (but does not completely remove) any residual non-response bias and (less so) any impact of sampling and coverage error.

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

For NTS 2010, we adjusted the composite (household-level) weight from the previous stages \( w_5 \) so that the distribution for groups defined by age and sex and GOR matched 2009 mid-year population estimates of household residents (see Appendix N). This was done in Stata.

5.3 Fully responding sample weights

Weights were also produced for the analyses of the fully responding (co-operating) sample (see Section 3.12). In the NTS 2010, 8,097 households were defined as fully co-operating, with completed individual interviews and travel diaries for 19,072 household members and 9,777 vehicle questionnaires.

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

- Generate the weights \( w_1 \) for the selection of the dwelling unit / household at the sampled address (if sampling was required) (Section 5.2.1).
- Produce weights for household-level non-participation \( w_2 \) (Section 5.2.2).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview \( w_3 \) (Section 5.2.3).
- Select the interview sample households.

---

13 Note that because interviews for the participating single-person households were completed for all household members, these were assigned a weight of 1 and excluded from the logistic regression model.
Generate weights for the removal of households which did not fully respond ($w_4$). (Section 5.3.1)
Select the fully responding sample.
Compute the composite weights for selection and being fully productive,
$$w_5 = w_1 \times w_2 \times w_3 \times w_4.$$
Generate calibration weights ($w_6$) which adjust the household/individuals in the fully responding sample to known household population estimates for age/sex and region and other characteristics from the NTS interview sample, using the final composite weights ($w_5$) as initial estimates (Section 5.3.2).
The calibration weights ($w_6$) were then the final weights for households, individuals and vehicles in the fully responding sample.

5.3.1 Weighting for the removal of households which did not fully respond
The aim of these weights is to reduce the bias from the removal of households that did not fully respond. Of the 8,775 interview sample households in NTS 2010, 678 (7.7%) would be excluded from the analyses of the fully responding households (i.e. 8,097 were defined as fully responding).

A non-response model was fitted with whether a household in the interview sample fully responded as the response variable and pre-determined measures, identified from analysis of the NTS 2002 (see Pickering et al., 2006), as covariates. Measures included in the model were: GOR, tenure, number of adults, number of children, any married couples, any cohabiting couples, frequency of buses, frequency of trains, use of a vehicle, age category of youngest household member, ethnic groups of household members and month that address was issued (to control for any seasonal effects). (See Appendix O).

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

5.3.2 Calibration weighting
The final stage of the weighting procedure was to adjust the weights using calibration weighting in Stata (see Section 5.2.4). Rather than calibrating to just GOR and age/sex, the fully responding sample was also adjusted so that the weighted fully responding sample matched the weighted interview sample for a range of characteristics: number of vehicles owned by the household; area type (urban/rural measure); holding a driving licence; and household composition. (See Appendix P.)

This technique, known as calibration weighting for two-phase sampling (Hidiroglou et al., 2000), not only improved the precision of estimates from the fully responding sample, but also ensured the consistency of the distributions for the key sub-groups that are used for analyses of the NTS data between the interview and fully responding samples.
5.4 Weighting the travel data

5.4.1 The travel diary

Table 5.1 shows the average number of journeys recorded for each day of the travel diary (excluding short walks which were only collected on the seventh day). This indicates that there was a gradual reduction in the (weighted) number of journeys recorded throughout the travel diary week from an average of 2.21 per person on the first day to 2.02 on the seventh – a fall of about 9%. In order to reduce any biases from the under-reporting of journeys during the course of the travel diary week, appropriate weights were produced.

<table>
<thead>
<tr>
<th>Day of travel diary:</th>
<th>Average number of journeys:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weighted</td>
</tr>
<tr>
<td>1st day</td>
<td>2.21</td>
</tr>
<tr>
<td>2nd day</td>
<td>2.19</td>
</tr>
<tr>
<td>3rd day</td>
<td>2.17</td>
</tr>
<tr>
<td>4th day</td>
<td>2.10</td>
</tr>
<tr>
<td>5th day</td>
<td>2.07</td>
</tr>
<tr>
<td>6th day</td>
<td>2.04</td>
</tr>
<tr>
<td>7th day</td>
<td>2.02</td>
</tr>
<tr>
<td>Base: Individuals</td>
<td>19,210</td>
</tr>
</tbody>
</table>

The strategy to reduce the bias from drop-off in reporting in the travel diary was to generate weights so that the weighted total number of journeys made on a particular day of the travel diary always equalled the number reported for the first day of the travel diary. This was done separately for each journey purpose, because the rate of drop-off varied by journey purpose (see Table 5.2) - for example, the number of journeys reported for shopping fell from 0.44 to 0.36 over the seven days, whereas for holidays the number of journeys remained fairly constant. This approach assumes that the reporting on the first day of the travel diary is the most accurate and that the drop-off on the following days of the travel diary is only a result of under-reporting.

There were a couple of special cases for the weighting. First, because the number of journeys reported for business and holidays remained constant through the diary week for all years of the NTS (1995 to 2010), the weights were set to 1 for the whole week for these journey purposes. Second, the weights for journeys made at the weekend for education and escort education, which are relatively rare, were also set to 1.
Table 5.2 Average number of journeys recorded on each day of the travel diary by purpose of journey

<table>
<thead>
<tr>
<th>Day of travel diary:</th>
<th>Average number of journeys:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Commuting</td>
</tr>
<tr>
<td>1st day</td>
<td>0.39</td>
</tr>
<tr>
<td>2nd day</td>
<td>0.38</td>
</tr>
<tr>
<td>3rd day</td>
<td>0.37</td>
</tr>
<tr>
<td>4th day</td>
<td>0.37</td>
</tr>
<tr>
<td>5th day</td>
<td>0.36</td>
</tr>
<tr>
<td>6th day</td>
<td>0.35</td>
</tr>
<tr>
<td>7th day</td>
<td>0.34</td>
</tr>
</tbody>
</table>

Bases (individuals):
Weighted 19,210
Unweighted 19,072

5.4.2 Short walks

In the NTS, short walks are only recorded on the seventh day of the travel diary. Analyses of short walks are not carried out at the individual level, only aggregated information is produced; therefore, the fact that the information on short walks is collected on different days for different people should average out for the aggregated estimates produced, assuming that the information collected is distributed approximately evenly over the seven days of the week. However, in reality this is not actually the case.

Table 5.3 shows the distribution of the days on which the information on short walks was collected (weighted by the fully responding weights). To balance the analyses over the days of the week, weights were generated that adjusted the amount of information on short walks collected on each day to be equal to the weighted mean (2,744). These adjustments and the resulting weights are shown in the last two columns of Table 5.3.
Table 5.3  Weighing for short walks

<table>
<thead>
<tr>
<th>Day of the week</th>
<th>Information collected</th>
<th>Percentage</th>
<th>Adjustment</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>2,934</td>
<td>14.7</td>
<td>0.970</td>
<td>6.790</td>
</tr>
<tr>
<td>Monday</td>
<td>2,979</td>
<td>15.0</td>
<td>0.955</td>
<td>6.686</td>
</tr>
<tr>
<td>Tuesday</td>
<td>2,953</td>
<td>14.8</td>
<td>0.964</td>
<td>6.745</td>
</tr>
<tr>
<td>Wednesday</td>
<td>2,717</td>
<td>13.6</td>
<td>1.047</td>
<td>7.332</td>
</tr>
<tr>
<td>Thursday</td>
<td>2,683</td>
<td>13.5</td>
<td>1.061</td>
<td>7.424</td>
</tr>
<tr>
<td>Friday</td>
<td>2,808</td>
<td>14.1</td>
<td>1.013</td>
<td>7.092</td>
</tr>
<tr>
<td>Saturday</td>
<td>2,844</td>
<td>14.3</td>
<td>1.000</td>
<td>7.003</td>
</tr>
</tbody>
</table>

Bases (individuals):
- Total (weighted) 19,906
- Total (unweighted) 19,914

5.4.3 Long distance travel records

Information about all journeys is collected in the travel diary week. In addition, in order to obtain additional information about long distance journeys (LDJs), defined as journeys of 50 miles or more within Great Britain, the NTS collects information on long distance journeys made in the one week period prior to the travel diary week (see Section 3.7). However, the number of LDJs reported in that week (5,301) was lower than the number reported in the travel diary (6,653). As the information collected in the travel diary was likely to be more accurate, the LDJ records were weighted so that the number of LDJs reported on each day equalled the average number (for a day) reported in the travel diary (see Table 5.4). This was done separately for the following categories of journey length: 50 to 75 miles; 75 to 100 miles; and 100 miles or more. (Revised weights using this methodology have also been calculated for the 2006-2008 LDJ data. Prior to this, the weighting did not take journey length into account.)
Table 5.4 Number of long distance journeys made during the travel week

<table>
<thead>
<tr>
<th>Journeys: 50 to 75 miles</th>
<th>Long distance journeys reported:</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Travel Diary</td>
<td>LDJs</td>
</tr>
<tr>
<td>1st day</td>
<td>360</td>
<td>213</td>
</tr>
<tr>
<td>2nd day</td>
<td>379</td>
<td>322</td>
</tr>
<tr>
<td>3rd day</td>
<td>349</td>
<td>289</td>
</tr>
<tr>
<td>4th day</td>
<td>442</td>
<td>358</td>
</tr>
<tr>
<td>5th day</td>
<td>434</td>
<td>401</td>
</tr>
<tr>
<td>6th day</td>
<td>423</td>
<td>349</td>
</tr>
<tr>
<td>7th day</td>
<td>492</td>
<td>309</td>
</tr>
<tr>
<td>Average</td>
<td>411</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Journeys: 75 to 100 miles</th>
<th>Long distance journeys reported:</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Travel Diary</td>
<td>LDJs</td>
</tr>
<tr>
<td>1st day</td>
<td>182</td>
<td>111</td>
</tr>
<tr>
<td>2nd day</td>
<td>219</td>
<td>130</td>
</tr>
<tr>
<td>3rd day</td>
<td>256</td>
<td>160</td>
</tr>
<tr>
<td>4th day</td>
<td>213</td>
<td>147</td>
</tr>
<tr>
<td>5th day</td>
<td>194</td>
<td>145</td>
</tr>
<tr>
<td>6th day</td>
<td>184</td>
<td>124</td>
</tr>
<tr>
<td>7th day</td>
<td>199</td>
<td>145</td>
</tr>
<tr>
<td>Average</td>
<td>207</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Journeys: 100 miles or more</th>
<th>Long distance journeys reported:</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Travel Diary</td>
<td>LDJs</td>
</tr>
<tr>
<td>1st day</td>
<td>377</td>
<td>205</td>
</tr>
<tr>
<td>2nd day</td>
<td>286</td>
<td>310</td>
</tr>
<tr>
<td>3rd day</td>
<td>310</td>
<td>354</td>
</tr>
<tr>
<td>4th day</td>
<td>338</td>
<td>349</td>
</tr>
<tr>
<td>5th day</td>
<td>343</td>
<td>332</td>
</tr>
<tr>
<td>6th day</td>
<td>355</td>
<td>309</td>
</tr>
<tr>
<td>7th day</td>
<td>319</td>
<td>239</td>
</tr>
<tr>
<td>Average</td>
<td>332</td>
<td></td>
</tr>
</tbody>
</table>
GLOSSARY

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

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

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

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

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

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

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

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

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

Trips codes used are as follows:

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

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

Series of calls
In order to reduce the burden on respondents, travel involving a number of stops for the same main purpose and using the same form of transport can be treated as one continuous series of calls from the first such call to the last one unless there is a significant break at any stop. Only shopping and travel in the course of work are treated in this way.
**Short walk**
A short walk is a walk of less than one mile. Very short walks (of less than 50 yards) are always excluded. On the first six days of the travel record only walks of one mile or more are recorded. For the final travel day (Day 7), details of all walks which are 50 yards or more are recorded.

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

**Trip**
A trip (or journey) is a one-way course of travel from one place to another with a single main purpose.
APPENDIX A QUESTIONNAIRE DOCUMENTATION 2010

Introduction to Questionnaire Documentation

Questionnaire changes for the 2010 survey year are shown in Table A.1 below. The full text of the questionnaire is presented after this table. Interviewer instructions are given in capitals and question names are in bold. For changes that occurred in the 2002 to 2010 survey years, the user should refer to the tables at the end of the questionnaire and the Technical Reports for those years for full details of the changes. A supplementary set of tables showing which question have been asked in which years since 2002 are available online at the DfT website.

Introduction to Questionnaire Documentation: Block routing

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

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

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

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

```
TChTrav / QTCHTRAV.NTS  
BchTrav

Questions asked if:
Any individual household member is aged 5-16, 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."
```
Table A.1 All changes made in 2010

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>Serial numbers to increase from 8 digits to 9. Area will now be 6 digits long.</td>
<td>2010</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Household Questionnaire</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demographics: BHComp/ QTHCOMP.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nation</td>
<td>Nationality</td>
<td>Deleted</td>
<td>2010</td>
<td>Replaced with COB</td>
</tr>
<tr>
<td>xNation</td>
<td>Other Nationality</td>
<td>Deleted</td>
<td>2010</td>
<td>Replaced with COBX</td>
</tr>
<tr>
<td>COB</td>
<td>Country of birth</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>XCOB</td>
<td>Other country of birth</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td><strong>Accessibility of Services: BAmenity/QAmenity.INC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LastDN</td>
<td>What was the last delivery to home</td>
<td>Routing changed to only be asked if more than one item recorded at OrderN</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>DelMeth</td>
<td>How was last order delivered</td>
<td>Answer category added: “4. Not in when it was delivered/ Did not see how it was delivered” Interviewer note added: “INTERVIEWER: IF RESPONDENT CAN’T REMEMBER ENTER &lt;CTRL-K&gt; FOR DON’T KNOW.”</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Delvisit</td>
<td>Whether visited shop first</td>
<td>Question wording changed “Before the order was placed, did you or anyone in your household make a specific visit to a shop or outlet to help decide which item to buy, or to view the item selected?”</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>HowSpec</td>
<td>Whether would have made a specific trip to get item if it was not delivered</td>
<td>Question wording changed “If you/a member of your household had gone in person to buy the item, do you think you would have made a specific trip to do so, or would you have waited until the next time you were going to be in the area of the shop or outlet anyway?” Answer category changed “2. Next time were in the area of the shop or outlet anyway”</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td><strong>Attitudes to Local Services: BAttitud / QATTITUD.INC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement</td>
<td>Rating of local pavements</td>
<td>Added</td>
<td>2010</td>
<td>Previously included 2002/2004</td>
</tr>
<tr>
<td>Question</td>
<td>Summary</td>
<td>Details of change</td>
<td>Changed</td>
<td>Notes</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------------</td>
<td>-------------------</td>
<td>---------</td>
<td>----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Cyclane</td>
<td>Rating of local cycle lanes</td>
<td>Added</td>
<td>2010</td>
<td>Previously included 2002/2004</td>
</tr>
</tbody>
</table>

**Individual Questionnaire**

**Disabilities that affect travel: BDIsab / QTDisab.INC**

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WhlAid</td>
<td>Intro to individual questions</td>
<td>Answer category added</td>
<td>2010</td>
<td>“95. None of these”</td>
</tr>
<tr>
<td>SpecUs</td>
<td>Whether use special transport</td>
<td>Interviewer instruction added:</td>
<td>2010</td>
<td>INTERVIEWER: IF NONE USED, CODE OTHER.</td>
</tr>
<tr>
<td>XSpecUs</td>
<td>Other special transport used</td>
<td>Interviewer instruction added:</td>
<td>2010</td>
<td>IF RESPONDENT DOES NOT USE ANY SPECIAL TRANSPORT SERVICES, TYPE NONE.</td>
</tr>
</tbody>
</table>

**Travel to work: BWkMeth / QTWkMeth.INC**

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>WkLift</td>
<td>Whether give lifts or not</td>
<td>Interviewer note added</td>
<td>2010</td>
<td>“INTERVIEWER NOTE: PLEASE DO NOT INCLUDE GIVING PEOPLE LIFTS PART OF THE WAY (E.G. PICKING UP FROM BUS STOP).”</td>
</tr>
</tbody>
</table>

**Working at home: BWkHome / QTWkHome.INC**

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>OftHome</td>
<td>How often work at home</td>
<td>Interviewer note changed</td>
<td>2010</td>
<td>&quot;INTERVIEWER: WE ARE INTERESTED IN WHETHER THE RESPONDENT IS WORKING AT HOME INSTEAD OF GOING TO THEIR (USUAL) PLACE OF WORK. DO NOT INCLUDE IF ADDITIONAL TO NORMAL WORKING HOURS (E.G. ADDITIONAL WORK AT HOME IN EVENINGS OR WEEKEND), AND DO NOT INCLUDE SELF-EMPLOYED PEOPLE (E.G. PLUMBERS) DOING ADMINISTRATIVE PAPERWORK.&quot;</td>
</tr>
</tbody>
</table>

**Ease/Difficulty of travelling to work: BWkDiff / QTWkDiff.INC**

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>CarSeas</td>
<td>How easy to travel to work a different way other than car</td>
<td>Interviewer note added</td>
<td>2010</td>
<td>&quot;INTERVIEWER NOTE: THE QUESTION REFERS TO ANY PRIVATE MOTOR VEHICLE. IT IS AIMING TO FIND OUT HOW EASY IT WOULD BE FOR THE RESPONDENT TO USE OTHER FORMS OF TRANSPORT.&quot;</td>
</tr>
<tr>
<td>XWorkNew</td>
<td>Other mode of travel to work if could not use normal method</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
</tbody>
</table>

**Shopping: BShDiff / QTShDiff.INC**

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FdShp</td>
<td>How does food shopping</td>
<td>Interviewer note added</td>
<td>2010</td>
<td>“INTERVIEWER NOTE: IF THE”</td>
</tr>
<tr>
<td>Question</td>
<td>Summary</td>
<td>Details of change</td>
<td>Changed</td>
<td>Notes</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>------------------</td>
<td>---------</td>
<td>-------</td>
</tr>
<tr>
<td>Delstrt</td>
<td>When started having shopping delivered</td>
<td>Interviewer note added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>&quot;INTERVIEWER NOTE: THIS QUESTION REFERS TO THE VERY FIRST TIME THE RESPONDENT HAD FOOD DELIVERED, EVEN IF THERE HAS BEEN A BREAK FROM HOME DELIVERY SINCE.&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ShpTro</td>
<td>How would do shopping if not by car</td>
<td>Deleted</td>
<td>2010</td>
<td>Replaced with ShpTroN and ShpTrans</td>
</tr>
<tr>
<td>ShpTroN</td>
<td>How would do shopping if not by car</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>ShpTrans</td>
<td>Mode of transport for shopping if not by car</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>XshpTran</td>
<td>Other mode of transport for shopping</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Road Accidents - Adults: BAccid / QAccid.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Injury3</td>
<td>Whether injured in road accident in last 3 years</td>
<td>Question wording changed</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Thinking again about the last 3 years, that is since [Date], have you been in a road accident on a public road in which you were injured in some way? Please include incidents where you were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road Accidents - Children: BChildAcc / QChAcc.INC</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ChildAcc1</td>
<td>Introduction to child accident questions</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>ChildAcc2</td>
<td>Whether child in road accident in last 3 years</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>ChildWh1</td>
<td>Which children in accident</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>BSubAcc / QChAcc.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAcc3Yr</td>
<td>Number of accidents involved in last 3 years</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>CAcc12Mn</td>
<td>Number of accidents involved in last 12 months</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>CInjury3</td>
<td>Whether injured in accident in last 3 years</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>CAcc3Inj</td>
<td>Number of accidents injured in last 3 years</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>CAcc12Inj</td>
<td>Number of accidents injured in last 12 months</td>
<td>Added</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Long Distance Journeys: BLDJQs / QTLDJQs.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpto</td>
<td>Purpose of journey</td>
<td>Interviewer note added &quot;INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.&quot;</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>PurpFro</td>
<td>Where journey started from</td>
<td>Interviewer note added &quot;INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.&quot;</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Individual Pick-up Interview</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BPickUp / QTPIICUP.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DLAge</td>
<td>Age obtained full licence if got between placemen and pick-up interview</td>
<td>Routing changed to be asked only if respondent has had a birthday since the placement interview</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Vehicle Questionnaire</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Registration Numbers: BVehInt / QVehInt.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RegExpl</td>
<td>Whether acceptable to look up details with DVLA</td>
<td>Question wording changed from &quot;DfT&quot; to &quot;Department for Transport&quot;</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Personal</td>
<td>Whether registration personalised or cherished</td>
<td>Question moved to before VRegNo1</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>VRegNo1</td>
<td>Registration number</td>
<td>Answer field changed to allow personalised number plates</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Vehicle Pick-up Interview</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BVPickU / QTVPickU.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FuelPds</td>
<td>Amount paid for fuel</td>
<td>Question wording changed &quot;ENTER TOTAL AMOUNT HOUSEHOLD PAID IN POUNDS AND PENCE FOR THIS FUEL AND CHECK SUM WITH RESPONDENT&quot;</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Admin Block</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bconname/ QPenult.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Penult3</td>
<td>Reminder to place fuel and mileage chart</td>
<td>Interviewer note added &quot;REMIND RESPONDENT ABOUT INSTRUCTIONS ON BACK OF MILAGE CHART&quot;</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>BioOut/QADMIN.INC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BlnkDry</td>
<td>Whether diary blank</td>
<td>Routing changed to be asked if diary coded as fully completed</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Question wording changed &quot;INTERVIEWER: IS NAME'S TRAVEL&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Summary</td>
<td>Details of change</td>
<td>Changed</td>
<td>Notes</td>
</tr>
<tr>
<td>----------</td>
<td>---------</td>
<td>------------------</td>
<td>---------</td>
<td>-------</td>
</tr>
<tr>
<td>RECORD BLANK ON ALL DAYS (I.E. NO TRIPS ARE RECORDED ON ANY DAY)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BlnkWhy</td>
<td>Why no trips recorded in travel record</td>
<td>Answer category added “5. Did not go out at all (but not due to illness/disability)”</td>
<td>2010</td>
<td></td>
</tr>
</tbody>
</table>
Block summary

Household questionnaire

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Bnames, THComp, BHRP, THRel, BsPout

Accommodation Page Error! Bookmark not defined.
BAccom, BTenure, BResLen

Local Transport Services Page Error! Bookmark not defined.
BLocServ

Accessibility of services Page 59
BAmenity

Attitude to local services Page 59
BAAttitud

Children’s travel to school Page 59
TchTrav

Vehicle grid (Make, model) Page 59
BVehNum TVehTab

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Methods of transport used Page 59
TMethod

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TCycle

Children as front/rear passengers 59
TCarPas

Driving licence Page 59
TDrLic, TpickUp

Education, paid work and journey planning Page 59
TILO, Teduc

Transport-related barriers to employment Page 59
TTrEmp

Last paid job Page 59
TLastJb

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TMainJb

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TIncm

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TWorkPl

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TWrkMeth

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TWkDiff

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TDemTr

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TWhoLDJ, BLDJINT, TLDJQs, TpickUp

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TPickUp (YPDQ)

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RegIntr
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TaxCl

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Bpark

Company car Page 113
BComCar,

Mileage Page 115
BMILEAG

Vehicle pick-up interview Page 113
TVPickU

Admin block Page 121
Household Questionnaire

BID/QID.INC

Area
AREA NUMBER.
JUST PRESS <Enter>.

Address
ADDRESS NUMBER.
JUST PRESS <Enter>

Hhold
HOUSEHOLD NUMBER.
JUST PRESS <Enter>.

BSignIn/ QSIGNIN.INC

RECORD ALWAYS

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

RECORD ALWAYS

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

RECORD ALWAYS

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

RECORD ALWAYS

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

RECORD ALWAYS

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

RECORD ALWAYS

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

RECORD ALWAYS

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

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

BBNames/ QNAMES.HAR

ASK ALWAYS

Name
RECORD NAME/IDENTIFIER FOR EACH MEMBER OF THE HOUSEHOLD.

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

HOUSEHOLD COMPOSITION

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

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

DEMdemographics

BHComp / QTHCOMP.INC

ASK ALWAYS

Sex

NAME

INTERVIEWER: CODE SEX OF RESPONDENT
1. Male
2. Female

ASK ALWAYS

Birth

NAME

What is your date of birth?
FOR DAY NOT GIVEN...ENTER 15 FOR DAY.
FOR MONTH NOT GIVEN...ENTER 6 FOR MONTH
ENTER FULL YEAR, eg. 9/11/1952 RATHER THAN 52
: DATETYPE

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

AgeIf

NAME

What was your age last birthday?
98 or more = CODE 97
: .97
No DK, No refusal

Helpscreen:
IF YEAR OF BIRTH NOT GIVEN
What was your age last birthday?
Interviewer note:
If respondents refuse to give their age, or cannot, then give your best estimate.

DVage

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

DM713

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

DM

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

Asked if 16 or older (DVage=>16)

MarstN

ASK OR RECORD CODE FIRST THAT APPLIES
Are you currently...
1. single, that is, never married
2. married and living with your husband/wife
3. a civil partner in a legally recognised civil partnership
4. married and separated from your husband/wife
5. divorced
6. or widowed?
7. SPONTANEOUS ONLY - In legally recognised civil partnership and separated from his/her civil partner
8. SPONTANEOUS ONLY - Formerly a civil partner, the civil partnership now legally dissolved
9. SPONTANEOUS ONLY - A surviving partner: his/her civil partner having since died

Asked if more than 1 person in household and not married and living with husband/wife (MarstatN<>2)

LiveWith

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

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

Ask ALL

COB

In which country were you born?
CODE ALL THAT APPLY
1. England
2. Wales
3. Scotland
4. Northern Ireland
5. UK, Britain
6. Republic of Ireland
7. Other (specify)

Ask if ‘other’ country of birth (COB=7)

XCOB

In which country were you born?
INTERVIEWER: please type in name of country

ASK ALWAYS

EthGroup
SHOW CARD 1
NAME
To which of these ethnic groups do you consider you belong? Please choose from this card...
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

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

IF ethnic group = another white background (Ethgroup = 2)
OthWht
Please can you describe your ethnic group?
ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other mixed background (Ethgroup = 6)
OthMxd
Please can you describe your ethnic group?
ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other asian background (Ethgroup = 10)
OthAsn
Please can you describe your ethnic group?
ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other black background (Ethgroup = 13)
OthBlk
Please can you describe your ethnic group?
ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other (Ethgroup = 15)
OthEth
Please can you describe your ethnic group?
ENTER DESCRIPTION OF ETHNIC GROUP.

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

Hhldr
NAME
In whose name is the accommodation owned or rented?
ASK OR RECORD.
1. This person alone
2. This person jointly
3. NOT owner/renter

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

BHRP / QHRP.INC

IF the accommodation is jointly owned or rented/there is more than one householder (NumHhldr > 1)
HIHNum
You have told me that [Names] jointly own or rent the accommodation. Of these, who has the highest income (from earnings, benefits, pensions and any other sources)?

IF THEY HAVE THE SAME INCOME, CODE 11
INTERVIEWER: THESE ARE THE JOINT HOUSEHOLDERS
1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
11. Joint householders
ENTER PERSON NUMBER

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

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

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

PROMPT AS NECESSARY IS ONE JOINT HOUSEHOLDER THE SOLE PERSON WITH:
- PAID WORK?
- OCCUPATIONAL PENSION?
IF the joint householders have the same income (HiHNum = 11)

JntEldA
ENTER PERSON NUMBER OF THE ELDEST JOINT HOUSEHOLDER FROM THOSE WITH THE SAME HIGHEST INCOME.
ASK OR RECORD
1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
No DK, No refusal

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

JntEldB
ENTER PERSON NUMBER OF THE ELDEST JOINT HOUSEHOLDER
ASK OR RECORD
1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
No DK, No refusal

BHRels / QTHRELS.HAR

IF more than 1 person in household

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

Helpscreen:
You may want to introduce this section. A possible introduction is: ‘There are a lot of changes taking place in the make-up of households/families and this section is to help find out what those changes are. I’d like you to tell me the relationship of each member of the household to every other member.’ This section must be asked for all households consisting of more than one person. Please ask in every case. You should not make assumptions about any relationship.
Treat relatives of cohabiting members of the household as though the cohabiting couple were married, unless the couple are a same sex couple.
Half-brothers/sisters should be coded with step-brothers/sisters.
See interviewer instructions for further details.

BSPout / QSPOUT.INC

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

SpOut
INTERVIEWER:
You’ve recorded [Name] 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 DK, No Refusal

ACCOMMODATION

BAccom / QACCOM.INC

RECORD ALWAYS
Accom
INTERVIEWER CODE: IS THE HOUSEHOLD’S ACCOMMODATION:
N.B. MUST BE SPACE USED BY HOUSEHOLD
1. a house or bungalow
2. a flat or maisonette
3. a room/rooms
4. …other?

Helpscreen:
If the household occupies a flat in a converted house, code 2
IF Household accommodation is a house or bungalow (Accom = 1)

HseType
INTERVIEWER CODE: IS THE HOUSE/BUNGALOW:
1. detached
2. semi-detached
3. or terraced/end of terrace?

Helpscreen:
A semi-detached house is one of a pair which are joined together.
A house at the end of a terrace must be coded 3 even if there are only three houses in the terrace.
Houses which are joined only by a garage (link-detached) should be coded as detached.

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

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 = 4)

AccOth
INTERVIEWER CODE: IS THE ACCOMMODATION A:
1. caravan, mobile home or houseboat
2. or some other kind of accommodation?

BTenure / QTENURE.INC

ASK ALWAYS

Ten1
SHOW CARD 2
In which of these ways do you occupy this accommodation?
MAKE SURE ANSWER APPLIES TO [NAME] - THE HRP
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
5. Live here rent-free (including rent-free in relative’s/friend’s property; excluding squatting)
6. Squatting

Helpscreen:
This question is looking for formal legal tenure (e.g. a widow living in a house bought by her son (in his name) who is living elsewhere, should be coded as living rent free though she may regard herself as an owner occupier.

OWNERS - only code person as an owner if they have a mortgage. Owners are also people who pay a service charge.
SHARED OWNERS - ie pay part rent and part mortgage, and will receive some of the proceeds from the sale of the property.
RENT-FREE - the person pays upkeep but not formal rent.
TIED ACCOMODATION - these are private renters. Code according to whether person pays rent (code 4) or lives rent free (code 5).
SCHEMES - 'Rent to mortgage' schemes are available to council tenants, where they have a right to buy a share of their home for roughly the same price as the rent. Anyone purchasing their home under this scheme should be coded 2.
HOUSING ACTION TRUSTS - i.e. tenant rents from local authority
CO-OWNERSHIP - This no longer exists.
HOUSING CO-OPERATIVE - (code 4) renting from housing association
COMMONHOLD - code as owner
PRIVATE SECTOR - i.e. private property rented from the council
HOME INCOME PLANS & RETIREMENT HOME PLANS - code as owner.
SCHEMES FOR MORTGAGE DEFAULTERS - Code as renting.

BResLen / QRESLen.INC

ASK ALWAYS

HLong
RECORDED FOR HOUSEHOLD REFERENCE PERSON [HRP NAME] ONLY
How long have you (has [Name]) lived at this address? ...
1. Less than 12 months
2. 12 months but less than 2 years
3. 2 years but less than 3 years
4. 3 years but less than 5 years
5. 5 years but less than 10 years
6. 10 years but less than 20 years
7. 20 years or longer

Helpscreen:
Enter the number of completed years at the address. Note that the question relates to address rather than place. It may be possible that an individual is living at a different address from 12 months ago but is living in the same town and county.
We are interested in knowing whether people have moved house recently because that could affect their travel behaviour, especially if they have moved out of the immediate neighbourhood.

Ask ALL

Online
Does your household have access to the internet from home?
IF YES: Is that broadband or dial up?
1. Yes – broadband
2. Yes – dial up
3. Yes - but don’t know type
4. No

LOCAL TRANSPORT SERVICES

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.
INTERVIEWER: REMEMBER WE WANT TO KNOW HOW LONG IT WOULD TAKE AN AVERAGE PERSON (APPROX. 3 MPH/5KPH), SO IF THE RESPONDENT IS OBVIOUSLY ELDERLY OR INFIRM THEN ASK HOW LONG IT WOULD TAKE “ME” (I.E. YOU THE INTERVIEWER) TO WALK THERE.
TEMPORARY BUS STOPS DO NOT COUNT 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)

NearBand
SHOW CARD 3
Taking your answer from this card, approximately 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).
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.

Helpscreen:
A 'convenient' bus service means within 13 minutes walk of a stop with a service at least once per hour
IF the time it would take to walk to the nearest railway station is not known OR if it is quicker to walk or there is no convenient bus service (BusSta = DK)

BanBus
SHOW CARD 4
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.
1. 6 minutes or less
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
tail or tram stop which is closer to where you live than
the railway station?
IF YES, PROBE: Which type of stop is closer?
1. London Underground
2. Metro
3. Light Rail
4. Tram
5. No, no other stop is closer
6. No, in same place as railway station

Helpscreen:
Light rail includes for example, Docklands Light
Railway and Nottingham Net. It does NOT include
toy/miniature railways such as the Bluebell Line,
Romney, Hythe and Dymchurch and the
Ffestiniog.

IF there is a London Underground/metro/light
tail/tram closer than the nearest railway station
(ClosSta =1, 2, 3, or 4)

NearTube
How long would it take (me) to walk to your
nearest [tube/metro/light rail/tram] stop?
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 nearest
London Underground/metro/light rail/tram stop is
not known (NearTube = DK)

BanTube
SHOW CARD 3.
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.

Access screen: A 'convenient' bus service means within 13
minutes walk of a stop with a service at least once
per hour

IF the time it would take to get bus to nearest
London Underground/metro/light rail/tram stop is
not known (BusTube = DK)

BusTube
And how long would it take (me) to get to the
nearest [tube/metro/light rail/tram] 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.

ACCESSIBILITY OF SERVICES

BAmenity / QAMENITY.INC

ASK RANDOM SUBSAMPLE B ONLY

IntroA
I would now like to ask you some questions about
how long it would take to get to certain places
from here by foot or by public transport, whichever
is the quickest route.

INTERVIEWER: IF BY FOOT - REMEMBER WE
WANT TO KNOW HOW LONG IT WOULD TAKE
AN AVERAGE PERSON (APPROX. 3 MPH
/5KPH), SO IF THE RESPONDENT IS
OBVIOUSLY ELDERLY OR INFIRM THEN ASK
HOW LONG IT WOULD TAKE "ME" (I.E. YOU
THE INTERVIEWER) TO WALK THERE.
IF BY PUBLIC TRANSPORT - DO NOT INCLUDE
ONE-OFF DELAYS.

ASK RANDOM SUBSAMPLE B ONLY

AccShC
How long would it take (me) to get to the nearest main shopping centre (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

INTERVIEWER: THE DEFINITION OF 'MAIN SHOPPING CENTRE' IS SUBJECTIVE. HOWEVER IF THE RESPONDENT CANNOT DECIDE THEN IT IS THE NEAREST PLACE THEY COULD BUY GENERAL GOODS SUCH AS SHOES, CLOTHES, ELECTRICAL GOODS ETC. IT COULD INCLUDE A SUPERMARKET IF THE RESPONDENT COULD BUY A RANGE OF GENERAL GOODS FROM THERE.

RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.

IF GREATER THAN 97 MINUTES CODE 97.

IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

:0..97

Asked if respondent doesn’t know how long to get to the shopping centre (AccShc=DK)

AccShcDK

SHOW CARD 10

Taking your answer from this card, approximately how long would it take (me) to get to the nearest main shopping centre (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.

1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY

AccGro

How long would it take (me) to get to the nearest shop selling groceries (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

NOTE: We are referring to the nearest shop where they can buy groceries. This is not necessarily where they usually shop. By groceries we mean daily food items such as bread, milk, tea, coffee, tinned goods etc.

INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.

IF GREATER THAN 97 MINUTES CODE 97.

IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

:0..97

Asked if respondent doesn’t know how long to get to the grocery shop (AccGro=DK)

AccGroDK

SHOW CARD 10

Taking your answer from this card, approximately how long would it take (me) to get to the nearest shop selling groceries (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.

1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY

AccGP

How long would it take (me) to get to the nearest GP surgery (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.

IF GREATER THAN 97 MINUTES CODE 97.

IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

:0..97

Asked if respondent doesn’t know how long to get to the GP (AccGP=DK)

AccGPDK

SHOW CARD 10

Taking your answer from this card, approximately how long would it take (me) to get to the nearest GP surgery (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.

1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY

AccHosp

How long would it take (me) to get to the nearest hospital (even if it is not the one you use) on foot or by public transport using whichever is the quickest?

INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.

IF GREATER THAN 97 MINUTES CODE 97.

IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

:0..97

Asked if respondent doesn’t know how long to get to the hospital (AccHosp=DK)

AccHospDK

SHOW CARD 10

Taking your answer from this card, approximately how long would it take (me) to get to the nearest hospital (even if it is not the one you use) on foot or by public transport using whichever is the quickest?
or by public transport using whichever is the quickest?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY
Asked of household has a child aged 5-10 at 31 August last (DM510>0)

AccPM
How long would it take (me) to get to the nearest primary school (even if it is not the one any children in the household use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.
IF GREATER THAN 97 MINUTES CODE 97.
IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.
:0..97

Asked if respondent doesn't know how long to get to the primary school (AccPM=DK)

AccPMDK
SHOW CARD 10
Taking your answer from this card, approximately how long would it take (me) to get to the nearest primary school (even if it is not the one any children in the household use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY
Asked if household has a child aged 11-15 at 31 August last (DM1115 > 0)

AccSec
How long would it take (me) to get to the nearest secondary school (even if it is not the one any children in the household use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.
IF GREATER THAN 97 MINUTES CODE 97.
IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.
:0..97

Asked if respondent doesn't know how long to get to the secondary school (AccSec=DK)

AccSecDK
SHOW CARD 10
Taking your answer from this card, approximately how long would it take (me) to get to the nearest secondary school (even if it is not the one any children in the household use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY
Asked if household has a person aged 16-19 at 31 August last (DM1619 > 0)

AccGCSE
How long would it take (me) to get to the nearest school or college providing post-GCSE courses for 16 to 19 year olds (even if it is not the one any children in the household use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.
IF GREATER THAN 97 MINUTES CODE 97.
IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.
:0..97

Asked if respondent doesn't know how long to get to the college (AccGCSE=DK)

AccGCDK
SHOW CARD 10
Taking your answer from this card, approximately how long would it take (me) to get to the nearest school or college providing post-GCSE courses for 16 to 19 year olds (even if it is not the one any children in the household use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY
Asked if household has a person aged 16-19 at 31 August last (DM1619 > 0)

AccChm
How long would it take (me) to get to the nearest chemist (even if it is not the one you use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.
IF GREATER THAN 97 MINUTES CODE 97.
IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.
:0..97

Asked if respondent doesn't know how long to get to the chemist (AccChm=DK)
Asked if respondent doesn't know how long to get to the Chemist (AccChm=DK)

AccChmDK
SHOW CARD 10
Taking your answer from this card, approximately how long would it take (me) to get to the nearest chemist (even if it is not the one you use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: IF DK ENCOURAGE ESTIMATE.
1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

ASK RANDOM SUBSAMPLE B ONLY
AccPO
How long would it take (me) to get to the nearest post office (even if it is not the one you use) on foot or by public transport using whichever is the quickest?
INTERVIEWER: RECORD NORMAL JOURNEY TIME TO NEAREST MINUTE.
IF GREATER THAN 97 MINUTES CODE 97.
IF RESPONDENT DOES NOT KNOW, ENTER <CTRL-K> AND ENCOURAGE ESTIMATE AT NEXT QUESTION.

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

INCLUDE:
Any items ordered on line (on the internet) and delivered to home or work
Any items ordered on the phone and delivered to home or work
Any items ordered by post and delivered to home or work
DO NOT INCLUDE:
Takeaway meals
Magazine/newspaper subscriptions (regardless of how you ordered them)
Letters, milk
Items ordered but not yet delivered
Items ordered in the shop, which are to be delivered afterwards
Items where a special journey is made to collect them
1. Food and drink (not including takeaway meals)
2. Clothes or footwear
3. Books/CDS/DVDs/software
4. Furniture
5. Soft furnishings/bedding
6. Electrical appliances or items (e.g. computer/fridge/tv/kettle)
7. Holiday/travel tickets
8. Any other tickets (not for travel)
9. Plants/bulbs/flowers/seeds
10. Health goods and toiletries
11. DIY/garden equipment
96. Anything else
97. (None of these)

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

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

Deliv
SHOW CARD 12.
Can you tell me how often [you have/household has] any of these things delivered, which have been ordered by phone, by post or on the internet?
ONLY INCLUDE THINGS FOR DOMESTIC USE EXCLUDE LETTERS/MILK/NEWSPAPERS/MAGAZINES and TAKE AWAY MEALS
1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than once a year

Helpscreen:
I'd now like to ask a few questions about things which you might have had delivered. Nowadays, do you ever order any of these things over the phone, by post or on the internet?
ONLY INCLUDE THINGS FOR DOMESTIC USE EXCLUDE LETTERS/MILK/NEWSPAPERS/MAGAZINES and TAKE AWAY MEALS.
CODE ALL THAT APPLY
IF YOU NEED HELP ABOUT WHAT COUNTS AS SHOPPING BY PHONE, BY POST OR ON THE INTERNET PRESS F9.
from them. Items don’t have to be ordered from or delivered to home.

**Asked if has a delivery at least one or twice a year AND have had more than one type of item delivered (Deliv=1, 2, 3, 4, 5, 6 AND OrderN>1)**

**LastDN**

SHOW CARD 13.

What was the last delivery of this sort that you received?

**CODE ALL THAT APPLY**

1. Food and drink (not including take away meals)
2. Clothes or footwear
3. Books/CDs/DVDs/software
4. Furniture
5. Soft furnishings/bedding
6. Electrical appliances or items (e.g. computer/fridge/tv/kettle)
7. Holiday/travel tickets
8. Any other tickets (not for travel)
9. Plants/bulbs/flowers/seeds
10. Health goods and toiletries
11. DIY/garden equipment
12. Anything else

**Asked if last item ordered was not on the showcard (LastDN=96)**

**XLastDN**

Please specify other answer

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

**Asked if has a delivery at least one or twice a year, and Resp told us what they last ordered (Deliv=1, 2, 3, 4, 5, 6 AND LastDN is not DK or Refusal)**

**HowOrd**

And was this ordered by phone, by post or on the internet?

1. by phone
2. by post
3. on the internet

**DelVisit**

Before the order was placed, did you or anyone in your household make a specific visit to a shop or outlet to help decide which item to buy, or to view the item selected?

1. Yes
2. No
3. Can’t remember

**HowBN**

SHOW CARD 15.

And if [you/your household] had not ordered this by [phone/post/internet], how do you think you would have bought it instead?

**CODE ONE ONLY**

1. I would have bought it in person e.g. from a shop, travel agent, railway station etc.
2. Someone else in household would have bought it in person
3. Would have asked someone outside household to buy it in person
4. By phone
5. By post
6. On the internet
7. By fax
8. On the doorstep
9. Would not have bought it
10. Other (Specify)

**Asked if placed last order by phone, post or internet (Howord=1, 2, 3)**

**HowSpec**

And what is the most likely way you/they would have travelled to get there?
National Centre for Social Research

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 (please specify)

Asked if resp would have made personal trip to buy item using another method of transport (TravSpec=97)

XTravSpec
Please specify other reasons.

ASK ALWAYS

WhoShop
Can I check, who does the main food shopping for your household?

NOTE: IF THE MAIN FOOD SHOP IS DONE ON INTERNET/BY PHONE ETC PUT THE NAME OF PERSON WHO IS RESPONSIBLE FOR THAT.

CODE ALL THAT APPLY

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
11. Non-household member
12. Household does not do food shopping

IF more than one person does the food shopping (More than 1 coded at Whoshop)

ShopOft
And which one person does the main food shopping most often? Is it [Name] or [Name]?

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. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
NO DK, NO REFUSAL

DVShop
(Computed variable) Person number of main food shopper in household.

IF the household does not do food shopping (WhoSho = 12)

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 (YNoShop = 97)

XYNoShop
Please specify other reasons.

ATTITUDE TO LOCAL SERVICES

BAttitud / QATTITUD.INC

ASK RANDOM SUBSAMPLE A ONLY

SatServ
SHOW CARD 5
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

ASK RANDOM SUBSAMPLE A ONLY

ReliaBus
SHOW CARD 6
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)

ASK RANDOM SUBSAMPLE A ONLY

IF there is a local service (ReliaBus = 1, 2, 3, 4, 5, OR 7)

FrqBus
SHOW CARD 7
How would you rate the frequency of local buses?

1. Very frequent
2. Fairly frequent
3. Neither frequent nor infrequent
4. Fairly infrequent
Now I would like to ask some questions about your train/underground/metro/light rail/tram services. How satisfied are you with train/underground/metro/light rail/tram services?
1. Very satisfied
2. Fairly satisfied
3. Neither satisfied or dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don’t use train/underground/metro/light rail/tram

How would you rate the reliability of the train/underground/metro/light rail/tram?
1. Very reliable
2. Fairly reliable
3. Neither reliable nor unreliable
4. Fairly unreliable
5. Very unreliable
6. (No local service)
7. (Do not use)
8. (No opinion/Don’t know)

How would you rate the frequency of the train/underground/metro/light rail/tram?
1. Very frequent
2. Fairly frequent
3. Neither frequent nor infrequent
4. Fairly infrequent
5. Very infrequent
6. (No local service)
7. (Do not use)
8. (No opinion/Don’t know)

How would you rate the provision of cycle lanes/paths locally (WITHIN 5 MILES OF THE RESPONDENT’S HOME)?
Very good
Fairly good
Neither good nor poor
Fairly poor
Very poor

(No local cycle lanes)
(Do not use)
(No opinion/Don’t know)

This question relates to provision, not enforcement of cycle lanes/paths

How would you rate the condition of pavements locally where you live?
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)

This question relates to all aspects of the condition of the pavements. eg cleanliness, unevenness etc. All pavements are included, not just those that are paved

CHILDREN’S TRAVEL TO SCHOOL

IF Aged 5-16.

Does [Name] make a daily journey to and from school?
1. Makes daily journey
2. No daily journey (e.g. educated at home/boarding school)
3. Left school (e.g. 16 and just left school)

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

And how does [Name] usually travel to school?
CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD’S USUAL JOURNEY TO SCHOOL
IF DIFFERENT METHOD USED TO AND FROM SCHOOL, CODE METHOD TO SCHOOL.
1. Underground, metro, light rail, tram
2. Train
3. Public bus, minibus or coach
4. School or local authority bus, minibus or coach
5. Motorcycle, scooter or moped*  
6. Car or van  
7. Taxi/minicab
8. Bicycle
9. On foot
97. Other (specify)

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

IF Aged 5-16 and child travels to school by ‘other’ method (TravSc=97)
XTravSc
Please specify other answer.

If usually travels by car or van to school
(TravSc=6)
TravScW
And does [Name] usually travel to school with any children from a different household?
INTERVIEWER: ONLY INCLUDE OTHER CHILDREN ALSO GOING TO SCHOOL. THEY NEED NOT BE GOING TO THE SAME SCHOOL
1. Yes
2. No

ASK ODD YEARS ONLY (Module B).
IF Aged 5-16 and child makes a daily journey to and from school (SchDly = 1)
HowSch
And how does [Name] usually travel home from school?
CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD’S USUAL JOURNEY FROM SCHOOL
5. Underground, metro, light rail, tram
6. Train
7. Public bus, minibus or coach
8. School or local authority bus, minibus or coach
5. Motorcycle, scooter or moped*  
6. Car or van  
7. Taxi/minicab
8. Bicycle
9. On foot
97. Other (specify)

IF child travels from school by ‘other’ method (HowSch=97)
XHowSch
Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

ASK ODD YEARS ONLY (Module B).
IF Aged 5-13 and child makes a daily journey to and from school (SchDly = 1)
AccAd
When [Name] travels to or from school is he/she...READ OUT...
NOTE: BUS DRIVERS DO NOT COUNT AS AN ACCOMPANYING ADULT
1. ...usually accompanied by an adult,  
2. not usually accompanied by an adult,  
3. or sometimes accompanied and sometimes not?  
4. (part of way accompanied, part of way not)

IF child is accompanied to school by an adult (AccAd = 1)
NotAlw1
SHOW CARD 16
What are the reasons [Name] usually travels to and from school with an adult?
CODE ALL THAT APPLY.
IF TOO YOUNG, PROBE: Why do you think he/she's too young?
1. Traffic danger
2. Child might get lost/doesn't know the way  
3. Child might not arrive (on time)  
4. Fear of assault/molestation by an adult
5. Fear of bullying by other children
6. School too far away
7. Convenient to accompany child
97. Other reason (specify)

IF there is another reason why child does not usually travel to and from school on their own (NotAlw1 = 97)
XnotAlw1
Please specify other reasons.

ASK ODD YEARS ONLY (Module B).
IF Aged 5-13
Roads
Is [Name] ever allowed to cross roads without being accompanied by an adult?
IF YES, PROBE: Is that always or sometimes?
NOTE: IF ONLY ALLOWED TO CROSS SOME ROADS, CODE ‘SOMETIMES’
1. Yes, (almost) always
2. Yes, sometimes/depends
3. No, never

IF child is always or sometimes allowed to cross roads without being accompanied by an adult (Roads = 1 or 2)
MainRd
And is [Name] allowed to cross main roads or only minor roads?
1. Main roads
2. Only minor roads

VEHICLE GRID

BVehNum / QVEHNUM.INC
INTERVIEWER: ASK OR RECORD
May I just check is anyone in this household (are
you) in paid employment?
NOTE: INCLUDE SELF-EMPLOYMENT
1. Yes (Someone in household working)
2. No-one in household working
NO DK, NO REFUSAL

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

CarPool
Some companies have a car-pool from which
employees take a car when they need one. Does
your household use cars from a company car-
pool?
NOTE: AS A DRIVER
1. Yes
2. No

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

ASK ALWAYS

UseVcl
SHOW CARD 17
Do you, or any members of your household, at
present own or have continuous use of any of the
motor vehicles listed on this card?
Please choose your answer from this card.
INCLUDE COMPANY CARS (IF AVAILABLE FOR
PRIVATE USE)
DO NOT INCLUDE COMPANY CAR-POOL
CARS – THESE ARE CARS EMPLOYEES CAN
ACCESS WHEN THEY NEED ONE BUT ARE
NOT AVAILABLE FOR CONTINUOUS PRIVATE
USE

PLEASE REMEMBER TO INCLUDE NOT JUST
CARS BUT ALSO LIGHT VANS, MOTOR BIKES,
SCOOTERS AND MOPEDS
1. Yes
2. No

ASK ALWAYS

BrokenV
And are there any other motor vehicles which are
broken down or not in use but which your
household may begin to use in the next month?
1. Yes
2. No

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

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

NoPlveh
How many vehicles does your household own or
have continuous use of at present?
INTERVIEWER: INCLUDE ANY BROKEN DOWN
VEHICLES WHICH MAY BE IN USE WITHIN THE
NEXT MONTH BUT EXCLUDE COMPANY POOL
CARS
: 0..10
NO DK, NO REFUSAL

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

NewVeh
When we completed the main interview together
on [Date of Placement Interview], I asked you
about any vehicles that your
household had regular use of:
(May I just check), have you acquired the use of
any (other) vehicles since then but before the end
of the travel diary week,
i.e before [end of travel week]

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

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

ENTER RESPONSE AND <ENTER>, THEN
PRESS <END> TO GO TO THE NEXT
PICK-UP QUESTION. SEE HELP SCREEN <F9>
FOR HOUSEHOLD VEHICLE DEFINITION...
1. Yes
2. No

Helpscreen:
INCLUDE HOUSEHOLD OWNED available for all
or part of the Travel Week, EMPLOYER OWNED
available for all or part of the Travel Week.
HIRED/BORROWED if household has FULL
access for the WHOLE Travel Week
TEMPORARILY OUT OF ACTION.
VAN/LORRY if used or private use of any kind

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

NewNo
How many other vehicles have you acquired since
[start of travel week]?
ENTER RESPONSE AND <ENTER>, THEN
PRESS <END> TO GO TO NEXT PICK-UP
QUESTION :
: 1..10
NO DK, NO REFUSAL
NumVeh
(computed variable) Number of vehicles.
PRECODED. PRESS ENTER TO CONTINUE

BVehTab/ QTVEHTAB.INC

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

WhenAcq
When did you acquire the use of your [first/second etc] additional vehicle?. Was it...READ OUT...
NOTE: Travel week was from [date] to [date].
1. ...before the start of the Travel Week,
2. during the Travel Week,
3. or, after the end of the Travel Week?

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

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

FOR EACH HOUSEHOLD VEHICLE

Make
What is the make of vehicle number [1, 2, 3, etc].
E.G. FORD, VAUXHALL, RENAULT, PEUGEOT

FOR EACH HOUSEHOLD VEHICLE

Model
And the model? [1, 2, 3, etc].
E.G FIESTA, CLIO, MICRA, 106

IF the model is known (Model = Response)

ModSpec
Is there a model type or specification for this vehicle? If so enter it here. [Vehicle number].
E.G 1.6, XR2i, TURBO, ESTATE, CONVERTIBLE, 5 DOOR, 4x4
INTERVIEWER: If 'no' press <ENTER> to continue.
IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

FOR EACH HOUSEHOLD VEHICLE

VehUse
CODE WHETHER the [Vehicle Make] [Vehicle Model]
1. is in regular use,
2. may begin to be used in the next month,
3. ONLY ASK AT PICK UP: vehicle acquired since placement?

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

TypeVcl2
SHOW CARD 17
I would now like to ask about the [Vehicle Make] [Vehicle Model] [Model Specification] vehicle. Can you tell me the type of vehicle this is from the list on this card.
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 (no side windows behind driver)
   (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 owns some other vehicle (TypeVcl2 = 10)

XOthType
INTERVIEWER: Record other type of motor vehicle

FOR EACH HOUSEHOLD VEHICLE

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

PrivVcl
Is the [Vehicle Make] [Vehicle Model]...
1. privately owned
2. or is it a company vehicle?

Helpscreen:
PRIVATELY OWNED includes vehicles:
- being bought on hire purchase
- used continuously, i.e. for private as well as business purposes, by a self-employed respondent who owns the business and uses the vehicle as if owned, although the respondent may state that it is owned by the company
A COMPANY car is any car for which someone in the household pays company vehicle tax. It includes:
- cars supplied by an employer, spouse’s employer etc.
Company cars provided exclusively for company business, i.e. where no private usage is permitted, should be excluded (at the first question on vehicle ownership or continuous use). Cars purchased from an employer should be coded as privately owned.

FOR EACH HOUSEHOLD VEHICLE

HmnDriv
Who drives the most mileage in the [Vehicle Make] [Vehicle Model] (taken over the year as a whole)?
1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Person 5
6. Person 6
7. Person 7
8. Person 8
9. Person 9
10. Person 10
89. IF MAIN DRIVER NOT HOUSEHOLD MEMBER, ENTER 89

FOR EACH HOUSEHOLD VEHICLE
IF pick up interview (StatusQ=2)

StillGot
INTERVIEWER: CODE OR ASK:
Does the household still have the [Vehicle Make] [Vehicle Model]?
ENTER RESPONSE THEN <ENTER>, THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION
1. Yes
2. No

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

WhenDis
Was the [Vehicle Make] [Vehicle Model] sold or disposed of...READ OUT...
NOTE: Travel Week was from [Date] to [Date]
1. ...before the start of the Travel Week,
2. during the Travel Week,
3. or, after the end of the Travel Week?

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

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

ASK ALL HOUSEHOLDS

BlueBdg
Does anyone in this household have a blue badge that allows them to park in disabled parking spaces?
INTERVIEWER: This badge was formerly referred to as the orange badge.
1. Yes
2. No

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

WhoBlue
Which household member or members hold a blue badge?
INTERVIEWER: Code the household member(s) whose disability qualifies them for a blue badge.
CODE ALL THAT HOLD BADGES
1. Person 1
2. Person 2
3. Person 3
**Individual Questionnaire**

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

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**BSession/Session.INC**

Ask ALL

**IndInt**

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

1. Continue

---

**BWholnt / QTWholnt.INC**

**RECORD ALWAYS**

**Wholnt**

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

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

NO DK, NO REFUSAL

**RECORD ALWAYS**

**IndQn**

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

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

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

NO DK, NO REFUSAL

---

**BDisab / QTDisab.INC**

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

**ASK ALL**

**MobDiff**

NAME

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

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

INTERVIEWER: INCLUDE PROBLEMS DUE TO OLD AGE.

CODE ALL THAT APPLY.

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

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

**OthDis**

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

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

1. Yes
2. No

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

**Footout**

NAME

Do you go out on foot at all nowadays?

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

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

NO DK, NO REFUSAL

**IF respondent does not go out on foot alone**

(Footout = 2 or 3)

**GoOut**

NAME

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

1. Impossible
2. Difficult

---

Ask on EVEN years only

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

**WhlAid**

SHOW CARD 18

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

INTERVIEWER: A POWERED WHEELCHAIR IS SIMILAR IN DESIGN TO A MANUAL WHEELCHAIR EXCEPT IT IS POWERED.

1. Powered wheelchair
2. Manual wheelchair
3. Powered mobility scooter
4. Walking sticks
95. None of these
96. Other walking aid
Ask on EVEN years only. IF respondent has use of a wheelchair or mobility scooter (QwhlAid = 1, 2 or 3)

**PowWhUse**
SHOW CARD 19
How often do you go out in your wheelchair or on your mobility scooter?
1. 3 or more times a week,
2. Once or twice a week,
3. Less than that but more than twice a month,
4. Once or twice a month,
5. Less than that but more than twice a year,
6. Once or twice a year,
7. Less than that or never

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

**DifBusY**
NAME
How does your disability or health problem make it difficult for you to use local buses?
PROBE: How else?
CODE ALL THAT APPLY
1. Difficulty getting to and from the bus stop
2. Difficulty standing waiting at the bus stop
3. Difficulty identifying destination of bus
4. Difficulty getting on or off buses
5. Difficulty getting to and from the seat
6. Difficulty communicating with the driver/conductor
97. Other (please specify)

**IF respondent’s disability makes it difficult to use buses for other reason (DifBusY = 97)**

**XDifBusY**
NAME
Please specify other answer.

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

**BusOut**
NAME
Can I check, do you use local buses at all nowadays?
1. Yes
2. No

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

**BusPrb95**
NAME
CODE FIRST THAT APPLIES
Is it because of a disability or health problems or because the bus service is poor or for some other reasons?
1. Disability or health problem
2. Poor bus service
3. Other (specify)

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

**XBusPb95**
NAME
INTERVIEWER: Record other reason

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

**SpecTr**
NAME
SHOW CARD 20
As far as you know or have heard, are there any of these special transport services in your area for people who have difficulties in getting about?
CODE ALL THAT APPLY
1. Dial-a-ride service
2. Supermarket bus
3. Hospital car or service
4. Day centre car or service
5. Shared taxi scheme
6. Taxi voucher scheme
7. Postbus
8. Community owned minibus
97. Other special service (specify)
98. (Don’t know type/name of service)
99. (Not aware of any of these services)

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

**XSpecTr**
NAME
Please specify other answer.

**Ask this**

**SpecUs**
NAME
SHOW CARD 20
Do you use any of these special transport services?
INTERVIEWER: IF NONE USED, CODE OTHER.
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 (please specify)

**IF uses another special service (if SpecUs=97)**

**XSpecUs**
NAME
Please specify other answer.

IF RESPONDENT DOES NOT USE ANY SPECIAL TRANSPORT SERVICES, TYPE NONE.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS
METHODS OF TRANSPORT USED

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

1. Press 1 and <Enter> to continue.

ASK ALL YEARS
PrivCar
Name
SHOW CARD 19
How frequently [do you/ does name] travel by private car? Do not include taxi.

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

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

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

ASK ALL YEARS. IF ever use bus (Busout <>No)
Ordbus
NAME
SHOW CARD 21
How frequently do you use local buses?

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

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

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

ASK ALL YEARS. Train
NAME
SHOW CARD 21
(How frequently do you/does name use) a train, not including underground, tram or light rail?

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

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

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

ASK ALL YEARS.
TaxiCab
NAME
SHOW CARD 21
(How frequently do you/does name use) a taxi/minicab?

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

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

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

ASK ALL YEARS.
Plane
NAME
SHOW CARD 21
(How frequently do you/does name take) an internal air flight within Great Britain?

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

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

1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never
ASK ALL YEARS (Modules A and B)

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

Walk
NAME
SHOW CARD 21
How frequently do you walk anywhere for 20 minutes or more without stopping. Please count each single trip as one journey and each return trip as two?

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

IF ROUND TRIP, COUNT AS ONE JOURNEY

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

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

Helpscreen:
Children in pushchairs do not count as walking

CYCLING

BCycle / QTCycle.INC

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

ASK ALL
GenCycle
NAME
(The next few questions are about cycling.)

Excluding exercise bikes, do you... READ OUT...

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

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

CycElse
NAME

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

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

ASK ALL
Cycle12
NAME
(May I just check,) have you ridden a bicycle during the last 12 months, (that is since [this date last year])?

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

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

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

Bicycle
NAME
SHOW CARD 21
How frequently do you / does name use a bicycle?

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

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

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

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

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

CycRoute
NAME
SHOW CARD 22
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?

CHILDREN AS FRONT/REAR PASSENGERS

BCarPas / QTCarPas.INC

Asked ODD years only. IF aged 0 – 15 (DVAge <=15)

CarPass
NAME
SHOW CARD 23
When you travel by car where do you usually sit?

1. Always in the front,
2. Usually in the front,
3. Always in the back, 4. Usually in the back, 5. No usual position, 6. Does not travel by car, 7. Don’t know (Spontaneous Only) NO DK

**DRIVING LICENCE**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0. BDrLic / QTDrLic INC</td>
<td>Not applied</td>
</tr>
</tbody>
</table>

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

**ASK ALL**

**DLFull**

NAME

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

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

1. Yes
2. No

**If respondent has full driving licence (DLFull = 1)**

**DLTyp95**

NAME

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

THE CODES AFTER THE ‘/’ APPLY TO LICENCES ISSUED AFTER JUNE 1990

INTERVIEWER: ASK RESPONDENT TO CHECK DRIVING LICENCE

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

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

**CarMot95**

NAME

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

1. Yes
2. No

**If respondent has licence for a car only (DLTyp95 = 1, 2 or 5)**

**Drive95**

NAME

Do you drive... READ OUT ...

CODE AUTOMATIC CAR AS AN ORDINARY CAR

CODE ALL THAT APPLY

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

**Helpscreen:**

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

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

**XOthVeh**

NAME

INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

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

**VehUsu**

NAME

READ OUT IF MORE THAN ONE VEHICLE

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

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

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

**If respondent has a licence for a car, automatic car, car and motorcycle, or car with adaptations AND no longer drives (DLType95=1, 2 or 5 OR Carmot95=Response AND Drive95=4)**

**NoDrivN**

NAME

Why do you not drive at the moment?

CODE ALL THAT APPLY

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

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

XNotr

**INTERVIEWER:** EXPLAIN WHY INFORMANT NO LONGER DRIVES.

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

EvDLic95

**NAME**

Have you ever held a full driving licence valid in Great Britain to drive a car?
1. Yes
2. No

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

NolicN

**NAME**

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

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

XiNoLicN

**INTERVIEWER:** EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

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

DLAge

**NAME**

How old were you when you FIRST obtained a full licence?
: 12..99

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

DLProv

**NAME**

Do you hold a provisional driving licence for a car, motorcycle, scooter or moped?
1. Yes
2. No

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

ProTyp95

**NAME**

Is it for a car only, a car and motorcycle, a car with special adaptations or something else?
CODE FIRST THAT APPLIES
1. Car only
2. Car and motorcycle
3. Car with special adaptations
4. Something else (SPECIFY)

**IF provisional licence is for some other vehicle (ProTyp95 = 5)**

XProTyp95

**NAME**

**INTERVIEWER:** Record other answer

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

PDrvSt

**NAME**

Are you currently learning to drive?
1. Yes
2. No

**If respondent is 17 or over and doesn’t have a provisional licence OR is not currently learning to drive (DVAge >= 17 AND (DLProv = 2 or PDrvSt = 2))**

ResNDN

**NAME**

SHOW CARD 24

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

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

If other reason why they do not drive
(ResNDN=97)
XResNDN
Interviewer, please record other reason(s)

If more than one answer why they do not drive
(ResNDN = more than one response)
ResNDNM
NAME
SHOW CARD 24
And, which one of these would you say was
your/his/her main reason for not holding a driving
licence?
CODE ONE ONLY
1. Family or friends can drive me when
necessary
2. Other forms of transport available
3. Cost of learning to drive
4. Cost of insurance
5. Cost of buying a car
6. Other general motoring costs
7. Environmental reasons
8. Safety concerns/Nervous about driving
9. Physical difficulties/disabilities/health problems
10. Too old
11. Too busy to learn
12. Put off by theory/practical driving test
13. Not interested in driving
14. Busy/congested roads
15. Driving without a licence (Spontaneous only)
96. Other

If other main reason why they do not drive
(ResNDNM=96)
XResNDNM
INTERVIEWER, please record which other reason
is the main reason. If there was only one other
reason you can enter 'see prev' rather than typing
the full reason again.

DrivLik
NAME
Are you likely to learn to drive?
INTERVIEWER: If Yes PROBE for time scale.
Code first that applies
1. within the next year
2. within the next five years
3. within the next 10 years
4. in more than ten years time
5. never

EDUCATION, PAID WORK AND JOURNEY PLANNING

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

ASK ALL
EdAttn1
I would now like to ask you a few questions about
your education and employment.
Do you have any educational qualifications for
which you received a certificate?
1. Yes
2. No

Helpscreen:
If the respondent is unsure, then educational
qualifications are usually obtained at school,
college or university. Respondent need not have
the certificate in their possession NOW - just must
have received one once.

IF does not have any educational qualifications
(EdAttn1 = 2)
EdAttn2
Do you have any professional, vocational or other
work-related qualifications for which you received
a certificate?
1. Yes
2. No

Helpscreen:
Respondent need not have the certificate in their
possession NOW - just must have received one
once.

IF has a qualification (EdAttn1 = 1 OR EdAttn2 =
1)
EdAttn3
NAME
Was your highest qualification....
1. at degree level or above
2. or another kind of qualification?

Helpscreen:
Do not attempt to give any guidance, or express
any opinion of your own about any of the terms
used. If respondents say they are unsure what
counts as a 'certificate' or 'degree-level' (or any
other term), reassure them that we would like
them to make their own best judgement of how to
answer.

ASK ALL
Wrking
NAME
Did you do any paid work in the 7 days ending Sunday the [date of last Sunday], either as an employee or as self-employed?
1. Yes
2. No

Helpscreen:
Take respondent's definition, but it must be PAID work. PAID WORK means ANY work FOR PAY OR PROFIT done in the reference week, including Saturday jobs, casual work (eg baby-sitting, running a mail order club, etc.) children with a paper round etc, even though they may still be at school, work by 'retired'. Include self-employed people if they work in their own business, professional practice, or farm for the purpose of earning a profit.

Exclude nurses in training under Project 2000 and other student nurses.

**IF respondent did not do any paid work and aged less than 63 if female or less than 65 if male (Wking = 2 and DVAge<63/65)**

**SchemeET**
NAME
Were you on a government scheme for employment training?
1. Yes
2. No

**IF respondent was not on a government training scheme OR not working and aged more than 62 if female or more than 64 if male (SchemeET = 2 or (Wking=2 and DVAge>=63/65))**

**JbAway**
NAME
Did you have a job or business that you were away from?
1. Yes
2. No
3. Waiting to take up a new job/business already obtained

Helpscreen:
Only code YES if there is definitely a job to return to.

Take the respondent's definition of whether they are in paid work or not. If they are unsure: a job exists if there is a definite arrangement between an employer and an employee for work on a regular basis, whether work is full or part time.

Long term absence from work, except career breaks: if total absence exceeds 6 months, a person has a job only if full or partial pay has been received during absence and they expect to return to same employer.

Career breaks - as above except pay not necessary.

Seasonal workers 'between seasons' (ie not currently working) should be coded 2. (Note, the odd week of sick leave during the working season should be treated the same as in other work, and coded 1.

Casual workers - code No even if expect to work for employer again in future.

**IF respondent was not away from a job or business OR was waiting to take up a new job (JbAway = 2 OR 3)**

**OwnBus**
NAME
Did you do any unpaid work in that week for any business that you own?
1. Yes
2. No

Helpscreen:
The people we expect to answer Yes here are those whose work contributes directly to a business, farm, or professional practise that they own, but who receive no pay or profits. EXCLUDE unpaid voluntary work done for charity etc.

**IF not doing any unpaid work for own business (OwnBus = 2)**

**RelBus**
NAME
...or that a relative owns?....
1. Yes
2. No

Helpscreen:
The people we expect to answer Yes here are those whose work contributes directly to a business, farm, or professional practise OWNED BY A RELATIVE, but who receive no pay or profits (e.g. a wife doing her husband's accounts or helping with family business). EXCLUDE unpaid voluntary work done for charity etc.

**IF respondent is not away from job and did not do unpaid work for own business or one that a relative owns (JbAway=2 and RelBus = 2)**

**Looked**
NAME
Thinking of the 4 weeks ending Sunday the [Date of last Sunday], were you looking for any kind of paid work or government training scheme at any time in those 4 weeks?
1. Yes
2. No
3. Waiting to take up a new job or business already obtained

Helpscreen:
‘Looked for paid work’ may cover a wide range of activities and you should NOT try to interpret the phrase for the respondent. Looking in the paper for vacancies is an active form of search. Looking for work on government scheme requires an approach to the agency.

**IF respondent was looking for a job or waiting to take up a new job or business already obtained** (Looked=1 or 3, OR JbAway= 3)

**HowLong**

SHOW CARD 25

NAME

How long have you been looking/were you looking for paid work/a place on a government scheme

1. Not yet started
2. Less than 1 month
3. 1 month or more, 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 respondent was looking for a job or waiting to take up a new job already obtained (Looked=1, or 3 OR JbAway= 3)**

**StartJ**

NAME

If a job or a place on a government scheme had been available in the week ending Sunday the [date of last Sunday], would you have been able to start within 2 weeks?

1. Yes
2. No

**IF respondent was not looking for paid work or did not have a job that they were away from (Looked = 2 OR StartJ = 2)**

**YlnAct**

NAME

What was the main reason you (did not seek any work in the last 4 weeks/would not be able to start in the next 2 weeks?)

1. Student
2. Looking after the family/home
3. Temporarily sick or injured
4. Long-term sick or disabled
5. Retired from paid work
6. Other reasons

Helpscreen:

There is no predetermined definition of any of the categories at this question; you should accept the respondent's answer. Do not prompt the categories. If, exceptionally, an answer covers more than one coding category, ask which is the main reason and code that one only.

**Computed variable**

DVIL03a

DV for ILO in employment - 3 categories
1. InEmp (employed)
2. Unemp (unemployed)
3. EcInAct (economically inactive)

**BEDUC / QTEduc.INC**

**ASKED OF EACH PERSON, IN TURN, WHO ARE AGED 16 OR OVER, AND ARE WORKING OR ON A TRAINING SCHEME OR AWAY FROM A JOB OR WAITING TO TAKE UP A JOB OR LOOKED FOR WORK IN LAST 4 WEEKS OR ARE NOT LOOKING FOR WORK BECAUSE THEY ARE A STUDENT**

(DVAGE=>16 AND (WRKING=1 OR SCHEMEET=1 OR JBAWAY=1 OR 3 OR LOOKED=1 OR YINACT=1))

**EducN**

NAME

Is name / are you at present attending a school or college, either full time or part time?

1. Yes - full time
2. Yes - part time
3. No

**TRANSPORT RELATED BARRIERS TO WORK**

**BTrEmp / QTTrEmp.INC**

**If respondent is aged 16-70 (DVAge16-70)**

**PrbJobN**

NAME

In the past 12 months have you/has name turned down a job or decided not to apply for a job you were interested in due to problems with transport?

1. Yes - turned down a job
2. Yes - decided not to apply for a job
3. No

**If turned down job or decided not to apply for a job because of transport problems (PrbJobN = 1 or 2)**

**PrbTyp1**

NAME

What sort of problems with transport were these?

CODE ALL THAT APPLY

1. Too far
2. Car not available
3. Don't have a current driving licence/can't drive
4. Cost of petrol
5. Lack of parking facilities
6. Cost of parking
7. Traffic congestion/roadworks
8. Inadequate public transport
9. Cost of using public transport
10. Personal physical difficulties/disability
11. Personal safety concerns
97. Other (specify)

IF respondent had other problem with transport
(PrbTyp1=97)
XPrbTyp1
NAME
Please specify other answer.

LAST PAID JOB

BLastJb / QTLastJb.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND UNEMPLOYED OR ECONOMICALLY INACTIVE (DVAGE =>16 AND DVIL03a = 2 OR 3)

ASK ALL

Everwk
NAME
Have you ever had a paid job, apart from casual or holiday work?
1. Yes
2. No

IF has had a paid job (Everwk = 1)

DtJbL
NAME
When did you leave your last PAID job?
FOR DAY NOT GIVEN.....ENTER 15 FOR DAY FOR MONTH NOT GIVEN....ENTER 6 FOR MONTH
THIS QUESTION DOES NOT INCLUDE CASUAL OR HOLIDAY WORK

Helpscreen:
If day and month are not volunteered readily, only probe as follows:
day....if in last 12 months
month....if in last 24 months.

MAIN JOB DETAILS

BMainJb / QTMainJb.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND EMPLOYED OR HAVE EVER HAD A PAID JOB (DVAge => 16 AND (DVIL03a = 1 OR EVERWK=1))

ASK ALL

IndD
NAME
CURRENT OR LAST JOB

What did/(does) the firm/organisation you work(ed) for mainly make or do (at the place where you work(ed))?
DESCRIBE FULLY - PROBE MANUFACTURING or PROCESSING or DISTRIBUTING ETC. AND MAIN GOODS PRODUCED, MATERIALS USED, WHOLESALE or RETAIL ETC.

ASK ALL

OccT
NAME
JOB TITLE CURRENT OR LAST JOB
What was/is your (main) job (in the week ending Sunday the [date of last Sunday])?

Helpscreen:
REFERENCE PERIOD: MAIN job in reference week or last job if ever worked.

DEFINITION OF MAIN JOB: respondents with more than one job should decide themselves which is their main job. Only if they are unable to do so should the LFS criterion be applied: the job which was the largest number of hours.

ASK ALL

OccD
NAME
CURRENT OR LAST JOB
What did/(do) you mainly do in your job?
CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB

ASK ALL

Stat
NAME
Were/(Are) you working as an employee or were/(are) you self-employed?
1. Employee
2. Self-employed

Helpscreen:
The division between employees and self-employed is based on RESPONDENTS' OWN ASSESSMENT of their employment status in their main job.
Freelancers can be employed or self-employed. If respondent cannot decide which they are, ask if they are invoicing another company for work carried out and are responsible for their own tax and NI. If so, then they are self-employed.

IF respondent is/was an employee (Stat = 1)

SVise
NAME
In your job, do/(did) you have formal responsibility for supervising the work of other employees?
DO NOT INCLUDE PEOPLE WHO ONLY SUPERVISE:
- children, e.g. teachers, nannies, childminders
- animals
- security or buildings, e.g. caretakers, security guards
1. Yes
2. No

**IF respondent did supervise other employees (SVise = 1)**

**SViseDesc**

NAME

Please describe the type of responsibility you have/(had) for supervising the work of other employees.

INTERVIEWER: PROBE FOR WHO AND WHAT IS BEING SUPERVISED

**IF respondent is/was an employee (Stat = 1)**

**EmpNo**

NAME

How many people work(ed) for your employer at the place where you work(ed)?

Were there...READ OUT...

1. ...1 to 24,
2. 25 to 499,
3. or 500 or more employees?

Helpscreen:

We are interested in the size of the local unit of the establishment at which the respondent works but we only want the number of employees working for the same employer as the respondent. Thus at sites shared by several organisations we would not include all employees - just those working for the respondent's employer. The 'local unit' is considered to be the geographical location where their job is mainly carried out. Normally this will consist of a single building, part of a building, or at the largest a self-contained group of buildings.

It is the total number of employees at the respondent's workplace that we are interested in, not just the number employed within the particular section or department in which he/she works.

If a respondent works from a central depot or office (e.g. a service engineer) base, then the answer is the number of people who work at or from the central location. Note that many people who work 'from home' have a base office or depot that they communicate with. It may even be true of some people who work 'at home' (e.g. telecommuter who retains a desk or some minimal presence in an office). If in doubt, accept the respondent's view of whether or not there is a wider establishment outside the home that they belong to for work purposes.

For self-employed people who are subcontracted for any significant (respondent's definition) length of time to work in a particular place (e.g. building site), that is their place of work.

**IF respondent was/is self employed (Stat = 2)**

**Solo**

NAME

Were/(are) you working on your own or did/(do) you have employees?

ASK OR RECORD

1. on own/with partner(s) but no employees
2. with employees

Helpscreen:

The following should not be counted as employees. They should be excluded from the total number of employees at SENO:

- Any relative who is a member of the informant's household.
- Any partners in a partnership (as they would also be self employed)

For self-employed people who are subcontracted for any significant (respondent's definition) length of time to work in a particular place (e.g. building site) that is their place of work.

If the informant is unable to decide whether they employ anyone or not then code 1 (on own/with partner(s) but no employees) should take priority.

**IF respondent works/has worked with employees (Solo = 2)**

**SENo**

NAME

How many people did/(do) you employ at the place where you work(ed)?

Were/(Are) there...READ OUT...

1. ...1 to 24,
2. or, 25 or more?

Helpscreen:

We are interested in the size of the 'local unit of the establishment' at which the respondent works in terms of total number of employees. The 'local unit' is considered to be the geographical location where their job is mainly carried out. Normally this will consist of a single building, part of a building, or at the largest a self-contained group of buildings.

It is the total number of employees at the respondent's workplace that we are interested in, not just the number employed within the particular section or department in which he/she works.

The following should not be counted as employees. They should be excluded from the total number of employees at SENO:

- Any relative who is a member of the informant's household.
- Any partners in a partnership (as they would also be self employed)

For self-employed people who are subcontracted for any significant (respondent's definition) length of time to work in a particular place (e.g. building site) that is their place of work.

ASK ALL

FtPtWk
NAME
In your (main) job were/are you working... READ OUT ...
1. ...full time,
2. ...part time?

Helpscreen:
We are interested in SELF-ASSESSMENT - let the RESPONDENT decide whether the job is full-time or part-time.

INCOME

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER (DvAge >= 16)

ASK ALL
Incme
NAME
SHOW CARD 26
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.
1. Income received
2. No source of income

Helpscreen:
We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about the travel patterns of people on different incomes helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live.

This question is designed to remind the respondent of all possible sources of income which are to be included in the next questions. You do not need to enter these sources - simply code 1 if they have any of the sources of income on the card (shown below) or 2 if they have no source of income.

SHOW CARD 26.
Earned Income/Salary
Income from self employment
Pension (state, private or from former employer)
Child Benefit
Disabled Person's Tax Credit (formerly Disability Working Allowance)
Disability Living Allowance

Other state benefits or allowances e.g.
- Working Families Tax Credit
- Jobseeker's Allowance
- Income Support
- Housing Benefit
- Council Tax Benefit
- Incapacity Benefit (formerly NI Sickness/Invalidity Benefit)
- Maternity Allowance/Statutory Maternity Pay
- Attendance Allowance
- Invalid Care Allowance
- Severe Disablement Allowance
- Widow/Widowers'/Bereavement Benefits
Interest from savings, building society, investments etc.
Other regular allowances (e.g. maintenance from former partner, annuity, student grant etc)
Other sources.

If respondent received income (Incme = 1)
IncGrp
NAME
SHOW CARD 27 (SEE APPENDIX K)
Which of the letters on this card represents your own gross income from all sources mentioned? By gross income, I mean income from all sources before deductions for income tax, National Insurance etc. Please just tell me the letter.
INTEVIEWER - PLEASE TYPE IN THE LETTER

Helpscreen:
Income from shares / dividends are included.

We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about the travel patterns of people on different incomes helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live.

If respondent is the Household Reference Person AND the number of adults in the household is greater than 1 (QTHComp.NumAdult > 1)
HIncGrp
NAME
SHOW CARD 27 (SEE APPENDIX K)
INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION [Letter entered at IncGrp]
And now think of the income of the household as a whole. Which of the letters on this card represents the gross income of the WHOLE household?
INTEVIEWER - PLEASE TYPE IN THE LETTER

Helpscreen:
Income from shares / dividends are included.

We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about
the travel patterns of people on different incomes helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live.

LOCATION OF WORK

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND EMPLOYED (DVage >= 16 AND DVIL03a = 1)

ASK ALL

WkPlace

NAME

[Thinking about your/his/her main job] When you go to work do you...

1. ...go to the same place every time,
2. go to the same place on at least 2 days running each week,
3. go to different places,
4. or work at home or in the same building or grounds as your home.

Helpscreen:

Informants can only have one usual place of work. This will be a place they visit on at least 2 consecutive days per week for at least 4 consecutive weeks.

If the respondent has two work places he/she visits regularly (2 consecutive days per week or more, etc), then the one visited most frequently is treated as the usual place of work. If both are visited with the same frequency the one furthest away from home is the usual place of work.

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = 1 or 2)

WkRef

NAME

Where do you go to work?
ADD IF NECESSARY: Can you tell me the town or area?

INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW)
ON EXITING CODING FRAME PRESS ENTER TO MOVE TO NEXT QUESTION.

Computed variable

WkUrbCd

City Centre code for urban areas

IF respondent works in a town (WkUrbCd = 1..22 OR WkUrbCd = 24..48)

WkTown

NAME

Is it within [X minutes walk of X]?

1. Within
2. Not within

See Appendix L for "Where do you work" lookup table.

IF respondent works in an urban area (WkUrbCd = 50, 89 AND UrbRural = 1..14, 89)

WkOthUrb

NAME

Is it within 5 mins walk of the main shopping/business centre?

1. Within
2. Not within

IF respondent goes to the same workplace each time or at least 2 days a week (WkPlace = 1 or 2)

WkAdd1

NAME

What is the address of your usual place of work?

INTERVIEWER: obtain as full an address as possible, including postcode if respondent Can supply this. If the respondent is unsure of exact address/ postcode, please record the Name of their employer/office and as much of the address as they can provide.

Use <ctrl + R> if respondent does not wish to provide the address.

Enter first line of the address.

INTERVIEWER: The journey to work is the most frequently travelled journey for many People. This information will allow the exact distance of this journey to be calculated.

IF first line of work address entered (WkAdd1 = Response)

WkAdd2

NAME

Address of usual place of work.

INTERVIEWER: ENTER NEXT LINE OF THE ADDRESS OR PRESS <ENTER> KEY IF NO MORE. DO NOT ENTER POSTCODE HERE.

IF second line of work address entered (WkAdd2 = Response)

WkAdd3

NAME

Address of usual place of work.

INTERVIEWER: enter next line of the address Or press <enter> key if no more. DO NOT ENTER POSTCODE HERE.

IF third line of work address entered (WkAdd3 = Response)

WkAdd4

NAME

Address of usual place of work.

INTERVIEWER: enter next line of the address Or press <enter> key if no more. DO NOT ENTER POSTCODE HERE.
If first line of work address entered (WkAdd1 = Response)
WkPC
NAME
What is the postcode of your usual place of work?
INTERVIEWER: Use <CTRL + K> if does not know.

If work postcode given (WkPC = Response)
WkKnow
INTERVIEWER: Record whether the respondent knew their work place address, including full postcode, or whether they had to look it up.
1. Knew work place address including post code,
2. Looked it up,
3. Did not provide full postcode/Other

TRAVEL TO WORK

 BWkMeth / QTwkMeth.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND WORK AT SAME PLACE EVERY TIME, AT LEAST 2 DAYS A WEEK OR GOES TO DIFFERENT PLACES (DVAge>=16 AND (WkPlace = 1, 2 or 3))

ASK ALL
WkTrav
NAME
How do you usually travel to work?
THIS QUESTION APPLIES FOR THE MAIN JOB, THAT IS THE JOB IN WHICH RESPONDENT USUALLY WORKS THE MOST HOURS.
CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE RESPONDENT'S USUAL JOURNEY TO WORK.
1. Underground, metro, light rail, tram
2. Train
3. Bus, minibus or coach
4. Motorcycle, scooter or moped
5. Car or van
6. Taxi/minicab
7. Bicycle
8. On foot
97. Other (specify)

Helpscreen:
Only Use 'other' code at WkTrav if none of the following apply:
Code 1 (tube) for Tyne & Wear Metro, Greater Manchester Metrolink, Glasgow Underground, Croydon Tramlink, West Midlands Metro, Sheffield Supertram, and Docklands Light Railway.
Code 3 (bus) for coaches, works bus, contract buses and minibuses.
Code 5 (car) for works vans, firms car, and transit vans.

Leave following as 'other': lorry, plane, works abroad

Ask ODD years only. If travels to work by motorcycle, scooter or moped, car or van or taxi/minicab (WkTrav = 3,4 OR 5)
WkRoad
NAME
SHOW CARD 28
And on your journey to work, which of these types of road do you travel on?
INTERVIEWER NOTE: We are interested in all road types used, not just the ones covering the greatest distance.
CODE ALL THAT APPLY.
1. Motorway
2. Dual carriageway
3. Other major roads (other A roads)
4. Local road in a city or town (including B roads)
5. Local road outside a city or town (including B roads)
6. Other (please specify)

Ask ODD years only. If travels to work on other type of road (WkRoad=6)
XWkRoad
NAME
INTERVIEWER: Please record details of other type of road used*

Ask ODD years only. If respondent normally travels to work by car or van (WkTrav = 5)
When travelling to work are you...

1. usually the driver,
2. usually the passenger
3. or sometimes driver and sometimes passenger

Ask ODD years only. If usually travels to work by car (WkTrav=5)

When travelling to work, how often, if at all do you give a lift to or receive a lift from a work colleague?

INTERVIEWER NOTE: PLEASE DO NOT INCLUDE GIVING PEOPLE LIFTS PART OF THE WAY (E.G. PICKING UP FROM BUS STOP).

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

Ask ODD years only. If respondent drives to work (WkDrive = 1 OR 3)

Where do you usually park your [car/van] when you drive to work?

1. on the street
2. on a driveway
3. in a garage
4. in a park-and-ride car park
5. in another public car park
6. in a firm/work car park
7. in another private car park
8. (DOES NOT USUALLY PARK AT/NEAR WORKPLACE)

HOW MUCH OF YOUR/HIS/HER KIND OF WORK COULD YOU/HE/SHE DO FROM HOME INSTEAD OF TRAVELLING TO WORK?
CONSIDER WHAT WOULD IN THEORY BE POSSIBLE IF HAD NECESSARY EQUIPMENT (E.G. LAPTOP, SEWING MACHINE) AND EMPLOYER ALLOWED HOME WORKING

1. ...all of Your/his/her work,
2. ...most of Your/his/her work,
3. ...or some of Your/his/her work from home

IF respondent doesn’t work from home but could or does work from home but not always (OftHome =1-6 or PosshOm=1-3)

YNotWkHN

NAME

Why do you not work at home (more often) in your present (main) job?

CODE ALL THAT APPLY
1. Work at home as much as I can given nature of work
2. Do not have a computer/modem/fax/telephone at home
3. Do not have other necessary equipment at home
4. Employer / manager does not allow it
5. Employer/manager does not encourage it
6. Just prefer not to
7. No space to work at home
8. Children at home
9. Need to meet with colleagues
10. Like contact with colleagues at place of work
11. Need to meet with customers
97. Other reason (Please specify)

If other reason for not working at home (YNotWkHN=97)

XNotWkHN

NAME

Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

If works at home at least once or twice a year or works at home for part of day at least once or twice a year (OFTHome =1-6)

WkTech

NAME

SHOW CARD 31

When you works at home, do you/does name usually use any of these for work purposes?

IF YES, PROBE: Which do you/does name use?
1. Telephone or mobile phone
2. PC, laptop or PDA
3. Printer
4. Internet- broadband access
5. Internet - dial up access
6. Remote access to your employers/office network
7. Fax,
8. No - none of these

EASE/DIFFICULTY OF TRAVELLING TO WORK

If respondent travels to work by car or motorbike (WkTrav = 4 OR 5)

CarW

NAME

I'm now going to ask a few questions about how easy or difficult you find it to travel to work, and why.

Do you usually experience any difficulties with travelling to or from work by [car/van] / [motorcycle/scooter/moped]?

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY
1. No no difficulties
2. Too far
3. Car not available
4. Don't have a current driving licence/can't drive
5. Cost of petrol
6. Lack of parking facilities
7. Cost of parking
8. Traffic congestion/roadworks
9. Inadequate public transport
10. Cost of using public transport
11. Personal physical difficulties/disability
12. Personal safety concerns
97. Other (specify)

IF respondent experiences some other difficulty (CarW = 97)

XCarW

NAME

specify other answer.

If respondent has more than one difficulty (CarW > 1)

CarWM

NAME

And which one of these things creates most difficulty?

CODE ONE ONLY
1. No no difficulties
2. Too far
3. Car not available
4. Don't have a current driving licence/can't drive
5. Cost of petrol
6. Lack of parking facilities
7. Cost of parking
8. Traffic congestion/roadworks
9. Inadequate public transport
10. Cost of using public transport
11. Personal physical difficulties/disability
12. Personal safety concerns
97. Other (specify)
**National Centre for Social Research**

If respondent has some other difficulty (CarWM = 97)

XCarWM
NAME
Please specify other answer.

If respondent goes to work by car, van, motorbike, scooter, or moped (WkPlace=1, 2, or 3 AND WkTrav= 4 or 5)

CarsEas
SHOW CARD  32
Suppose for some reason you could not use a car/van/motorbike/scooter/moped for travelling to or from work. How easy or difficult would it be to make this journey some other way? Please take your answer from this card.

INTERVIEWER NOTE: THE QUESTION REFERS TO ANY PRIVATE MOTOR VEHICLE. IT IS AIMING TO FIND OUT HOW EASY IT WOULD BE FOR THE RESPONDENT TO USE OTHER FORMS OF TRANSPORT.

1. Very easy
2. Fairly easy
3. Neither easy nor difficult
4. Quite difficult
5. Very difficult

If respondent goes to work by car, van, motorbike, scooter, or moped (WkPlace=1, 2, or 3 AND WkTrav= 4 or 5)

Worknew
How would you travel to work instead?
CODE ALL THAT APPLY
1. Go by taxi/minicab
2. Go by public transport
3. Go on foot
4. Go on bicycle
97. Other
5. Could not do in any other way (spontaneous only)

If would travel in another way (Worknew=97)

XWorkNew
NAME
Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

If respondent does not travel to work in a private car or motorbike (WkTrav = 1, 2, 5, 6, 7, 8, 97)

OthW
NAME
(I'm now going to ask a few questions about how easy or difficult you find it to travel to work, and why.)
IF YES, PROBE: What difficulties?
CODE ALL THAT APPLY
1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. Lack of/no cycle lanes
13. The weather
97. Other (specify)

IF respondent experiences some other difficulty (OthW = Other)

XOthW
NAME
Please specify other answer.

If respondent has more than one difficulty (OthW > 1)

OthWM
NAME
And which one of these things creates most difficulty?
CODE ONE ONLY
1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. Lack of/no cycle lanes
13. The weather
97. Other (specify)

IF respondent has some other difficulty (CarWM = Other)

XOthWM
NAME
Please specify other answer.

**SHOPPING**

BShDiff / QTShDiff.INC

ALL QUESTIONS ASKED OF MAIN FOOD SHOPPER (FROM DVSHOP)

FdShp
NAME
SHOW CARD 33
Now some questions about shopping. How do you usually do your main food shopping?

INTERVIEWER NOTE: IF THE RESPONDENT VISITS A SUPERMARKET TO CHOOSE AND BUY FOOD AND THEN ARRANGES FOR IT TO BE DELIVERED, CODE AS 1 (GO TO SHOPS/MARKET IN PERSON).
1. Go to shops/market in person
2. Someone else goes to shops for me (e.g. friend, relative, carer)
3. Order online for home delivery
4. Order by phone for home delivery
5. Order by post for home delivery
6. Other

FdDel
NAME
SHOW CARD 34
And how often (if at all) do you have food or drink delivered to the home that you have ordered by phone, post or the internet?

EXCLUDE MILK 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 that or never

FdFreq
SHOW CARD 34
And how often nowadays do you / does name go to a shop to buy food or drink for the home?

Do not include going to buy lunch or a takeaway.
1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

If does food shopping in person (Fdshp=1)

TravSh
NAME
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
9. Does shopping online/shopping delivered
97. Other (please specify)

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

XTravSh
NAME
Please specify other answer
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

If usual mode is home delivery (FdShp = 3, 4, or 5)

DelStrt
SHOW CARD 35
Can I just check how long ago did you start having your main food shop delivered to your home?

INTERVIEWER NOTE: THIS QUESTION REFERS TO THE VERY FIRST TIME THE RESPONDENT HAD FOOD DELIVERED, EVEN IF THERE HAS BEEN A BREAK FROM HOME DELIVERY SINCE.
1. Less than 3 months ago
2. 3 months or more but less than 6 months ago
3. 6 months or more but less than 1 year ago
4. 1 year or more but less than 2 years ago
5. 2 years or more but less than 3 years ago
6. 3 years ago or longer

If respondent usually does the food shopping in a car or motorbike (TravSh=4 OR 5)

CarS
NAME
Do you usually experience any difficulties with travelling by [car/van] / [motorcycle/scooter/moped] 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. Difficulty carrying shopping to car
8. Concerns over personal safety
9. Traffic congestion/roadworks
10. Rely on non-household member taking them shopping
11. The weather
97. Other (please specify)

IF respondent experiences other difficulty with travelling to or from food shopping (CarS = 97)

XCarS
NAME
Please specify other answer.
IF respondent experiences more than one difficulty (CarS more than 1 response)

**CarSM**

NAME

And which one 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. Difficulty carrying shopping to car
8. Concerns over personal safety
9. Traffic congestion/roadworks
10. Rely on non-household member taking them shopping
11. The weather
12. Other (please specify)

If other form of transport would be used (ShpTrans = 97)

**XShpTran**

NAME

Please specify other answer.

If respondent does not usually do the food shopping in a private vehicle or online (TravSh = 1, 2, 3, 6, 7, 8 OR 97)

**OthS**

NAME


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
15. Other (specify)

IF respondent experiences some other difficulties when travelling for main food shopping (OthS = 97)

**XOthS**

NAME

Please specify other answer.

IF there is more than one reason which creates difficulty when travelling for the main food shopping (OthS more than 1 response)

**OthSM**

NAME

And which one of these things creates most difficulty?

CODE ONE ONLY

1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. 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 = 97)
XOthSM
NAME
Please specify other answer.

TRANSPORT DIFFICULTIES

BDemTr / QTDemTr.INC

ASKED EVEN YEARS ONLY OF ALL IN TURN, IF THEY ARE 16 OR OVER (DVAge>=16)

Ask all – even years only
OthdifN
NAME
SHOW CARD 39
(Apart from anything you have already mentioned) do you / does [name] have any transport difficulties for any of these types of journey?
CODE ALL THAT APPLY
1. Travelling to the doctors surgery
2. Travelling to hospital
3. Visiting friends/relatives at their home
4. Travelling to other social activities, including taking children
5. Taking the children to school
6. Travelling to school/college/university
7. Travelling for any other reason (specify)
8. No difficulties with any of these

Ask Even years only. IF respondent has transport difficulties for some other journey purpose (OthDiff = 7)
XOthDiff
NAME
PLEASE SPECIFY OTHER Reason FOR TRAVELLING.

Ask Even years only. IF respondent has transport difficulties travelling to the doctors/hospital (OthDiff = 1)
YDiff1
NAME
What difficulties do you experience when travelling to the doctors surgery?
CODE ALL THAT APPLY
1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties with travelling to the doctors/hospital (YDiff1 = 97)
XYDiff1
NAME
PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. If respondent has difficulties travelling to the hospital (OthDiffN=2)
YDiffH
What difficulties do you have when travelling to hospital?
CODE ALL THAT APPLY
1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. If respondent has difficulties travelling to the hospital for other reasons (YDiffH=97)
XYDiffH
NAME
PLEASE SPECIFY OTHER ANSWER

Ask Even years only. IF respondent has transport difficulties when visiting friends/relatives at their home (OthDiffN =3)
YDiff2
NAME
What difficulties do you experience when visiting friends/relatives at their home?
CODE ALL THAT APPLY
1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when visiting friends/relatives at their home (YDiff2 = 97)

NAME
PLEASE SPECIFY OTHER ANSWER.
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

Ask Even years only. IF respondent has transport difficulties when travelling to other social activities (OthDifN = 4)

NAME
What difficulties do you experience when travelling to other social activities?
CODE ALL THAT APPLY
1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when taking the children to school (YDiff4 = 97)

NAME
PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. IF respondent has transport difficulties when travelling to school/college/university (OthDifN = 6)

NAME
What difficulties do you experience when travelling to school/college/university?
CODE ALL THAT APPLY
1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when travelling to school/college/university (YDiff5 = 97)

NAME
PLEASE SPECIFY OTHER ANSWER.
Ask Even years only. IF respondent has transport difficulties when travelling for some other journey purpose (OthDiffN = 7)

YDiff6
NAME
What difficulties do you experience when travelling: [other journey purpose]? CODE ALL THAT APPLY
1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

Ask Even years only. IF respondent has other transport difficulties when travelling for some other journey purpose (YDiff6 = 97)

XYDiff6
NAME
PLEASE SPECIFY OTHER ANSWER.

ROAD ACCIDENTS INVOLVING ADULTS

BAccid / QAccid.INC

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER (DVAge>=16)

ASK ALL

Acclnt
NAME
INTERVIEWER: THE NEXT QUESTIONS CONCERN ROAD ACCIDENTS. PLEASE BE AWARE THIS MAY BE A SENSITIVE TOPIC FOR SOME RESPONDENTS.

ASK ALL

Accident
NAME
In the last 3 years, that is since [Date], have you been in any type of road accident, no matter how minor? Please include any accidents in which you were involved as a pedestrian, driver, passenger, cyclist or motorcyclist, even if no other party was involved. Only include incidents that happened on a public road, including pavements and cycle lanes on the public road.
1. Yes
2. No

If respondent has been in accident (Accident=1)

Acc3Yr
NAME
And how many times have you been involved in a road accident, no matter how minor, in the last 3 years?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>
:1..97

If respondent has been in accident and answered question about number of accidents in past 3 years (Accident=1 AND Acc3Yr=RESPONSE, DK)

Acc12Mn
NAME
And how many times have you been involved in a road accident within the last 12 months, that is since [Date]?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>
: 0..97

If respondent has been in accident (Accident=1)

Injury3
NAME
Thinking again about the last 3 years, that is since [Date], have you been in a road accident on a public road in which you were injured in some way? Please include incidents where you were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.
INTERVIEWER ONLY INCLUDE INCIDENTS WHERE THE RESPONDENT WAS DIRECTLY-involved - DO NOT INCLUDE INCIDENTS WHERE THE RESPONDENT WAS ONLY A WITNESS.
INCIDENTS WHILE RIDING A HORSE SHOULD BE INCLUDED, EVEN IF NO OTHER PARTY WAS INVOLVED.
INCIDENTS THAT DID NOT HAPPEN ON A PUBLIC ROAD (E.G. ON PRIVATE ROADS, IN PUBLIC PARKS, IN CAR PARKS, IN PETROL STATIONS) SHOULD NOT BE INCLUDED.
1. Yes
2. No

If respondent has been injured in accident in the last 3 years AND has been in an accident in last 12 months (Injury3=1 AND Acc12Mn>0)

Acc3Inj
NAME
How many times have you been involved in a road accident in which you were injured in the last 3 years?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>
:1..97
If respondent has been injured in more than an accident in the last 3 years or does not know how many accidents they have been injured in the last 3 years (Acc3Inj>0 or Acc3Inj=DK)

**Acc12Inj**

NAME

And how many times, if any, have you been involved in a road accident in which you were injured in the last 12 months, that is since [Date]?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K> :0..97

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn=1)

**AccInt2**

NAME

I would now like to ask you some details about the (most recent) incident in which you were injured / accident you were involved in.

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn=1)

**Incident**

NAME

Can I just check, at the time of the incident, were you... READ OUT...

1. ....a car occupant,
2. a cyclist,
3. a motor cyclist,
4. a pedestrian,
5. or on/in another vehicle (including van)?

If respondent has been injured in accident and being interviewed in person (Injury3=1 and IndQn=1)

**Injury**

NAME

SHOW CARD 40

What type of injuries did you have? You can choose as many as apply.

1. Minor bruising or minor cuts
2. Severe cuts
3. Sprains
4. Whiplash
5. Fracture/broken bones
6. Concussion
7. Internal injuries
8. Burns
9. Crushing
10. Slight shock
11. Severe shock (required hospital treatment)
97. Other (Please specify)

If respondent sustained an other injury (Injury = 97)

**Xinjury**

NAME

INTERVIEWER: PLEASE RECORD OTHER INJURY.

If respondent has been injured in accident and being interviewed in person (Injury3=1 and IndQn=1)

**Medical**

NAME

SHOW CARD 41

Can I just check, as a result of your injuries, did you receive any medical attention at any time following the accident? You can choose as many as apply.

1. No - no medical attention received
2. Yes - first aid at roadside
3. Yes - at GP surgery
4. Yes - at a minor injuries/accidents unit
5. Yes - at Accident and Emergency
6. Yes - as an inpatient in hospital (at least one night spent on a hospital ward)
97. Yes - other (Please specify)

If other medical treatment received (Medical = 97)

**XMedical**

NAME

INTERVIEWER: PLEASE RECORD OTHER TYPE OF MEDICAL ATTENTION RECEIVED.

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn = 1 )

**OthVeh**

NAME

SHOW CARD 42

Can I just check, (apart from the vehicle you were travelling in,) were any (other) vehicles or pedestrians also involved in the incident?

INTERVIEWER: IF THE ACCIDENT INVOLVED MULTIPLE CARS CODE AS 'YES, A CAR' CODE ALL THAT APPLY

1. No, no other vehicles/pedestrians were involved
2. Yes, a car
3. Yes, a bicycle
4. Yes, a motor cycle
5. Yes, a pedestrian
97. Yes, another type of vehicle

If respondent has been in accident and being interviewed in person (Accident=1 AND IndQn = 1 )

**Police**

NAME

SHOW CARD 43

Did the police attend the scene of the accident?

1. Yes - they attended because I called them
2. Yes - they attended as a result of someone else calling them
3. Yes - they were there when it happened/they drove past just after the accident occurred
4. No

If police did not attend accident (Police=4 OR DK)

**Report**

NAME

Was the accident reported to the police at some point after the accident?

1. Yes - I reported the accident
2. Yes - someone else reported the accident
3. No
If there are household members under 16 to be asked of parent/step-parent/foster-parent.

ASK ALL

ChildAcc1

NAME

We are also interested in knowing whether any of the younger people and children in the household have been involved in any accidents.

INTERVIEWER: THIS MAY BE A SENSITIVE TOPIC FOR SOME PARENTS. IF THE RESPONDENT SEEMS DISTRESSED, PLEASE SKIP THIS SECTION.

PLEASE CONTINUE EVEN IF YOU KNOW THAT NO ONE HAD BEEN INVOLVED IN AN ACCIDENT
1. Continue
2. Respondent distressed - Skip section

If don't skip section (ChildAcc1=1)

ChildAcc2

NAME

Thinking about [Name 1st child], [Name 2nd child etc]
In the last 3 years, that is since [Date], Has He/She/Any been in any type of road accident, no matter how minor?
Please include any accidents in which they were involved as a pedestrian, driver, passenger, cyclist or motorcyclist, even if no other party was involved.
Only include incidents that happened on a public road, including pavements and cycle lanes on the public road.
1. Yes
2. No

If a child has been involved in an accident in the last 3 years (ChildAcc2=1)

ChildWh1

NAME

Please can you tell me which child or children.
CODE ALL THAT APPLY
1. Child 1 name
2. Child 2 name
3. Child 3 name
4. Child 4 name
5. Child 5 name
6. Child 6 name
7. Child 7 name
8. Child 8 name
9. Child 9 name
10. Child 10 name

Asked for each child in an accident (ChildWh1=Response)

CAcc3Yr

NAME

And how many times has [CHILD’S NAME] been involved in a road accident, no matter how minor, in the last 3 years?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

Asked for each child in an accident (ChildWh1=Response)

CAcc12Mn

NAME

And how many times has [CHILD’S NAME] been involved in a road accident within the last 12 months, that is since [DATE]?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

Asked for each child in an accident (ChildWh1=Response)

Clnjury3

NAME

Thinking again about the last 3 years, that is since [DATE], has [CHILD’S NAME] been in a road accident on a public road in which he/she was injured in some way?
Please include incidents where they were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.
INTERVIEWER ONLY INCLUDE INCIDENTS WHERE THE RESPONDENT WAS DIRECTLY INVOLVED - DO NOT INCLUDE INCIDENTS WHERE THE PERSON WAS ONLY A WITNESS. INCIDENTS WHILE RIDING A HORSE SHOULD BE INCLUDED, EVEN IF NO OTHER PARTY WAS INVOLVED. INCIDENTS THAT DID NOT HAPPEN ON A PUBLIC ROAD (E.G. ON PRIVATE ROADS, IN PUBLIC PARKS, IN CAR PARKS, IN PETROL STATIONS) SHOULD NOT BE INCLUDED.
1. Yes
2. No

Asked for each child in an accident (ChildWh1=Response)

CAcc12Inj

NAME

How many times has [CHILD’S NAME] been involved in a road accident in which he/she was injured in the last 3 years?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

Asked of each child in injured in an accident in the last 3 years AND involved in an accident in the last 12 months (CAcc12Mn>0 AND Clnjury3=1)

BSubAcc / QChAcc.Inc
And how many times, if any, has [CHILD’S NAME] been involved in a road accident in which he/she was injured in the last 12 months, that is since [DATE]?
INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>

**SPECIAL TICKETS/PASSES**

<table>
<thead>
<tr>
<th>BNoTick / QNOTICK.INC</th>
</tr>
</thead>
<tbody>
<tr>
<td>IF age is greater than 4 (DVAge &gt; 4)</td>
</tr>
</tbody>
</table>

**ASK ALL**

**StckT**

**NAME**

SHOW CARD 44
(Thank you. I would now like to ask you some questions about other issues related to travel.)
Do you have any of these special tickets or passes, valid for a week or longer?
INTERVIEWER: EXCLUDE ONE DAY TRAVELCARDS, CARNETS AND OYSTER CARDS (LONDON AREA) WHICH ARE SOLELY PAY-AS-YOU GO. BLUE/ORANGE DISABLED BADGES ARE NOT INCLUDED.
ASK TO SEE TICKET/PASS.
1. Yes
2. No

**IF respondent does have special ticket (StckT = 1)**

**SeeTick**

**NAME**

INTERVIEWER: Ask Respondent to get ticket/pass if possible.
1. Ticket/Pass seen
2. Ticket/Pass NOT seen

**IF respondent does have special ticket (StckT = 1)**

**NoTckt**

**NAME**

How many of these do you have?
1. 1..3
2. NO DON'T KNOW, NO REFUSAL

**BTicket / QTICKET.INC**

**ASKED OF EACH IN TURN, IF THEY HAVE A SPECIAL TICKET (StckT=1)**

**ASK ALL**

**TckT**

**NAME**

TO RECORD DETAILS OF FIRST/SECOND/THIRD TICKET. PRESS <ENTER> AND CONTINUE

**ASK ALL**

**SpecTk**

**NAME**

**TICKET NUMBER: [Number]**

**TYPE OF SPECIAL TICKET/PASS**

**INTERVIEWER: CODE TYPE OF TICKET NAME**

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 Passes for older people
8. CONCESSIONARY Scholar's pass
9. CONCESSIONARY Disabled person's pass
10. CONCESSIONARY Subsidised travel tokens
11. Other CONCESSIONARY ticket (SPECIFY)

Helpscreen:
Codes 01-06 are for special tickets / passes produced for commercial ('non-concessionary') reasons.

Code 07-11 are for tickets / passes subsidised by local or central government (hence 'concessionary').

**SEASON TICKET (01) - a ticket valid for journeys between two places (or stops) on one specified route only, for any number of journeys within a set period.**

**AREA TRAVEL CARD (02) - special tickets valid on any route within a specified area, and for any number of journeys within a specified period (e.g. Travelcard, Rover, Runabout, Capitalcard etc)**

**COMBINED SEASON / AREA TRAVEL CARD (03) - a season ticket which includes unlimited travel within a special area at one end of the journey**

**RAILCARD (04) - include Senior Citizens Rail Card, Young Persons Railcard, Family Rail Card, Network Card etc**

**EMPLOYEE'S SPECIAL PASS (05) - special passes provided by employers (often transport operators) for employees (and sometimes their widows and families). e.g. National Rail, LRT, British Coal, National Bus Company**

**OTHER NON-CONCESSIONARY (06) - all other kinds of non-concessionary tickets not covered elsewhere**

Passes for older people / SCHOLAR'S / DISABLED PERSON'S PASS (07-09) - tickets or passes issued free or at a subsidised cost, which allow free or reduced rate travel. The main ones are Passes for older people, scholars passes and passes for the disabled

**SUBSIDISED TRAVEL TOKENS (10) - tokens can be issued free or they can have a charge**
OTHER CONCESSIONARY (11) - all other kinds of concessionary tickets not covered elsewhere

*If respondent has some other non-concessionary or concessionary ticket (SpecTk = 6,11)*

**XSpecTk**

NAME

INTERVIEWER: Please describe what kind of other concessionary or non-concessionary ticket the informant has.

ASK ALL

**TkMode**

NAME

TICKET NUMBER: [Number]

What forms of transport does the ticket cover?
1. Train
2. LT underground/Tyne and Wear Metro/ Glasgow underground
3. Light Rail/Tram
4. Bus
5. Other single method
6. Combined (National Rail) train & underground
7. Combined (National Rail) train & bus (NOT IN LONDON)
8. Combined underground/bus
9. Combined (National Rail) train & underground & bus
10. Combined (National Rail) train & underground & bus & light rail/tram
11. Other combination of methods

*IF ticket covers combined methods of transport (Tkmode = 6, 7, 8, 9, 10 OR 11)*

**MoMls**

NAME

TICKET NUMBER: [Number]

When you use your combined ticket, on which method of transport do you travel the most mileage?
1. Train
2. Underground
3. Light Rail/Tram
4. Bus
5. DK/Other

*IF ticket type is anything other than a subsidised ticket (SpecTk <> 10)*

**TkCst**

NAME

TICKET NUMBER: [Number]

What was the actual (net) cost to you of the ticket?
ENTER COST TO THE HOUSEHOLD IN POUNDS & PENCE. EXAMPLES
10 pounds and 6p. Enter 10.06
7 pounds and 63p. Enter 7.63
IF NIL ENTER 0

*IF ticket lasts for a different time period (TkTime = 97)*

**TkTime**

NAME

INTERVIEWER: Please record the length of time the ticket covers.
Remember to recode wherever possible.

*IF ticket type is anything other than a subsidised ticket (SpecTk <> 10)*

**TkPay**

NAME

TICKET NUMBER: [Number]

When you use the ticket/pass do you usually have to pay anything at the time of travel, or do you travel free?
1. Pay something
2. Travel free

LONG DISTANCE JOURNEYS
National Centre for Social Research

ASK ALWAYS
IntPlane
How many times have you left the country by plane in the last 12 months?
INTERVIEWER: ONLY INCLUDE OUTWARD JOURNEYS GOING ABROAD. DO NOT INCLUDE INTERNAL FLIGHTS WITHIN GREAT BRITAIN OR FLIGHTS ORIGINATING ON OTHER COUNTRIES. ACCEPT BEST ESTIMATE IF NECESSARY. CODE 'NONE' AS 0.

ASK ALWAYS
AnyLDJ1
NAME
Now I'd like to ask you about any long distance journeys you have made in the last seven days / between DATE and DATE. I mean journeys within Great Britain of 50 miles or more in one direction, say from here to [NAMES OF 2 OR 3 PLACES 45 MILES AWAY]. Have you made any long distance journeys within Great Britain of 50 miles or more since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?
INTERVIEWER - please refer to calendar.
1. Yes
2. No

IF Respondent did not make any long distance journeys (AnyLDJ1 = 2)
Longest
NAME
How far was the longest journey you made since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?
INTERVIEWER: ENTER THE LENGTH OF THE JOURNEY IN MILES. IF THE JOURNEY WAS 50 MILES OR MORE, ENTER '0' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

IF Respondent made any long distance journeys (AnyLDJ1 = 1)
LDJInt
NAME
INTERVIEWER: PRESS ENTER TO BEGIN RECORDING THE JOURNEYS MADE BY NAME.
1. Continue

ASK ALL
LDJ
ENTER LONG DISTANCE JOURNEY NUMBER

ASK ALL
LDJDate
NAME
On what date did you make your [1st/2nd/3rd etc.] long distance journey of 50 miles or more since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

IF Respondent made more than one long distance journey (LTLDJQs1 > 1)
RepJ
NAME
IF REPEAT OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>. OTHERWISE ENTER 0

IF Respondent made more than one long distance journey (LTLDJQs1 > 1) and journey was not a repeat (RepJ=0)
RepJR
NAME
IF RETURN JOURNEY OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>. OTHERWISE ENTER 0

IF Respondent made more than one long distance journey (LTLDJQs1 > 1) and journey was not a repeat (RepJ=0) or return journey (RepJR=0)
DupP
NAME
IF DUPLICATE OF JOURNEY MADE BY ANOTHER HOUSEHOLD MEMBER, ENTER THEIR PERSON NUMBER. OTHERWISE ENTER 0

IF journey was a duplicate of another household members journey (DupP>0)
DupJ
NAME
ENTER [Name's] JOURNEY NUMBER FOR THE DUPLICATE JOURNEY, THEN PRESS <ENTER> THEN <END>.

ASK FOR ALL LONG DISTANCE JOURNEYS
OrigRef
NAME
From where did your journey begin?
INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW). ON EXITING THE CODING FRAME PRESS ENTER AGAIN TO MOVE TO NEXT QUESTION.
IF placename is not in codeframe (Orig = 9999997)
XOrig
NAME
INTERVIEWER: TYPE IN NAME OF PLACE FROM WHICH JOURNEY BEGAN, INCLUDING COUNTY OR NEAREST LARGE TOWN

CODE FOR ALL LONG DISTANCE JOURNEYS
OrigUA
NAME
Unitary Authority code of origin
PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS
OrigUR
NAME
Urban/Rural code of origin
PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS
OrigPl
Place of origin - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS
PurpTo
NAME
What was the purpose of your journey?
PROBE AS NECESSARY.
Was it principally to pick up or accompany someone else?
IF SO: What were they doing at the time?
INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.
TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS
PurpFro1
NAME
ASK OR RECORD
(Can I check) Did your journey start from home or from somewhere else?
1. Home
2. Somewhere else

If the journey started from somewhere else (PurpFro1 = 2)
PurpFro
NAME
Why were you at the place where your journey started from?
ADD IF NECESSARY: ‘for example, were you at work/college, visiting friends, on holiday etc?’
PROBE AS NECESSARY.
Were you there principally to pick up or accompany someone else?
IF SO: What were they doing at the time?
INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.
TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS
DestRef
NAME
Where did your journey end?
INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME.
IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW).
ON EXITING THE CODING FRAME, PRESS ENTER AGAIN TO MOVE TO THE NEXT QUESTION.

IF placename is not in codeframe (Dest = 9999997)
XDest
NAME
INTERVIEWER: TYPE IN NAME OF PLACE WHERE JOURNEY ENDED, INCLUDING COUNTY OR NEAREST LARGE TOWN

CODE FOR ALL LONG DISTANCE JOURNEYS
DestUA
NAME
Unitary Authority code of destination
PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS
DestUR
NAME
Urban/Rural code of destination
PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS
DestPl
Place of destination - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS
Dist
NAME
How far did you travel (in total on this journey) between [origin] and [destination]?
IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE.
ENTER DISTANCE IN MILES

ASK FOR ALL LONG DISTANCE JOURNEYS
Meth95
NAME
What method of travel did you use for the main part of your journey? (By main part I mean the part of your journey which covered the longest distance)
1. Walk
2. Bicycle
3. Private (hire) bus
4. Car
5. Motorcycle
6. Van, lorry
7. Other private
8. Ordinary bus - London
9. Ordinary bus - elsewhere
10. Coach, express bus
11. Excursion/tour bus
12. LT Underground
13. Train
14. Light Rail
15. Aircraft (public)
16. Taxi
17. Minicab
18. Other public
19. Private (unspecified)
20. Public (unspecified)

Helpscreen: The code are listed in your Definitions Manual.

IF aged 16 or more and LDJ was undertaken in a private vehicle (DVage>=16 AND Meth95=4, 5, 6, 7)
DriPas
NAME
Were you the driver of this vehicle or the passenger?
1. Driver
2. Passenger

Helpscreen: If the driving was shared, then code the person who drove the longest distance as the driver. If they drove equal distances, then the driver is the one who drove for the longest time

ASK FOR ALL LONG DISTANCE JOURNEYS
More
NAME
Did you make any other long distance journeys since [Day / Date one week ago] between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]? Please include return journeys.
1. Yes
2. No

FOLLOW UP

BFollowUp/BFollup.INC

ASK IF RESPONDENT IS AGED 16 OR MORE (DVAGE>=16) AND FACE-TO-FACE INTERVIEW (INDQN=1)

ASK ALL
FollowUp
Before we continue (to some questions about household vehicles), can I ask whether it would be alright to contact you again, if at sometime in the future there were a follow-up study to this one?
1. Yes
INDIVIDUAL PICK UP INTERVIEW

BPickUp / QTPICKUP.INC

ASKED OF ALL IN TURN DURING PICKUP INTERVIEW (QSigin.StatusQ = 2)

RECORD ALWAYS
WhoPU
Which person do you want to do the individual pick up interview for? ENTER PERSON NUMBER FROM LIST BELOW.
1. Name [1]
2. Name [2]
3. Name [3]
5. Name [5]
7. Name [7]
8. Name [8]
9. Name [9]
10. Name [10]

RECORD ALWAYS
PUQn
CODE WHETHER FACE TO FACE INTERVIEW, PROXY INTERVIEW, OR PERSON NOT AVAILABLE.
INTERVIEWER: IN GENERAL, FOR CHILDREN UNDER ELEVEN, INTERVIEW AN ADULT AND CODE AS 'PROXY'
1. Face to face
2. Proxy
3. Not available

RECORD ALWAYS
Session
Session original interview in (computed)

RECORD ALWAYS
SessLine
Line number in session original interview in (computed)

IF Respondent has been bought or been given a special ticket or pass (StckPic = 1)
NewTNo
NAME
How many special tickets or passes for your own use have you bought or been given since then?
:1..3

IF Respondent has been bought or been given a special ticket or pass (StckPic = 1)
NewTick
NAME
And is this a replacement for the old ticket or pass, or is it a different one?
/And are these all replacements for an old ticket or pass, or are any of them different ones?
IF ANY DIFFERENT, CODE NUMBER OF NEW TICKETS.
IF ONLY REPLACEMENT TICKETS OBTAINED SINCE THE PLACEMENT INTERVIEW THEN CODE '0'

If anyone in the household has bought or been given any new special tickets or passes since the placement interview they are asked the questions in block BTickPU. This block includes the same questions as are asked in block BTicket in the special tickets section of the individual questionnaire. These questions are:
TckT
SpecTk
XSpecTk
TkMode
MoMls
TkTime
XTkTime
TkCst
NumJrn
YrNum
TkTPay

IF respondent did not have a driving licence at placement interview (DLFull=2)
DLFNew
NAME
Since I last interviewed you on [Date], have you acquired a full driving licence valid in Great Britain to drive either a car, or a motorcycle, scooter or moped?
1. Yes
2. No

If has acquired a licence (DLFnew=1)
DLTyp95
NAME
Is it for a car only, a motorcycle only or for both, or is it for a car with special adaptations?
The codes after the / apply to licences issued after June 1990
INTERVIEWER: ASK RESPONDENT TO CHECK LICENCE
1. Car (A or B) / (B)
2. Car (A or B) / (B) - (AUTOMATIC ONLY)
3. Both car and motorcycle (A&D)/(A&B)
4. Motorcycle (D) / (A)/P
5. Car with special adaptations (A restricted, B)
6. Moped (E) / (P)

If licence is for car and motorcycle (DLTyp95=3)  

CarMot95
NAME
May I just check, have you actually passed a test to drive a motorcycle of over 125CC?
1. Yes
2. No

IF Respondent has a driving licence for a car (IF DLTyp95 = 1, 2, 3, 5)  

Drive95
NAME
Do you drive... READ OUT ...
CODE AUTOMATIC CAR AS AN ORDINARY CAR
CODE ALL THAT APPLY
1. ...an ordinary car (without special adaptations for people with disabilities),
2. ...a car with special adaptations for people with disabilities,
3. ...or some other kind of vehicle?
4. (no longer drive)

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

If other kind of vehicle driven (Drive95=3)  

XOthVeh
NAME
INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

IF acquired a licence, drives and household has access to a vehicle even if broken (DLFNew=1 AND Drive95=1,2,3 AND (Carpool = 1 OR UseVcl=1 OR BrokenV=1))  

VehUsu
NAME
READ OUT IF MORE THAN ONE VEHICLE (May I check) which is the car/(vehicle) you usually drive?
INTERVIEWER: ENTER VEHICLE NUMBER OR CODE 89 IF INFORMANT USUALLY DRIVES A NON-HOUSEHOLD CAR.
1. Vehicle 1
2. Vehicle 2
3. Vehicle 3
4. Vehicle 4
5. Vehicle 5
6. Vehicle 6
7. Vehicle 7
8. Vehicle 8
9. Vehicle 9
10. Vehicle 10
89. Usually drives non household vehicle

IF Respondent has acquired a full driving licence AND has not had a birthday since the placement interview or date of birth not known (DLFNew = 1 AND (DOB>StartDat OR DOB=DK/Ref))  

DLAge
NAME
How old were you/ was name when you/she/he FIRST obtained a full licence? :12..99

IF Respondent has not acquired a full driving licence, did not have a provisional licence at placement and has never had a licence (DLFNew = 2 AND DLProv=2 AND EvDLic95<>1)  

DLNPro
NAME
Have you acquired a provisional driving licence since I last interviewed you on [Date]?
1. Yes
2. No

If has acquired provisional licence (DNLPro=1)  

ProTyp95
NAME
Is it for a car only, a car and motorcycle, a car with special adaptations or something else?
CODE FIRST THAT APPLIES
1. Car only
2. Car and motorcycle
3. Car with special adaptations
4. Motorcycle, scooter, moped only
5. Something else

If provisional licence is for something else (ProTyp95=4)  

XProTp95
INTERVIEWER: Record other answer STRING[60]

PLAYING IN THE STREET  

If aged 5 to 15 (DVage=5-15)  

YPDQ
INTERVIEWER: CHECK DAY 7 OF [Name]'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.
IF NO TIME WAS SPENT IN THE STREET, ENTER 'NOW' AND RECORD 'NO' AT THE NEXT QUESTION
1. Now
2. Later

If time spent in street ot be completed later (YPDQ=2)  

LStop2
INTERVIEWER: Please remember to come back to the 'TIME SPENT IN THE STREET QUESTIONS'.
Each time you exit then re-enter the questionnaire and move through it by hitting the END key you will stop at this question.
Go back to the previous question and change 'later' to 'now' when you are ready to complete the missing questions.

*IF Time spent on street is entered now (YPDQ = 1)*

**InStreet**
Did Name/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 spent time in the street on day 7 (InStreet = 1)*

**Start1**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**End1**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**Start2**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**End2**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**Start3**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**End3**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**Start4**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**End4**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**Start5**
NAME
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)

*IF Respondent spent time in the street on day 7 (InStreet = 1)*

**End5**
NAME
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.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ALWAYS RECORD

Intro

This is the start of the vehicle questionnaire for the [Vehicle]. Interviewer: Do you want to complete the questionnaire for this vehicle now or later?

Interviewer: Ask these questions of the main driver [Name] if possible. Then press <Enter> & <End> to go to the next pick-up question.

1. Now
2. Later

No DK, No refusal

If vehicle questionnaire is to be conducted later (Intro=2)

LStop

Interviewer: Please remember to come back to the vehicle questionnaire for the [Vehicle]. Each time you exit then re-enter the questionnaire and move through it by hitting the END key you will stop at this question. Go back to the previous question and change ‘later’ to ‘now’ when you are ready to complete the missing questions. Press 1 and <Enter> to continue.

1. Continue

Registration Number

If Intro=1

Regintr

I’d now like to ask for some details about the [Vehicle number] so that we can collect information about the types of motor vehicles that people use. First, could you give me the registration number?

Add if necessary: If you are able to give us the registration number, we will be able to get some of the information we need from DVLA rather than asking you for the information now.

1. Willing to give (British) registration number
2. Not willing to give registration number
3. Willing to give registration number but cannot remember it correctly
4. Foreign registration number

Helpscreen:

No information on your vehicle will be given to anyone outside the statistics section at DfT and the registration number will not be used to identify you or your household.

DVLA = Driver and Vehicle Licensing Agency

If Respondent is willing to give registration number (RegIntr = 1)

RegExpl

Read out: We will use this to look up some details already held by DVLA.

No information on your vehicle will be given to anyone outside the statistics section at Department for Transport and the registration number will not be used to identify you or your household.

DVLA = DRIVER AND VEHICLE LICENSING AGENCY

1. Acceptable to respondent - continue
2. Not acceptable - change RegIntr

If Intro=1

Personal

VEHICLE

Is the registration number for this vehicle a personalised or cherished number?

1. Yes
2. No

If Respondent is willing to give registration number (RegIntr = 1)

VRegNo1

Enter registration number for the [Vehicle]

Interviewer: Please use capital letters and do not use spaces between parts of the code.

No DK, No refusal

If Respondent is willing to give registration number (RegIntr = 1)

RFormat

Interviewer: Code format of registration number.

(HOW REGISTRATION YEAR OF VEHICLE IS IDENTIFIED).

1. AB 12 CDE (new format 2001 onwards, with registration year shown by 2 numbers).*
3. ABC123D, ABC12D, ABC1D (old pre-1983 format with registration year letter at the end).
4. None of these

If this is acceptable (RegExpl = 1)

RegNo

Can I ask you to repeat your registration number, so I can check it is recorded correctly.

Helpscreen:

No information on your vehicle will be given to anyone outside the statistics section at DfT and the registration number will not be used to identify you or your household.

DVLA = Driver and Vehicle Licensing Agency
INTERVIEWER: ENTER REGISTRATION NUMBER FOR THE [VEHICLE] AGAIN TO CONFIRM. PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE. READ NUMBER BACK TO RESPONDENT TO VERIFY. THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION NO DK, NO REFUSAL.

IF Registration number not given (RegNo <> Response)

FuelTyp

VEHICLE
What fuel does the [VEHICLE]'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 = 97)

XFuelTyp

VEHICLE
PLEASE SPECIFY THE OTHER ANSWER.

BVMake / QVMake.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC AND REGISTRATION IS NOT PERSONALISED. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric AND Personal=2)

IF Registration number not given (RegNo <> Response)

LogBook2

VEHICLE
INTERVIEWER IF THE RESPONDENT STRUGGLES TO ANSWER QUESTIONS ON THEIR VEHICLE SUGGEST THAT THE RESPONDENT GETS THE LOG BOOK (OR VEHICLE REGISTRATION DOCUMENT). THIS MAY HELP THEM ANSWER SOME OF THE QUESTIONS ON THEIR VEHICLE Press 1 and <Enter> to continue.
1. Continue

IF Registration number not personalised or cherished (Personal = 2)

SimReg

SHOW CARD 47

VEHICLE
I would like to know the registration year of the [VEHICLE]. To help with this, can you tell me which of the numbers on this card looks similar to the [VEHICLE]'s registration number? POINT TO EACH AND SAY:Is it like this with two letters, then two numbers, or like this with a letter at the start, or like this with a letter at the end?
1. AB12CDE
2. A123 CDE, A12 BCD, A1 BCD
3. ABC 123D, ABC 12D, ABC 1A
4. None of these

IF Registration number is not in any given pattern (SimReg =4)

LookReg

VEHICLE
Could I look at the registration number to find out which letter denotes the year in your registration number? I will not enter the whole number into the computer
INTERVIEWER: Please refer to CHECK CARD
1. Yes
2. No

IF Registration number follows format 1 above (SimReg = 1)

WhatNum

VEHICLE
SHOW CARD 47
What is the number in the middle of the registration number that denotes the year?
RECORD THE RELEVANT NUMBER

If registration number follows format 2 or 3 above or respondent showed registration number (SimReg=2,3 OR LookReg=1)

Letter

VEHICLE
SHOW CARD 47
Which letter denotes the year (that is what is the first/last letter of your registration number)?
INTERVIEWER: IF PATTERN SELECTED AT QUESTION SimReg POINT TO THE REGISTRATION SEQUENCE SELECTED ON SHOW CARD, AND ASK WHAT REGISTRATION LETTER IS IN THE SAME POSITION AS THE LETTER IN COLOUR ON THE CARD.
INTERVIEWER: Please refer to CHECK CARD 1.
RECORD THE RELEVANT LETTER

If respondent has given a letter that denotes year of registration and respondent showed the registration (Letter=response AND Lookreg=1)

Numba

VEHICLE
Does the letter come at the beginning or the end of the registration number?
ASK OR RECORD AND CHECK
1. Letter before number
2. Letter after number

**ASK ALL**

**RegYear**
VEHICLE
ASK OR RECORD AND CHECK.
Could you tell me the exact year and month in which the vehicle was first registered?
IF THE REGISTRATION LETTER/NUMBER IS
LETTER/NUMBER THEN THE VEHICLE WILL
HAVE BEEN REGISTERED BETWEEN
MONTH/YEAR AND MONTH/YEAR.
ENTER YEAR HERE

**ASK ALL**

**RegMon**
VEHICLE
MONTH OF FIRST REGISTRATION

**VEHICLE DETAILS**

**IF** Vehicle is a 4-wheeled car or a light van
(TypeVcl2 = 1 or 5) AND Vehicle was manufactured
since 1983 (LVMake1 IN [1983..2012])

**CarCoding**
INTERVIEWER: Please code car make and model
PRESS <SPACE BAR> TO START CODING
Car make, model and modspec are:
VEHICLE
[Vehicle make] [Vehicle model].Modspec
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

Helpscreen:
Press <SPACE BAR> to start coding

The car make and model will be automatically
inserted into Input box
Move up and down the selections shown using the
arrow keys
When the correct car make, model and specification
is highlighted press ENTER to select and save

If you can't find a good match you can
- edit the description
- swap to alphabetic coding by pressing <Alt+A>
- swap back to trigram coding by pressing <Alt+T>

If you still have problems finding a match there may
be an error in the registration year - only cars valid
for the registration year are shown

If you can't assign a code then press <Ctrl+K> for
don't know

**BEngFTS / QEngFts.INC**

**ASKED OF MAIN DRIVER (OR OTHER
HOUSEHOLD MEMBER) FOR EACH
HOUSEHOLD VEHICLE WHICH WAS
ACQUIRED BEFORE OR DURING THE
TRAVEL WEEK, IF FUEL TYPE IS NOT
ELECTRIC. (Numveh > 0 AND WhenAcq=1
OR 2 AND FuelTyp <> Electric)**

**IF** Registration number not given (RegNo <>
Response)

**EnSize**
VEHICLE
ASK OR RECORD AND CHECK
What is the size of the [Vehicle's] engine in cc's?
(1 litre = 1000 cc)
PROBE IF ANSWER IS GIVEN TO NEAREST
100cc........(Help <F9>)

Helpscreen:
MOPEDS: have a maximum engine size of 50cc.

**IF** engine size is not known (EnSize = DK)

**BenSize**
SHOW CARD 48
VEHICLE
Taking your answer from this card, what is the
engine size?
1. up to 50cc
2. 51 to 125cc
3. 126 to 250cc
4. 251 to 700cc
5. 701 to 1000cc (0.7 to 1 litre)
6. 1001 to 1300cc (1.3 to 1.5 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 year is before 1984 or the letter or
number denoting registration year is refused or not
known (RegYear <1984 or Letter=DK or Refusal or
WhatNum=DK or Refusal)

**IntQust**
VEHICLE
Can you tell me the exact size of the vehicles fuel
tank in litres or gallons?
INTERVIEWER: ENTER WHETHER LITRES OR
GALLONS OR DK HERE AND ENTER THE
AMOUNT IN THE NEXT QUESTION.
1. Amount given in litres
2. Amount given in gallons
If Fuel tank size given in Litres (IntQust=1)

**TankLtr**

VEHICLE

ENTER THE AMOUNT IN LITRES

If Fuel tank size given in gallons (IntQust=2)

**TankGal**

VEHICLE

ENTER THE AMOUNT IN GALLONS.
GIVE ANSWER TO ONE DECIMAL PLACE

**PARKING**

**BPark / QPark.INC**

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric)

ASK ALWAYS

**WherePk**

VEHICLE

Where is the VEHICLE usually parked overnight?
Is it ... READ OUT
1. ...in the garage (at this address),
2. not garaged but still on the property of this address,
3. on the street or public highway,
4. or, elsewhere (at or near your home)? (Specify)
5. (DOES NOT USUALLY PARK AT/NEAR HOME)

IF Respondent parks elsewhere at or near their home (WherePk = 4)

**XWherePk**

Please specify other answer.

**COMPANY CAR**

**BComCar / QComCar.INC**

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric)

**HHReg**

Is the VEHICLE 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 is not registered in a household member’s name (HHReg = 2)

**OthReg**

SHOW CARD 49

VEHICLE

( specifications) 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 is registered by someone outside the household, or the person to whom the vehicle is registered is unknown (OthReg = 1, DK OR HHReg = DK)

**WhoOwn**

VEHICLE

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 is owned by someone outside the household, or the person to whom owns the vehicle is unknown (WhoOwn=2 or DK)

**WhyUse**

VEHICLE

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 = 2)

**XWhyUse**

PLEASE SPECIFY OTHER ANSWER.

Asked of all vehicles
IF the vehicle is registered/owned by an other firm/organisation (OthReg = 4 OR WhoOwn = 5)

VehHire

VEHICLE

Is the vehicle on hire or lease?
IF 'NO' SPECIFY WHY NOT IN A NOTE
1. Yes
2. No

IF the vehicle is on hire or lease (VehHire = 1)

WhoHire

VEHICLE

Who has hired or leased the vehicle?
1. Household member
2. Employer/firm for whom household member works
3. Own business

If vehicle is privately owned AND hired by a household member or not known who hires it (Privvcl = 1, DK, Ref AND WhoHire = 1, DK)

CostHir

VEHICLE

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 vehicle is is privately owned AND registered by household member (Privvcl = 1, DK, Ref AND HHReg = 1 AND WhoOwn = 1)

VehCost

VEHICLE

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 purchase costs of the vehicle were paid for by a firm or organisation (VehCost = 1)

ComTax95

VEHICLE

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 privately owned vehicle AND vehicle is registered/owned/leased or hired by respondent’s own business OR the purchase costs of the vehicle are not paid for by a firm or organisation AND the respondent is self-employed and does not have to pay company car tax (Privvcl = 1, DK, Ref AND ((WhoOwn = 4 OR OthReg = 3 OR WhoHire = 3) OR (VehCost = 2, 3 AND ComTax95 = 2)))

CapAll

VEHICLE

(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 privately owned four wheel car or van AND (resp is employed AND registered by household member AND doesn’t pay company car tax) OR (registered to own business AND Does not claim capital allowances for vehicle) (Privvcl = 1, DK, Ref AND Typvcl2 = 1 or 5 AND ((Ichemp = 1 AND (HHReg = 1 OR WhoOwn = 1 OR WhoHire = 1)) AND ComTax95 = 2) OR ((OthReg = 3 OR WhoOwn = 4 OR WhoHire = 3) AND CapAll = 2))

CourWk95

VEHICLE

(May I check) Do ‘you’ use the vehicle in the course of your work?
1. Yes
2. No

If respondent uses vehicle in the course of work (CourWk95 = 1)

Allow95

VEHICLE

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 an other type of assistance or mileage done ‘in course of work (Allow95 = 4)

XAllow95

VEHICLE

INTERVIEWER: PLEASE DESCRIBE IN DETAIL EXACTLY WHAT KIND OF ASSISTANCE THE INFORMANT RECEIVES FOR MILEAGE DONE ‘IN COURSE OF WORK’.

IF (company vehicle OR company owns/leases/has registered the vehicle OR capital allowances claimed for vehicle) AND the vehicle is a car or light van ((Privvcl = 2 OR (Whoown = 3 OR OthReg = 4 OR WhoHire = 2 OR CostHir = 1) OR ComTax95 = 1) AND Typvcl2 = 1 or 5)

PrivMi95

VEHICLE

(May I check) for your private mileage, including commuting mileage, do you receive any free fuel?
1. Yes
2. No
IF Respondent receives free fuel for their private mileage (PrivMi95 = 1)

FTax95
VEHICLE
(May I check) do you pay the tax on free fuel?
1. Yes
2. No

MILEAGE

BMILEAG / QMileag.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric)

ASK ALWAYS

AnMiles
VEHICLE
I would like to get a figure for the approximate annual mileage of the VEHICLE. Can you please estimate for me the total miles the vehicle has been driven in the last 12 months, (that is since DATE)? INTERVIEWER: IF DK ENCOURAGE ESTIMATE. IF NECESSARY OBTAIN TO NEAREST THOUSAND. OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO. IF NIL ENTER 0

If annual number of miles is not known (AnMiles=DK)

BAnMiles
SHOW CARD 50
VEHICLE
Taking your answer from this card, approximately how many MILES has this vehicle been driven in the last 12 months, (that is since [date])? INTERVIEWER: IF DK ENCOURAGE ESTIMATE. OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO.
1. 0 - 499 miles
2. 500 - 999 miles
3. 1,000 - 1,999 miles
4. 2,000 - 2,999 miles
5. 3,000 - 3,999 miles
6. 4,000 - 4,999 miles
7. 5,000 - 6,999 miles
8. 7,000 - 8,999 miles
9. 9,000 - 11,999 miles
10. 12,000 - 14,999 miles
11. 15,000 - 17,999 miles
12. 18,000 - 20,999 miles
13. 21,000 - 29,999 miles
14. 30,000 miles and over

IF Respondent has given the annual mileage of their vehicle (AnMiles > 0)

KmOrMile
VEHICLE
INTERVIEWER ASK OR CODE: WAS THE ANSWER TO ‘AnMiles’ IN MILES OR KILOMETRES?
1. Miles
2. Kilometres

If (someone in household is in work AND annual mileage has been given in miles) OR (vehicle is a 4 wheel car or light van AND annual miles not given) (Ichemp=1 AND ((KmOrMile=1) OR (Typevcl2=1,2,5 AND Anmiles <> response)))

UsualWk
VEHICLE
Can you please estimate how many of the total annual miles, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way? IF NIL ENTER 0

If someone in house is working AND annual mileage has been given in kilometres (Ichemp=1 AND kmOrMile=2)

UsualKm
VEHICLE
Can you please estimate how many of the total annual kilometres, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way? IF NIL ENTER 0

If (someone in household is in work AND annual mileage has been given in miles) OR (vehicle is a 4 wheel car or light van AND annual miles not given) (Ichemp=1 AND ((KmOrMile=1) OR (Typevcl2=1,2,5 AND Anmiles <> response)))

CoursWk
VEHICLE
Leaving aside these journeys, can you estimate how many of the total annual miles, if any, are driven by anyone in the household in the course of work? IF NIL ENTER 0

If someone in house is working AND annual mileage has been given in kilometres (Ichemp=1 AND kmOrMile=2)

CoursKm
VEHICLE
Leaving aside these journeys, can you estimate how many of the total annual kilometres, if any, are driven by anyone in the household in the course of work?
IF NIL ENTER 0

If some of the mileage is driven in the course of work (Courswk>0)

GoodsWk

VEHICLE

And can you estimate how many of these [Number of miles driven in the course of work] miles are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0

If some of the mileage is in the course of work (Courskm>0)

GoodsKM

VEHICLE

And can you estimate how many of these [Number of kilometres driven in the course of work] kilometres are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0

If some of the mileage is in the course of work (Courskm>0)

GoodsKM

VEHICLE

And can you estimate how many of these [Number of kilometres driven in the course of work] kilometres are driven by anyone in the household whilst carrying goods in the course of work?

IF NIL ENTER 0

If mileage in miles AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=1) AND (AnMiles=response AND usualwk=response AND Courswk=response))

OthMile

VEHICLE

So that means that the vehicle is driven about [Number of total annual miles minus the number of miles driven to and from work and in the course of work] miles a year for all other journeys?

PRESS <ENTER> IF THE NUMBER SHOWN IS CORRECT, OR CHANGE TO THE CORRECT NUMBER.

INTERVIEWER: IF THE NUMBER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS.

If mileage in km AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=2) AND (AnMiles=response AND usualkm=response AND Courskm=response))

Othkm

VEHICLE

So that means that the vehicle is driven about [Number of total annual kilometres minus the number of kilometres driven to and from work and in the course of work] kilometres a year for all other journeys.

PRESS <ENTER> IF THE NUMBER SHOWN IS CORRECT, OR CHANGE TO THE CORRECT NUMBER.

INTERVIEWER: IF THE NUMBER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS.

MODULE A ONLY (Even years only)

OutGB

VEHICLE

Has the vehicle been driven OUTSIDE of Great Britain in the last year, (that is since DATE), by anyone in the household?

INCLUDE TRAVEL IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

1. Yes
2. No

Helpscreen:
Outside GB means outside of England, Wales and Scotland. Include travel in the Isle of Man, Channel islands and Northern Ireland

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

MileGB

VEHICLE

What was the vehicle's total mileage OUTSIDE GB on the last trip that was made?

INCLUDE MILEAGE REGARDLESS OF WHO WAS DRIVING, INCLUDE MILEAGE IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

PurpGB

VEHICLE

What was the main purpose of the trip?

1. A holiday
2. A business trip
3. A shopping trip
4. Visiting friends or relations
5. Another reason

MODULE A ONLY (Even years only)

If trip outside Great Britain made for some other purpose (PurpGB=5)

OthPurp

VEHICLE

What was the reason for the trip?

ASK ALL

SecCyc

VEHICLE

(May I just check) Is the milometer on its second cycle, in other words has it reached its maximum figure and been through zero again?

1. Yes
2. No

ASK ALL

MiloRep

VEHICLE
Has the milometer been replaced since the vehicle was new?
THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION
1. Yes
2. No

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

Does [this vehicle] have satellite navigation/SatNav technology? This can be integral to the car or a separate portable device that can be placed in the car.

INTERVIEWER: Makes of satellite navigation technology include TomTom, Garmin and Navman. Separate devices include hand-held plug and go systems or telephone/PDA systems with GPS features.
1. Yes - an integrated system
2. Yes - a hand-held/plug and go system
3. No
4. Don't know

Vehicle Pick Up Interview

ASKED OF ALL VEHICLES IN THE PICK UP INTERVIEW IF NOT ACQUIRED AFTER THE PLACEMENT INTERVIEW AND (NOT DISPOSED OF BEFORE THE START OF THE TRAVEL WEEK OR STILL HAVE AFTER THE TRAVEL WEEK (WhenAcq=1,2 AND (WhenDis=2,3 OR StillGot = 1))

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.
NOTE. IF VEHICLE ACQUIRED SINCE PLACEMENT, ASK RESPONDENT TO ESTIMATE FUEL AND MILEAGE DETAIL
1. Now
2. Later

NO DK, NO REFUSAL

If fuel gauge details are to be completed later (FuelNow=2)

LStop

VEHICLE
INTERVIEWER: Please remember to come back to these fuel gauge questions. Each time you exit then re-enter The questionnaire and move through it by hitting the END key you will stop at this question. Go back to the previous question and change ‘later’ to ‘now’ when you are ready to complete the missing questions.
Press 1 and <Enter> to continue.
1. Continue

IF Respondent would like to complete the fuel gauge details now (FuelNow = 1)

AnyFuel

VEHICLE
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 any fuel was put in the tank during the Travel Week (AnyFuel = 1)

IntQust1

VEHICLE
INTERVIEWER: IN THE NEXT QUESTIONS CODE THE TOTAL QUANTITY PUT IN AND CHECK TOTAL WITH RESPONDENT.
FIRST CODE IF AMOUNT IN LITRES OR GALLONS
1. Litres
2. Gallons

IF Fuel quantity is entered in litres (IntQust1 = 1)

FuelLtr

VEHICLE
QUANTITY OF FUEL PUT IN, IN LITRES (TO NEAREST WHOLE LITRE)

IF Fuel quantity is entered in gallons (IntQust1 = 2)

FuelGal

VEHICLE
QUANTITY OF FUEL PUT IN, IN GALLONS (TO ONE DECIMAL POINT)

IF any fuel was put in the tank during the Travel Week (AnyFuel = 1)

FuelPds

VEHICLE
ENTER TOTAL AMOUNT HOUSEHOLD PAID IN POUNDS AND PENCE FOR THIS FUEL AND CHECK SUM WITH RESPONDENT
If fuel gauge details are to be completed now (FuelNow=1)

**FGauge**

VEHICLE

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

NO DK, NO REFUSAL

If First fuel reading was recorded from fuel gauge or estimated (FGauge = 1 OR 2)

**FFGRead**

VEHICLE

ENTER 'FIRST' FUEL GAUGE READING (enter box no.)

NO DK, NO REFUSAL

If fuel gauge details are to be completed now (FuelNow=1)

**LGAuge**

VEHICLE

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

NO DK, NO REFUSAL

Last fuel reading was recorded from fuel gauge or estimated (LGAuge = 1 OR 2) :

**LFGRead**

VEHICLE

ENTER LAST FUEL GAUGE READING (enter box no.)

NO DK, NO REFUSAL

If first fuel gauge reading is '9' (full) (FFGRead=9)

**StikFul**

VEHICLE

(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/Cant't remember

NO DK, NO REFUSAL

If last fuel gauge reading is '9' (full) (LFGRead=9)

**StikFu2**

VEHICLE

(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/Cant't remember

NO DK, NO REFUSAL

If first fuel gauge reading is '1' (empty) (FFGRead=1)

**Stikem1**

VEHICLE

(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/Cant't remember

NO DK, NO REFUSAL

If last fuel gauge reading is '1' (empty) (LFGRead=1)

**StikEm2**

VEHICLE

(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/Cant't remember

NO DK, NO REFUSAL

ASK ALWAYS

**IntQust2**

VEHICLE

INTERVIEWER: FOR THE NEXT QUESTIONS YOU NEED TO CODE THE MILEMETER READING FROM THE FUEL AND MILEAGE CHART.

ENTER WHETHER THE READING IS IN MILES OR KILOMETRES

1. Miles
2. Kilometres
ASK ALWAYS  

**FMilo**  
VEHICLE  
CHECK MILEMETER READING IN FUEL AND MILEAGE CHART. 'FIRST' MILEOMETER READING WAS:  
1. Recorded from meter  
2. Estimated  
3. Not available  
NO DK, NO REFUSAL  

*IF first mileometer reading is estimated or recorded and first reading is in miles (FMilo = 1 or 2 AND IntQust2=1)*  

**MilesF**  
VEHICLE  
ENTER THE 'FIRST' MILEAGE (TO THE NEAREST WHOLE MILE)  

*IF first mileometer reading is estimated or recorded and reading is in kilometres (FMilo = 1 or 2 AND IntQust2=2)*  

**KmF**  
VEHICLE  
ENTER THE 'FIRST' READING IN KILOMETERS (TO THE NEAREST WHOLE KILOMETRE)  

ASK ALWAYS  

**LMilo**  
VEHICLE  
LAST MILEOMETER READING WAS:  
1. Recorded from meter  
2. Estimated  
3. Not available  
NO DK, NO REFUSAL  

*IF last mileometer reading is estimated or recorded and reading is in miles (LMilo = 1 or 2 AND IntQust2=1)*  

**MilesL**  
VEHICLE  
ENTER THE 'LAST' MILEAGE (TO THE NEAREST WHOLE MILE)  

*IF last mileometer reading is estimated or recorded and reading is in kilometres (LMilo = 1 or 2 AND IntQust2=2)*  

**KmL**  
VEHICLE  
ENTER THE 'LAST' READING IN KILOMETERS (TO THE NEAREST WHOLE KILOMETRE)  

If vehicle was not driven during the travel week (MilesF=MilesL or KmF=KmL)  

**WhyNUse**  
VEHICLE  
Why was the vehicle not used during the Travel Week?  
CODE FIRST THAT APPLIES.  
ENTER THE RESPONSE AND PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION (OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES)  
1. Vehicle not insured/not taxed  
2. Vehicle being repaired/serviced  
3. Driver sick/on holiday  
4. Driver disqualified  
5. Vehicle not in everyday use  
97. Other (Specify)  

*IF 'other' reason is given for vehicle not being used during the Travel Week (WhyNUse = 97)*  

**XWhyNUse**  
VEHICLE  
PLEASE SPECIFY OTHER ANSWER.  

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KmL)  

**InElm1**  
VEHICLE  
May I just check:  
Were any of the [Total number of miles/kilometres] driven by someone outside the household?  
1. Yes  
2. No  

*IF the vehicle was driven by someone outside the household (InElm1 = 1)*  

**InElmA1**  
VEHICLE  
How many miles/kilometres were driven by someone outside the household?  

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KmL)  

**InElm2**  
VEHICLE  
(Were any of the [Total number of miles/kilometres] driven in order) to carry goods in the course of work?  
1. Yes  
2. No  

*IF the vehicle was driven to carry goods in the course of work (InElm2 = 1)*  

**InElmA2**  
VEHICLE  
How many miles/kilometres were driven in order to carry goods in the course of work?  

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KmL)  

**InElm3**  
VEHICLE  
...
National Centre for Social Research

(Were any of the [Total number of miles/kilometres] driven) off the public road?
1. Yes
2. No

IF the vehicle was driven off the public road (InElm3 = 1)

InElmA3
VEHICLE
How many miles/kilometres were driven off the public road?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KmL)

InElm4
VEHICLE
(Were any of the [Total number of miles/kilometres] driven) outside Great Britain?
1. Yes
2. No

IF the vehicle was driven outside Great Britain (InElm4 = 1)

InElmA4
VEHICLE
How many miles/kilometres were driven outside Great Britain?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KmL)

InElm5
VEHICLE
(Were any of the [Total number of miles/kilometres] driven) using the vehicle as a taxi or hire car?
1. Yes
2. No

IF the vehicle was used as a taxi or hire car (InElm5 = 1)

InElmA5
VEHICLE
How many miles/kilometres were driven using the vehicle as a taxi or hire car?

INTERVIEWER: PRESS <END> TO GO TO NEXT PICK-UP QUESTION OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES

If any mileage driven travel week AND any or no miles driven for ineligible purposes ((MilesF<MilesL or KmF<KmL) AND (InElmA1 = response OR InElmA2 = response OR InElmA3 = response OR InElmA3 = response OR InElmA4 = response OR InElmA5 = response) OR (InElm1 =2 AND InElm2 =2 AND InElm3=2 AND InElm4=2 AND InElm5=2))

TotInel
VEHICLE
TOTAL INELIGIBLE MILEAGE: [total number of miles/kilometres driven by non-household members plus any miles/kilometres driven in the course of work, off the public road or outside Great Britain]

INTERVIEWER: PRESS ENTER TO CONFIRM OR GO BACK AND CHECK InElm QUESTIONS

Derived variable from TotInel

TotElig
VEHICLE
TOTAL ELIGIBLE MILES

120
Admin Block

BPenult/QPenult.INC

IF Placement Interview completed (StatusQ=1)
Thank
THIS IS THE END OF THE PLACEMENT INTERVIEW.
Press 1 and <Enter> to continue.

IF Placement Interview completed (StatusQ=1)
ConIntro
INTERVIEWER: YOU NOW NEED TO ENTER THE FULL NAMES OF ALL THE RESPONDENTS THAT AGREED TO TAKE PART IN A FOLLOW UP STUDY. YOU MAY ALREADY HAVE THIS INFORMATION.
Press 1 and <Enter> to continue.

Bconname/QPenult.INC

If respondent agreed to be followed up (Followup=1)
Ttl
INTERVIEWER ASK OR CODE: And if we were to contact you to take part in a follow-up study, what name should we ask for. First what title should we use.
IF THE TITLE IS NOT KNOWN PRESS <CTRL K>.
1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

IF respondent had other title (Ttl=5)
TtlX
INTERVIEWER: CODE OR ASK
Enter the title

If respondent agreed to be followed up (Followup=1)
ForNam
INTERVIEWER ASK OR CODE: And the first name?
IF THE FIRST NAME IS NOT KNOWN PRESS <CTRL K>

If respondent agreed to be followed up (Followup=1)
SurNam
INTERVIEWER ASK OR CODE: And the surname?
IF THE SURNAME IS NOT KNOWN PRESS <CTRL K>

IF Placement Interview completed (StatusQ = 1)
Penult
INTERVIEWER: NOW INTRODUCE AND EXPLAIN THE DIARY
PREPARE ADULT (BLUE) DIARIES FOR: [Names]
PREPARE YOUNG PERSONS (GREEN) DIARIES FOR: (To use GREEN even if will turn 16 soon)
[Names]
Diary start day is [DAY, DATE], and end day is [DAY, DATE]
CIRCLE THE DAYS OF THE WEEK AND WRITE YOUR OWN NAME AND THE DATE YOU WILL BE CALLING BACK AT THE BOTTOM OF THE DIARIES
Press 1 and <Enter> to continue.

IF Placement Interview completed (StatusQ = 1)
AnyCom
INTERVIEWER: THE FOLLOWING OPEN QUESTION IS OPTIONAL AND IS FOR USE AT YOUR OWN DISCRETION. IT ASKS ABOUT GENERAL TRAVEL ISSUES.
Would you like to ask the respondent a general open question?
1. Yes
2. No

IF Interviewer asks general open question (Anycom= 1)
AnyComX
What aspects of transport would you most like the government to improve?

IF Placement Interview completed and household has a vehicle (StatusQ =1 AND DMNOVEH > 0)
Penult3
NOW PLACE A 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 [Travel week start date] and after last use on [Travel week end date]
SN: [Serial number] : [Name]
REMEMBER ABOUT INSTRUCTIONS ON BACK OF MILAGE CHART.
Press 1 and <Enter> to continue.

IF Placement Interview completed (StatusQ = 1)
Penult4
INTERVIEWER: HOW LONG DID IT TAKE TO PLACE AND EXPLAIN THE DIARY AND OTHER DOCUMENTS?
INCLUDE ANY TIME SPENT PREPARING THE DIARIES BEFOREHAND (E.G. FILLING IN THE FRONT)
RECORD TO NEAREST MINUTE

IF Pickup Interview completed (StatusQ = 2)
Penult5
INTERVIEWER: HOW LONG DID IT TAKE TO PICK UP AND CHECK THE DIARY(IES)?
RECORD TO NEAREST MINUTE
All questions asked of editors if job details collected

SOC2000
Standard Occupational Classification (SOC2000)
Person: [Name]
Job Title: [Job Title]
Job Description: [Job Description]
Responsibility: [Responsibility for staff]
Industry: [Industry]
Summary: [Summary]
EDITOR: press space bar to start coding

SOCDisp
JobTitle has been coded into:
SOC2000 :[SOC code]
EDITOR: PRESS '1' AND <ENTER> TO ACCEPT
Press 1 and <Enter> to continue.

XSOC2000
Standard Occupational Classification - SOC2000 - WITHOUT DOTS.
SEG
Socio-economic Group (old scheme)

SC
Social Class (old scheme)

SIC92
EDITOR: Review industry details and assign 2-digit SIC92 code for: [Industry]

SICConf
EDITOR: Industry is now coded into SIC92 group:[SIC group]
Is that what you intended?
1. Yes
2. No

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

BADMIN/QADMIN.INC

ALWAYS RECORD
Status
Current Interview Status
UPDATE THIS BEFORE EACH TRANSMISSION TO HEAD OFFICE.
0. No work done yet
1. Calls made but no contact
2. Contact made
3. Interview started/Any interviewing done.
4. Other - no interviewing required (eg. ineligible, refusal)

ALWAYS RECORD
MENUNOTE
REMINDER/NOTE FOR THE OPENING MENU
(OPTIONAL)
IF NOTHING TO SAY, JUST PRESS <Enter>.
ENTER IN HERE ANY USEFUL DETAILS YOU WISH TO APPEAR ON THE ADDRESS MENU

ALWAYS RECORD
Choice
INTERVIEWER: DO YOU NOW WANT TO...
INTERVIEWER: DON'T SELECT CODE 5 UNTIL ALL OTHER WORK ON THIS HOUSEHOLD IS COMPLETED.
1. LEAVE THIS QUESTIONNAIRE - without filling in the admin details?
5. FILL IN THE ADMIN DETAILS - and prepare this household for transmission to Head Office?
NO DON'T KNOW, NO REFUSAL
IF Interviewer has selected to enter admin details and has not conducted a pickup interview (Choice = 5) AND (Penult = RESPONSE) AND (StatusQ = 1)

NoPU
Please explain why you did not conduct the pick up interview.

ALWAYS RECORD
CallTot
INTERVIEWER: Enter the total number of personal visits made.

IF Household number equals 1 (HHold = 1)
FindDU
How many dwelling units did you find at this address?
INTERVIEWER: TAKE THE ANSWER AS RECORDED AT A2 ON THE A.R.F. FOR THIS ADDRESS.
IF ADDRESS IS INELIGIBLE, OR NUMBER OF DWELLING UNITS NOT ESTABLISHED, ENTER '0'

IF Household number equals 1 (HHold = 1)
DUCode
Please enter code of selected DUs from A5 on the ARF

IF Household number equals 1 (HHold = 1)
FindHH
How many households did you find in the selected DU?
INTERVIEWER: TAKE THE ANSWER AS RECORDED AT C1 ON THE A.R.F. FOR THIS ADDRESS.
IF ADDRESS IS INELIGIBLE, OR NUMBER OF HOUSEHOLDS NOT ESTABLISHED, ENTER '0'

IF More than one household at address (FindHH > 1)
HHCode
Please enter code of selected HH from C2 ON THE ARF

IF fully/partially completed diary for respondent (Diary=1 ro 2)
WhoFill
Who filled in the diary for [Name]?
1. Respondent filled it in themselves
2. Respondent filled it in with help from another household member
3. Another household member filled it in on respondent's behalf
4. Respondent filled it in with help from the interviewer
5. Interviewer filled it in on respondent's behalf

IF Respondent filled in diary with help from the interviewer OR Interviewer filled it in on respondent's behalf (WhoFill= 4 or 5)
DaysInt
Which day(s) did you (ie INTERVIEWER) fill in.
CODE ALL THAT APPLY
1. Day 1
2. Day 2
3. Day 3
4. Day 4
5. Day 5
6. Day 6
7. Day 7

If diary fully completed (Diary=1)
BlnkDry
INTERVIEWER: IS [Name]'S TRAVEL RECORD BLANK ON ALL DAYS (I.E. NO TRIPS ARE RECORDED ON ANY DAY)?
1. Yes
2. No

IF respondent's diary is blank (BlnkDry = 1)
BlnkWhy
INTERVIEWER: PLEASE RECORD THE REASON FOR NO TRIPS DURING THE TRAVEL WEEK.
1. Abroad all week
2. Housebound due to longstanding illness/disability
3. (Temporarily) unwell all week
4. Only did short walks on Days 1-6
5. Did not go out at all (but not due to illness/disability)
6. Other
NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD FOR EACH PERSON IN TURN
Diary
Did you collect a completed diary for [Name]?
Full/started/No PLACEMENT INTERVIEW FULLY COMPLETED = FILLED IN FOR ALL 7 DAYS (DAYS WHEN NO JOURNEYS MADE COUNT AS FILLED IN). PARTIALLY COMPLETED = AT LEAST ONE JOURNEY RECORDED BUT ONE OR MORE DAYS NOT FILLED IN. NO DIARY = NO JOURNEYS COMPLETED AT ALL.
1. Yes - fully completed diary
2. Yes - partially completed diary
3. No - no diary completed for this person

ALWAYS RECORD
NFDiary
Number of full Diaries collected (derived variable)

ALWAYS RECORD
NDiary
Number of full/part Diaries collected (derived variable)

ALWAYS RECORD
NFull
Number of full productive interviews (derived variable)

ALWAYS RECORD
NProxy
Number of full proxy interviews (derived variable)

IF each household member has fully completed a diary
Promise
Did you complete and leave behind the promissory note for the incentive vouchers? Q13a on ARF
1. Yes
2. No

IF Promissory note not left (Promise = 2)
NoProm
Please explain why you did not leave the promissory note? Q13b on ARF.

ALWAYS RECORD
VStart
Saved start date

ALWAYS RECORD
Outcome
FINAL OUTCOME FOR HOUSEHOLD INTERVIEW = Computed OR UnOut

IF outcome is not productive (Outcome <> 110, 120, 130, 210, 211, 220, 221, 230, 231)
UnOut
ENTER OUTCOME CODE FROM ARF.

UnOutChk
You have entered:
[outcome code] Is this correct?
1. Yes
2. No
NO DON'T KNOW, NO REFUSAL

If unproductive due to language difficulties (Outcome code=540)

WhichL
INTERVIEWER: You said there were language difficulties with this address. Which language(s) did the respondent(s) speak?
By this we mean the language(s) that they could do the interview in, if a bilingual interviewer were available.
CODE ALL THAT APPLY
1. Arabic
2. Bengali
3. Cantonese
4. Gujarati
5. Polish
6. Punjabi (Gurmukhi)
7. Punjabi (Urdu)
8. Somali
9. Urdu
97. Other (please specify)
98. Not known
NO DON'T KNOW, NO REFUSAL

If other language spoken (WhichL=97)
XWhichL
Please specify the language(s)

If language spoken is codable (WhichL = 1, 2, 3, 4, 5, 6, 7, 8 or 9)
Willing
INTERVIEWER: Did they provide a contact telephone number?
1. Yes
2. No
NO DON'T KNOW, NO REFUSAL

If respondent is willing to provide a contact number (Willing=1)
LanguageN
Please enter the telephone number of the respondent so that the office can arrange for a bilingual interviewer to contact them, if possible.

If productive interview (Outcome code = 110, 120, 130, 241, 242, 251, 252, 261, or 262)
Translate
INTERVIEWER: Please code which best applies
1. The Placement interview was conducted in English.
2. The Placement interview was translated by another household member.
3. The Placement interview was translated by you, as an accredited bilingual NatCen interviewer.
NO DON'T KNOW, NO REFUSAL

If other ineligible (outcome code = 690 or 790)
WhyInel
RECORD REASON FOR USING Code 690 or Code 790

ALWAYS RECORD
PractDia
Did you complete the practice page of the travel record at the placement interview?
1. Yes
2. No
IF interviewer did not use practice page (PractDia=2)

PracNo
Please explain why you didn't use the practice page of the travel record

IF productive outcome (Outcome=110,120,130,210,211,220,221,230,231)

CallPlac
THE OUTCOME CODE IS [Outcome code]
INTERVIEWER: Enter the total number of calls up to (but NOT including) Diary placement.

IF outcome code is productive, non contact, refusal or other unproductive and first household from ARF (Outcome = 110,120,130,210,211,220,221,230,231, 310,320,330, 410,420,431,432,440,450, 510,520,530,540,550,641,642,651, 652,670 AND HHHold = 1)

ObsDone
Have you filled in the Observation form details the ARF?
1. Yes
2. No

Bobs/QObsNR.INC

If Observation details completed on ARF (ObsDone=1)

A2
A2 ON ARF
Are there any physical barriers to entry to the house/flat/building?
CODE ALL THAT APPLY
USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION
1. Locked common entrance
2. Locked gates
3. Security staff or other gatekeeper
4. Entry phone access
5. None of these

If Observation details completed on ARF (ObsDone=1)

A3
A3 ON ARF
Which of these best describes the selected flat or house?
USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION
1. Detached house/bungalow
2. Semi-detached house/bungalow
3. Terraced house/end of terrace
4. Flat or maisonette - purpose built
5. Flat or maisonette - part of converted house/other
6. Room or rooms
7. Other - caravan or mobile home
8. Other, houseboat
9. Some other kind of accommodation

If respondent lives in a house or bungalow (A3=1, 2, or 3)

A4
A4 ON ARF
Did you, at any visit, observe a car in the drive?
USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION
1. Yes, car in driveway
2. No car in driveway
3. No driveway

If respondent lives in a house or bungalow (A3=1, 2, or 3)

A5
A5 ON ARF
Does the house/bungalow have a garage or car port?
USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION
1. Yes
2. No
3. Not sure

If type of accommodation recorded (A3=Response)

A6
A6 ON ARF
Which of these best describes the condition of residential properties in the area?*
1. Mainly good
2. Mainly fair
3. Mainly bad
4. Mainly very bad
5. Unable to obtain information
NO DON'T KNOW, NO REFUSAL

If type of accommodation recorded (A3=Response)

A7
A7 ON ARF
How is the external condition of the selected flat or house relative to other residential properties in the area?
1. Better
2. About the same
3. Worse
4. Does not apply
5. Unable to obtain information
NO DON'T KNOW, NO REFUSAL

BADMIN/QADMIN.INC

IF productive outcome (Outcome =110,120,130,210,211,220,221,230,231)
RemCall
Did you make a reminder call or send a reminder card between placing the diaries and the start of the Travel Week?
SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD
1. Yes, reminder call
2. Yes, reminder card
3. No reminder call or card

IF a reminder call was made between placing the diaries and the start of the Travel Week (RemCall = 1)

RemTime
How long did this reminder call take?
RECORD TO NEAREST MINUTE

IF productive outcome (Outcome =110,120,130,210,220,221,230,231)

MidWeek
Did you make a mid-week check-call during the Travel Week?
SEE FRONT PAGE OF ARF - - **Call Status Column
1. Yes - by phone
2. Yes - in person
3. No

IF a Mid-week check-call has been made either by phone or in person (MidWeek = 1 OR 2)

MidTime
How long did this mid-week check-call take?
RECORD TO NEAREST MINUTE

RECORD ALWAYS

Feetype
Pay fee items

IF an outcome code has been entered (Outcome = RESPONSE)

IntDone
OUTCOME CODE: [CODE]
HAVE YOU COMPLETED ALL PICK UP INTERVIEWING, CHECKING AND NOTES?
CODE 1 (Yes) SIGNALS THAT THIS INTERVIEW IS READY FOR RETURN OF WORK TO HEAD OFFICE
1. Yes, completed all coding etc.
2. Not yet

IF edit version of the program

EdDone
HAVE YOU FINISHED EDITING THIS HOUSEHOLD?
1. Yes
2. No

INFOED
THAT COMPLETES THE EDIT. USE THE F7 FUNCTION KEY TO EDIT THE NEXT SERIAL NUMBER. USE the Ctrl KEY AND F7 FUNCTION KEY TOGETHER TO BRING UP THE BROWSER MENU.USE Alt X TO FINISH EDITING

INFO
PRESS <Enter> TO LEAVE THE QUESTIONNAIRE

INFOED
THAT COMPLETES THE EDIT. USE THE F7 FUNCTION KEY TO EDIT THE NEXT SERIAL NUMBER. USE the Ctrl KEY AND F7 FUNCTION KEY TOGETHER TO BRING UP THE BROWSER MENU.USE Alt X TO FINISH EDITING

INFO
PRESS <Enter> TO LEAVE THE QUESTIONNAIRE
SARNSur
INTERVIEWER: Enter the surname of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.
If the surname is not known or no contact made, press <Ctrl K>.

Derived variable
SARInt
Whether [name] was interviewed?
1. Yes
2. No

SACNWho
INTERVIEWER: Who is the main contact person for this serial number? Select from the list below.
If the details for the main contact have already been recorded at the end of the individual interview they will be copied over. These can only be changed by going back to original questions (ForNam, SurNam, TelNoH, TelNoM) near the end of the individual sessions. Else code 5 for "Someone else" and enter the details at the following questions.
1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Someone else
NO DON'T KNOW, NO REFUSAL

Ask or compute from household block
SACNTtl
INTERVIEWER: Code the title of the main contact person. If the title is not known or no contact made, press <Ctrl K>.
1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

If other title (SACNTtl=5)
SACNTxt
INTERVIEWER: Enter the title of the main contact person.

Ask or compute from household block
SACNFor
INTERVIEWER: Enter the first name of the main contact person. If the first name is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD
SA1Tel
INTERVIEWER: Enter the main telephone number. Include standard code.
If not obtained, press <Ctrl K>.

ALWAYS RECORD
SA2Tel
INTERVIEWER: Enter the alternative telephone number. Include standard code.
If not obtained, press <Ctrl K>.

ALWAYS RECORD
SASRF
INTERVIEWER: Has a Special Report Form (SRF) been filed for this address / serial number case or are you intending to do so?
A Special Report Form should be filed without delay if you think there is a risk to interviewer safety at this address.
This question must only be answered Yes if an SRF has been sent or will be sent promptly.
1. Special report form
2. Yes, report already filed
3. Yes, not yet filed but intending to
4. No, not intending to file report
NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD
SAAdInf
INTERVIEWER: Please enter any information which may be useful at recontact or reissue.
This may be at quality control (recall), reissue or follow-up interview.
Ensure that any important points you have noted on the ARF are entered here.
(Enter the information here - not in a memo remark.) If no info, press <Enter> to leave empty.

If Special Report Form required (SASRF=1 or 2)
ConfSRF
INTERVIEWER: Please confirm by typing 'C' that a Special Report Form has already been sent or will be sent to the office promptly.

ALWAYS RECORD
SAS1Act
INTERVIEWER: Is any special action required on receipt in the office for this address / serial number / case, e.g. to make a correction to the information collected that you are unable to make yourself for some reason?
1. Yes
2. No
NO DON'T KNOW, NO REFUSAL

IF Special Action required (SAS1Act =1)
SAS2Act
INTERVIEWER: Please enter details of the special action required. Enter the information here - not in a memo (remark).

If Special action required (SAS1Act=1)

ConfSAS

INTERVIEWER: You have answered Yes at SAS1Act, indicating that special action is required in the office for this case but you have not entered any details of such action at SAS2Act. Please type 'C' if you now wish to enter such details.

RECORD ALWAYS

SAAdCon

INTERVIEWER: Was the address on the ARF label correct and complete for the house/flat/building/dwelling unit to which this serial number relates? Answer No if you have noted any address amendment on the ARF or if you have identified multiple dwelling units within the issued address. Enter the required changes at the next question.
1. Yes
2. No
NO DON'T KNOW, NO REFUSAL

If address on ARF not correct Saadcom=2)

SAAdCor1

INTERVIEWER: Please enter the correct address
First line...

If address on ARF not correct Saadcom=2)

SAAdCor2

(Please enter the correct address.) Second line...

If address on ARF not correct Saadcom=2)

SAAdCor3

Please enter the correct address. Third line...
(Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor4

(Please enter the correct address.) Fourth line...
(Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor5

(Please enter the correct address.) Fifth line...
(Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAPCCor

(Please enter the correct address.) Postcode...

If address on ARF not correct Saadcom=2)

SAConfm

INTERVIEWER: Please check the details you have entered

1. Continue

IF productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

SASupFlg

INTERVIEWER: Was a supervisor present for all or part of this interview?
1. Yes - present for all or part
2. No - not present
NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

ConfAll

INTERVIEWER: Please confirm that you have entered all relevant information from the ARF that is requested at preceding questions.
1. Yes, done
2. Will do so later
NO DON'T KNOW, NO REFUSAL
Diary data

Record always
SerNo
Household Serial Number

Record always
PersNo
Person number
1..10

Ask for every journey
TravDay
Travel day
1..7

Ask for every journey
Journum
Journey number
1..30

Ask for every journey
PurFrom
Purpose from (i.e. purpose of previous journey)
1. Home
2. Work
3. In course of work
4. Education
5. Food/grocery shopping
6. All other types of shopping
7. Personal business – medical
8. Personal business – other
9. Eat/drink – alone or at work
10. Eat/drink – other occasions
11. Visit friends/relatives at home
12. Other social
13. Entertainment/public social activities
14. Sport – participate
15. Holiday base
16. (Day) journey/just walk
17. Other non-escort
18. Escort home (not own)
19. Escort work
20. Escort in course of work
21. Escort education
22. Escort shopping/personal business
23. Escort other

Ask for every journey
PurTo
Purpose to
1. Home
2. Work
3. In course of work
4. Education
5. Food/grocery shopping
6. All other types of shopping
7. Personal business – medical
8. Personal business – other
9. Eat/drink – alone or at work
10. Eat/drink – other occasions
11. Visit friends/relatives at home
12. Other social
13. Entertainment/public social activities
14. Sport – participate
15. Holiday base
16. (Day) journey/just walk
17. Other non-escort
18. Escort home (not own)
19. Escort work
20. Escort in course of work
21. Escort education
22. Escort shopping/personal business
23. Escort other
DestinUa
Unitary authority code for journey destination

Ask for every journey

DestinUR
Urban rural code for journey destination

Ask for every journey

Series
Was the journey a series of calls?
0 Not a series of calls (default setting)
1 Journey was a series of calls

Ask for every journey

NextDay
Was the arrival time after midnight on the next day?
0 Arrival time before midnight (default setting)
1 Arrival time past midnight

Ask for every journey

NumStag
Number of stages in journey
1..10

Ask for every journey

Idiscov
Interviewer discovered journey
Interviewer did not discover journey (default setting)

Ask for every journey

Inelig
Is the journey ineligible?
Eligible journey (default setting)
Ineligible journey (but journey is included for information, e.g. to link two eligible journeys)

Ask if diary day is blank

Blank
Why is day blank?
1 No journeys made
2 Day not filled in

Rjday
Repeat journey (same person, same/different day)
Enter travel day of original journey 1..7

Rjjnum
Repeat journey number (same person, same/different journey number)
Enter journey number of original journey 1..29

Dijnum
Duplicate journey (another person, same/different journey number)
Enter person number of original journey 1..9

IF travday = 7

Origpnam
Origin placename

Destpnam
Destination placename

IF travday = 7

Origad1
First line of origin address

Destad1
First line of destination address

IF travday = 7

Origad2
Second line of origin address

Destad2
Second line of destination address

IF travday = 7

Origad3
Third line of origin address

Destad3
Third line of destination address

IF travday = 7

Origgpc
Post code of origin

Destpnum
Number of journey stage
1..10

Ask for each stage

Method
Method of travel
1. Walk
2. Bicycle
3. Private (hire) Bus
4. Car
5. Motorcycle combination
6. Van or lorry
7. Other private transport
8. Ordinary Bus (London)
9. Ordinary Bus (Elsewhere)
10. Coach/Express Bus
11. Excursion/Tour Bus
12. LT underground
13. Train (formerly BR)
14. Light rail
15. Aircraft (public)
16. Taxi
17. Minicab/private hire vehicle
18. Other public transport
19. Unspecified (private)
20. Unspecified (public)

Ask for each stage

**Dunits**
Distance in miles
0.25..500

**Dtenths**
Distance in tenths of miles

Ask for each stage in young person’s diary

**PartyNoa**
Number of adults in party
1..30

Ask for each stage in young person’s diary

**PartyNoc**
Number of children in party
1..30

Ask for each stage in adult diary

**Partynum**
Number of people in party
1..30

Ask for each stage

**Travmins**
Time travelling in minutes
1..600

Ask for each stage involving ordinary bus London
OR ordinary bus elsewhere OR coach/express bus,
OR excursion/tour bus, OR LT underground OR
train OR light rail OR aircraft public OR other public
OR unspecified public

**Ticktype**
Type of ticket (Season ticket information gathered
during the CAPI placement and pick up interviewers
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

**TickTyp2**

TickType 1 = TickTyp2 1
TickType 2 = TickTyp2 2
TickType 3 = TickTyp2 3
TickType 4 = TickTyp2 4
TickType 5 = TickTyp2 5
TickType 6 = TickTyp2 6
TickType 7 = TickTyp2 7 + 13
TickType 8 = TickTyp2 8 + 14
TickType 9 = TickTyp2 9
TickType 10 = TickTyp2 10
TickType 11 = TickTyp2 11
TickType 12 = TickTyp2 12

Ask for each stage involving 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)
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)
2 Front passenger
3 Rear passenger
4 Passenger position unknown

Ask for each stage involving car OR motorcycle combination OR van/lorry

Parkpds
Parking cost in pounds
0..50

Ask for each stage involving car OR motorcycle combination OR van/lorry

Parkpen
Parking cost in pence
0..99

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)
All changes since 2002

NB: Unless otherwise stated, questions have been included since 2002
NB: Unless otherwise stated, questions are asked all years.

**Household Questionnaire**

**Introductory Questions**

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary</td>
<td>Summary of interview sections</td>
<td>Added</td>
<td>2003</td>
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<tr>
<td></td>
<td>Additional interviewer instruction</td>
<td></td>
<td>May-Oct 2009</td>
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<tr>
<td>InSample1</td>
<td>Reminder of structure of incentive option 1</td>
<td>Added</td>
<td>May-Oct 2009</td>
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<tr>
<td>InSample2</td>
<td>Reminder of structure of incentive option 2</td>
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<td>InSample3</td>
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<td>Intro to demographics</td>
<td>Helpscreen text about added</td>
<td>2009</td>
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<td>Whether first time opened questionnaire</td>
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**Demographics**

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<td>Date of birth</td>
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<td>Marstat</td>
<td>Marital Status</td>
<td>Interviewer note added</td>
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<td>2009</td>
<td>Replaced with MarstatN</td>
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<td>MarstatN</td>
<td>Marital Status</td>
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<td>Livewith</td>
<td>Whether live with someone in house as couple</td>
<td>Routing change: also asked if MarstatN is “Civil Partnership”</td>
<td>2009</td>
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<td>Nation</td>
<td>Nationality</td>
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<td></td>
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<td>2010</td>
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<tr>
<td>xNation</td>
<td>Other Nationality</td>
<td>Added</td>
<td>2009</td>
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<tr>
<td></td>
<td></td>
<td>Deleted</td>
<td>2010</td>
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<td>Country of birth</td>
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<tr>
<td>XCOb</td>
<td>Other country of birth</td>
<td>Added</td>
<td>2010</td>
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<tr>
<td>Hhidr</td>
<td>In whose name is accommodation owned or rented</td>
<td>Answer categories changed</td>
<td>2003</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Moved to after ethnicity questions</td>
<td>2009</td>
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<td>EthGroup</td>
<td>Ethnicity</td>
<td>Change in location: now after LiveWith</td>
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<td>OthWht</td>
<td>Other white ethnicity</td>
<td>Change in location: now after LiveWith</td>
<td>2009</td>
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<td>OthMxd</td>
<td>Other mixed ethnicity</td>
<td>Change in location: now after LiveWith</td>
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<td>OthAsn</td>
<td>Other Asian ethnicity</td>
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<td>OthBlk</td>
<td>Other Black ethnicity</td>
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<tr>
<td>OthEthn</td>
<td>Other ethnicity</td>
<td>Change in location: now after LiveWith</td>
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<thead>
<tr>
<th>Question</th>
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<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td>Summary of relationships between each household member</td>
<td>Answer category added: “Civil partnership”</td>
<td>2009</td>
<td></td>
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</tbody>
</table>
### Accommodation

BResLen/ QReslen.INC

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>YMove</td>
<td>Why moved from last address</td>
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<td>2005</td>
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<tr>
<td>OthYMove</td>
<td>Other reasons for move</td>
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<td>2005</td>
<td></td>
</tr>
<tr>
<td>YMoveM</td>
<td>Main reason why moved</td>
<td>Helpnote added</td>
<td>2003</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Deleted</td>
<td>2005</td>
<td></td>
</tr>
<tr>
<td>OthYMovM</td>
<td>Other main reason for move</td>
<td>Deleted</td>
<td>2005</td>
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<td>PTimp</td>
<td>How important was public transport when moved to this address</td>
<td>Deleted</td>
<td>2005</td>
<td></td>
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<tr>
<td>OldAdd</td>
<td>How far away old address is</td>
<td>Deleted</td>
<td>2009</td>
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</tr>
<tr>
<td>Online</td>
<td>Whether has internet</td>
<td>Added</td>
<td>2009</td>
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</tbody>
</table>

### Local Transport Services

BLocServ / QLOCSERV.INC

<table>
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<th>Question</th>
<th>Summary</th>
<th>Details of change</th>
<th>Changed</th>
<th>Notes</th>
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<tbody>
<tr>
<td>NearBus</td>
<td>Walking time to nearest bus stop.</td>
<td>Extra Interviewer instruction added</td>
<td>2005</td>
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<tr>
<td>NearSta</td>
<td>Walking time to railway station</td>
<td>Question wording changed</td>
<td>2003</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Question wording changed</td>
<td>2005</td>
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<tr>
<td>BanBus</td>
<td>Banded time taken to get to railway station by bus</td>
<td>Extra Interviewer instruction added</td>
<td>2003</td>
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<tr>
<td>ClosSta</td>
<td>Tube, metro, light rail or tram closer than railway station</td>
<td>Helpnote added</td>
<td>2003</td>
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<td>Question wording changed</td>
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<td>Answer category added</td>
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<td>BanTBus</td>
<td>Banded bus journey time to tube, metro, light rail or tram</td>
<td>Extra Interviewer instruction added</td>
<td>2003</td>
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</tbody>
</table>

### Accessibility of Services

Since 2009 all households have been randomly assigned to two sub-groups. Subsample A are asked attitudes to local services questions and subsample B are asked accessibility of services questions.

BAmenity/QAmenity.INC

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>DocWalk</td>
<td>How long to Doctors on foot</td>
<td>Helpnote added</td>
<td>2003</td>
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<td></td>
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<td>2005</td>
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<tr>
<td></td>
<td></td>
<td>Replaced with AccGP</td>
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<tr>
<td>BanDoc</td>
<td>Approximately how long to doctors on foot</td>
<td>Helpnote added</td>
<td>2003</td>
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<td></td>
<td></td>
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<td>POWalk</td>
<td>How long to post office on foot</td>
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<td>Question</td>
<td>Summary</td>
<td>Details of change</td>
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**Attitudes to Local Services**

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- **Notes**: Asked every year of Random Subsample A only
- **Changed**: 2009

### RelMetro
- **Details of change**: Asked every year of Random Subsample A only
- **Notes**: 2009

### FrqMetro
- **Details of change**: Asked every year of Random Subsample A only
- **Notes**: 2009

### Integr
- **Details of change**: Deleted
- **Notes**: 2006

### Cyclane
- **Details of change**: Deleted
- **Notes**: 2006

### Pavement
- **Details of change**: Added
- **Notes**: 2010

### Children’s Travel to School

#### BCHTrav / QTCHTRAV.INC

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<td>Howsch</td>
<td>How travels home from school</td>
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<td>Other way of travelling home from school</td>
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### Vehicle Grid

**BVehNum.QVehNum.INC**

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<td>Interviewer instruction changed</td>
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<td>BrokenV</td>
<td>Any broken down vehicles that will be used</td>
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<td>NoPlveh</td>
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**BVehTab/ QTVEHTAB.INC**

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**Indivdual Questionnaire**

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

**Introductory Questions**

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**Disabilities that affect travel**

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<td>OthDis</td>
<td>Any other disability</td>
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<td>Footout</td>
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<td>PowWhl</td>
<td>Whether have wheelchair</td>
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<td></td>
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<td>Deleted</td>
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<td>WhlAid</td>
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### National Centre for Social Research

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#### Methods of Transports Used

**Bmmethod/ QTMethod.INC**

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<td>How often by bus</td>
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<td>Coach</td>
<td>How often by coach</td>
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<td>Train</td>
<td>How often by train</td>
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<td>TaxiCab</td>
<td>How often by taxi or minicab</td>
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<td>How often by bike</td>
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#### Cycling

**BCycle/ QTycle.INC**

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<td>How often ride a bike</td>
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### National Centre for Social Research

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**Children as front/rear passengers**

**BCarPas / QTCarPas.INC**

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**Driving Licences**

**BDrLic / QTDrLic.INC**

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<td>Which car in household usually driven by respondent</td>
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### National Centre for Social Research

#### Education, Paid work and Journey Planning

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<td>HowLong</td>
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#### Transport related barriers to work

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#### Last Paid Job

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### TTrBen / QTTrBen.INC

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### Income

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### Location of work

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### Travel to work

**TWkMeth / QTWkMeth.INC**  
**BWKmMeth**

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<td>XWkRoad</td>
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### Working at home

**TWkHome / QTWkHome.INC**  
**BWKHome**

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|          | Now asked if works at home once a month or more often  
|          | Additional and altered answer categories |  |
| Posshom | Is it possible to work from home | Deleted | 2009 | Replaced with PossHmN |
| PosshmN | Check whether any work can be done at home | Added | 2009 | |
|          | Now asked if works at home less than once or twice a year  
|          | Question wording changed |  |
| WkMuch  | How much of work could do at home | Added | 2009 | |
| OffHome | How often work at home | Moved to start of block. Asked before HomeDayN | 2009 |  
|          | Question wording changed | 2009 | |
|          | Interviewer note changed | 2010 | |
| YnotWkH | Why do not work from home | Deleted | 2009 | Replaced with YNotWkHN |
| XYNotWkH| Other answer from YNotWkH | Deleted | 2009 | Replaced with XYNotWkHN |
| YnotWkHN| Why do not work from home | Added | 2009 | |
|          | Now asked if works at home once or twice a year or more or could work from |  |
### National Centre for Social Research

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### Ease/Difficulty of travelling to work

TWkDiff / QTWkDiff.INC
BWKDiff

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<td>How would go to work instead of usual method</td>
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<td>XWorkNew</td>
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**Shopping**

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## Transport Difficulties

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**BAccid / QAccid.INC**

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### Road Accidents - Children

**BChildAcc / QChAcc.INC**

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**BSubAcc / QChAcc.INC**

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### Long Distance Journeys

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### LDJQs

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**End on Individual Interview**

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**Follow-up**

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**Individual Pick Up**

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**Vehicle Questionnaire**

**Registration Number**

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**BVMake**

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**Vehicle Details**

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**BEngFTS**

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**Parking**

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**Mileage**

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**Vehicle Pick Up Interview**

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Total 57 57 57 57 57 57 57 57 57 57 57 57 684
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 Sheila Duke at NatCen on 01277 690043. We thank you in advance for your help.

Yours faithfully

Sue Hobbs,
Project Controller, NatCen

Tim Stamp,
Survey Manager, Department for Transport
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 D  NON CONTACT LETTER

Sorry I missed you!

My name is ________________________________________.

I am an interviewer working on the National Travel Survey. Recently a letter was sent to your address inviting you to take part in this study, which is funded by the Department for Transport. I have called on a number of occasions but unfortunately have missed you each time.

Every year we ask around 22,000 adults and children about their travel experiences in order to get an accurate picture of people’s travel and to help plan future transport provision. Your participation on this study is of course voluntary but this study is very important and I do hope that you will be able take part. If everyone in your household completes the survey you will each receive a £5 high street voucher to say thank you.

All the information you give will be treated in strict confidence in accordance with the Data Protection Act.

If you would like to let me know the best time to call, please call NatCen on 0800 652 4568. When I call back I will be carrying my identity card with a photograph so you will know who I am.

I look forward to speaking to you soon and will be glad to answer any questions you may have.

Thank you for your time.
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.

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APPENDIX E  SURVEY LEAFLET

What the NTS can tell us about travel in Britain

What do we know about the travel of school children?
- Nearly half of all children walk to school, and nearly one third travel by car.
- Primary school children take around 13 minutes to get to school, and secondary school children take around 24 minutes.

Does travel vary across Britain?
- People in rural Britain travel an average of around 10,000 miles each year, much further than people in urban areas.
- People in London travel around 5,500 miles per year but spend longer travelling than people in other areas.

What is the main purpose of most journeys?
- One third of all trips are for leisure, such as visiting friends and entertainment, and one in five of all journeys that people make are to go shopping.

Are people walking and cycling more?
- The number of journeys made by bicycle and on foot has fallen by around 15% since the mid-1990s, but this trend has levelled off in recent years.
- Men tend to make more cycling trips than women but women make more walking trips.

National Travel Survey

Did you know....?
- The average person in Britain travels around 7,000 miles each year. This is over 2,000 miles further than in the 1970s.
- People walk an average of 200 miles each year.
- There are now more households with two or more cars than with no car.
What is the National Travel Survey?

As you go about your daily life, the chances are that you have to travel somewhere. Some journeys we make can be routine, such as a journey to work. Some are more occasional, like a trip to see friends or relatives in another part of the country. Others are more spontaneous, like a short walk to the local shop to buy a newspaper.

The government makes decisions about transport services that affect how you travel. It needs up-to-date and reliable information on how people actually travel to ensure its policies are well developed and its transport plans appropriate.

The best way to get this information is to ask people, like you, about the different journeys they make and the National Travel Survey does just that. Where, why, how and how far people travel are all questions the survey tries to answer.

How does the survey work?

Each year a representative sample of addresses in Great Britain is chosen at random. The National Centre for Social Research (NatCen), an independent organisation, then asks the people who live at these addresses to take part in the survey.

The information gathered is then used to help create a national picture of how people travel.

How can you help?

People, just like you, have previously told us about their travel experiences. From this we have learnt a lot about people’s travel in Britain but behaviour and needs change so it is important that we continue to collect information every year.

Now it is your chance to have your travel needs to be recognised. It doesn’t matter how much or little you travel. To get a good representative picture, we need to include:

- people who make a lot of journeys
- people who make few journeys
- people of all ages
- people from all backgrounds

Taking part is voluntary. However, if you decide not to take part, this means fewer people are included in the survey, and your views are less likely to be taken into account in transport planning.

What do you have to do?

Taking part is easy. A NatCen interviewer will visit your home to ask you to take part. They will ask you, and any other people who live with you, questions about travel such as:

- How you get to work, to school and to the shops
- How long it takes you to travel to local services such as your post office, local shops, doctor’s etc
- How near you live to a train station or a bus stop

How is the information used?

The government uses the data for transport planning and policy development. Two important uses are to study the travel of school children and predict future traffic levels. Results from the survey are also used by academics, businesses, the general public and by campaigning organisations representing a wide range of groups, including motorists, cyclists, motorcyclists, the elderly, rural communities and children.

Is the survey confidential?

Yes. NatCen and the DfT, who use the data, are bound by the same code of confidentiality. Your answers will be treated in strict confidence in accordance with the Data Protection Act. They are used for statistical research purposes only. Names and addresses are never included with the results.

Where can I get more information?

You can find more information for people taking part in the survey at NatCen’s NTS website: www.natcen.ac.uk/nts

You can find more details about the National Travel Survey, including findings, on the DfT website: www.dft.gov.uk/transport/personal_travel or telephone 020 7944 3097 (DfT NTS enquiry number)

If you wish to contact NatCen about this survey please write to:

National Travel Survey
NatCen
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX
or telephone: 01277 200 600 or 0800 652 4568

A large print version of this leaflet is available on request.
APPENDIX F  ADULT AND YOUNG PERSONS TRAVEL RECORDS

National Travel Survey

In confidence

Please see the notes on the reverse of this flap

A few points to remember when filling in the travel record:

1. We are interested in all types of transport; walks and lifts/journeys are as useful as car and public transport.

2. Use a new line for each journey (e.g. go to work, go home). For each method of travel you use, enter each stage of your journey (e.g. car, train, bus, walk).

3. On days 1-3 only include walks of one mile or more (i.e. approximately 20 minutes towards a mile. On day 4 include all walks.

4. Bikes: On days 1-4 please remember to enter your mileage readings on the Fuel and Mileage Chart.

5. If you make more than 7 journeys there is space at the end of the record to write down your journeys.

Thank you very much for your help.

Your interview number will be used to contact you again on:

Day: Date: Time:
A
What was the purpose of your journey?

Please give a simple description such as "go to work", "take children to school" or "go home". If you went shopping please note whether it was "food shopping" or "other shopping".

B/C
What time did you leave/arrive?

Write in hours and minutes (e.g. 9.15). Please tick am or pm to show the time of day.

D/E
Where did you start/go to? (Tick "Home" or give the name of the village, town or area)

Please write down the name of the place where your journey started and finished. If this was a large town or city give the name of the area. If you went to a shopping centre or visitor attraction please tell us its name. Please be as precise as possible. If your journey started or finished at home, you only need to tick "Home".

F
What method of travel did you use for each stage of your journey?

Use a different line for the method of travel you used for each stage of your journey (e.g. car, train, bus, bike). On days 1-6 only include walks of a mile or more (it takes approximately 20 minutes to walk a mile). On day 7 please include all walks.

G
How far did you travel? (Miles)

Please give us the distance you travelled in miles or metres (e.g. 3 miles, 0.5 miles, 300 metres).

H
How long did you spend travelling? (Minutes)

Please note the amount of time you spent travelling and do not include any time you spent waiting for public transport.

I
How many people travelled including you?

Please write in the number of people, including yourself, who set out together. Only include people who were with you for at least half the distance of your journey.

J
Which car or other motor vehicle did you use?

Please tell us which vehicle was used if it belongs to your household (e.g. Toyota). If you travelled in someone else's vehicle, please tell us that (e.g. friend's car).

K
Were you the driver (D) or a passenger (P)?

Please tick 'D' if you were the driver or 'P' if you were the passenger of the vehicle.

L
How much did you pay for parking?

Enter how much you paid for parking. Please tick box marked 'Nil' if you did not pay anything.

M
How much did you pay for road tolls/congestion charges?

Please tell us the amount you paid for road tolls or congestion charges. Tick the box marked 'Nil' if you did not pay any charges. If you are exempt from charges please write in "Exempt".

N
What type of ticket did you use?

Write here the type of ticket you used. Tell us if it was a single, a return, a season ticket or a one day travel card. If you were able to buy a ticket at a cheap rate please write this in too. If you receive reduced or free tickets please tell us. If you used an Oyster card please tell us whether it was a pre-pay or a season ticket.

O
How much did your ticket cost?

Please tell us the amount you actually paid. If your journey was covered by a season ticket tick 'Nil'. If you bought a return ticket or travel card write the total amount next to the first journey you used it for.

P
How many times did you board?

Write here the number of different trains or buses you used at each stage of your journey (e.g. if you used two separate buses enter '2').

Q
How much did your share of the taxi cost?

Enter the amount you paid for your share of the taxi fare. Tick "Nil" if you paid nothing.
### HOW TO FILL IN YOUR TRAVEL RECORD

**JOURNEYS** Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more.

**STAGES** These columns are for entering details of each stage of your journey.

- **F** What method of travel did you use for each stage of your journey? (See Note A)
- **G** How far did you travel? (Miles) (See Note B)
- **H** How long did you spend travelling? (Minutes) (See Note C)
- **I** How many people travelling including you? (See Note D)
- **J** Which car or other motor vehicle did you use? (See Note E)
- **K** Were you the driver (D) or a passenger (P)? (See Note F)
- **L** How much did you pay for parking? (See Note G)
- **M** How much did you pay for road tax/congestion charges? (See Note H)
- **N** What type of ticket did you use? (See Note I)
- **O** How much did your ticket cost? (See Note J)
- **P** How many times did you board? (See Note K)
- **Q** How much did your share of the taxi cost? (See Note L)

**EXAMPLE PAGE**

1. **Go to Work**
   - **Time:** 8:15
   - **Duration:** 40 minutes
   - **Destination:** Pendleton, Salford
   - **Method:** Car
   - **Distance:** 18 miles
   - **Cost:** £2.00

2. **Go Food Shopping**
   - **Time:** 5:30
   - **Duration:** 05 minutes
   - **Destination:** Haydock town centre
   - **Method:** Car
   - **Distance:** 16 miles
   - **Cost:** £1.90

3. **Go Home**
   - **Time:** 6:30
   - **Duration:** 30 minutes
   - **Destination:** Haydock town centre
   - **Method:** Car
   - **Distance:** 4 miles
   - **Cost:** £1.90

4. **Go out for dinner with friends**
   - **Time:** 7:00
   - **Duration:** 05 minutes
   - **Destination:** Home, Liverpool City Centre
   - **Method:** Walk
   - **Distance:** 1 mile
   - **Cost:** £2.00

5. **Go Home**
   - **Time:** 10:25
   - **Duration:** 20 minutes
   - **Destination:** Liverpool City Centre
   - **Method:** Taxi
   - **Distance:** 10 miles
   - **Cost:** £8.00

**USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US**

**EXTRA JOURNEYS**

If you made more than 7 journeys on this day please use the extra space towards the back of the booklet.
**DAY 1**

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<tr>
<th>JOURNEYS</th>
<th>STAGES: Three columns are for entering details of each stage of your journey</th>
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<tbody>
<tr>
<td>A</td>
<td>B</td>
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<td>What time did you leave? See Note D</td>
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<td>Time</td>
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<td>Home</td>
<td>Home</td>
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**USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US**

**EXTRA JOURNEYS**
If you made more than 7 journeys on this day please use the extra space towards the back of the booklet.
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<tr>
<th>JOURNEYS</th>
<th>STAGES</th>
<th>ONLY FILL IF YOU USED A CAR OR OTHER MOTOR VEHICLE</th>
<th>PUBLIC TRANSPORT</th>
<th>ONLY FILL IF YOU USED A TAXI</th>
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<tbody>
<tr>
<td>A What was the purpose of your journey? See Note A</td>
<td>D Where did you start your journey? (Tick Home or give the name of the village, town or area) See Note D</td>
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<td>See Note F</td>
<td>See Note F</td>
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<tr>
<td>B What time did you leave? See Note B</td>
<td>E Where did you go to? (Tick Home or give the name of the village, town or area) See Note E</td>
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<td>See Note G</td>
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<tr>
<td>C What did you do? See Note C</td>
<td>F How far did you travel? (Miles) See Note F</td>
<td>See Note H</td>
<td>See Note H</td>
<td>See Note H</td>
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<tr>
<td></td>
<td>G How long did you spend travelling? (Minutes) See Note G</td>
<td>I How many people travelled with you? See Note I</td>
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<td>K Were you the driver (C) or a passenger (P)? See Note K</td>
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<td>L How much did you pay for parking? See Note L</td>
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<td>N What type of ticket did you use? See Note N</td>
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<td>O How much time did you spend on the train? See Note O</td>
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<td>P How much did you pay for the train? See Note P</td>
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<td>Q How much did you pay for the taxi? See Note Q</td>
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</table>

**Note:** On this day only, please include all walks (even walks under a mile).
National Centre for Social Research

In confidence

National Travel Survey
Young person’s travel record

Travel record of:

Start day

Finish day

Start date

Finish date

Please use black or blue ink if possible

Thank you very much for your help

Your interviewer will call again on:

Day

Day

Date

Date

Time

Time

A few points to remember when filling in the travel record:

1. We are interested in all types of transport: walk and bike journeys as well as cars and public transport.

2. Use arrows like this for each journey: [ ] walk, [ ] bike, [ ] public transport / [ ] car, etc. for each method of travel you used for each stage of your journey (p.e. car, bike, bus, walk).

3. On days 1-7, only include walks of 30 minutes or more (it takes approximately 30 minutes to walk a mile). On day 7 include all walks.

4. If you make more than 7 journeys there is space at the end of the record to write down extra journeys.
How long did you spend travelling? (Minutes)
Please note the amount of time you spent travelling and do not include any time you spent waiting for public transport.

How many people travelled including you?
Please write in the number of adults and children, including yourself, who set out together. Only include people who were with you for at least half the distance of your journey.

Which car or other motor vehicle did you use?
Please tell us which vehicle was used if it belongs to your household (e.g. Toyota). If you travelled in someone else’s vehicle, please tell us that (e.g. friend’s car).

What type of ticket did you use?
Write here the type of ticket you used. Tell us if it was a single, a return, a season ticket or a one day travelcard. If you were able to buy a ticket at a cheap rate please write this in too. If you receive reduced or free tickets please tell us. If you used an Oyster card please tell us whether it was a pre-pay or a season ticket.

How much did your ticket cost?
Please tell us the amount you actually paid. If your journey was covered by a season ticket tick ‘Nil’. If you bought a return ticket or travel card write the total amount next to the first journey you used it for.

How many times did you board?
Write here the number of different trains or buses you used at each stage of your journey (e.g. if you used two separate buses enter ‘2’).
## HOW TO FILL IN YOUR TRAVEL RECORD

For help with filling in please unfold side flap for notes

### JOURNEYS

Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more.

<table>
<thead>
<tr>
<th>No.</th>
<th>To</th>
<th>From</th>
<th>Time (Am/PM)</th>
<th>Mode</th>
<th>Distance</th>
<th>Adult</th>
<th>Children</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>School</td>
<td>Home</td>
<td>8.15 AM</td>
<td>Bus</td>
<td>1.5</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Home</td>
<td>Home</td>
<td>3.30 PM</td>
<td>Bus</td>
<td>1.5</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Friends</td>
<td>Home</td>
<td>4.00 PM</td>
<td>Car</td>
<td>1.2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Cinema</td>
<td>Home</td>
<td>6.00 PM</td>
<td>Car</td>
<td>0.5</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>Home</td>
<td>Bristol City Centre</td>
<td>9.00 AM</td>
<td>Train</td>
<td>5</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

### STAGES

These columns are for entering details of each stage of your journey.

- F: What method of travel did you use for each stage of your journey? See Note F
- G: How far did you travel? See Note G
- H: How long did you spend travelling? (Minutes) See Note H
- I: How many people travelled including you? See Note I
- J: Which car or other motor vehicle did you use? See Note J
- K: What type of ticket did you use? See Note K
- L: How much did your ticket cost? See Note L
- M: How many times did you board? See Note M
- N: How much did your share of the ticket cost? See Note N

### EXTRA JOURNEYS

If you made more than 7 journeys on this day please use the extra space towards the back of this booklet.
<table>
<thead>
<tr>
<th>JOURNEYS</th>
<th>STAGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>DAY 1 Mon Tues Wed Thur Fri Sat Sun</td>
<td>Note</td>
</tr>
</tbody>
</table>

### JOURNEYS
Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more.

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>What was the purpose of your journey?</td>
<td>See Note A</td>
<td>Where did you start your journey?</td>
<td>Tick Home or give the name of the village, town or area</td>
<td>See Note B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>J</th>
</tr>
</thead>
<tbody>
<tr>
<td>What method of travel did you use for each stage of your journey?</td>
<td>See Note F</td>
<td>How far did you travel?</td>
<td>Miles</td>
<td>See Note G</td>
</tr>
<tr>
<td>How long did you spend travelling?</td>
<td>Minutes</td>
<td>How many people travelled including you?</td>
<td>See Note H</td>
<td></td>
</tr>
<tr>
<td>Which car or other motor vehicle did you use?</td>
<td>See Note J</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### STAGES
These columns are for entering details of each stage of your journey.

<table>
<thead>
<tr>
<th>K</th>
<th>L</th>
<th>M</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE</td>
<td>What type of ticket did you use?</td>
<td>See Note K</td>
<td>How much did your ticket cost?</td>
</tr>
<tr>
<td>How many times did you board?</td>
<td>See Note M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### EXTRA JOURNEYS
If you made more than 7 journeys on this day please use the extra space towards the back of the booklet.
| JOURNEYS | Time | Time | Home | Home | Time | Time | Home | Home | Time | Time | Home | Home | Time | Time | Home | Home | Time | Time | Home | Home | Time | Time | Home | Home | Time | Time | Home | Home | Time | Time | Home | Home |
|----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| A: What was the purpose of your journey? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| B: What time did you leave? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| C: What time did you arrive? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| D: Where did you start your journey? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (Tick Home or give name of the village, town or area) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| E: Where did you go to? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| (Tick Home or give name of the village, town or area) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| F: What method of travel did you use for each stage of your journey? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| G: How far did you travel? (Miles) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| H: How long did you spend travelling including you? (Minutes) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| I: How many people travelled including you? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| J: Which car or other motor vehicle did you use? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| K: What type of ticket did you use? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| L: How much did your ticket cost? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| M: How many times did you board? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| N: How much did your share of the fare cost? |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**STAGES** These columns are for entering details of each stage of your journey.
APPENDIX G MEMORY JOGGERS

Thank you very much.
Include all journeys by transport (bus, train, car, bike etc.). Include walks of 1 mile or more.

<table>
<thead>
<tr>
<th>Day 1</th>
<th>MON TUE WED THU FRI SAT SUN</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Where did you go and purpose of your journey?</th>
<th>When did you leave?</th>
<th>When did you arrive?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
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<td>am</td>
<td>pm</td>
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<td>pm</td>
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<td>pm</td>
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<td>am</td>
<td>pm</td>
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<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
</tbody>
</table>

How far? Any other information? e.g. details of tickets and costs (excluding petrol)

Day 1
On this last day include ALL WALKS (even if they are less than 1 mile) as well as other journeys you do.

<table>
<thead>
<tr>
<th>Where did you go and purpose of your journey?</th>
<th>When did you leave?</th>
<th>When did you arrive?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
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<td>am</td>
<td>pm</td>
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<td>am</td>
<td>pm</td>
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<td>am</td>
<td>pm</td>
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<td>pm</td>
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<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
<tr>
<td></td>
<td>am</td>
<td>pm</td>
</tr>
</tbody>
</table>

Any other information? e.g. details of tickets and costs (excluding petrol)
APPENDIX H  FUEL AND MILEAGE CHART

National Travel Survey – Fuel and Mileage Chart

Please record your milometer and fuel gauge reading at the start and end of your travel record week. Please also record any fuel put in the vehicle during that same week.

<table>
<thead>
<tr>
<th>Vehicle make and model</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Start date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day________</td>
</tr>
<tr>
<td>☐/☐/☐/☐</td>
</tr>
<tr>
<td>e.g Wed 02/06/2010</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MILOMETER _______________ Miles/Kilometres (delete one)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>FUEL GAUGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Mark with a cross position of indicator – see overleaf)</td>
</tr>
<tr>
<td>Empty</td>
</tr>
<tr>
<td>☐/☐/☐/☐</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>End date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day________</td>
</tr>
<tr>
<td>☐/☐/☐/☐</td>
</tr>
<tr>
<td>e.g Tues 08/06/2010</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MILOMETER _______________ Miles/Kilometres (delete one)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>FUEL GAUGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Mark with a cross position of indicator – see overleaf)</td>
</tr>
<tr>
<td>Empty</td>
</tr>
<tr>
<td>☐/☐/☐/☐</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fuel put in during week</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day of Week</td>
</tr>
<tr>
<td>--------------</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Please complete the following, where possible, if you were unable to provide this information at the time of the interview:

<table>
<thead>
<tr>
<th>Reg Year</th>
<th>Reg Month</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vehicle Engine Size</th>
<th>Size of fuel tank</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1 litre = 1000 cc)</td>
<td>(in gallons or litres)</td>
</tr>
</tbody>
</table>
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 I  PROMISSORY NOTE

National Travel Survey

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 Sue Hobbs at NatCen on 01277 690 042.

Once again, thank you for taking part in the National Travel Survey. 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)

NTS V2
APPENDIX J  SHOWCARDS

QTHComp.EthGroup
Show Card 1
White
  1.  British
  2.  Another White background (Please describe)

Mixed
  3.  White and Black Caribbean
  4.  White and Black African
  5.  White and Asian
  6.  Any other Mixed background (Please describe)

Asian or Asian British
  7.  Indian
  8.  Pakistani
  9.  Bangladeshi
  10. Any other Asian background (Please describe)

Black or Black British
  11. Caribbean
  12. African
  13. Any other Black background (Please describe)

Other ethnic groups
  14. Chinese
  15. Any other (Please describe)

QTenure.Ten1
Show Card 2
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

5.  Live here rent-free (including rent-free in relative’s/friend’s property, excluding squatting)

6.  Squatting
Show Card 3
1. 6 minutes or less
2. 7 to 13 minutes
3. 14 to 26 minutes
4. 27 to 43 minutes
5. 44 minutes or longer

Show Card 4
1. 6 minutes or less
2. 7 to 13 minutes
3. 14 to 26 minutes
4. 27 to 43 minutes
5. 44 minutes or longer
6. Quicker to walk
7. No convenient bus service

Show Card 5
1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Do not use
QAttitud.ReliaBus, RelMetro  
Show Card 6  
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  

QAttitud.FrqBus, FrqMetro  
Show Card 7  
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
QAttitud.Cyclane
Show Card 8
1. Very good
2. Fairly good
3. Neither good nor poor
4. Fairly poor
5. Very poor
6. No local cycle lanes
7. Do not use
8. No opinion/Don’t know

QAttitud.Pavement
Show Card 9
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

QAMENITY, AccShCDK, AccGroDK, AccGPDK, AccHosDK, AccPmDK, AccSecDK, AccGCDK, AccChmDK, AccPODK
Show Card 10
1. 15 minutes or less
2. 16-20 minutes
3. 21-30 minutes
4. 31-40 minutes
5. 41-60 minutes
6. 61 minutes or longer

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

Show Card 12
1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than once a year
Show Card 13
1. Food and drink (not including take away meals)
2. Clothes or footwear
3. Books / CDs / DVDs / software
4. Furniture
5. Soft furnishings / bedding
6. Electrical appliances or items (e.g. computer / fridge / tv / kettle)
7. Holiday / travel tickets
8. Any other tickets (not for travel)
9. Plants / bulbs / flowers / seeds
10. Health goods and toiletries
11. DIY / garden equipment
96. Anything else

Show Card 14
1. Through the postal system
2. Courier (including Royal Mail courier)
3. By supplier's delivery van/lorry
4. Another way
5. Not in when it was delivered/did not see how it was delivered
1. I would have bought it in person (e.g. from a shop, travel agent, railway station etc)
2. Someone else in household would have bought it in person
3. Would have asked someone outside household to buy it in person
4. By phone
5. By post
6. On the internet
7. By fax
8. On the doorstep
9. Would not have bought it
97. Other (please say how)

1. Traffic danger
2. Child might get lost / doesn't know the way
3. Child might not arrive (on time)
4. Fear of assault / molestation by an adult
5. Fear of bullying by other children
6. School too far away
7. Convenient to accompany child
97. Other reason (please say what)
Show Card 17

Four-wheel car (side windows behind driver) (includes Multi-Purpose Vehicles and people carriers)

Four-wheel drive passenger vehicle (side windows behind driver) (e.g. Landrover, Jeep or similar)

Three-wheel car (side windows behind driver)

Minibus, motor caravan, dormobile etc. (side windows behind driver)

Light van (no side windows behind driver) (includes pick ups and car based vans)

Some other type of van or lorry

Motorcycle with sidecar / scooter with sidecar

Motorcycle / scooter

Moped

Some other motor vehicle (SPECIFY)

SHOW CARD 18

1. Powered wheelchair

2. Manual wheelchair

3. Powered mobility scooter

4. Walking sticks

96. Other walking aid
QTDisab.PowWhuse

Show Card 19
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

QTDisab.SpecTr, SpecUs

Show Card 20
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. Post bus
8. Community owned minibus
97. Other special service (please say what)
Show Card 21
1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

Show Card 22
1. Mainly on the road
2. Mainly on pavements, cycle paths or cycle lanes that were not part of a road
3. Mainly off the road in parks, open country or private land
4. On a variety of different surfaces

Show Card 23
1. Always in the front
2. Usually in the front
3. Always in the back
4. Usually in the back
5. No usual position
6. Does not travel by car
Show Card 24
1. Family or friends can drive me when necessary
2. Other forms of transport available
3. Cost of learning to drive
4. Cost of insurance
5. Cost of buying a car
6. Other general motoring costs
7. Environmental reasons
8. Safety concerns/Nervous about driving
9. Physical difficulties/disabilities/health problems
10. Too old
11. Too busy to learn
12. Put off by theory/practical driving test
13. Not interested in driving
14. Busy/congested roads
96. Other

Show Card 25
1. Not yet started
2. Less than 1 month
3. 1 month or more but less than 3 months
4. 3 months or more but less than 6 months
5. 6 months or more but less than 12 months
6. 12 months or more
Show Card 26

- Earned income / Salary
- Income from self employment
- Pension (state, private or from former employer)
- Pension Credit (formerly Minimum Income Guarantee)
- Child Benefit
- Working Tax Credit (formerly Disabled Persons or Working Families Tax Credit)
- Child Tax Credit
- Disability Living Allowance
- Other state benefits e.g.
  - Jobseeker’s Allowance
  - Income Support
  - Housing Benefit
  - Council Tax Benefit
  - Incapacity Benefit (formerly NI Sickness / Invalidity Benefit)
  - Maternity Allowance/Statutory Maternity Pay
  - Attendance Allowance
  - Carers Allowance (formerly Invalid Care Allowance)
  - Widow/Widowers'/Bereavement Benefits
- Interest from savings, building society, investments etc.
- Other regular allowances (e.g. maintenance from former partner, annuity, student grant, bursaries, scholarships etc)
- Other sources
QTIncome.IncGrp, HincGrp

Show Card 27

<table>
<thead>
<tr>
<th>Per Week</th>
<th>Per Month</th>
<th>Per Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>J.</td>
<td>Less than £19</td>
<td>Less than £83</td>
</tr>
<tr>
<td>Q.</td>
<td>£19 to £38</td>
<td>£84 to £167</td>
</tr>
<tr>
<td>U.</td>
<td>£39 to £57</td>
<td>£168 to £250</td>
</tr>
<tr>
<td>A.</td>
<td>£58 to £76</td>
<td>£251 to £333</td>
</tr>
<tr>
<td>H.</td>
<td>£77 to £95</td>
<td>£334 to £417</td>
</tr>
<tr>
<td>N.</td>
<td>£96 to £115</td>
<td>£418 to £500</td>
</tr>
<tr>
<td>L.</td>
<td>£116 to £134</td>
<td>£501 to £583</td>
</tr>
<tr>
<td>V.</td>
<td>£135 to £153</td>
<td>£584 to £667</td>
</tr>
<tr>
<td>C.</td>
<td>£154 to £172</td>
<td>£668 to £750</td>
</tr>
<tr>
<td>S.</td>
<td>£173 to £191</td>
<td>£751 to £833</td>
</tr>
<tr>
<td>W.</td>
<td>£192 to £239</td>
<td>£834 to £1,042</td>
</tr>
<tr>
<td>D.</td>
<td>£240 to £287</td>
<td>£1,043 to £1,250</td>
</tr>
<tr>
<td>R.</td>
<td>£288 to £335</td>
<td>£1,251 to £1,458</td>
</tr>
<tr>
<td>E.</td>
<td>£336 to £383</td>
<td>£1,459 to £1,667</td>
</tr>
<tr>
<td>T.</td>
<td>£384 to £479</td>
<td>£1,668 to £2,083</td>
</tr>
<tr>
<td>B.</td>
<td>£480 to £575</td>
<td>£2,084 to £2,500</td>
</tr>
<tr>
<td>F.</td>
<td>£576 to £671</td>
<td>£2,501 to £2,917</td>
</tr>
<tr>
<td>G.</td>
<td>£672 to £767</td>
<td>£2,918 to £3,333</td>
</tr>
<tr>
<td>I.</td>
<td>£768 to £959</td>
<td>£3,334 to £4,167</td>
</tr>
<tr>
<td>P.</td>
<td>£960 to £1,150</td>
<td>£4,168 to £5,000</td>
</tr>
<tr>
<td>O.</td>
<td>£1,151 to £1,342</td>
<td>£5,001 to £5,833</td>
</tr>
<tr>
<td>M.</td>
<td>£1,343 to £1,439</td>
<td>£5,834 to £6,250</td>
</tr>
<tr>
<td>K.</td>
<td>£1,440 or more</td>
<td>£6,251 or more</td>
</tr>
</tbody>
</table>

QTWrkMeth.WkRoad

Show Card 28

1. Motorway

2. Dual carriageway

3. Other major roads (other A roads)

4. Local road in a city or town (including B roads)

5. Local road outside a city or town (including B roads)

6. Other
Show Card 29
1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never

Show Card 30
1. On the street
2. On a driveway
3. In a garage
4. In a park-and-ride car park
5. In another public car park
6. In a firm/work’s car park
7. In another private car park

Show Card 31
1. Telephone or mobile phone
2. PC, laptop or PDA
3. Printer
4. Internet – broadband access
5. Internet – dial-up access
6. Remote access to your employers / office network
7. Fax

8. None of these
Show Card 32
1. Very easy
2. Fairly easy
3. Neither easy nor difficult
4. Quite difficult
5. Very difficult

Show Card 33
1. Go to shops / market in person
2. Someone else goes to shops for me (e.g. friend, relative, carer)
3. Order online for home delivery
4. Order by phone for home delivery
5. Order by post for home delivery
96. Other

Show Card 34
1. 3 or more times a week
2. Once or twice a week
3. Less than that but more than twice a month
4. Once or twice a month
5. Less than that but more than twice a year
6. Once or twice a year
7. Less than that or never
Show Card 35
1. Less than 3 months ago
2. 3 months or more but less than 6 months ago
3. 6 months or more but less than 1 year ago
4. 1 year or more but less than 2 years ago
5. 2 years or more but less than 3 years ago
6. 3 years ago or longer

Show Card 36
1. Very easy
2. Fairly easy
3. Neither easy nor difficult
4. Quite difficult
5. Very difficult

Show Card 37
1. Ask someone else to do it for me
2. Use another form of transport
3. Get a home delivery
4. Not do a main shop but use the local shops more regularly instead
Show Card 38
1. Taxi/minicab
2. Underground, metro, light rail, tram
3. Bus, minibus or coach
4. Train
5. On foot
6. Bicycle
97. Other (please specify)

Show Card 39
1. Travelling to the doctors surgery
2. Travelling to the hospital
3. Visiting friends / relatives at their home
4. Travelling to other social activities, including taking children
5. Taking the children to school
6. Travelling to school / college / university
7. Travelling for any other reason (please say what)
8. No difficulties with any of these
Show Card 40
1. Minor bruising or minor cuts
2. Severe cuts
3. Sprains
4. Whiplash
5. Fracture / broken bones
6. Concussion
7. Internal injuries
8. Burns
9. Crushing
10. Slight shock
11. Severe shock (required hospital treatment)
97. Other (Please specify)

Show Card 41
1. No – no medical attention received
2. Yes – first aid at roadside
3. Yes – at GP surgery
4. Yes – at a minor injuries / accidents unit
5. Yes – at Accident and Emergency
6. Yes – as an inpatient in hospital (at least one night spent on a hospital ward)
97. Yes – other (Please specify)
QTAccid.OthVeh
Show Card 42
1. No, no other vehicles / pedestrians were involved
2. Yes, a car
3. Yes, a bicycle
4. Yes, a motor cycle
5. Yes, a pedestrian
97. Yes, another type of vehicle

QTAccid.Police
Show Card 43
1. Yes – they attended because I called them
2. Yes – they attended as a result of someone else calling them
3. Yes – they were there when it happened / they drove past just after the accident occurred
4. No

QTicFix.QNOTIC.StckT
Show Card 44
1. Season ticket
2. Area travel card
3. Combined season ticket / area travel card
4. Railcard (e.g. family, young person’s, senior citizen’s, Network Card)
5. Employee’s special pass
6. Passes for older people
7. Scholar’s pass
8. Disabled person’s pass
9. Subsidised travel tokens
97. Any other special ticket or pass
Show Card 45
1. More than 12 times per year / once a month
2. Up to 12 times per year / once a month
3. Three or four times a year
4. Once or twice a year
5. Less than once a year or never
Show Card 46
Vehicle Registration Letter denoting Year
Use at LOOKREG/RegYear/RegMon in Vehicle Section

<table>
<thead>
<tr>
<th>Year</th>
<th>Letter before number</th>
<th>From January to July</th>
<th>From August to December</th>
</tr>
</thead>
<tbody>
<tr>
<td>1963</td>
<td>A</td>
<td>A</td>
<td>L</td>
</tr>
<tr>
<td>1964</td>
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<td>B</td>
<td>M</td>
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<td>1965</td>
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<td>1966</td>
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<td>1967</td>
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<td>F</td>
<td>R</td>
</tr>
<tr>
<td>1968</td>
<td>F</td>
<td>G</td>
<td>S</td>
</tr>
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<td>1969</td>
<td>G</td>
<td>H</td>
<td>T</td>
</tr>
<tr>
<td>1970</td>
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<td>L</td>
<td>X</td>
</tr>
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<td></td>
<td></td>
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</tr>
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<td>1983</td>
<td>A</td>
<td>1991</td>
<td>H</td>
</tr>
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<td>1984</td>
<td>A</td>
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<td>C</td>
<td>K</td>
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<td>C</td>
<td>D</td>
<td>L</td>
</tr>
<tr>
<td>1987</td>
<td>D</td>
<td>E</td>
<td>M</td>
</tr>
<tr>
<td>1988</td>
<td>E</td>
<td>F</td>
<td>N</td>
</tr>
<tr>
<td>1989</td>
<td>F</td>
<td>G</td>
<td>P</td>
</tr>
<tr>
<td>1990</td>
<td>G</td>
<td>H</td>
<td>R</td>
</tr>
</tbody>
</table>

Biannual change (letter before number)  (** Aug to Dec**)

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan to Feb</th>
<th>March to Aug</th>
<th>Sep to Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td></td>
<td></td>
<td>S *</td>
</tr>
<tr>
<td>1999</td>
<td>S</td>
<td>T</td>
<td>V</td>
</tr>
<tr>
<td>2000</td>
<td>V</td>
<td>W</td>
<td>X</td>
</tr>
<tr>
<td>2001</td>
<td>X</td>
<td>Y</td>
<td></td>
</tr>
</tbody>
</table>

Biannual change (age identifier)

<table>
<thead>
<tr>
<th>Year</th>
<th>Jan to Feb</th>
<th>March to Aug</th>
<th>Sep to Dec</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td></td>
<td>51</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>51</td>
<td>02</td>
<td>52</td>
</tr>
<tr>
<td>2003</td>
<td>52</td>
<td>03</td>
<td>53</td>
</tr>
<tr>
<td>2004</td>
<td>53</td>
<td>04</td>
<td>54</td>
</tr>
<tr>
<td>2005</td>
<td>54</td>
<td>05</td>
<td>55</td>
</tr>
<tr>
<td>2006</td>
<td>55</td>
<td>06</td>
<td>56</td>
</tr>
<tr>
<td>2007</td>
<td>56</td>
<td>07</td>
<td>57</td>
</tr>
<tr>
<td>2008</td>
<td>57</td>
<td>08</td>
<td>58</td>
</tr>
<tr>
<td>2009</td>
<td>58</td>
<td>09</td>
<td>59</td>
</tr>
<tr>
<td>2010</td>
<td>59</td>
<td>10</td>
<td>60</td>
</tr>
</tbody>
</table>
Show Card 47

1. AB12 CDE

2. A123 CDE, A12 BCD, A1 BCD

3. ABC 123D, ABC 12D, ABC 1A

4. None of these

Show Card 48

1. Up to 50cc

2. 51 to 125cc

3. 126 to 250cc

4. 251 to 700cc

5. 701 to 1000cc (0.7 to 1 litre)

6. 1001 to 1300cc (1.0 to 1.3 litres)

7. 1301 to 1400cc (1.3 to 1.4 litres)

8. 1401 to 1500cc (1.4 to 1.5 litres)

9. 1501 to 1800cc (1.5 to 1.8 litres)

10. 1801 to 2000cc (1.8 to 2.0 litres)

11. 2001 to 2500cc (2.0 to 2.5 litres)

12. 2501 to 3000cc (2.5 to 3.0 litres)

13. 3001cc and over (3 litres and over)

Show Card 49

1. Someone outside the household

2. Employer / firm for whom household member works

3. Own business

4. Other firm or organisation
Show Card 50
1. 0 – 499 miles
2. 500 – 999 miles
3. 1,000 – 1,999 miles
4. 2,000 – 2,999 miles
5. 3,000 – 3,999 miles
6. 4,000 – 4,999 miles
7. 5,000 – 6,999 miles
8. 7,000 – 8,999 miles
9. 9,000 – 11,999 miles
10. 12,000 – 14,999 miles
11. 15,000 – 17,999 miles
12. 18,000 – 20,999 miles
13. 21,000 – 29,999 miles
14. 30,000 miles and over

Show Card AA
1. Season ticket
2. Area travel card
3. Combined season ticket / travel card
4. Railcard (e.g. family, young person’s, senior citizen’s, Network Card)
5. Employee’s special pass
6. Passes for older people
7. Scholar’s pass
8. Disabled person’s pass
9. Subsidised travel tokens
97. Any other special ticket or pass
## APPENDIX K  “WHERE DO YOU WORK” LOOKUP TABLE

<table>
<thead>
<tr>
<th>WkUrbCd</th>
<th>WorkPl1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen</td>
<td>1 5 minutes walk of Union Street</td>
</tr>
<tr>
<td>Birmingham</td>
<td>2 15 minutes walk of New Street</td>
</tr>
<tr>
<td>Blackpool</td>
<td>3 5 minutes walk of the Tower</td>
</tr>
<tr>
<td>Bolton</td>
<td>4 5 minutes walk of Town Hall (Victoria Square)</td>
</tr>
<tr>
<td>Bournemouth</td>
<td>5 5 minutes walk of The Square</td>
</tr>
<tr>
<td>Bradford</td>
<td>6 5 minutes walk of City Hall</td>
</tr>
<tr>
<td>Brighton</td>
<td>7 5 minutes walk of The Clock Tower</td>
</tr>
<tr>
<td>Bristol</td>
<td>8 15 minutes walk of Broadmead</td>
</tr>
<tr>
<td>Cardiff</td>
<td>9 5 minutes walk of St Davids Centre</td>
</tr>
<tr>
<td>Coventry</td>
<td>10 5 minutes walk of Broadgate</td>
</tr>
<tr>
<td>Derby</td>
<td>11 5 minutes walk of Market Place</td>
</tr>
<tr>
<td>Doncaster</td>
<td>12 5 minutes walk of the Law Courts</td>
</tr>
<tr>
<td>Dudley</td>
<td>13 5 minutes walk of Churchill Precinct</td>
</tr>
<tr>
<td>Dundee</td>
<td>14 5 minutes walk of City Square</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>15 10 minutes walk of Princess Street</td>
</tr>
<tr>
<td>Glasgow</td>
<td>16 10 minutes walk of George Street</td>
</tr>
<tr>
<td>Huddersfield</td>
<td>17 5 minutes walk of Market Place</td>
</tr>
<tr>
<td>Hull</td>
<td>18 5 minutes walk of Victoria Square</td>
</tr>
<tr>
<td>Ipswich</td>
<td>19 5 minutes walk of The Cornhill</td>
</tr>
<tr>
<td>Leeds</td>
<td>20 10 minutes walk of City Station</td>
</tr>
<tr>
<td>Leicester</td>
<td>21 10 minutes walk of Clock Tower</td>
</tr>
<tr>
<td>Liverpool</td>
<td>22 10 minutes walk of The Town Hall</td>
</tr>
<tr>
<td>(London)Area bounded by the M25</td>
<td>23 Within the area shown on this map?</td>
</tr>
<tr>
<td>Luton</td>
<td>24 5 minutes walk of Arndale Shopping Centre</td>
</tr>
<tr>
<td>Manchester</td>
<td>25 15 minutes walk of Albert Square</td>
</tr>
<tr>
<td>Middlesbrough</td>
<td>26 10 minutes walk of Victoria Square</td>
</tr>
<tr>
<td>Newcastle-Upon- Tyne</td>
<td>27 5 minutes walk of Eldon Square Shopping Centre</td>
</tr>
<tr>
<td>Northampton</td>
<td>28 5 minutes walk of The Market Square</td>
</tr>
<tr>
<td>Norwich</td>
<td>29 5 minutes walk of The Castle</td>
</tr>
<tr>
<td>Nottingham</td>
<td>30 10 minutes walk of Old Market Square</td>
</tr>
<tr>
<td>Peterborough</td>
<td>31 5 minutes walk of Queensgate Shopping Centre</td>
</tr>
<tr>
<td>Plymouth</td>
<td>32 10 minutes walk of Royal Parade</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>33 10 minutes walk of The Guild Hall</td>
</tr>
<tr>
<td>Preston</td>
<td>34 5 minutes walk of The Market Square</td>
</tr>
<tr>
<td>Reading</td>
<td>35 10 minutes walk of Broad Street</td>
</tr>
<tr>
<td>Sheffield</td>
<td>36 10 minutes walk of Town Hall</td>
</tr>
<tr>
<td>Southampton</td>
<td>37 5 minutes walk of Bar Gate</td>
</tr>
<tr>
<td>Southend</td>
<td>38 10 minutes walk of Civic Centre</td>
</tr>
<tr>
<td>St.Helens</td>
<td>39 5 minutes walk of Victoria Square</td>
</tr>
<tr>
<td>Stockport</td>
<td>40 5 minutes walk of the Bus Centre</td>
</tr>
<tr>
<td>Stoke-On-Trent</td>
<td>41 5 minutes walk of Hanley Town Hall</td>
</tr>
<tr>
<td>Sunderland</td>
<td>42 5 minutes walk of Central Station</td>
</tr>
<tr>
<td>Swansea</td>
<td>43 5 minutes walk of The Dragon Hotel</td>
</tr>
<tr>
<td>Swindon</td>
<td>44 5 minutes walk of Brunel Shopping Centre</td>
</tr>
<tr>
<td>Walsall</td>
<td>45 10 minutes walk of Civic Centre</td>
</tr>
<tr>
<td>West Bromwich</td>
<td>46 5 minutes walk of Sandwell Shopping Centre</td>
</tr>
<tr>
<td>Wigan</td>
<td>47 5 minutes walk of Market Hall</td>
</tr>
<tr>
<td>Wolverhampton</td>
<td>48 5 minutes walk of Princess Square</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WkUrbCd</th>
<th>WorkPl1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other urban area (not listed)</td>
<td>49</td>
</tr>
<tr>
<td>Not in an urban area</td>
<td>50 Is it within 5 minutes walk of the main shopping/business centre?</td>
</tr>
</tbody>
</table>
### Logistic Regression Model for Household Participation

<table>
<thead>
<tr>
<th></th>
<th>B</th>
<th>S.E.</th>
<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
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<tbody>
<tr>
<td><strong>GOR:</strong></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>North East</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>North West</td>
<td>0.188</td>
<td>0.106</td>
<td>3.2</td>
<td>1</td>
<td>0.075</td>
<td>1.207</td>
</tr>
<tr>
<td>Yorkshire &amp; Humberside</td>
<td>-0.061</td>
<td>0.109</td>
<td>0.3</td>
<td>1</td>
<td>0.572</td>
<td>0.940</td>
</tr>
<tr>
<td>East Midlands</td>
<td>0.182</td>
<td>0.116</td>
<td>2.4</td>
<td>1</td>
<td>0.119</td>
<td>1.199</td>
</tr>
<tr>
<td>West Midlands</td>
<td>0.105</td>
<td>0.110</td>
<td>0.9</td>
<td>1</td>
<td>0.336</td>
<td>1.111</td>
</tr>
<tr>
<td>Eastern</td>
<td>-0.101</td>
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<td>0.9</td>
<td>1</td>
<td>0.354</td>
<td>0.904</td>
</tr>
<tr>
<td>Inner London</td>
<td>-0.313</td>
<td>0.123</td>
<td>6.5</td>
<td>1</td>
<td>0.011</td>
<td>0.731</td>
</tr>
<tr>
<td>Outer London</td>
<td>-0.027</td>
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<td>0.091</td>
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<td>November</td>
<td>-0.232</td>
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<td>0.010</td>
<td>0.793</td>
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<tr>
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<td>-0.320</td>
<td>0.089</td>
<td>12.9</td>
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<td>&lt;0.001</td>
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<td>39.9</td>
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<td>&lt;0.001</td>
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APPENDIX M LOGISTIC REGRESSION MODEL FOR WHETHER EVERY HOUSEHOLD MEMBER PARTICIPATED

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<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
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<td>Size of household:</td>
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<tr>
<td>Two people</td>
<td>0</td>
<td>(b/l)</td>
<td></td>
<td></td>
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<tr>
<td>Three people</td>
<td>-1.286</td>
<td>0.528</td>
<td>5.9</td>
<td>1</td>
<td>0.015</td>
<td>0.276</td>
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<td>Four people</td>
<td>-1.448</td>
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<td>7.5</td>
<td>1</td>
<td>0.006</td>
<td>0.235</td>
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<td>Five or more people</td>
<td>-1.000</td>
<td>0.709</td>
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<td>1</td>
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<td>0.409</td>
<td>237.3</td>
<td>1</td>
<td>&lt;0.001</td>
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## APPENDIX N  CALIBRATION WEIGHTING CONTROL TOTALS: INTERVIEW SAMPLE

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<th>Population estimates</th>
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<tr>
<td></td>
<td>n</td>
<td>%</td>
<td>n</td>
<td>%</td>
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<tr>
<td><strong>Sex</strong></td>
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<tr>
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<td>10,114</td>
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<td>Female</td>
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<td>10,707</td>
<td>51.4%</td>
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<tr>
<td>North East</td>
<td>872</td>
<td>4.2%</td>
<td>867</td>
<td>4.2%</td>
</tr>
<tr>
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<td>2,456</td>
<td>11.8%</td>
<td>2,309</td>
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<td>Yorks And Humber</td>
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<td>1,741</td>
<td>8.4%</td>
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<td>9.8%</td>
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<td>Males 0-4</td>
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<td>670</td>
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</tr>
<tr>
<td>Males 5-10</td>
<td>783</td>
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<tr>
<td>Males 11-16</td>
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<tr>
<td>Males 17-20</td>
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<tr>
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<tr>
<td>Males 30-39</td>
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<tr>
<td>Males 40-49</td>
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<tr>
<td>Males 50-59</td>
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<td>1,256</td>
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<tr>
<td>Males 60-64</td>
<td>692</td>
<td>3.3%</td>
<td>682</td>
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<tr>
<td>Males 65-69</td>
<td>573</td>
<td>2.7%</td>
<td>558</td>
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</tr>
<tr>
<td>Males 70+</td>
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<tr>
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<td>778</td>
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<tr>
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<td>587</td>
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<tr>
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<td>20,839</td>
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<td>20,820</td>
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## APPENDIX O  LOGISTIC REGRESSION MODEL FOR REMOVING HOUSEHOLD THAT DID NOT FULLY RESPOND

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<td>1</td>
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<td>0.042</td>
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<td>3</td>
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<td>1</td>
<td>0.070</td>
<td>1.273</td>
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<td>1</td>
<td>0.975</td>
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<td>Three or more</td>
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<td>0.218</td>
<td>0.5</td>
<td>1</td>
<td>0.473</td>
<td>1.170</td>
</tr>
<tr>
<td><strong>Any married couples:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No</td>
<td>13.3</td>
<td></td>
<td>1</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>0.526</td>
<td>0.144</td>
<td>13.3</td>
<td>1</td>
<td>&lt;0.001</td>
<td>1.692</td>
</tr>
<tr>
<td><strong>Any cohabiting couples:</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>No</td>
<td>1.6</td>
<td></td>
<td>1</td>
<td>0.213</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>0.205</td>
<td>0.164</td>
<td>1.6</td>
<td>1</td>
<td>0.213</td>
<td>1.227</td>
</tr>
<tr>
<td><strong>How frequent buses from nearest stop:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrequent</td>
<td>6.6</td>
<td></td>
<td>2</td>
<td>0.036</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One per hour</td>
<td>0.233</td>
<td>0.145</td>
<td>2.6</td>
<td>1</td>
<td>0.108</td>
<td>1.262</td>
</tr>
<tr>
<td>Frequent</td>
<td>0.296</td>
<td>0.115</td>
<td>6.6</td>
<td>1</td>
<td>0.010</td>
<td>1.344</td>
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</table>
### How frequent trains from nearest station:

<table>
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<tr>
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<th>B</th>
<th>S.E.</th>
<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not frequent services all day</td>
<td>0</td>
<td>(b/l)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frequent services all day</td>
<td>0.175</td>
<td>0.114</td>
<td>2.4</td>
<td>1</td>
<td>0.123</td>
<td>1.192</td>
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### Regular use of vehicle:

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<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>0</td>
<td>(b/l)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>-0.056</td>
<td>0.116</td>
<td>0.2</td>
<td>1</td>
<td>0.626</td>
<td>0.945</td>
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</table>

### Month:

<table>
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<th>Month</th>
<th>B</th>
<th>S.E.</th>
<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>0</td>
<td>(b/l)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>-0.306</td>
<td>0.206</td>
<td>2.2</td>
<td>1</td>
<td>0.138</td>
<td>0.736</td>
</tr>
<tr>
<td>March</td>
<td>-0.144</td>
<td>0.214</td>
<td>0.5</td>
<td>1</td>
<td>0.502</td>
<td>0.866</td>
</tr>
<tr>
<td>April</td>
<td>-0.151</td>
<td>0.210</td>
<td>0.5</td>
<td>1</td>
<td>0.473</td>
<td>0.860</td>
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<tr>
<td>May</td>
<td>-0.524</td>
<td>0.199</td>
<td>7.0</td>
<td>1</td>
<td>0.008</td>
<td>0.592</td>
</tr>
<tr>
<td>June</td>
<td>-0.485</td>
<td>0.202</td>
<td>5.8</td>
<td>1</td>
<td>0.016</td>
<td>0.616</td>
</tr>
<tr>
<td>July</td>
<td>-0.138</td>
<td>0.211</td>
<td>0.4</td>
<td>1</td>
<td>0.511</td>
<td>0.871</td>
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<tr>
<td>August</td>
<td>-0.295</td>
<td>0.208</td>
<td>2.0</td>
<td>1</td>
<td>0.157</td>
<td>0.745</td>
</tr>
<tr>
<td>September</td>
<td>-0.367</td>
<td>0.205</td>
<td>3.2</td>
<td>1</td>
<td>0.074</td>
<td>0.693</td>
</tr>
<tr>
<td>October</td>
<td>-0.042</td>
<td>0.218</td>
<td>0.0</td>
<td>1</td>
<td>0.846</td>
<td>0.959</td>
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<tr>
<td>November</td>
<td>-0.434</td>
<td>0.206</td>
<td>4.4</td>
<td>1</td>
<td>0.036</td>
<td>0.648</td>
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<tr>
<td>December</td>
<td>-0.179</td>
<td>0.217</td>
<td>0.7</td>
<td>1</td>
<td>0.409</td>
<td>0.836</td>
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### Age of youngest household member:

<table>
<thead>
<tr>
<th>Range</th>
<th>B</th>
<th>S.E.</th>
<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 to 18</td>
<td>0</td>
<td>(b/l)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>19 to 25</td>
<td>-0.258</td>
<td>0.158</td>
<td>2.7</td>
<td>1</td>
<td>0.102</td>
<td>0.773</td>
</tr>
<tr>
<td>26 to 30</td>
<td>0.175</td>
<td>0.198</td>
<td>0.8</td>
<td>1</td>
<td>0.376</td>
<td>1.192</td>
</tr>
<tr>
<td>31 to 40</td>
<td>0.145</td>
<td>0.190</td>
<td>0.6</td>
<td>1</td>
<td>0.445</td>
<td>1.156</td>
</tr>
<tr>
<td>41 to 50</td>
<td>-0.093</td>
<td>0.197</td>
<td>0.2</td>
<td>1</td>
<td>0.638</td>
<td>0.911</td>
</tr>
<tr>
<td>51 to 60</td>
<td>0.214</td>
<td>0.222</td>
<td>0.9</td>
<td>1</td>
<td>0.333</td>
<td>1.239</td>
</tr>
<tr>
<td>61 to 70</td>
<td>0.277</td>
<td>0.222</td>
<td>1.6</td>
<td>1</td>
<td>0.211</td>
<td>1.320</td>
</tr>
<tr>
<td>71 to 80</td>
<td>0.749</td>
<td>0.261</td>
<td>8.2</td>
<td>1</td>
<td>0.004</td>
<td>2.115</td>
</tr>
<tr>
<td>Older than 80</td>
<td>0.547</td>
<td>0.292</td>
<td>3.5</td>
<td>1</td>
<td>0.061</td>
<td>1.728</td>
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</table>

### Ethnic groups of household members:

<table>
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<th>Category</th>
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<th>S.E.</th>
<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All white</td>
<td>0</td>
<td>(b/l)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One or more not white</td>
<td>-0.209</td>
<td>0.118</td>
<td>3.2</td>
<td>1</td>
<td>0.076</td>
<td>0.811</td>
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</table>

### Intercept

<table>
<thead>
<tr>
<th>Category</th>
<th>B</th>
<th>S.E.</th>
<th>Wald</th>
<th>df</th>
<th>Sig.</th>
<th>Exp(B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercept</td>
<td>2.544</td>
<td>0.355</td>
<td>51.3</td>
<td>1</td>
<td>&lt;0.001</td>
<td>12.736</td>
</tr>
</tbody>
</table>
### APPENDIX P  CALIBRATION WEIGHTING CONTROL TOTALS: FULLY RESPONDING SAMPLE

<table>
<thead>
<tr>
<th></th>
<th>Unweighted respondents</th>
<th>Sel &amp; NR weights (Pre-calibration)</th>
<th>Post-calibration</th>
<th>Population estimates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>n</td>
<td>%</td>
<td>n</td>
<td>%</td>
</tr>
<tr>
<td>Sex</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Male</td>
<td>9,232</td>
<td>48.4%</td>
<td>9,327</td>
<td>48.5%</td>
</tr>
<tr>
<td>Female</td>
<td>9,840</td>
<td>51.6%</td>
<td>9,901</td>
<td>51.5%</td>
</tr>
<tr>
<td>GOR</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North east</td>
<td>824</td>
<td>4.3%</td>
<td>806</td>
<td>4.2%</td>
</tr>
<tr>
<td>North west</td>
<td>2,265</td>
<td>11.9%</td>
<td>2,131</td>
<td>11.1%</td>
</tr>
<tr>
<td>Yorks and humber</td>
<td>1,563</td>
<td>8.2%</td>
<td>1,609</td>
<td>8.4%</td>
</tr>
<tr>
<td>East midlands</td>
<td>1,506</td>
<td>7.9%</td>
<td>1,366</td>
<td>7.1%</td>
</tr>
<tr>
<td>West midlands</td>
<td>1,756</td>
<td>9.2%</td>
<td>1,665</td>
<td>8.7%</td>
</tr>
<tr>
<td>East of England</td>
<td>1,885</td>
<td>9.9%</td>
<td>1,868</td>
<td>9.7%</td>
</tr>
<tr>
<td>London</td>
<td>2,459</td>
<td>12.9%</td>
<td>2,916</td>
<td>15.2%</td>
</tr>
<tr>
<td>South east</td>
<td>2,638</td>
<td>13.8%</td>
<td>2,695</td>
<td>14.0%</td>
</tr>
<tr>
<td>South west</td>
<td>1,657</td>
<td>8.7%</td>
<td>1,645</td>
<td>8.6%</td>
</tr>
<tr>
<td>Wales</td>
<td>920</td>
<td>4.8%</td>
<td>922</td>
<td>4.8%</td>
</tr>
<tr>
<td>Scotland</td>
<td>1,599</td>
<td>8.4%</td>
<td>1,604</td>
<td>8.3%</td>
</tr>
<tr>
<td>Age by sex</td>
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</tr>
<tr>
<td>Males 0-4</td>
<td>613</td>
<td>3.2%</td>
<td>616</td>
<td>3.2%</td>
</tr>
<tr>
<td>Males 5-10</td>
<td>717</td>
<td>3.8%</td>
<td>718</td>
<td>3.7%</td>
</tr>
<tr>
<td>Males 11-16</td>
<td>767</td>
<td>4.0%</td>
<td>782</td>
<td>4.1%</td>
</tr>
<tr>
<td>Males 17-20</td>
<td>432</td>
<td>2.3%</td>
<td>472</td>
<td>2.5%</td>
</tr>
<tr>
<td>Males 21-29</td>
<td>798</td>
<td>4.2%</td>
<td>868</td>
<td>4.5%</td>
</tr>
<tr>
<td>Males 30-39</td>
<td>1,099</td>
<td>5.8%</td>
<td>1,127</td>
<td>5.9%</td>
</tr>
<tr>
<td>Males 40-49</td>
<td>1,399</td>
<td>7.3%</td>
<td>1,418</td>
<td>7.4%</td>
</tr>
<tr>
<td>Males 50-59</td>
<td>1,139</td>
<td>6.0%</td>
<td>1,152</td>
<td>6.0%</td>
</tr>
<tr>
<td>Males 60-64</td>
<td>644</td>
<td>3.4%</td>
<td>629</td>
<td>3.3%</td>
</tr>
<tr>
<td>Males 65-69</td>
<td>542</td>
<td>2.8%</td>
<td>520</td>
<td>2.7%</td>
</tr>
<tr>
<td>Males 70+</td>
<td>1,082</td>
<td>5.7%</td>
<td>1,025</td>
<td>5.3%</td>
</tr>
<tr>
<td>Females 0-4</td>
<td>609</td>
<td>3.2%</td>
<td>611</td>
<td>3.2%</td>
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<tr>
<td>Females 5-10</td>
<td>685</td>
<td>3.6%</td>
<td>690</td>
<td>3.6%</td>
</tr>
<tr>
<td>Females 11-16</td>
<td>707</td>
<td>3.7%</td>
<td>719</td>
<td>3.7%</td>
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<tr>
<td>Females 17-20</td>
<td>430</td>
<td>2.3%</td>
<td>469</td>
<td>2.4%</td>
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<tr>
<td>Females 21-29</td>
<td>935</td>
<td>4.9%</td>
<td>1,000</td>
<td>5.2%</td>
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<tr>
<td>Females 30-39</td>
<td>1,281</td>
<td>6.7%</td>
<td>1,293</td>
<td>6.7%</td>
</tr>
<tr>
<td>Females 40-49</td>
<td>1,444</td>
<td>7.6%</td>
<td>1,483</td>
<td>7.7%</td>
</tr>
<tr>
<td>Females 50-59</td>
<td>1,139</td>
<td>6.0%</td>
<td>1,138</td>
<td>5.9%</td>
</tr>
<tr>
<td>Females 60-64</td>
<td>733</td>
<td>3.8%</td>
<td>711</td>
<td>3.7%</td>
</tr>
<tr>
<td>Females 65-69</td>
<td>568</td>
<td>3.0%</td>
<td>547</td>
<td>2.8%</td>
</tr>
<tr>
<td>Females 70+</td>
<td>1,309</td>
<td>6.9%</td>
<td>1,242</td>
<td>6.5%</td>
</tr>
<tr>
<td></td>
<td>Unweighted respondents</td>
<td>Sel &amp; NR weights (Pre-calibration)</td>
<td>Post-calibration</td>
<td>Population estimates</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------------</td>
<td>-----------------------------------</td>
<td>------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td></td>
<td>n</td>
<td>%</td>
<td>n</td>
<td>%</td>
</tr>
<tr>
<td><strong>Drivers license</strong></td>
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</tr>
<tr>
<td>Full</td>
<td>11,062</td>
<td>58.0%</td>
<td>10,988</td>
<td>57.1%</td>
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<td>None</td>
<td>4,132</td>
<td>21.7%</td>
<td>4,333</td>
<td>22.5%</td>
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<tr>
<td>Not applicable</td>
<td>3,878</td>
<td>20.3%</td>
<td>3,907</td>
<td>20.3%</td>
</tr>
<tr>
<td><strong>Single adult 16-64, no children</strong></td>
<td>1,161</td>
<td>6.1%</td>
<td>1,202</td>
<td>6.3%</td>
</tr>
<tr>
<td>Single adult 65+, no children</td>
<td>1,126</td>
<td>5.9%</td>
<td>1,076</td>
<td>5.6%</td>
</tr>
<tr>
<td>Single parent household</td>
<td>1,050</td>
<td>5.5%</td>
<td>1,076</td>
<td>5.6%</td>
</tr>
<tr>
<td>2 adults HOH 16-64, no children</td>
<td>3,346</td>
<td>17.5%</td>
<td>3,364</td>
<td>17.5%</td>
</tr>
<tr>
<td>2 adults HOH 65+, no children</td>
<td>2,298</td>
<td>12.0%</td>
<td>2,167</td>
<td>11.3%</td>
</tr>
<tr>
<td>2 adults plus children</td>
<td>5,296</td>
<td>27.8%</td>
<td>5,221</td>
<td>27.2%</td>
</tr>
<tr>
<td>3+ adults</td>
<td>4,795</td>
<td>25.1%</td>
<td>5,127</td>
<td>26.7%</td>
</tr>
<tr>
<td><strong>Number of vehicles in hhd</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>3,377</td>
<td>17.7%</td>
<td>3,629</td>
<td>18.9%</td>
</tr>
<tr>
<td>1</td>
<td>7,353</td>
<td>38.6%</td>
<td>7,414</td>
<td>38.6%</td>
</tr>
<tr>
<td>2</td>
<td>6,318</td>
<td>33.1%</td>
<td>6,168</td>
<td>32.1%</td>
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<tr>
<td>3+</td>
<td>2,024</td>
<td>10.6%</td>
<td>2,016</td>
<td>10.5%</td>
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<tr>
<td><strong>Urban/rural indicator (P5)</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Met areas</td>
<td>5,838</td>
<td>30.6%</td>
<td>6,378</td>
<td>33.2%</td>
</tr>
<tr>
<td>&gt; 250k</td>
<td>2,093</td>
<td>11.0%</td>
<td>2,189</td>
<td>11.4%</td>
</tr>
<tr>
<td>25-250k</td>
<td>5,272</td>
<td>27.6%</td>
<td>5,241</td>
<td>27.3%</td>
</tr>
<tr>
<td>10-25k</td>
<td>1,302</td>
<td>6.8%</td>
<td>1,249</td>
<td>6.5%</td>
</tr>
<tr>
<td>3-10k</td>
<td>1,560</td>
<td>8.2%</td>
<td>1,466</td>
<td>7.6%</td>
</tr>
<tr>
<td>&lt; 3k</td>
<td>3,007</td>
<td>15.8%</td>
<td>2703</td>
<td>14.1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>19,072</td>
<td>100.0%</td>
<td>19,228</td>
<td>100.0%</td>
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