

National Travel Survey 2008 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

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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 Rob Betts, Tracey Budd, Olivia Christophersen, Steven Elder, John Hurn, Steve Kelly, Kevin Pickering, Gary Smith, Sarah Tipping 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 2008 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 Children, Schools and Families, 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 2008 NTS are published by DfT in the statistical bulletin, 'National Travel Survey: 2008', 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.

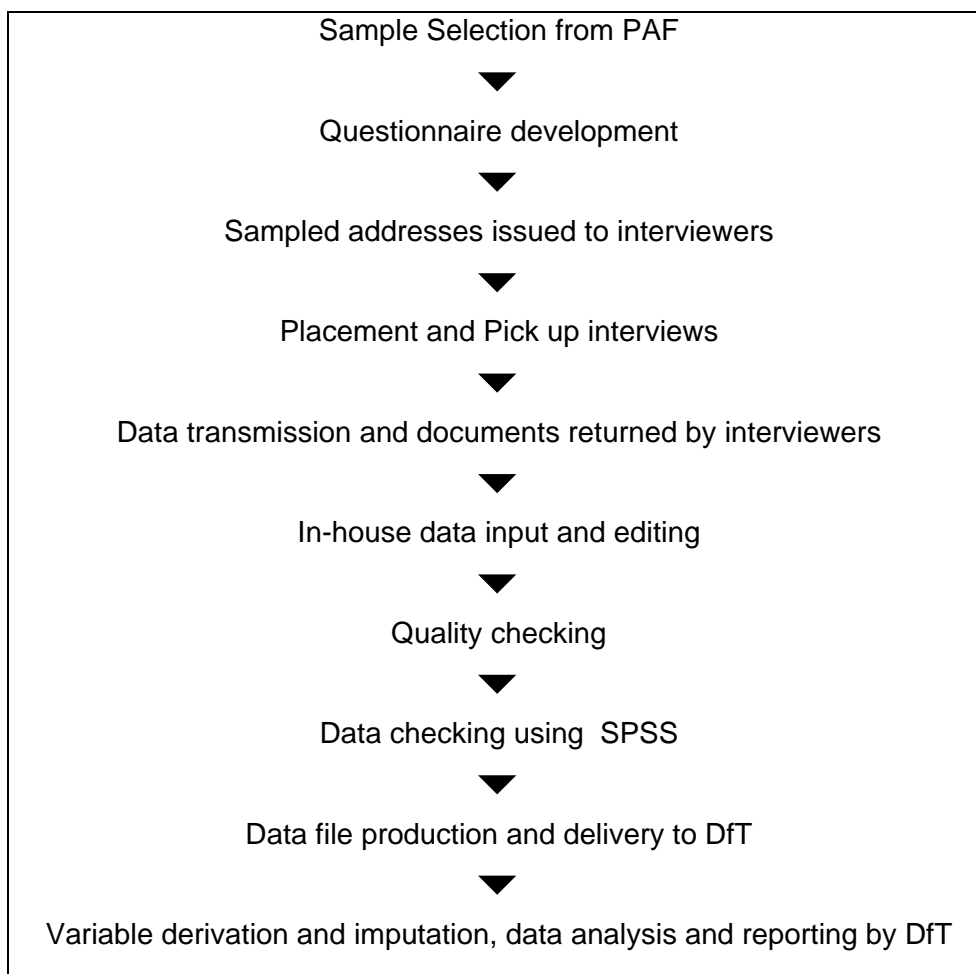
Figure 1-1 Examples of the uses of NTS data

- NTS data has been used to:
- Build up a picture of changes in personal travel over time
 - Examine travel among different groups, such as children, elderly people and disabled people.
 - Understand the circumstances in which people will tend to use cars or public transport
 - Understand how people travel to the shops or to school
 - Demonstrate the relationship between increased driving licence holding and falling bus use among pensioners
 - Assess the take-up of OAP concessionary passes
 - Understand how increased car ownership has led to increased driving among women
 - Study the use of buses by school children and how this has changed
 - Identify travel difficulties experienced by different groups
 - Monitor accident rates amongst different types of road users
 - Establish annual mileage for cars in order to advise on road and fuel tax
 - Examine car ownership levels and the accessibility of bus services in rural areas

1.3 Review of fieldwork sequence

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

Figure 1-2 The sequence of NTS tasks



1.3.1 Sample selection

The 2008 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.

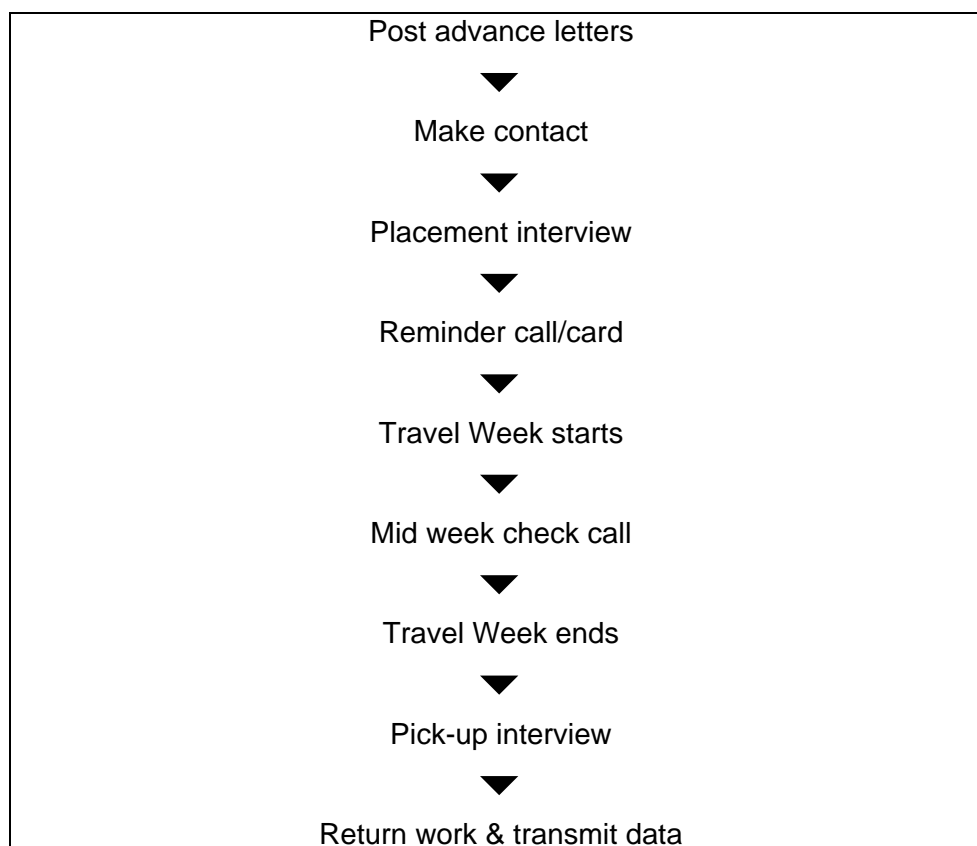
1.3.3 Data input and editing

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-checked¹.

Figure 1-3 NTS fieldwork procedures



1.3.4 Data file protection

The data were organised into nine record types and delivered to DfT. The 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.

1.4 Response

Only households classed as ‘fully co-operating’² are included in the response calculations. A national response rate of 59% was achieved in 2008. This is equivalent to an achieved sample rate (ASR) of 54% in 2008. The ASR includes those households classified as ineligible in the denominator.

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

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 annual issued sample size in 2008 was the same as 2002 at 15,048 addresses. This is over two and a half times the sample size for 2000 and 2001, and three times that for 1998 and 1999. The sample size was increased in 2002 to provide the degree of precision required by DfT with just one year's data. Previously, it had been necessary to combine three years' data for most analyses.

The NTS is based on a stratified two-stage random probability sample of private households in Great Britain. The sampling frame is the 'small user' Postcode Address File (PAF), a list of all addresses (delivery points) in the country. 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 2008.

2.2 Quasi-panel design

Following a review of the NTS methodology³, it was decided that the NTS should introduce a quasi-panel design from 2002 onwards. According to this design, half the PSUs in a given year's sample are retained for the next year's sample and the other half are replaced. This has the effect of reducing the variance of estimates of year-on-year change. Hence 342 of the PSUs selected for the 2007 sample were retained for the 2008 sample, supplemented with 342 new PSUs. The PSUs carried over from the 2007 sample for inclusion in 2008 were excluded from the 2008 sample frame, so they could not appear twice in the sample. The dropped PSUs from 2007 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 four consecutive years. Each year, NatGen 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 2008 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

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

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 available⁴. 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 count⁵. Differential sampling fractions were used in Inner London, Outer London and the rest of Great Britain in order to oversample London (see Section 2.4 for further details). These sectors were then added to the 342 sectors carried over from the previous year's survey to make the final sample of 684 sectors for each year.

⁴ 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

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

Figure 2-1 NTS regional stratification variable (continued)

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

2.4 Oversampling of London

Each year, London PSUs were oversampled 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 2008 NTS was one in 1,714; in Inner London this was one in 1,287 and in Outer London one in 1,509.

2.6 Allocation of PSUs

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

2.7 Selection of households at multi-household addresses

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

In England and Wales multi-household addresses are not reliably identified on the PAF. On the whole these addresses will not be identified until the interviewer has visited the address. As a result these households will have had a lower chance of selection than others. While there are relatively few such addresses (one 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. Special procedures are in place to minimise this bias; interviewers are instructed to include all households up to a maximum of three at each address. If there are more than three at any one address, interviewers use a selection grid on the Address Record Form to select three of them randomly. This limitation on the number of extra households leaves some residual bias that is removed using corrective weighting. This has been done since 2006 when a weighting strategy was introduced to the NTS. This has been applied retrospectively to data back to 1995. All NTS results from 1995 onwards which are published or released are now based on weighted data.

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

2.8 Ineligible (deadwood) addresses

The following types of address were classified as ineligible in 2008. (See also Section 3.12 Outcome Coding):

Houses not yet built or under construction.

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

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

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

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

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

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

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

2.9 PSU level variables

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

The 2008 NTS included seventeen P-level variables (see Figure 2-2).

Figure 2-2 Description of P-level variables

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

3 FIELDWORK PROCEDURES AND RESPONSE RATE

3.1 Introduction

The NTS is a continuous survey with fieldwork taking place throughout the year. In 2008 as in previous years, respondents were interviewed face to face using Computer-Assisted Personal Interviewing (CAPI), and they recorded their travel details in a 7 day self-completion travel record.

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

The 2008 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 the placement interview was completed and all household members had filled out a travel record. 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 in some cases interviewers also enclosed an **NTS fridge magnet**. 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 4 calls. These had to be at different times of day and on different days of the week. If there was still no contact, only then could an interviewer return a case as a 'non-contact'. However, in practice, interviewers made far more calls than this. The average number of calls made for each type of outcome for the 2006-2008 surveys is shown in Table 3-1.

Table 3-1 Mean number of calls, by outcome

	2006	2007	2008
Fully co-operating	5.3	5.3	5.0
Partially co-operating	5.6	5.8	5.4
Non-contact	8.5	8.8	8.3
Refusal	4.5	4.5	4.5
Other unproductive	4.0	4.2	4.1
Unknown eligibility	8.2	8.2	7.1
Ineligible	2.8	2.9	2.8
Overall average	5.0	5.1	4.8

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 Personal Travel Factsheets** to demonstrate to possible respondents the type of data collected by the NTS. 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.

Figure 3-1 NTS 2008 quota month dates

2008 MONTH	From	To
January	12-Jan-08	11-Feb-08
February	12-Feb-08	11-Mar-08
March	13-Mar-08	12-Apr-08
April	12-Apr-08	11-May-08
May	12-May-08	11-Jun-08
June	12-Jun-08	11-Jul-08
July	13-Jul-08	12-Aug-08
August	13-Aug-08	12-Sep-08
September	12-Sep-08	11-Oct-08
October	12-Oct-08	11-Nov-08
November	12-Nov-08	11-Dec-08
December	12-Dec-08	11-Jan-09

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 2008 is shown in Table 3.2, alongside comparable figures for 2006 and 2007. Interviewers were instructed to interview those under 11 by proxy, which is why most interviews with children were proxy interviews. In 2008 73 per cent of interviews with children aged under 11 were by proxy.

Table 3-2 Method of individual interview at placement

	Aged <16	Aged 16+	Total
2008	%	%	%
Face-to-face	30	76	67
Proxy	69	23	33
Not interviewed	1	-	-
<i>Base (individuals)</i>	4,299	17,025	21,324
2007			
Face-to-face	34	77	68
Proxy	65	23	31
Not interviewed	-	-	-
<i>Base (individuals)</i>	4,430	17,635	22,065
2006			
Face-to-face	33	77	68
Proxy	66	23	32
Not interviewed	-	-	-
<i>Base (individuals)</i>	4,503	17,667	22,170

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 2006-2008 (see Section 3.12 for a definition of full and partial response). In 84 per cent of households, the placement interview was started and travel records placed before the Travel Week started. A further 9 per cent in 2008 were started on the first day of the Travel Week and four per cent were started on the second day. Very few placement interviews were started after this time.

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

	Full Response	Partial Response	Total
2008			
Placement interview was...	%	%	%
... 8 or more days before start of Travel Week	27	24	27
... 1-7 days before start of Travel Week	58	56	58
... on day 1 of Travel Week	9	11	9
... on day 2 of Travel Week	4	4	4
... on day 3 of Travel Week	2	3	2
... after day 3 of the Travel Week	-	1	1
<i>Base (households)</i>	8,094	873	8,967
2007			
Placement interview was...			
... 8 or more days before start of Travel Week	28	26	27
... 1-7 days before start of Travel Week	57	56	57
... on day 1 of Travel Week	10	11	10
... on day 2 of Travel Week	4	5	4
... on day 3 of Travel Week	2	1	2
... after day 3 of the Travel Week	1	1	1
<i>Base (households)</i>	8,431	884	9,315
2006			
Placement interview was...			
... 8 or more days before start of Travel Week	27	25	27
... 1-7 days before start of Travel Week	57	58	57
... on day 1 of Travel Week	10	10	10
... on day 2 of Travel Week	4	4	4
... on day 3 of Travel Week	1	2	2
... after day 3 of the Travel Week	1	1	1
<i>Base (households)</i>	8,297	1012	9,309

3.7.1 The 2008 NTS questionnaires

The topics covered by each section of the placement interview are shown in Figure 3.2. A list of variables available on the DfT NTS database in 2008 is available on the DfT website together with the electronic version of the 2008 NTS Technical Report.

For 2008, a small number of changes were made to the questionnaire including the reintroduction of questions about ordering goods online (last asked in 2004) and new questions on car sharing on journeys to school, blue badges, workplace address, types of road travelled on during journeys to work and whether vehicles have SatNav technology. All changes to the questionnaire are shown in Appendix A.

Figure 3-2 Placement interview topics, 2008

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

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). The rotated questions as agreed for the 2008 survey are listed in Figure 3.3.

Figure 3-3 Rotated questions 2008

Module A (2008)	Module B (2009)
Time on foot or by public transport (whichever is the quickest) to nearest: <ul style="list-style-type: none"> - Shop selling groceries - GP surgery - chemist - post office 	Time on foot or by public transport (whichever is the quickest) to nearest: <ul style="list-style-type: none"> - hospital - shopping centre - primary school - secondary school - school or college providing post GCSE courses for 16 to 19 year-olds
Rating of reliability of local buses Rating of frequency of local buses Rating of reliability of local trains Rating of frequency of local trains	Frequency of use of express bus/coach Frequency of use of surface rail trains Frequency of use of taxi/minicab
Has vehicle been driven outside GB in last 12 months Estimated mileage on last trip outside GB Purpose of trip outside GB	

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 3-4.

Figure 3-4 Harmonised questions used in the 2008 NTS

Harmonised question	NTS question name	Year introduced
Sex	Sex	1998
Age	Agelf	1998
Date of birth	Birth	2000
Marital status	MarStat	1999
Living arrangements	LiveWith	1999
Ownership of accommodation	Hhldr	2002
Joint Ownership	HiHNum	2002
Ethnic Group	EthGroup	2001
Length of residence	HLong	1998
Relationship to head of household	RelHoH	1998
Accommodation type	Accom	2000
House type	HseTyp	2000
Flat type	FltTyp	2000
Other accommodation	AccOth	2000
Housing tenure	TenI	1998
Car ownership ¹	UseVcl ¹	1998
Vehicle type ¹	TypeVcl ¹	1998
Company car	PrivVcl	1998
In employment	Wrking	1998
Training scheme	SchemeET	1998
Away from work	JbAway	1998
Own business	OwnBus	1998
Relative business	RelBus	1998
Looking for work	Looked	1998
Starting work	StartJ	1998
Inactive	YinAct	1998
Industry	IndD	1998
Job title	OccT	1998
Job description	OccD	1998
Job status	Stat	1998
Paid employment	EverWk	1998
Date of leaving last job	DtJbl	1998
Supervising employees	SVise	2001
Supervision responsibilities	SViseDesc	2001
Organisation size	EmpNo	1998
Self-employed	Solo	1998
Number of employees	SENo	1998
Full or part time work	FtPtWk	1998
Long-term unemployed	HowLong	2004
Educational qualifications	EdAttn1	2005
Professional/vocational qualifications	EdAttn2	2005
Highest qualification	EdAttn3	2005

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 I).

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 charged 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 H), into which respondents could briefly note down their journeys, were placed with respondents if the interviewer felt they would be helpful. Everyone received an **NTS pen** to aid travel record and other NTS document completion.

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. (See Section 6 for more details.)

⁶ For further detail see McGee A, Gray M & Collins D (2006), NTS Travel Record Review Stage 1; and (McGee A, Gray M, Andrews F, Legard R, Wood N and Collins D (2006) NTS Travel Record Review Stage 2

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

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

The long distance 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 data⁸.

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.

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 I 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 50.1 minutes in 2008, slightly longer than in previous years. The time it takes to do a placement interview varied according to household size (see Table 3-4).

Table 3-4 Mean length of placement call (mins) by household size in 2008

Number of people	Mean length	<i>Base</i>	Mean length	<i>Base</i>	Mean length	<i>Base</i>
	2006		2007		2008	
1	35.5	2,539	35.6	2,622	36.7	2,467
2	48.2	3,383	49.1	3,422	50.8	3,314
3	53.7	1,486	54.6	1,378	55.0	1,316
4	58.6	1,255	59.5	1,259	61.4	1,317
5	64.6	443	64.5	445	67.2	379
6	67.8	133	69.2	141	68.8	125
7	71.3	44	82.5	34	77.1	32
8	75.6	16	66.8	8	82.0	11
9	83.4	6	77.7	4	83.0	4
10	114.0	4	81.5	2	97.0	2
All	48.1	9,309	48.6	9,315	50.1	8,967

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 2008. The proportion of respondents who received a reminder called increased in 2008 compared with previous years.

Table 3-5 Proportion of productive households where a reminder was conducted

	Fully co-operating	Partially co-operating	Total
	%	%	%
2008			
Reminder phone call	47	33	46
Reminder card sent	11	10	11
No reminder card or phone call	41	57	43
<i>Base (households)</i>	<i>8,094</i>	<i>873</i>	<i>8,967</i>
2007			
Reminder phone call	42	26	41
Reminder card sent	13	13	13
No reminder card or phone call	45	61	47
<i>Base (households)</i>	<i>8,431</i>	<i>884</i>	<i>9,315</i>
2006			
Reminder phone call	44	33	42
Reminder card sent	12	9	12
No reminder card or phone call	45	58	46
<i>Base (households)</i>	<i>8,297</i>	<i>1,012</i>	<i>9309</i>

Reminder phone calls were generally short, lasting 3.0 minutes on average in 2008 (and 3.1 minutes in both 2007 and 2006). 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 2008 to 71 per cent compared with 64 per cent in 2007 and 61 per cent in 2006.

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

	Fully co-operating	Partially co-operating	Total
	%	%	%
2008			
Mid week check conducted by phone	46	33	45
Mid week check conducted in person	27	17	26
No mid week check	27	51	29
<i>Base (households)</i>	8,094	873	8,967
2007			
Mid week check conducted by phone	40	25	38
Mid week check conducted in person	27	14	26
No mid week check	33	61	36
<i>Base (households)</i>	8,431	884	9,315
2006			
Mid week check conducted by phone	39	27	38
Mid week check conducted in person	24	15	23
No mid week check	36	58	39
<i>Base (households)</i>	8,297	1,012	9,309

As shown above, in 2008, 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 4.4 minutes on average in 2008 (it was 4.8 minutes in 2007 and 4.6 minutes in 2006).

3.10 The pick-up call

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

Figure 3-5 Pick-up interview topics

HOUSEHOLD	INDIVIDUAL	VEHICLE
New vehicles acquired since placement	New driving licences acquired since placement	Fuel gauge details
Disposal of vehicles recorded at placement	New season tickets acquired since placement	Mileage details
	Time in street (if aged<16)	

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 J1) 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 16.2 minutes for full productive households, in 2008. 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.

Table 3-7 Mean length of pick up interview in minutes, from 2002 to 2008

Year	Fully co-operating	Fully and Partially co-operating
2008	16.2	16.0
2007	16.6	16.4
2006	16.3	16.1
2005	18.6	18.5
2004	19.0	18.7
2003	18.6	16.3
2002	18.4	18.0

3.11 Gazetteer

A new placename gazetteer was introduced in 2007¹⁰. The new gazetteer holds a much more complete list of locations in Great Britain which is based on 1km grid references.

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.

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.

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 Eudclidean (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.

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)

Figure 3-6 NTS outcome codes

Outcome	Code
FULLY CO-OPERATING	
Fully productive: All desired respondent(s) in person	11
Fully productive: Partly by desired respondent(s), partly by proxy	12
Fully productive: By proxy	13
PARTIALLY CO-OPERATING	
Partial productive: Desired respondent(s)	21
Partial productive: Partly by desired respondent(s), partly by proxy	22
Partial productive: By proxy	23
NON-CONTACT	
No contact with anyone at address	31
Contact made at address, but not with member of selected household / responsible adult	32
Contact made at selected household but not with any responsible member	33
REFUSAL	
Office refusal	41
Contact made but information refused about number of HHs or DUs	42
Refusal at introduction/before interview / proxy refusal	43
Refusal during interview	44
Broken appointment – no recontact	45
OTHER UNPRODUCTIVE	
Illness at home during survey period	51
Absence from home/in hospital all survey period	52
Physical or mental incapacity	53
Language difficulties	54
OFFICE APPROVAL ONLY - Lost productive	55
Interview completed but respondent requested deletion	56
OFFICE APPROVAL ONLY - Other unproductive	59
UNKOWN ELIGIBLTY	
OFFICE APPROVAL ONLY - Not attempted	61
OFFICE APPROVAL ONLY – Inaccessible	62
OFFICE APPROVAL ONLY - Unable to locate address	63
Unknown whether address contains residential housing – no contact made	64
Residential address – unknown whether occupied by eligible household – no contact	65
Other unknown eligibility	69
INELIGIBLE/DEADWOOD	
Not yet built/under construction	71
Demolished/derelict	72
Vacant/empty	73
Non-residential address e.g. business, school, office factory etc.	74
Address occupied, no resident household e.g. holiday or weekend home	75
Communal Establishment/Institution (no private dwellings)	76
Residential, but no eligible respondent (e.g. no-one aged 16 and over)	77
OFFICE USE ONLY - Address out of sample	78
Other ineligible	79
Unknown whether address contains residential housing – info refused	81
Residential address, unknown whether occupied by eligible hholds/persons – info refused	83

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 quota¹¹. This experiment found that offering an incentive did significantly increase the likelihood of gaining full household co-operation. At the end of 2002, it was decided that the incentive payment would be offered as a part of the NTS survey for 2003 onwards.

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

3.14 Response rates

The tables below show the national response rates for 2008, as well as the Inner and Outer London and National (excluding London) response rates for the same periods. The overall response rate in 2008 was 59% but this was lower in Inner London (46%) and Outer London (49%), and higher in the rest of the country (61%).

Table 3-8 NTS National response rates in 2008

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	15048		
Additional households	86		
Total dealt with	15134	100	
Ineligible/deadwood	1440	10	
Unknown eligibility	388	3	
Eligible households ¹²	13656		100
Fully co-operating	8094	53	59
Partially co-operating	873	6	6
Refusal to co-operate and other unproductive	3887	26	31
Non-contact	452	3	4

¹¹ See section 3.12 in the 2002 NTS Technical report, and Stratford et al. (2003), Incentives experiment report both on DfT's website

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.

Table 3-9 NTS Inner London response rates in 2008

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	968		
Additional households	40		
Total dealt with	1008	100	
Ineligible/deadwood	170	17	
Unknown eligibility	42	4	
Eligible households	831		100
Fully co-operating	383	38	46
Partially co-operating	49	5	6
Refusal to co-operate and other unproductive	299	30	39
Non-contact			

Table 3-10 NTS Outer London response rates in 2008

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	1232		
Additional households	18		
Total dealt with	1250	100	
Ineligible/deadwood	161	13	
Unknown eligibility	37	3	
Eligible households	1084		100
Fully co-operating	526	42	49
Partially co-operating	85	7	8
Refusal to co-operate and other unproductive	382	31	38
Non-contact	59	5	6

Table 3-11 NTS National excluding London response rates in 2008

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	12848		
Additional households	28		
Total dealt with	12876	100	
Ineligible/deadwood	1109	9	
Unknown eligibility	309	2	
Eligible households	11740		100
Fully co-operating	7185	56	61
Partially co-operating	739	6	6
Refusal to co-operate and other unproductive	3206	25	29
Non-contact	328	3	3

As mentioned in Section 2.4, the NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes that reflect the regional distribution without the need for corrective weighting. The degree of oversampling in 2008 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.

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 NTS Diary system is a supplementary system to the National Travel Survey. It is used for the entry and validation of data entered by respondents into their Travel Diaries. The data entered are stored in a SQL server database 'NTS_Diary'. The software was developed using Visual Basic version 5. Basic details of diaries 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 Diary Entry program. This also has a number of subsidiary screens for displaying relevant information to assist data entry, and to enter further data specific to day 7 only. A screen to create journey details as a repeat or a duplicate of another journey is also provided.

An export facility, 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 NTS Diary system. An edit checking program was run on the files to do a comprehensive set of consistency checks, with a report being produced. The NTS diary system was used to rectify any validation errors reported and the data re-exported. When the data 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

In 2008, the occupation and industry of respondents aged 16 and over was coded using the Standard Occupational Classification (SOC2000) and Standard Industrial Classifications (SIC 1992). The National Statistics Socio-economic Classification (NS-SEC) was derived from SOC2000 and employment status, and was used as a social class measure. Details of the classifications are set out in Figures 4.1- 4.3.

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

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

Figure 4-2 Standard Industrial Classification 1992 (SIC92)

Description	Code
Agriculture, hunting & forestry	A
Fishing	B
Mining & quarrying	C
Manufacturing	D
Electricity, gas & water supply	E
Construction	F
Wholesale & retail trade; repair of motor vehicles, motorcycles & personal & household goods	G
Hotels & restaurants	H
Transport, storage & communication	I
Financial intermediation	J
Real estate, renting & business activities	K
Public administration & defence; compulsory social security	L
Education	M
Health & social work	N
Other community, social & personal service activities	O
Private households with employed persons	P
Extra-territorial organisations & bodies	Q

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

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

4.4.4 Registration number checking

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

On the whole, respondents were willing to give their registration number – they were collected for 84 percent of vehicles in 2008. However, checking by DfT showed that around 7 percent of these were invalid numbers. Either they did not match any number on the DVLA database, or if there was a match, the vehicle make and model details on the database for that registration number were different from the details that the respondent had provided.

The reason for this was investigated by re-contacting the respondents and confirming the registration number with them. Errors by interviewers accounted for 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 2008, in 29 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 52 per cent of cases in 2008.

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 Eudclidean (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, 2008

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

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:

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- 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 2008, the number of households included in the interview sample was 8,924 and the number of individuals and vehicles covered were 21,165 and 10,614 respectively.

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

- Generate the weights (w_1) for the selection of the 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 households

For the NTS, at addresses at which more than one household is identified, there is a defined procedure for selecting the households to be included (see Section 2.7). A different procedure is carried out England and Wales than for Scotland. In England

and Wales, if up to three households are identified at an address, then all households are included in the NTS. However, if more than three households are identified, then only three households are selected at random.

This selection procedure needs to be corrected by applying an appropriate selection weight for the households, otherwise households at multi-occupied address would be under-represented in the final sample. These weights (w_1) were calculated as:

$$w_1 = \frac{\text{number of households identified}}{\text{number of households selected}}$$

In Scotland, the Multiple Occupancy Indicator (MOI) listed in the PAF is used when sampling the addresses, so that (in most cases) no additional weighting is required. Where the MOI is greater than 1, interviewers sample one of the households at random in the field. A correction factor would therefore only apply when the number of households found at an address in Scotland is different to the MOI. However, because of issues relating to the definitions of households and dwelling units, we do not make this correction at present (it will be made for future years). Therefore in Scotland the households selection weights are all set to be equal to 1.

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 M – 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 households members. The proportion of households that did not have a complete individual interview for all households members was small. Therefore it was decided to base the weights solely on the size of household, the main predictor of complete household participation. To generate the weights, a logistic regression model was fitted which included the size of the household¹³ as the only covariate (see Appendix N). 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.

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.

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 2008, 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 2008 mid-year population estimates of household residents (see Appendix O). This was done using the SAS macro CALMAR.

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 2008, 8,094 households were defined as fully co-operating, with completed individual interviews and travel diaries for 18,983 household members and 9,534 vehicle questionnaires.

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

- Generate the weights (w_1) for the selection of the household at the sampled address (if sampling was required) (Section 5.2.1).
- Produce weights for household-level non-participation (w_2) (Section 5.2.2).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview (w_3) (Section 5.2.3).
- Select the interview sample households.
- Generate weights for the removal of households which did not fully respond (w_4). (Section 5.3.1)
- Select the fully responding sample.
- Compute the composite weights for selection and being fully productive,
$$w_5 = w_1 \times w_2 \times w_3 \times w_4.$$
- 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 8,924 interview sample households in NTS 2008, 830 (9.3%) would be excluded from the analyses of the fully responding households (i.e. 8,094 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).

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 CALMAR (Deville & Sarndal, 1992) (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 Q.)

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 2.30 per person on the first day to 2.07 on the seventh – a fall of about 10%. In order to reduce any biases from the under-reporting of journeys during the course of the travel diary week, appropriate weights were produced.

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

	Average number of journeys:	
	Weighted	Unweighted
Day of travel diary:		
1 st day	2.30	2.31
2 nd day	2.24	2.24
3 rd day	2.17	2.17
4 th day	2.15	2.15
5 th day	2.13	2.13
6 th day	2.10	2.10
7 th day	2.07	2.07
<i>Base: Individuals</i>	19,253	18,983

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 week always equalled the number reported for that day *when it was the first day of the travel diary*. This was done separately for each journey purpose¹⁴, 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 0.45 to 0.37 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.

¹⁴ Because the number of journeys reported for business and holidays remained constant through the diary week for all years of the NTS (1995 to 2006), the weights were set to 1 for the whole week for these journey purposes.

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

Day of travel diary:	Average number of journeys:							
	Comm	Busin	Educ	Esc Educ	Shop	Other	Social	Holiday
1 st day	0.40	0.08	0.13	0.08	0.45	0.48	0.53	0.15
2 nd day	0.41	0.08	0.13	0.08	0.42	0.44	0.53	0.16
3 rd day	0.39	0.08	0.12	0.08	0.39	0.44	0.51	0.16
4 th day	0.38	0.08	0.12	0.08	0.38	0.43	0.52	0.16
5 th day	0.39	0.08	0.11	0.07	0.37	0.43	0.51	0.16
6 th day	0.39	0.08	0.11	0.07	0.36	0.41	0.51	0.17
7 th day	0.37	0.07	0.12	0.08	0.37	0.41	0.48	0.17
<i>Bases (individuals):</i>								
<i>Weighted</i>	19,253							
<i>Unweighted</i>	18,983							

The travel diary weights were therefore generated separately for each journey purpose as follows:

- The number of journeys made for each day of the *week where that day was the first day of the travel diary* was calculated (weighted by the fully responding weights).
- The number of journeys made for each day of the week on each subsequent day of the travel diary was also estimated (weighted by the fully responding weights).
- The weights for the number of journeys reported on a particular day of the week on the j^{th} day of the travel diary were generated by dividing the number of journeys when that day was the first day of the travel diary by the number of the j^{th} day.

i.e. $w_{ij} = \frac{x_{i1}}{x_{ij}}$ where i = day of the week and j = day of travel diary.

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 (2,750). These adjustments and the resulting weights are shown in the last two columns of Table 5.3.

Table 5.3 Weighing for short walks

Day of the week	Information collected	Percentage	Adjustment	Weight
Sunday	2,709	14.1	1.015	7.106
Monday	2,815	14.6	0.977	6.839
Tuesday	2,734	14.2	1.006	7.043
Wednesday	2,867	14.9	0.959	6.715
Thursday	2,727	14.2	1.009	7.061
Friday	2,801	14.5	0.982	6.874
Saturday	2,600	13.5	1.058	7.404
<i>Bases (individuals):</i>				
Total (weighted)	19,253			
Total (unweighted)	18,983			

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 (5,154) was lower than then number reported in the travel diary (6,818). 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).

Table 5.4 Number of long distance journeys made during the travel week

Day of travel diary/LDJ:	Long distance journeys reported		Weight
	Travel Diary	LDJs	
1 st day	866	664	1.47
2 nd day	924	715	1.36
3 rd day	1,005	862	1.13
4 th day	1,018	743	1.31
5 th day	1,002	816	1.19
6 th day	1,004	667	1.46
7 th day	998	687	1.42
Average	974		
Total (weighted)	6,818	5,154	

6 TRIP DATA IN 2007 AND 2008

6.1 Introduction

Routine checking of the 2007 NTS data revealed a significant fall in trip rates in 2007 compared with earlier years. This appears to be mainly due to a fall in short trips in 2007. There was also an increase in the proportion of diaries where respondents recorded no trips during the travel week¹⁵ from 3.3% in 2006 to 4.2% in 2007, which contributed to the overall fall in trip rates. Data for 2008 also showed a fall in short trips compared to previous years, although the proportion of blank diaries in 2008 was similar to earlier years.

A programme of work was set up in the Summer of 2008 to investigate the fall in trip rates.

There are a number of possible reasons for the decline in trips rates in 2007-08:

- A change in the way the data is collected
- A change/error in the way the data is processed
- A change/error in the way the data is extracted for delivery
- A difference in sample characteristics
- A change in people's travel behaviour

Each of these possible explanations was explored. This analysis suggested that the most likely cause was the redesign of the travel diary in 2007, possibly in combination with an associated change in interviewer behaviour and some real change in travel behaviour. An experiment was run in September to December 2008 to test whether specific aspects of the travel diary introduced in 2007 were responsible for the fall in trip rates.

Details of the analysis carried out and the diary experiment, which took place in September to December 2008, are given below.

6.2 Pattern of trip rates in 2007 and 2008 compared with earlier years.

Analysis of the full 2007 dataset revealed a fall in trip rates in comparison to earlier years. However, the early months of the year (January to April) did not reveal a marked under-recording of trip rates (see Appendix R). Therefore, the early monitoring data for this period of fieldwork did not provide any basis for concern that trips were being systematically under-recorded.

More detailed analysis of the final dataset (following imputation and weighting, including grossing up for short walks) shows that trips under 1 mile were lower across the year in 2007 compared with 2002-2006, whereas trips of 1 mile and over were in

¹⁵ Respondents may legitimately record no trips during their travel week if, for example, they are abroad or housebound during that week or if they only make trips which are out of scope, such as short walks on days 1 to 6.

line with previous years except in May to August. In 2008, trip rates were low compared to 2002-2006 for the year overall but under-recording compared to previous years was only apparent in certain months; this was the case for trips under 1 mile as well as for trips of 1 mile and over.

Overall, the difference in trip rates in 2007 and 2008 compared with earlier years is mainly accounted for by a fall in short trips particularly short walks under 1 mile and short car trips under 5 miles. A set of tables comparing average trip rates in 2002 to 2008 is given in Appendix R. These show trip rates for different trip lengths according to survey month, mode and purpose.

6.3 Data collection

There were no significant changes to any of the following documentation or processes in 2007:

- Interviewer instructions
- Interviewer briefings
- Method of individual placement interview (face to face vs proxy)
- Timing of placement interview, relative to travel week start date
- Length of placement interview
- Reminder and mid-week check calls
- Length of pick up interview
- Interviewers' pay structure
- Interviewer experience

Revised travel diary

The travel diary was revised for 2007 after considerable development work. The changes to the diary included revised instructions, changes to the layout, the reordering of the columns and the reduction in the number of trips that could be recorded on one page (from 7 to 6 trips for days 1 to 6; from 4 to 3 trips for extra journeys). The aim of the changes was to make it easier for respondents to complete and to improve data quality, and consequently a reduction in the number of trips reported was not expected.

The fall in trip rates in 2007 was almost entirely due to a fall in short trips. Although the revised diary was designed to encourage recording of all trips, including walking, the change to the wording relating to recording short trips may have had an effect on respondents' propensity to record short trips. Analysis of the travel data also suggested there was a fall in the number of days with 7 trips, which could be due to the reduction in 'trips per page' from 7 to 6.

These two factors were identified as the most likely and most easily testable causes of the fall in trip rates associated with the new diary, although the overall layout may have influenced respondent behaviour. An experiment was therefore designed and run in September to December 2008 to test this hypothesis (see below).

Interviewer behaviour

There may have been a change in interviewer behaviour, associated with the new travel diary. For example, based on a relatively small sample of around 100 households in each year, there appears to have been a fall in the proportion of cases where the interviewer completed the practice page with at least one household member in 2007 compared with 2006. This may have affected the quality of the data provided by respondents.

The changes to the diary may have had an impact on the ease with which interviewers could check the diary, as they grew used to the new format. However, if this was the case, the reduction in the trip rate should decline over time as interviewers grow accustomed to the new format and this is not observed in the data. The new design received positive feedback from interviewers and it is also possible that, as many of them felt the new format was clearer, they thought the diaries required less thorough explanation and checking than previously. However, there is no concrete evidence for this, based on the length of the placement and pick up interviews, which remained the same in 2007.

6.4 Data processing

A small number of changes were made to the Diary Entry System in 2007, to accommodate the changes to the data collected in the travel diary, such as the removal of the need to distinguish between front and rear passenger and to record where cars were parked. These would not affect the number of trips or stages entered onto the system.

A new placenames gazetteer was introduced in 2007, to allow origins and destinations of trips and LDJs to be coded more accurately. This allowed some more targeted checks of respondents estimates of trip distances to be carried out. It is possible that this could have led to an increase in the proportion of trips coded as 10 to 15 miles (see Table 3.4 in the 'National Travel Survey: 2008' statistics bulletin). However, the changes associated with the new gazetteer would not have affected the number of trips.

Apart from the changes relating to the new gazetteer, there were no changes to the data checking procedures carried out by NatCen.

6.5 Data delivery

The method of delivery of the diary variables themselves was unchanged for 2007.

Checks were undertaken for any loss of data between the source Diary Entry System data and final delivery data by carrying out independent counts from the source and final data. These confirmed that the numbers of journey, stages and short walks are exactly the same in both. A corresponding check also confirmed that the number of long distance journeys (LDJs) exported from the CAPI data is the same as the number in the delivered data.

6.6 Sample characteristics

The composition of the 2007 sample was compared with earlier years for a large number of socioeconomic, demographic and geographic characteristics. These included age; gender; region; working status; car ownership; distance to nearest bus stop and railway station; distance to nearest grocer or supermarket; frequency of use by mode and number of flights abroad in the last 12 months. There was no obvious change in any of these characteristics in 2007.

It was concluded that the fall in trips rates was not due to measurable differences in the sample composition in 2007.

6.7 Behavioural change

Over the medium term, the average number of short trips per person per year has been falling. For example, short walks fell by 16% between 1995/97 and 2003, before levelling off up to 2006. Similarly, between 1995/97 and 2006 shopping trips fell by 8 per cent (with a 13 per cent fall up to 2005); person business fell by 4 per cent and visiting friends at home fell by 18 per cent. Therefore, part of fall in 2007 may be a continuation or resumption of the longer term downward trend in these types of short, incidental trips.

As the fall in trip rates was more apparent in certain months than in others, it is probable that it was not entirely due to the change in the diary design. Behavioural changes, potentially driven by external factors, are also likely to have contributed to this fall.

For example, it is notable that the apparent decline in trip rates in the summer months of 2007 coincided with serious flooding in many parts of the country, which would have disrupted some people's travel. This was followed in the autumn of 2007 by the beginning of a marked rise in fuel prices, which would have increased the cost of car travel. Statistics published by the Department of Business, Innovation and Skills show that the average price of a litre of unleaded petrol in the UK rose from 94.6 pence in early September 2007 to 119.4 pence in early July 2008, a rise of 26.2% over a period of around 10 months.

Section 8 shows comparisons of NTS data with other sources, including trends by mode where alternative sources are available.

6.8 Travel record experiment

An experiment was run on the main NTS sample in September to December 2008, involving parallel running of the diary introduced in 2007 (referred to here as the '2007 diary') with a slightly revised version (referred to as the 'revised 2008 diary'). The revised 2008 diary contained the following changes, aimed at addressing the features of the 2007 diary thought to be responsible for the under-recording of trips: The number of rows (i.e. spaces for recording a journey) per page for Days 1 to 6 was increased from 6 in the 2007 diary to 7 in the revised 2008 diary. The previous diary used up to 2006 also had 7 rows.

The wording of the instruction on recording trips on Days 1 to 6 was changed to "Please record each journey on a new row. Include very short ones and return journeys. Include walks of 1 mile or more". Again, this is similar to the wording in the diary used up to 2006.

In addition, interviewers using the revised 2008 diary were given clear instructions reminding them of the importance of following the procedures in relation to explaining and checking the travel diary. In particular, it was emphasised that when placing the travel diaries they should:

- Ask respondents to record all journeys, even short ones
- Tell respondents that they needn't record walks of under 1 mile on Days 1-6
- Remind respondents to record all walks (unless under 50 yards) on Day 7
- Use the practice page when explaining the diary wherever possible

When picking-up and checking travel records they should:

- Check that the respondent has recorded all of their journeys, even short ones
- Check that all return journeys are included
- Ask respondents whether they have recorded all walks on Day 7
- If there are blank pages, check whether the respondent went out at all that day. If they made no eligible journeys, write 'No travel' across the page
- Check the purpose of journeys is clear

Interviewers were also reminded to make reminder calls and mid-week checks.

As interviewer behaviour was thought to be partly responsible for the fall in trip rates using the new diary, the split sample was randomly assigned to the 2007 or revised 2008 diary at Primary Sampling Unit (i.e. single interviewer's monthly workload) rather than at household level.

Results of this experiment were inconclusive. Trip rates were slightly higher overall (by 2 per cent) using the revised 2008 diary compared with the 2007 diary, and they were higher for certain trip types affected in 2007, such as shopping, walking and car trips. However, this pattern was not consistent for each month and the revised diary recorded slightly fewer short trips and slightly more longer trips than the 2007 diary. Therefore the experiment did not support the original hypothesis, that the fall in trip rates was mostly due to the reduction in rows and change to the wording concerning short trips on the 2007 diary.

6.9 Conclusions

Despite the inconclusive results of the above experiment, we believe that the redesign of the travel diary is the most likely cause of the fall in trip rates in 2007. It was not possible to isolate the specific aspects of the redesign which caused this change, suggesting the overall layout and look of the diary may have caused a change in respondent behaviour.

However the pattern of trip rates compared to earlier years is not consistent throughout the year, suggesting other factors may have exerted a downward influence

on reported trip rates from mid-2007. These could include the summer flooding of 2007, and the increase in fuel prices that occurred from late 2007 through to mid 2008.

It is also possible that some of this fall represents a continuation or resumption of the longer term trend in falling trip rates for short trips that was visible from the mid-1990s until the mid-2000s. Data for 2005 and 2006 appeared to suggest that this fall had levelled off, but the 2007 and 2008 figures suggest that this may have been only a temporary abatement.

We will continue to monitor trip rate trends closely and will report any further relevant findings in subsequent technical reports.

7 DEFINITIONS COMPARED WITH EARLIER SURVEYS

This section consists of two parts. The first part summarises the main differences between previous NTS surveys and the current continuous survey (2008). The second part gives a more detailed description of the changes made to the NTS over time.

7.1 Summary of differences for each NTS

The summaries below draw upon comparative analyses of past NTS data and highlight the main effects of the changes to the survey over time, such as changes in definitions and questions. These changes are described in the more detail in Section 7.2.

1965

- a. The first National Travel Survey was run in 1965. There are many differences between this first survey and the 2008 survey. These are given in detail in Section 7.2.
- b. In 1965 information was not held on computer files, so analyses were restricted to those tabulations prepared immediately after the survey.

1972/73

- a. The 1972/73 survey had the smallest sample size of all NTSs.
- b. London residents were under-represented by 30 per cent.
- c. Trips by children under 3 were not collected.
- d. The 1972/73 database includes information from households that did not cooperate fully with the survey although these households are not included in results from this survey published in more recent reports. This may lead to differences with figures given in earlier reports.
- e. The number of trips recorded was overcounted relative to later surveys, mainly because trips were more 'broken up'. In 1972/73, no guidance was given on the treatment of subsidiary purposes when defining trips. For example, it is thought that some subsidiary purposes, such as stopping for a newspaper on the way to work were often coded as two trips in 1972/73 rather than one, as in later surveys. Also, very short walks under of 50 yards were included. The extra trips were mainly shopping trips under 1 mile, and education and entertainment trips of all lengths. For rough comparisons with more recent data, the overall the number of trips in 1972/73 should be reduced by about 15 per cent.

- f. The number of escort trips was around half that for the 2002 to 2004 surveys, mainly because accompanying travellers took their trip purpose from that of the person being accompanied and were not coded as 'escort'. Education, shopping and personal business trips were boosted as a result of this switch.
- g. The number of holiday trips was about one-third of that on more recent surveys, and day trips were also a little higher. There is no clear reason for the apparent misclassification in 1972/73.
- h. Evidence suggests that respondents' estimates of walk distance were too high.
- i. Information on trip time and travelling time were less reliable because they were only collected on the 7th day of the travel week.
- j. The type of area variable is biased in favour of larger types of area. In particular, areas with low population densities were often coded as areas with higher densities. Data on type of area are not therefore strictly comparable with other NTSs.
- k. Population density was given in terms of persons per acre and is therefore not comparable with other NTSs.
- l. Availability of numerical data is severely limited. Only stage distance, time and cost is available.
- m. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1975/76

- a. No information was collected about children under 3.
- b. London residents were under-represented by 25 per cent.
- c. Information on partially cooperating households is held on the database (see 1972/73 d. above).
- d. The number of trips recorded is reasonably consistent with more recent surveys, although there were some differences in the coding of trip purpose (see e. and f. below).
- e. Escort trips were under-recorded (see 1972/73 f. above).
- f. A short walk stage, i.e. over 50 yards and under 1 mile, was only included if it was the final or only stage. Attempts to impute short walk stages at the start of a trip from information on trip times were not entirely successful. Walk stages in the middle of trips were not counted at all.

- g. Short day trips, mostly walks, were slightly under recorded compared with other NTSS, possibly because interviewers misunderstood the advice to record them only if it was a final or only stage on the 7th day. (Note: A similar difference occurred in 2002, 2003, 2007 and 2008 see below.)
- h. Unlike all other NTSSs, works/school buses were regarded as being part of the public transport system. In all other NTSSs they were treated as private transport. (Note: A new variable has been developed which allows 1975/76 data to be compared with those of other NTSSs).
- i. Total trip time and travelling time (but not start time) are unreliable because they were only collected on the 7th day of the travel week.
- j. Compared with the more recent NTSSs, type of area data was biased in favour of less densely populated areas, mainly because the classification was based on ward level information, not postcode sectors.
- k. Data on population density are not comparable with other NTSSs.
- l. The availability of numerical data is severely limited. Only eligible vehicle mileage and journey stage distance, time and cost are available.
- m. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1978/79

- a. The response rate was very poor. Car-owning households were badly under-represented.
- b. London residents were under-represented by 40 per cent.
- c. The number of trips was over-recorded relative to more recent surveys. Shopping and social trips were particularly over-recorded. It is assumed that this is because the interviewers 'broke up' trips to a greater extent than in 1975/76 or in later surveys and included more trips with just subsidiary purposes.
- d. Escort trips were under-recorded. See 1972/73 f. above
- e. Day trips under 1 mile, mostly of the 'just walk' category, were almost half the number expected. This was possibly because the code was split into two on the questionnaire – day trip countryside and day trip other – neither of which may have seemed appropriate for a short round trip walk.
- f. Type of area data was biased in favour of less densely populated areas. See 1975/76 j. above.
- g. Population density data are not comparable with other NTSSs because they were derived from a special method to link the data with the 1971 Census.

- h. The availability of numerical data is a little limited; e.g. age is only available from 18 groups of age ranges.
- i. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1985/86 and continuous survey 1988 to 2001

- a. The sample size in each survey year was around a third of the 2002 to 2008 continuous survey. Details of particular sample size changes are described in Section 7.2.
- b. Travel diary data was coded by interviewers. From 2002, the diary data was coded centrally and considerable efforts were made by the contractor to clarify definitions to ensure greater consistency for trip mode and purpose. This resulted in some discontinuities for some mode and purpose categories.
- c. Survey years from 1988 to 2001 relate to calendar year 1 January - 31 December. From 2002, the survey year relates to mid-January to mid-January.
- d. London residents were under-represented by about 14 per cent in 1985/86 and in 1989/91. Boosts to the London sample were introduced in 1993; further details are given in Section 7.2.
- e. Response rates were higher in the 1980s and 1990s compared with the current survey (see Table 7.1).

Table 7.1 Response rates, 1985/86 to 2003/04

Survey year(s)	Response rate (%)
1985/86	76
1989/91	80
1992/94	76
1995/97	72
1998/2000	65
2002	54
2003 and 2004	60
2005	62
2006	61
2007	61
2008	59

2002 and 2003

- a. Short walks under 1 mile, only recorded on Day 7, were under recorded in 2002 and, to a lesser extent, in 2003. Data on short walks in 2004 were consistent with trends up to 2001.

- b. An unconditional incentive of a book of stamps was introduced in mid 2004. This had the effect of reducing refusals.
- c. Conditional incentives were tested in 2002 and fully introduced in 2003. Incentives improved the response rate, primarily as a result of a shift from partially to fully responding households.

2006

- a. The recall period for long distance journeys, of 50 miles and over, was reduced from three to one week. From 2006, in addition to the trips recorded during the travel week, during the interview respondents were asked to provide details of any long distance journeys they had made during the seven day period before the interview. Previously, respondents had been asked about any long distance trips they had made during the three week period preceding the travel week.

2007 and 2008

- a. Short, incidental trips were under-recorded. This under-recording is likely to be associated with the introduction of a revised travel diary in 2007. This problem particularly affected short walks of under 1 mile, car trips of under 5 miles and shopping trips. (see Section 6 for more details)
- b. A new placenames gazetteer was introduced in 2007 to improve the coding of trip origins and destinations. The gazetteer also facilitated improved checking of respondents' estimates of trip distances, which may have led to a slight discontinuity in the coding of trip distances (see Section 7.8)
- c. From 2008, respondents were no longer asked to complete the full address of their origin and destination on Day 7.

Series of calls

The summaries above do not refer to the various treatments of multiple-stop trips, typically trips from shop to shop, known in this report as 'series of calls' trips. Starting with the 1985/86 NTS, a trip to the shops, around the shops and then back again was regarded as three trips with the trip around the shops being treated as a series of calls trip.

Previously a trip around the shops was either omitted (1965 to 1975/76) or else included as part of the original trip to the shops (1978/79). Series of calls trips are generally excluded from analyses of the latest surveys, so that the number of trips on a shopping trip is comparable with that in earlier surveys, i.e. two. However, it is possible that some series of calls-type trips may have been treated as two or more trips in some of the earlier surveys. Analyses of distance travelled normally include series of calls trips. However they are normally short trips and it is assumed that the omission of these trips from the 1975/76 and earlier NTSs does not lead to too much bias in the estimate of distance travelled for these surveys.

7.2 Detailed list of changes in procedure and definitions

7.2.1 Definition of a journey/ trip

1965

Travel off the public highway was included in the survey. A journey (now known as a 'trip') was defined as 'a one-way course of travel having one single main purpose'. Examples of subsidiary purposes, such as stopping to get a packet of cigarettes on the way home, were given.

1972/73

Walking and travelling by vehicle was only included if on or by public roads. Interviewers' instructions did not advise whether subsidiary purposes, for example, 'stops to get a packet of cigarettes on the way home' constituted a separate trip purpose.

1975/76

Travel off the public highway (e.g. in private gardens, across parks or open country, or on public footpaths or private land) was excluded. The definition manual specified examples where the subsidiary purpose was trivial, incidental and to be disregarded. Otherwise the ruling was the same as in the previous surveys but it is possible that the more precise written advice in 1965 and 1975/76 affected the number of trips recorded.

1978/79

As 1975/76, except that walking around the shops was also included.

1985/86

The definition manual was re-written to give more emphasis to the criteria to be used by interviewers in deciding how to break travel into trips. The most important was the respondent's own opinion on their journey purpose.

A new concept was introduced to deal with trips containing multiple stops. *Series of calls* were trips made up of frequently broken travel between many stops. See notes on shopping trips below.

1988 to 2001 continuous survey

As 1985/86, except that interviewers were instructed to restrict the use of *series of calls* to single-stage trips made for the purpose of either 'shopping' or 'in course of work'.

2002 to 2004 continuous survey

As 1988 to 2001.

7.2.2 Trip purpose

1965

The purpose of a trip was defined by its destination, except in cases where the trip was made to home in which case the purpose was determined by the place of origin. There is a possibility that more trips made on holiday were missed than in other surveys because the number of days between the contact interview and start of the travel period was kept short. Shopping trips were separated into 'convenience' and 'goods'.

1972/73

The interviewers' instructions were less specific: for overall trip purpose it was stated that 'the trip homeward takes the same purpose as the trip outward'. It is not clear how 'outward' was interpreted (for example, for trips from home to shops, shops to friends then friends to home); neither is it clear how 'homeward' was to be interpreted (for example, for trips from work to shops and back).

On the 7th day only, *trip purpose from* and *trip purpose to* were generated from origin and destination land use codes together with the overall *trip purpose*. Where the land use origin or destination was *home* the trip purposes from and to could be generated directly. In other cases the *trip purpose from* was based on the destination of the previous trip, while *trip purpose to* took the same value as the overall trip purpose. Difficulties with unknown land use led to the under recording of holiday trips. These definitions are not directly comparable with the later surveys. After one month in the field several codes were changed from the 1965 definition to the 1975/76 definition; i.e. sport was sub-divided into 'watching' and 'participating' and holidays and day trips were split.

1975/76

On all days of the recording period, overall purpose was derived from recorded information of *trip purpose to* and *trip purpose from* e.g. from 'work' to 'shops'. The *trip purpose to* was the overall purpose in all cases except where it was 'home' in which case the *trip purpose from* applied.

1978/79

Derived as in 1975/76. However the inclusion of the 3-week car diaries, which had a different trip purpose structure, led to some changes. In particular, holidays, which in 1975/76 were defined as 'at least one night away from home for leisure/recreation purposes', in 1978/79 excluded staying with friends or relatives for 1-3 nights. Instead these short stops with friends were coded as social. The changed treatment of shopping round trips and walking between shops (see below) led to an increase in shopping and personal business trips. The holiday and day trip purposes were sub-divided into 'countryside' and 'elsewhere'.

1985/86

The main change from 1978/79 was to extend the 'escort' category to include trips accompanying others. For instance, a child taken shopping by an adult would be classified as 'escorting' in 1985/86, rather than as shopping, as was the case in

1978/79. The 1985/86 dataset identifies the purpose of the person accompanied or escorted as well as the main purpose where this was escorting. Other changes were made to the grouping of purposes, but definitions were generally as in 1978/79. An extra category was introduced for 'personal medical business' to identify trips to receive medical advice or treatment.

1988 to 2001 continuous survey

New overall trip purpose categories were introduced from 1988. 'Commuting' was strictly home to work and work to home trips. 'Business' was defined as trips to 'in course of work' and from 'in course of work' to either home or work. 'Other work' included all other trips to work, for example returning to work from a visit to the shops in the lunch break. The 'escort' categories were simplified. The new categories for *trip purpose to* and *trip purpose from* were: escort home, escort work, escort in course of work, escort education, escort shopping/personal business and other escort. These were then used to derive the new overall *trip purpose* categories of escort commuting, escort business and other work, escort education, escort shopping/personal business and escort home and other escort.

From 1998 shopping trips were categorised according to whether the main purpose was food shopping or other shopping.

2002 to 2008 continuous survey

The coding of diary data, which includes trip purpose, was done centrally rather than by interviewers. This caused discontinuities for some trip purpose data when compared with earlier surveys.

7.2.3 Round trips

1965

Round trips (starting and finishing at the same point) were split into 2 (both apparently with the same purpose).

1972/73

Interviewers were asked to leave the next trip space blank when there was a round trip (in order to prevent confusion). The trip was to be split into 2 at the editing stage. However, there is some evidence that round trips were treated inconsistently by interviewers.

1975/76

The definition manual used was less confusing on round trips. Interviewers were instructed to divide a round trip into 2 trips, outward and homeward. Travel involving a continuous series of calls made for the same purpose (by a doctor, for example) was treated as a round trip.

1978/79, 1985/86, 1988 to 2001 and 2002 to 2008 continuous surveys

As 1975/76, but see section on shopping trips below.

7.2.4 Shopping trips

1965

Walks in the course of shopping were excluded.

1972/73

Walks in the course of shopping were deleted at the editing stage.

1975/76

Walks and private vehicle trips in the course of shopping in the same shopping centre were excluded.

1978/79

A round trip for the purpose of shopping was treated as a round trip with the 2 trips being to and from the last shop. Thus walks or private vehicle trips in the course of shopping were included. If a mode of transport other than walking was used to get from one group of shops to another then that mode and the subsequent walking were treated as separate trips.

1985/86

Trips involving many stops, of which shopping trips are the typical example, were treated in a new way using the concept of a *series of calls*. Travel between the first and last shops was coded as a separate trip, and the preceding trip represented travel only to the first shop, while the following trip represented travel from the last shop (as before). Thus, in 1985/86, two trips were counted where, in 1978/79, there was only one. For consistency, *series of calls* should be excluded from counts of trips; however, the distance travelled on such trips should be included in analyses of distance travelled. *Series of calls* represented less than 2 per cent of the final sample, a lower proportion than had been expected. The explanation may be that most travel which could be treated this way was walking between shops covering an overall distance of less than 1 mile, so that the series of calls trips was out of scope on six days out of seven.

1988 to 2001 and 2002 to 2008 continuous surveys

The definition of *series of calls* trips was made more restrictive - see I. above.

7.2.5 Walking jobs

1965

Travel in the course of work by policemen and postmen was specifically excluded. Where the main paid employment was less than 10 hours a week the travel to work was recorded as being in course of work.

1972/73

Walks by traffic wardens, policemen, etc. were included under 'in course of work'. Driving jobs were excluded.

1975/76

Both walking and driving jobs were excluded.

1978/79, 1985/86, 1988 to 2001 and 2002 to 2008 continuous surveys
As 1975/76.

7.2.6 Short walks

1965

Short walks, under one mile, were excluded altogether.

1972/73

On the 7th day short walks were recorded separately, as a separate stage. However some interviewers ignored very short walks (e.g. to the car) whilst others included them.

1975/76

On the 7th day, a short walk over 50 yards was recorded as a separate stage but only if it was the final or only stage. In most cases a walk stage was generated during computer editing when the trip sheet recorded that some minutes had been spent walking prior to the bus, train, etc. stage. In a large number of cases, it was difficult to allocate the main mode of the trip, because the length of a short walk was not known (see below).

1978/79

On the 7th day all short walks over 50 yards were recorded as separate stages. Walking around the shops, as well as to and from the shops, was included (but not around shopping precincts).

1985/86

As 1978/79, but walking in a precinct that was permanently open as a public thoroughfare was included.

1988 to 2001 continuous survey

As 1985/86.

2002 to 2006 continuous survey

Short walks under 1 mile, only recorded on Day 7, were under-recorded in 2002 and, to a lesser extent, in 2003. Short walks in 2004 appear to be in line with trends up to 2001. Under-recording of short walks affects the number, average time and length of trips, especially walking trips, and school trip length.

2007 to 2008 continuous survey

Short walks under 1 mile, only recorded on Day 7, were under-recorded in 2007 and 2008, particularly for incidental trips such as shopping, other personal business and visiting friends. Under-recording of short walks affects the number, average time and length of trips, especially walking trips.

7.2.7 Length of walk

1965

Respondents' estimates of distance were used. More long walks would be expected because of the inclusion of travel off the public highway.

1972/73

Respondents' estimates of distance were used. 'No answers' formed only a small proportion of responses. There was evidence that respondents tended to overestimate distances walked.

1975/76

To overcome the 1972/73 problem, distance walked in general, and in particular the length (in miles) of walks preceding a further stage in the same trip, was estimated by dividing the respondent's estimate of time taken (in minutes) by 20. This was obviously an approximation, possibly an under-estimate on average. Distance comparisons between 1972/73 and 1975/76 are distorted. A large number of the walks preceding a car, train, etc. stage had no time estimate. Therefore, a short walk was recorded, but of unknown length. This had serious implications for the main mode, as shown below.

1978/79

Respondents' estimates of distance were used, although travelling time was also recorded. If distance was not given it was estimated at the computer editing stage from travelling time (where known) divided by 20. More long shopping walks would be expected because of the inclusion of the distance travelled between shops.

1985/86

As 1978/79, except that missing data were estimated by dividing travel time in minutes by 25, not 20. Very few records had distance missing.

1988 to 2001 and 2002 to 2008 continuous surveys

As 1985/86.

As mentioned in VI, short walks were under-recorded in 2002 and 2003 and in 2007 and 2008. This affects the average length of walking trips. Since 2002, missing data were estimated by dividing the travel time by 20.

7.2.8 Main mode of transport

1965

The main mode of transport was coded as the mode used in the longest (distance) stage. If 2 stages were the same length the earlier stage mode was used, i.e. the one with the lower stage number.

1972/73

As 1965

1975/76

The 1965 method was used. However, in a large number of cases, the length of a stage was not known. As a result, it was not possible to know the longest stage of the trip. Analysis of these trips has shown that it was mainly two stage car trips and multi-stage bus trips that were affected. This is because it is these types of trips that were most likely to include one or more walking stages (see problem with short walks above). For 7th day data some 15 per cent of trips had no main mode coded. This affected the main modes (such as bus), which were likely to have been associated with short walk stages, much more than main modes, such as bicycle, which often did not involve walking. When all seven days data are used the overall modal split is not seriously affected, although for comparison with other data the under-recording (of up to 3–4 per cent for certain modes) can be more of a problem, e.g. for numbers of trips per person. The estimates of length of trip and counts of mileage were also affected, although it is often possible to overcome this problem by using stage mode instead of main mode.

1978/79

The main mode of transport was coded as the mode used over the longest (distance) stage. If 2 stages were the same length then the first or second was selected at random. Walk stages where both length and time were unknown were ignored and only the other stages in the trips were used to produce main mode. A secondary mode is also available, the second longest stage in a multi-stage trip.

1985/86

Similar to 1965; where two or more stages had equal length, the mode of the latest stage was taken. If any stage length was missing, main mode was not coded until 'patching'.

1988 to 2001 and 2002 to 2008 continuous surveys

As 1985/86.

7.2.9 Mode of transport

Some bus services were shown separately in earlier National Travel Surveys.

Works/school bus trips on the 1975/76 NTS were treated as other public transport. A revised grouping has been produced which includes these trips as other private transport, the classification used on all other National Travel Surveys.

Public tour/excursion bus stages were included with public express bus stages in 1975/76, and not identified separately.

2002 to 2008 continuous survey

The coding of diary data, which includes stage mode, was done centrally rather than by interviewers. This causes discontinuities for some mode data when compared with earlier surveys.

7.2.10 Trip start time and travelling time

1965

Information on trip start time and travel time was not collected.

1972/73

On the 7th day information was collected on the trip start time, overall trip time and stage travelling time for each stage, excluding waiting.

1975/76

Trip start time was collected throughout the travel week. On the 7th day total trip time and travelling time for each stage (excluding waiting) were collected.

1978/79

Trip start time, total duration time and travelling time for each stage were collected throughout the travel week.

1985/86, 1988 to 2001 and 2002 to 2008 continuous surveys

As 1978/79.

7.2.11 Treatment of part miles

1965

Distances were recorded to the nearest half mile for distances of less than 5 miles and to the nearest mile for distances of 5 miles or more.

1972/73

Distances were allowed down to quarter miles but edited into tenths of a mile. A quarter of a mile was recorded as 2 tenths, three quarters as 8 tenths.

1975/76

Distances were allowed down to quarter miles but edited into tenths of a mile. A quarter mile was recorded as 3 tenths, three quarters as 8 tenths. Distances of 4, 6 or 7 tenths were not allowed.

1978/79

Distances were coded as tenths of miles. Where respondents quoted a quarter of a mile this was coded as 2 tenths, three quarters of a mile being coded as 8 tenths.

1985/86, 1988 to 2001

As 1978/79.

2002 to 2008 continuous surveys

Distances were coded as tenths of miles. Where respondents quoted a quarter of a mile this was coded as 3 tenths, three quarters of a mile being coded as 8 tenths.

7.2.12 Type of area

1965

In the absence of the 1966 de facto urban area analysis, a more subjective estimate for type of area was used. It was based partly on the classification of district councils into urban and rural, partly on the advice of planners and partly on density of population data from the 1961 Census. For these reasons it is not comparable with the other surveys.

1972/73

Local authorities were, in general, coded to the largest type of area containing any part of the local authority, based mainly upon an unpublished analysis of the 1966 Census: 'De Facto Urban Areas in England and Wales, 1966'. This makes the sample appear biased in favour of the larger type of area. As a result it is not comparable with the other surveys. It should be noted that the 235 areas with populations under 3,000 considered to be 'urban' in the original 'De Facto' exercise have been counted as 'rural' in all NTS analyses.

1975/76

The 1966 de facto urban area analysis was used but at ward level rather than local authority level, thus eliminating the 1972/73 bias. The 1966 classification of areas may have become out of date due to shifts of population from densely populated to less populated areas.

1978/79

The 1966 de facto urban area analysis was used to classify each 1978/79 ward. In a number of cases it was possible to identify the 1978/79 ward with a pre- 1974 local authority area and hence to find the appropriate classification. In other cases the centroid of the 1978/79 ward was calculated and then located on a map of the 1966 de facto urban areas to find the appropriate classification. The 1978/79 and 1975/76 methods used were sufficiently similar for the results to be regarded as comparable.

1985/86

A new classification was derived using the urban areas defined for England and Wales for the analysis of the 1981 Census (OPCS, 1984), and localities in Scotland defined by the Scottish Office (GRO(S), 1984). Postcode sectors were classified according to the nature of the dominant type of area represented in the sector. Urban areas with a population below 3,000 were regarded as rural.

1988 to 2001 continuous survey

As 1985/86 for years up to 1992. Data for 1993 to 2001 use a classification which reflects built-up areas and population at the time of the 1991 Census.

2002 to 2006 continuous survey

Data for 2002 to 2004 use a classification which reflects built-up areas and population at the time of the 2001 Census.

2007 to 2008 continuous survey

As 2002 to 2006 but the method for classifying Scottish postcodes was amended slightly to bring it in line with the classification for England and Wales.

A new gazetteer was introduced, which improved the accuracy of area coding for origins and destinations (see Section 7.8)

7.2.13 Population density

1965

Based on the 1961 Census, this variable was the population density of the ward or group of parishes in which the household was sampled.

1972/73

Population density was based on the preliminary report from the 1971 Census, and acreage from the 1966 Census county reports. This variable was the population density of the local authority in which the household was sampled.

1975/76

Based on the 1971 Census, both the population densities of the ward and the local authority in which the household was sampled were estimated. The data were given in persons per hectare rather than per acre, but the grouping was made to correspond closely to that used in other surveys.

1978/79

Ward density could not be calculated for the wards used in 1978/79 as they were often very different from those used for the 1971 Census. Therefore the method used was to draw a circle around the centroid of the ward sample and accumulate 1971 Census data for all 1971 enumeration districts whose centroids fell within the circle. Each ward was then classified according to the data accumulated. The 1978/79 analysis is not comparable with the other surveys.

1985/86

The population density figures, for local authorities and for the postal sectors comprising the primary sampling units, were taken from the ONS sampling frame, which was based on the Postcode Address File. Population figures were from the 1981 Census.

1988 to 2001 continuous survey

As 1985/86 for years up to 1992. Data for 1993 to 2001 use a classification which reflects population at the time of the 1991 Census.

2002 to 2004 continuous survey

Data for 2002 to 2004 use a classification which reflects population at the time of the 1991 Census.

2005 to 2008 continuous survey

Data for 2005 to 2008 use a classification which reflects population at the time of the 2001 Census.

7.2.14 Household income

1965

Of responding households, 21 per cent failed to supply full information on the income question.

1972/73

Of responding households 16 per cent failed to give information on income. However, there were a further 334 households with zero income, of which 332 were miscoded. In practice it is reasonable to assume that most of these 332 households belonged to the lowest income band.

1975/76

Of responding households 31 per cent refused to give their income, and a further 36 households said they had zero income. In order to overcome this high refusal rate a procedure for estimating the household income of the non-respondents was devised. This was based on the number of employed members, the income of the head of household, the socio-economic group of the head of household, and the number of cars in the household.

1978/79

A question on actual income was asked of each individual and only if this was refused was the question attempted in terms of bands of income. Of responding households, 31 per cent gave full information, 35 per cent partial or banded income from which an estimate was possible, and 34 per cent gave insufficient income information to enable household income to be estimated directly. A similar technique to that used in 1975/76 was used to estimate the household income of the 34 per cent using: the number of fulltime employed members, the number of cars in the household, the working status of the head of the household, and household structure.

1985/86

Income was requested only as a banded estimate. A figure was obtained for 85 per cent of the fully responding households in the database. Missing information was estimated in a similar fashion to the previous two surveys.

1988 to 1994

As 1985/86.

1995 to 2001 and 2002 to 2008 continuous surveys

Income data were collected as in 1985/86 but in 2007 the method for ranking households into income semi-deciles was changed and the revised method was applied to data back to 1995. From 1995, households are now ranked into real household income equivalent semi-deciles using the McClements Scale. This allows a measure of affluence to be calculated which takes into account household size and composition. Previously a different scale was used.

In 2008, 20% of fully responding households and 37% of partially responding households did not give their household income. Overall, 22% of responding households failed to give their income. These missing values were imputed, following the same procedures as for earlier years.

7.2.15 Walking time to various facilities

1965

Walking time to the bus stop or railway station was based on the respondent's estimate of how long it would take them (the respondent) to walk there. It was asked of all persons.

1972/73

As 1965.

1975/76

Walking time to various facilities was based on the respondent's estimate of how long it would take the interviewer to walk there.

1978/79, 1985/86, 1988 to 2001 continuous survey

As 1975/76.

2002 to 2008 continuous survey

Walking time to various facilities was based on the respondent's estimate of how long it would take them to walk there. If however, the interviewer noticed that the respondent had difficulties walking, they asked the respondent to estimate how long it would take the interviewer to walk there.

7.2.16 Miscellaneous differences

1965

Business expenses for motoring were not collected.

1975/76

Information on the value of the car was not collected. A system of identifying duplicated trips was used in order to save interviewer (and respondents') time. This was further developed in 1978/79 and in 1985/86.

1978/79

Travel of children under 3 was included for the first time.

1985/86

New questions were asked about the use of particular modes of travel, health-related travel difficulties, fuel put into household vehicles, and the number of boardings during the use of a single ticket on a particular trip. A number of questions including make and model of car, value of car and a split of annual vehicle mileage into business, commuting and other were dropped. The vehicle database and that of later NTSs was

split into two during 1994. Those cars believed to have been available to the household at the start of the travel week were designated primary vehicles, the rest were deemed secondary vehicles. Information about primary vehicles is now used for all standard analyses of vehicles, as these represent a point estimate of the vehicle stock. Information on the other vehicles is only used for analyses of journey stages by household vehicles during the travel week.

1988

From July 1988 a fuel and mileage chart was placed in the vehicle at the beginning of the travel week. This led to an increase in the accuracy of NTS estimates of vehicle mileage, making it more comparable with estimates from other sources.

1992

From January 1992, some additions to the questionnaire were made. The origins and destinations of trips were collected, and also the make and model of cars and vans. Summary details of 'long distance' trips of 50 miles or more in the three weeks preceding the travel diary week were added to improve the coverage of these important but less common trips. A number of other minor changes were made, including the dropping of questions about the time taken to reach various local services and amenities. The income bands used were also updated in 1992.

In January 1992 some changes to the placing pattern of interviews were introduced. After a transitional quota period in the first half of January 1992, all interviewer quotas from this point on ran from mid-month to mid-month. This has improved the coverage of bank holiday travel.

1993

From mid-January 1993, the set sample size of Inner London Boroughs was increased from 12 to 15 interviewer quotas per year, whilst that for Outer London boroughs was increased from 18 to 20. A compensating reduction of 5 quotas outside London was introduced at the same time so that there was no overall change in the set sample size. The change was introduced to address the perennial problem of the under-representation of London residents in the achieved sample, due to lower response rates and other factors. In 1993, opinion questions on bus services and a question on the split of annual vehicle mileage between commuting, business and other private were introduced. More details of the changes in 1992 and 1993 can be found in Appendix A of the 1991/93 report.

1994

In October 1994 Computer Assisted Personal Interviewing (CAPI) was introduced.

1995

In 1995, a number of changes were made to the questionnaire. Questions on disability and travel difficulties were restricted to those aged 16 and over, and new questions were introduced for disabled drivers. New questions on parking facilities at home were introduced. The industry grouping and income bands used were also updated in 1995.

1998

From January 1998, a large number of harmonised questions were introduced onto the questionnaire, mostly as replacements for existing questions or question blocks. A full list of the harmonised questions introduced can be found in Section 3 of this report. In January 1998, several other questions were also added. These were the questions on the time taken to reach various local services and amenities, which had been dropped in January 1992.

1999

In 1999, the placing pattern for diaries was altered, in order to allow more chance for a full response, by giving interviewers more time to contact households within the quota month. Firstly, in May, diary start dates were allocated on a first-come, first-served basis, but within the restriction of interviewers having to contact the households in a pre-determined (random) order. This was altered again in September, from when interviewers were allowed to contact households in any order. Also in 1999, two further harmonised questions were added, covering marital status and living arrangements.

2000

In 2000, there were some significant alterations to the sample of the NTS, intended to halt the continued decline in the achieved sample resulting from increasing non-response. The size of each PSU was increased from 21 to 23 addresses. Furthermore, the total number of PSUs was increased from 240 to 252, giving a new total of 5,796 addresses in the starting sample, compared with the old total of 5,040. A disproportionate number of the additional PSUs were placed in London, to compensate for the even worse response problems in this area. Several additional harmonised questions were included from January 2000 (see Section 3). New questions on cycling were also added during 2000.

2001

New questions on the reliability and frequency of local bus and rail services and harmonised questions on ethnicity, supervising employees and supervision responsibilities (see Section 3) were introduced.

7.3 2002 Survey Year

From January 2002 the NTS contractor changed from the ONS to the National Centre for Social Research (NatCen). Several changes were made to the survey some of which were a result of the National Statistics Quality Assurance Review.

In 2002 there was a considerable fall in the fully co-operating response rate from 65 per cent to 54 per cent, which is common when a new contractor takes over a survey.

The sample

In 2002 the sample size was increased to 15,048 addresses from 5,796 in 2001. The PSUs were increased from 252 to 684 and the size of PSUs was changed from 23 addresses to 22. This enabled DfT to look at travel data from one year rather than having to combine two years data. The NTS also introduced a quasi panel design in

2002 whereby half the PSUs selected in any year are retained and the other half are replaced (see Section 2.8 and 2.9 of the 2002 technical report). This was introduced to reduce variability from year to year as a result of changes in areas surveyed.

Stratification variables for the NTS sample changed in 2002. The region stratifier used in 2001 was based on Government Office Regions (GOR) split into metropolitan and non-metropolitan areas. The region stratifier used in 2002 was based on NUTS2 and was chosen to correspond with GORs but has a finer breakdown of areas (see Section 2.2 of the 2002 technical report). In particular the 2001 region stratifier split London into two groups (Inner and Outer London) whereas the 2002 region stratifier based on the NUTS2 separates London into five areas.

In addition to the new region stratifier, the 2002 NTS sample was also stratified by population density (people per hectare) instead of the proportion of heads of households in socio-economic groups 1 to 5 and 13 (that is a professional employer or manager) which had been used in 2001 (see Section 2.8. of the 2002 technical report). The use of the stratifier proportion of households with no car was continued.

In 2002 London was oversampled, as in 2001, in order to compensate for lower response rates in London, although the degree of oversampling was slightly different (see Section 2.9 of the 2002 technical report).

The proportion of deeply rural households in the rural sample fluctuates from year to year. This proportion was relatively high in 2002 compared with earlier years. This will affect comparison of car ownership figures for rural areas, and the bus availability indicator, and may affect trip lengths and times for the country as a whole.

New questions

In 2002 rotated modules of questions were introduced into the survey, with some questions relating to the rating of local public transport services and vehicle use (amongst others) being rotated between even and odd years of the survey. See Section 3.7.1 in the 2002 Technical report.

In 2002 several Individual level questions were added or revised:

- New questions on walking over 20 minutes were introduced owing to an interest in the health benefits of walking. These questions include all walks, unlike the travel record which excludes walks not on the public highway.
- Questions on transport barriers to employment were asked of the unemployed to establish if there were any transport issues which affected their employment prospects.
- Employees were asked whether their employer offered any transport related benefits firstly, to all employees at their workplace and secondly the respondent. Respondents were also asked whether they used the transport related benefits offered to them.

- Questions on home working were expanded owing to an interest in any reduction in travel congestion that might result from people working at home rather than travelling to work. If respondents did not work from home they were asked whether it was possible to do their type of work at home.
- Respondents were asked whether they had any difficulties travelling to work, shopping or other activities, and if so, what these difficulties were.
- The question set regarding travel difficulties related to disabilities was revised.
- Respondents were asked whether any household vehicles remained unused at home when they were at work.

Household level questions:

- A new question was introduced to ask respondents why they had moved house. This assesses whether any recent move was influenced by transport considerations.
- A new question on methods of shopping asked whether respondents ordered any shopping by post, phone or the internet because of the effect changes in these methods may have on traffic levels.
- Respondents were asked whether they did the main food shopping for their household. If so, they were asked about difficulties with travel for food shopping during the individual questionnaire.
- Questions on children's travel to and from school, and about crossing roads were also asked where the household had children aged 7-13. These questions were introduced in order to look at children's independence.
- Harmonised questions on ownership of accommodation and on joint ownership of accommodation were introduced.

Vehicle level questions:

- For the first time in 2002, respondents were asked to give the registration number of all household vehicles. The reason for this is that the more technical information about the vehicle (for example, type of fuel used and taxation class) can be obtained through the DVLA database of vehicles, rather than asking respondents directly. It was felt that information gained in this way would be more accurate, and it also meant that the interview could be slightly shorter as these questions did not then need to be asked. Respondents were asked for their permission to use their registration number to consult the DVLA database. If they refused, their registration number was removed from the questionnaire. If the respondent refused to give the registration number, then questions were asked directly as in previous years.
- Questions were added about the use of vehicles for making deliveries.

- Questions were added about the use of vehicles for travel outside of Great Britain.

Other changes in 2002

Centralised coding of diary data was introduced instead of coding by interviewers.

The level of detail for the origin and destination of journeys on day 7 of the travel week was increased to allow geocoding of NTS data. On day 7 respondents were asked to record the full address (including the postcode if they knew it) of their journey origin and destination. Prior to 2002, respondents had only been required to record the name of the town or village.

Children were asked to record in their travel diary any time they spent playing on the street on day 7 of the travel week.

Distance and area checks for journeys were introduced into the diary coding and editing process.

The survey year changed to relate to mid-January to mid-January, whereas data for previous years related to the calendar year 1 January - 31 December.

A non-response form was introduced with a view to informing the development of a weighting strategy for the NTS.

7.4 2003 Survey Year

Following an investigation into the use of conditional incentives in late 2002, £5 vouchers were given to all household members in households classified as fully co-operating. This measure was introduced in order to increase response rates, especially amongst large families. The incentive had the effect of converting partially responding households to fully cooperating households.

Details of any congestion charges paid by drivers were collected in the travel diary.

7.5 2004 Survey Year

In mid 2004, an unconditional incentive of postage stamps was introduced in order to encourage respondents to take part in the survey. A book of six first-class stamps was included with the advance letter to each household. The incentive converted some refusals to fully cooperating.

New questions on the planning of journeys by both private and public transport was introduced in 2004. These questions are intended to collect data about the use of Transport Direct. A question on satisfaction with local bus services, which was dropped in 2001, was reinstated in 2004. A harmonised question on how long someone had been looking for a job if they were currently out of work was added. An open question was also added at the end of the placement interview to give the interviewer the

opportunity to record any general comments about travel that the respondent wanted to make.

7.6 2005 Survey Year

A weighting strategy was introduced and the results from the 2005 survey were the first to be published based on weighted data. At the same time, the weighting strategy was applied to data back to 1995 and results for earlier years were amended to incorporate the new weights. Details of the weighting methodology are available in Section 5.

The questions on access to key services were amended to bring them in line with the Department's accessibility indicators. Some questions about the use of powered wheelchairs and powered scooters were added for respondents who said they had difficulties going out on foot. Some questions from the non-response form on activities during the previous day were added to the individual questionnaire. Three harmonised questions on educational attainment were added. Two questions were added to the pick interview about whether the respondent would prefer alternative modes of diary collection and whether they would be willing to take part in a follow-up study.

A column was added to the travel diary to collect information on whether any road tolls or congestion charges were paid for car driver trips.

The coding of bus trips was changed so that the distinction between London and non-London buses was derived from journey origin and destination county codes. This method was applied to historic data back to 1995.

The following questions were deleted from the survey in 2005: a series of questions on moving house; questions about deliveries of goods and services and questions about travel benefits offered by employers.

7.7 2006 Survey Year

The reference period for Long Distance Journeys was amended to refer to the seven days prior to the placement interview (previously it had been the three weeks prior to the start of the travel week). Where the placement interview takes place after the start of the travel week, the reference period is the seven days prior to the start of the travel week.

A set of questions on the reasons for not driving and likelihood of learning to drive was added for respondents without a full driving licence who were not currently learning to drive. A question on international air travel was also added. The question on whether respondents would be willing to be recontacted to take part in a follow-up survey was moved from the pick-up interview to the main individual questionnaire.

The following questions were deleted in 2006: rating of pavement conditions and cycle lane provision; questions on route planning; availability of combined bus and rail travel; whether vehicle has been driven in Northern Ireland in last 12 months and estimated mileage and purpose for last trip and whether the respondent would prefer alternative modes of diary collection were deleted.

7.8 2007 Survey Year

A revised travel diary was introduced in 2007. Despite extensive testing, the new diary appears to have caused an under-recording of short, incidental trips from 2007. In particular, the following types of trips appear to be under-recorded in the revised diary compared with earlier years: short walks of under 1 mile, short car trips, shopping trips and short trips for other personal business or leisure. As part of the diary redesign, the requirement to record where a vehicle was parked and whether a car passenger sat in the front or rear of the car were removed.

A new placenames gazetteer was introduced to improve the coding of trip origins and destinations. This gazetteer contained a greatly expanded list of places, against which the origins and destinations recorded by respondents could be coded, improving the quality of this data. In particular, it has improved the urban-rural coding of origins and destinations, reducing the under-classification of rural locations.

The new gazetteer also allowed more sensitive checks to be carried out on respondents' estimates of trip distances. This may have led to a slight discontinuity in the coding of trip distances, with slightly more coded to '10 to 15 miles' than was previously the case.

A set of questions about road accidents was added, focusing on any road accidents experienced in the last three years. The questions on health-related travel difficulties were amended slightly and a new question was added on any other disabilities or longstanding health problems. Following the redesign of the travel diary, questions were also added on where children usually sit when they travel by car and where respondents usually park their car/van when they drive to work. A question was also added for interviewers to record whether the household were abroad during the travel week.

The following questions were deleted from the questionnaire in 2007: distance to school; vehicle tax class and whether vehicles are used to deliver goods.

7.9 2008 Survey Year

Following the identification of short-trip under-reporting with the revised travel diary in 2007, an experiment was run in September to December 2008 with half the sample using a slightly amended version of the revised 2007 diary (see Section 6).

The requirement to record full address and postcode for all trips on the seventh day of the travel week was removed.

In 2008, the questions about ordering goods to be delivered (last asked in 2004) were reintroduced and new questions were added on car sharing on journeys to school; blue badges; workplace address; types of road travelled on during journeys to work and whether vehicles have SatNav technology. No questions were deleted.

8 COMPARISON OF NATIONAL TRAVEL SURVEY DATA WITH OTHER SOURCES

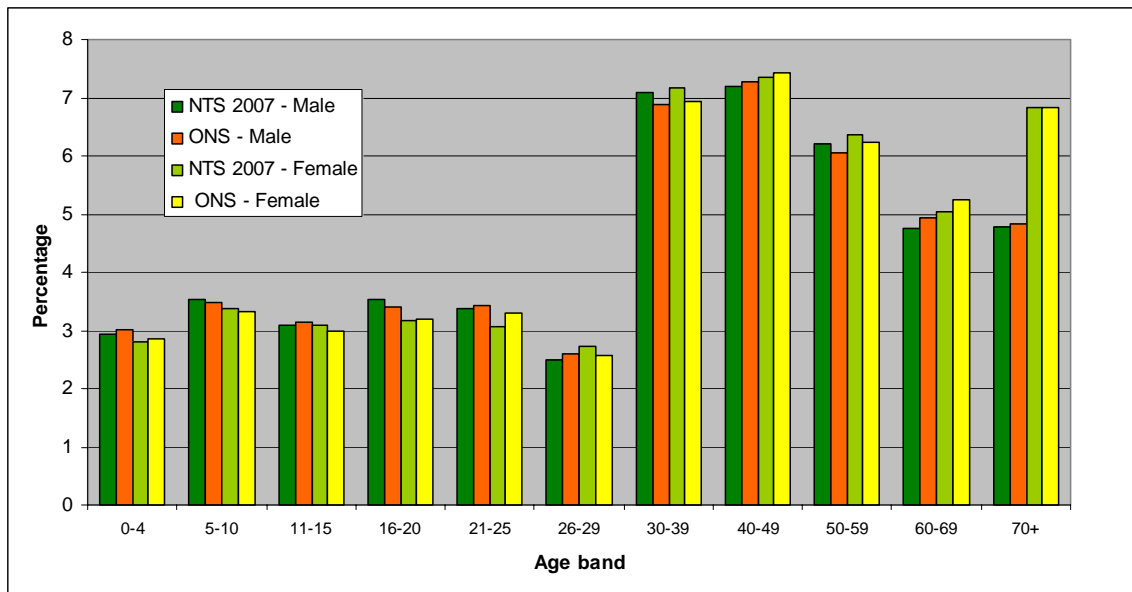
This section compares data from the National Travel Survey (NTS) with the latest available data from several other surveys and sources. The topics cover demographic characteristics, household car availability, mileage of cars, driving licence holding, travel to school and work, transport modal trends, and external factors. Tables and charts are presented to highlight long-term trends and commentary provided to explain similarities and differences between the NTS and other sources. (Appendix S contains the figures underlying a number of the charts.)

8.1 Demographic characteristics of NTS respondents

This section compares the 2007 NTS sample with published Office for National Statistics (ONS) population data.

The NTS is a household survey, and its sample of around 9,000 households represents the population of people within households in Great Britain. This should be taken into consideration when comparisons are made with resident population estimates, as the resident population includes people in communal and institutional establishments, for example, care homes and student halls of residence. These establishments are excluded from the NTS sample.

Figure 8.1: Comparison of the distribution of age and gender of NTS respondents with the mid-year population estimates for 2007



Figures 8.1 and Table 8.1 compare the NTS sample with ONS figures on estimated resident population of Great Britain. In previous years (see 2002 in Table 8.1), children and the elderly were over represented in the NTS sample. The under

representation of young men, in particular, affected data on travel by bicycle and motorcycles, which are used more frequently by this group. For 2007, the NTS sample closely matches the gender split and age distribution of the ONS population figures indicating a fairer representation. This has largely been due to the weighting methodology which was introduced in 2006 and been applied to data back to 1995 (see Section 5).

Table 8.1: Comparison of the distribution of age and gender of NTS respondents with the mid-year population estimates for 2002 and 2007

		percentage					
		Unweighted NTS Sample		ONS Population mid-point estimate		NTS Percentage over-representation	
2002	Age band	Male	Female	Male	Female	Male	Female
	0-4	3.0	2.8	2.9	2.8	1	2
	5-10	4.0	3.9	3.8	3.7	5	6
	11-15	3.3	3.2	3.4	3.2	-3	1
	16-20	2.5	2.5	3.2	3.0	-22	-17
	21-25	2.1	2.4	3.0	3.0	-32	-20
	26-29	2.1	2.4	2.6	2.6	-19	-6
	30-39	7.1	7.6	7.1	7.8	-8	-4
	40-49	6.5	7.2	6.8	6.9	-4	5
	50-59	6.8	7.0	6.3	6.4	8	9
	60-69	5.3	5.8	4.5	4.8	18	20
	70+	5.3	7.2	4.6	6.9	15	4
	All ages	47.9	52.1	48.8	51.2	-2	2
		Weighted NTS Sample		ONS Population mid-point estimate		NTS Percentage over-representation	
2007	Age band	Male	Female	Male	Female	Male	Female
	0-4	2.9	2.8	3.0	2.9	-2	-2
	5-10	3.5	3.4	3.5	3.3	2	2
	11-15	3.1	3.1	3.1	3.0	-2	3
	16-20	3.5	3.2	3.4	3.2	3	-1
	21-25	3.4	3.1	3.4	3.3	-2	-8
	26-29	2.5	2.7	2.6	2.6	-4	5
	30-39	7.1	7.2	6.9	6.9	3	3
	40-49	7.2	7.4	7.3	7.4	-1	-1
	50-59	6.2	6.4	6.1	6.2	2	2
	60-69	4.8	5.1	4.9	5.2	-4	-4
	70+	4.8	6.8	4.8	6.8	-1	0
	All ages	49.0	51.0	49.1	50.9	0	0

Table 8.2 provides a breakdown of NTS respondents for the Government Office Regions (GOR) of England, for Scotland, and Wales compared to regional ONS population estimates in 2002 and 2007. There is closer representation in terms of the 2007 NTS sample and regional population figures produced by ONS. Calibration weighting for GOR distributions has ensured that regions such as London, which were historically under-represented in the NTS sample, are in agreement with regional population estimates in the weighted dataset.

Table 8.2: Comparison of the region of residents of NTS respondents with the ONS mid-point population estimates 2006 and 2007

Region	2002		2007	
	Unweighted NTS Sample	ONS - population estimate	Weighted NTS Sample	ONS - population estimate
North East	4.8	4.4	4.3	4.3
North West	12.2	11.8	11.7	11.6
Yorkshire & The Humber	8.6	8.7	8.8	8.7
East Midlands	8.0	7.3	7.6	7.4
West Midlands	8.7	9.2	9.1	9.1
East	9.4	9.4	9.5	9.6
London	10.9	12.8	12.7	12.8
South East	13.0	14.0	13.9	13.9
South West	9.6	8.6	8.7	8.7
Wales	5.5	5.1	5.0	5.0
Scotland	9.4	8.8	8.7	8.8
Great Britain	100	100	100	100

8.2 Household car availability

This section compares 2007 NTS interview data on household car availability by region with the General Household Survey (GHS) and the Expenditure and Food Survey (EFS). Households are split depending on whether they have access to no cars, 1 car, or 2+ cars. On the whole there is a reasonable regional correlation across the surveys with the exception of London where the NTS suggests a greater number of households with no cars.

Table 8.3: Household car availability 2007

	percentage		
No cars			
Government Office region	NTS	GHS	EFS
North East	28	29	31
North West and Merseyside	26	27	25
Yorkshire and Humber	27	26	30
East Midlands	22	19	20
West Midlands	21	22	20
Eastern	16	14	16
London	43	35	36
South East	17	16	18
South West	19	15	16
England	25	22	23
Wales	26	19	25
Scotland	32	28	26
GB	25	23	23
1 car			
Government Office region	NTS	GHS	EFS
North East	46	44	42
North West and Merseyside	40	42	43
Yorkshire and Humber	43	42	42
East Midlands	42	44	50
West Midlands	41	41	46
Eastern	45	44	45
London	41	45	45
South East	43	42	45
South West	44	44	48
England	43	43	45
Wales	45	47	46
Scotland	42	47	48
GB	43	44	46
2+ cars			
Government Office region	NTS	GHS	EFS
North East	27	27	27
North West and Merseyside	33	32	31
Yorkshire and Humber	30	32	27
East Midlands	37	37	29
West Midlands	38	37	34
Eastern	39	42	39
London	16	20	20
South East	40	41	38
South West	36	41	36
England	33	35	32
Wales	29	34	29
Scotland	26	26	26
GB	32	34	31

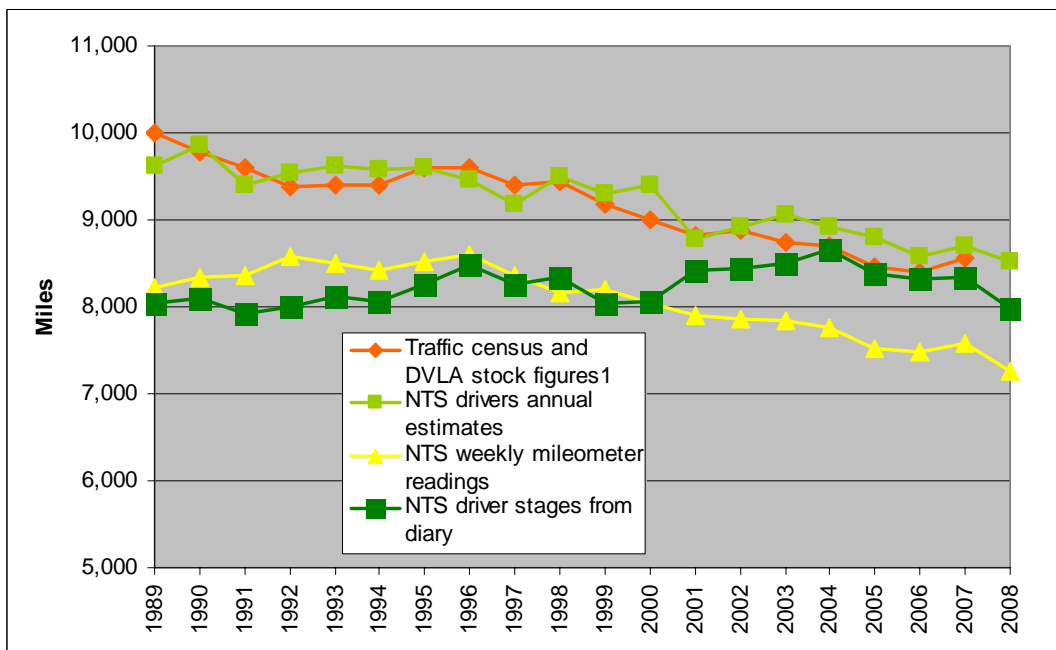
8.3 Car mileage estimates

The NTS provides three estimates of annual vehicle mileage: firstly, data collected from the travel diary; secondly, by taking milometer readings, and finally, from the main driver's estimate of the annual mileage. Figure 8.2 shows comparisons for individual years of the continuous NTS and mileage derived from DVLA estimates of car stock and road traffic statistics.

The table shows a trend of declining average annual mileage since the early nineties. The decline is due to the increase in second cars which do less mileage.

The data suggest that driver's estimate of annual mileage is the most reliable of the NTS measures of car mileage, as these estimates have been in close agreement with those derived from RTC and DVLA data since the start of the continuous NTS (1989 onwards). Following the introduction of weighting, estimates derived from the NTS travel diary have converged with these two measures. The mileage calculated from the NTS weekly milometer readings has been over 10 percent lower over this period.

Figure 8.2: Comparison of NTS car mileage figures with traffic census-based figures for household cars



8.4 Driving licence holding

Driving licence holding is available from the NTS and DVLA database. Up to the age of 69 the DVLA database contains extraneous records, including dead persons, emigrants, and some duplicate licences. The requirement to renew licences at age 70 removes these records. Due to the inaccuracy of the DVLA figures for those below 70 years, the NTS figures provide a more reliable estimate of driving licence holding.

8.5 Travel to school

The NTS derives trip rates of pupils travelling to school via the 7-day diary. The usual main mode of transport to school is also asked as part of the interview. Table 8.4 provides trend data on travel patterns of school children aged 5-15 from both of these sources together with figures available on all schools collected from the Department for Schools and Families (DCSF) for the last 3 years.

By 2010, all schools will be required to produce a travel plan. Currently, there is a compulsory requirement for schools with a travel plan to provide data on pupil's means of travelling to school as part of the school census. Schools without a travel plan have the option of providing travel data. For the purpose of increased sample size, the DCSF figures presented here include all schools that provided travel data.

Mode share is broadly similar for the three sources. Each source recognises that walking is the most popular mode of travel to school followed by car and then bus.

Table 8.4: Travel to school by mode – NTS trip, NTS interview, and School Census data provided by DCSF, aged 5-15

	2002	2003	2004	2005	2006	2007	percentage 2008
<u>NTS Trip Data</u>							
Walk	44	46	46	47	48	48	44
Bicycle	2	2	2	2	3	1	2
Bus	17	17	17	17	16	17	19
Car/Van	35	33	34	33	32	32	33
Taxi	1	1	1	1	1	1	0
Train	1	0	1	0	1	1	1
London Underground/Light Rail	1	0	0	0	0	1	0
Other	0	0	0	0	0	0	0
Total	100	100	100	100	100	100	100
<u>NTS Interview Data</u>							
Walk	48	48	47	47	47	48	46
Bicycle	2	2	2	2	3	2	2
Bus	16	14	14	14	14	15	16
Car/Van	32	34	35	35	34	34	34
Taxi	1	1	1	1	1	1	1
Train	1	0	1	0	0	0	0
London Underground/Light Rail	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	100	100	100	100	100	100	100
<u>School Census Data</u>							
Walk	..	..	..	..	47	49	50
Bicycle	..	..	..	..	2	2	2
Bus	..	..	..	..	22	17	17
Car/Van	..	..	..	..	26	30	29
Taxi	..	..	..	..	1	1	1
Train	..	..	..	..	1	0	0
London Underground/Light Rail	..	..	..	..	0	0	0
Other	..	..	..	..	1	1	1
Total	..	..	..	..	100	100	100
School Census - valid pupil population					4,456,673	6,251,672	6,188,524

8.6 Travel to work

Travel to work data is available from the NTS and Labour Force Survey. Table 8.5 shows a close correlation between the two data sources over the last 3 years. Both recognise that car/van is the prominent form of travel accounting for around 70% of commuting trips.

Table 8.5: Travel to work

Mode	NTS Trip Data			Labour Force Survey		
	2006	2007	2008	2006	2007	2008
Walk	11	11	10	11	11	11
Bicycle	3	3	4	3	3	3
Bus	8	8	8	8	8	8
Car/Van	68	69	67	70	69	70
Train	5	5	5	4	5	5
London Underground/Light Rail	3	3	3	3	3	3
Other	2	2	2	2	2	2
Total	100	100	100	100	100	100

8.7 Comparison of NTS mode trend data with other sources

This section compares NTS trip and distance data by mode with that of other sources over a time series.

Traditionally data published in the NTS bulletin for 1995-2001 are presented as 3-year averages, however, for the purpose of comparisons here, single year data are provided. Data in charts are indexed around 100 with a base year of 1996. These are accompanied by tables containing published data on trip rates, boardings, and distance as appropriate.

It should be noted that NTS data is based on rates per person per year whereas data from other sources are based on volumes of travel which are affected by population increase.

The NTS sample size was nearly trebled in 2002. Therefore, from 2002 onwards, the NTS data is less volatile and there is generally a stronger correlation between NTS and other sources than for 1996-2001.

There is a strong correlation between NTS mode trend data and data from other survey sources for public transport modes. There is less of a correlation between NTS and other sources regarding private modes. Some of these differences can be explained by differences in the scope and coverage of the NTS compared with other sources.

Bus in London: Figure 8.3 shows Bus Operator Survey data on passenger numbers together with NTS trip and boarding data for buses in London. All three series show a steep increase since 1996, although this increase is more pronounced in the Bus Operator data, which is based on numbers of passengers rather than rates. There is a close correlation between NTS and Bus Operator data in terms of distance travelled by London bus, with both showing an increase over time, although this is slightly more pronounced in the NTS data (Figure 8.4).

Figure 8.3: Bus in London - Trips

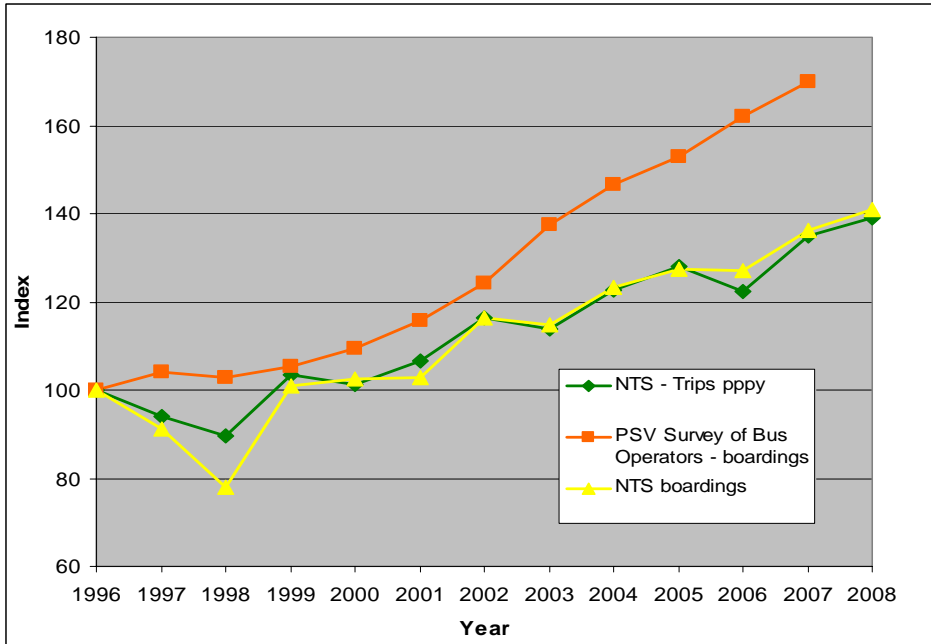
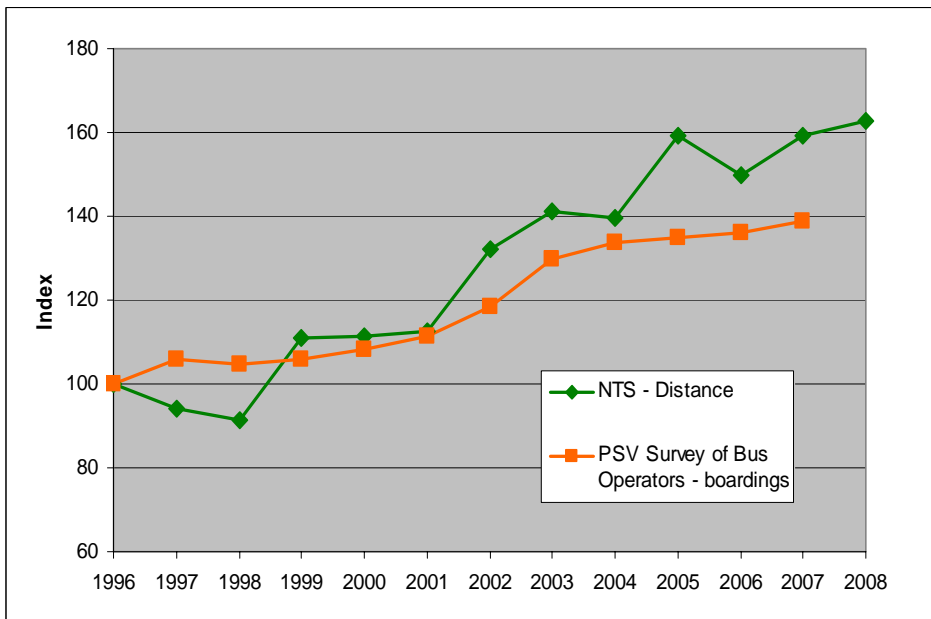


Figure 8.4: Bus in London - Distance



Other local bus: Data from the NTS and the Bus Operator survey show a fall in bus trips outside London of over 10 per cent between 1996 and 2005 (Figure 8.5). Both sources show an increase in trips/boardings in 2006 followed by a fall in 2007 and both show an increase in distance travelled by bus outside London since 2005 (Figure 8.6).

Figure 8.5: Other Local Bus - Trips

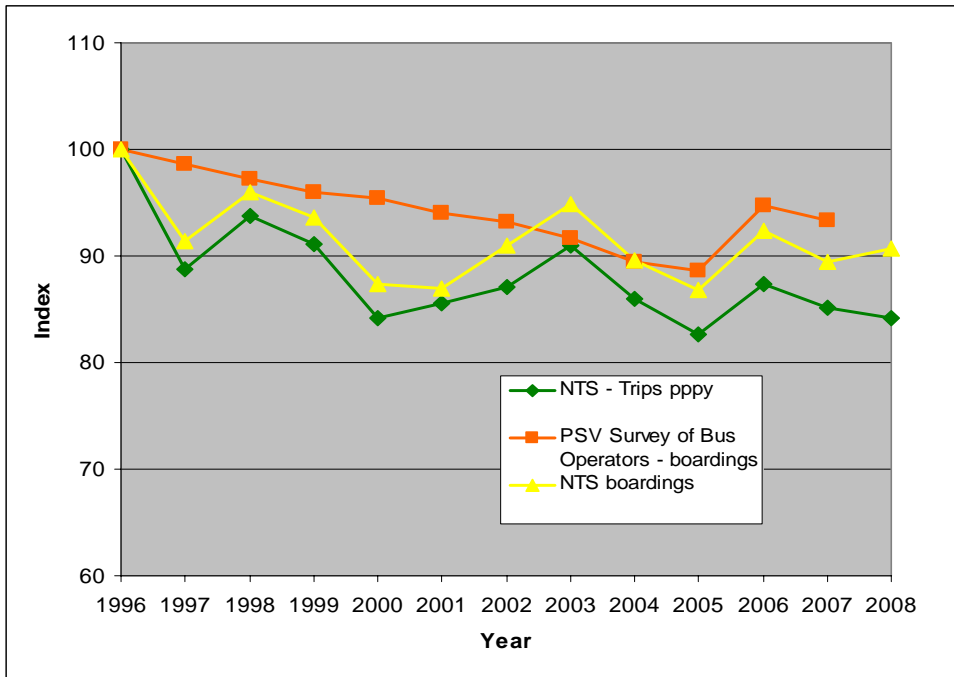
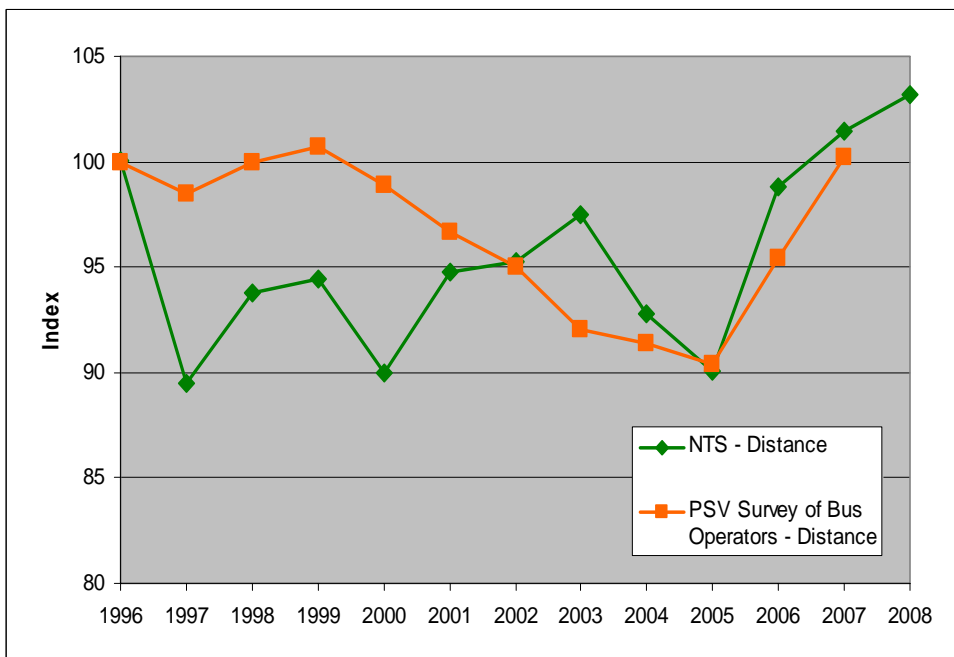


Figure 8.6: Other Local Bus - Distance



Rail: Data from the NTS and the Office for the Rail Regulator (ORR) show a fairly close correlation in terms of the trend of passenger trips and distance travelled, with both showing an increase of over 50 per cent since 1996 (Figures 8.7 and 8.8). The two sources match more closely since 2002, when the NTS sample size was increased.

Figure 8.7: Surface Rail – Trips

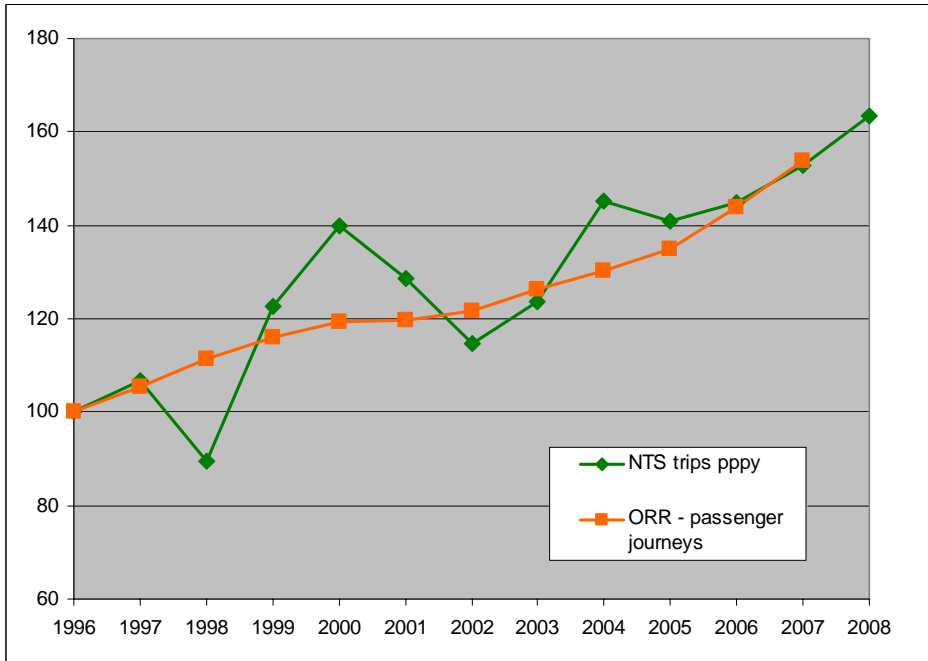
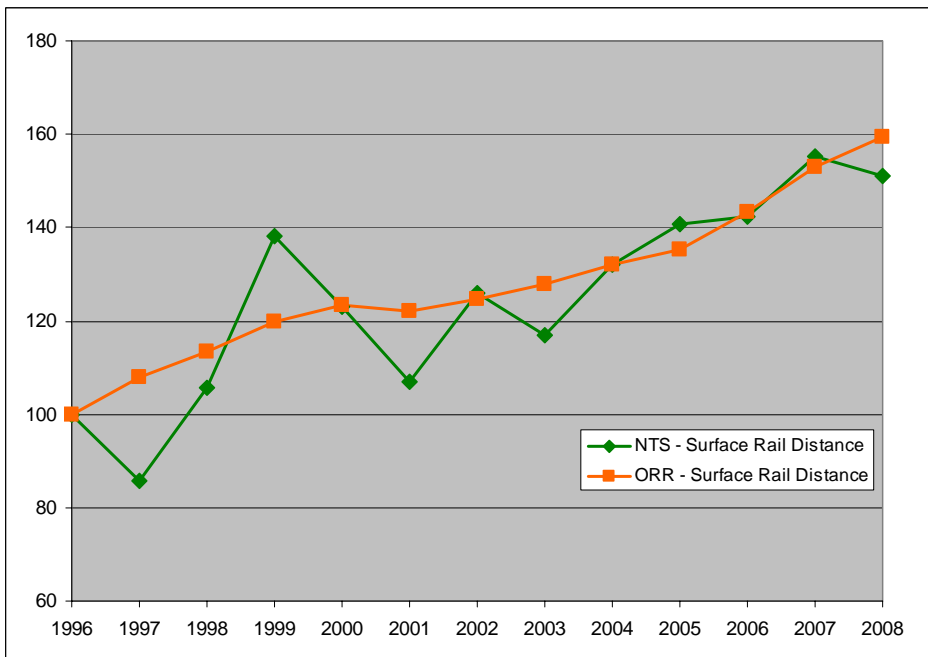


Figure 8.8: Surface Rail – Distance



London Underground: The NTS and Transport for London (TfL) data show a broadly consistent upward trend in the number of London Underground trips (Figure 8.9). NTS data suggests a 30 per cent increase in London Underground trips which is consistent with the latest (2007) TfL data. Similarly the general upward trend of distance travelled is consistent between sources (Figure 8.10). For earlier years, NTS data is more volatile than TfL data but this is less marked in more recent years, which are based on a larger NTS sample.

Figure 8.9: London Underground – Trips

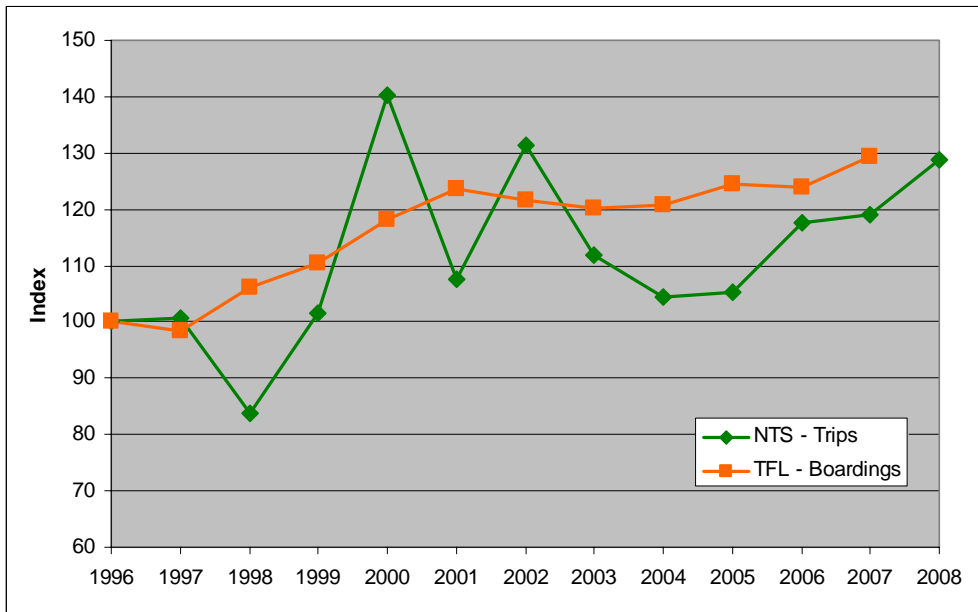
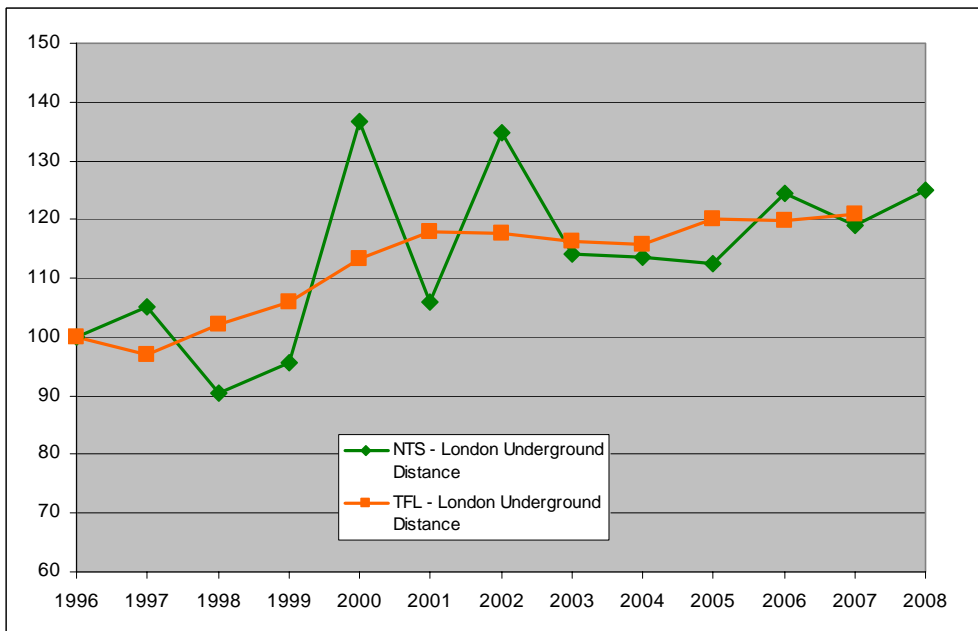
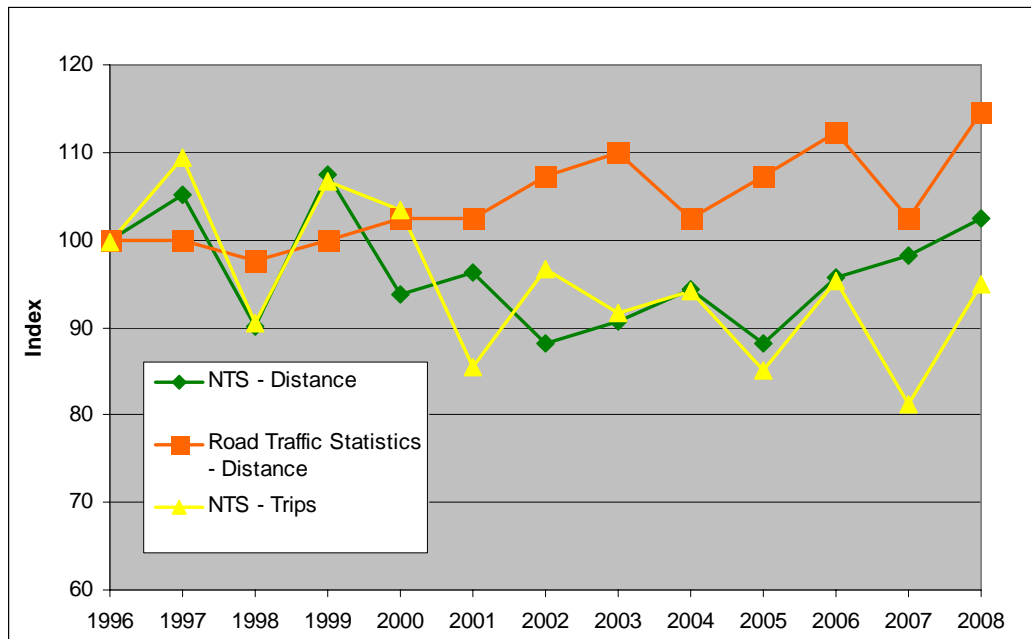


Figure 8.10: London Underground – Distance



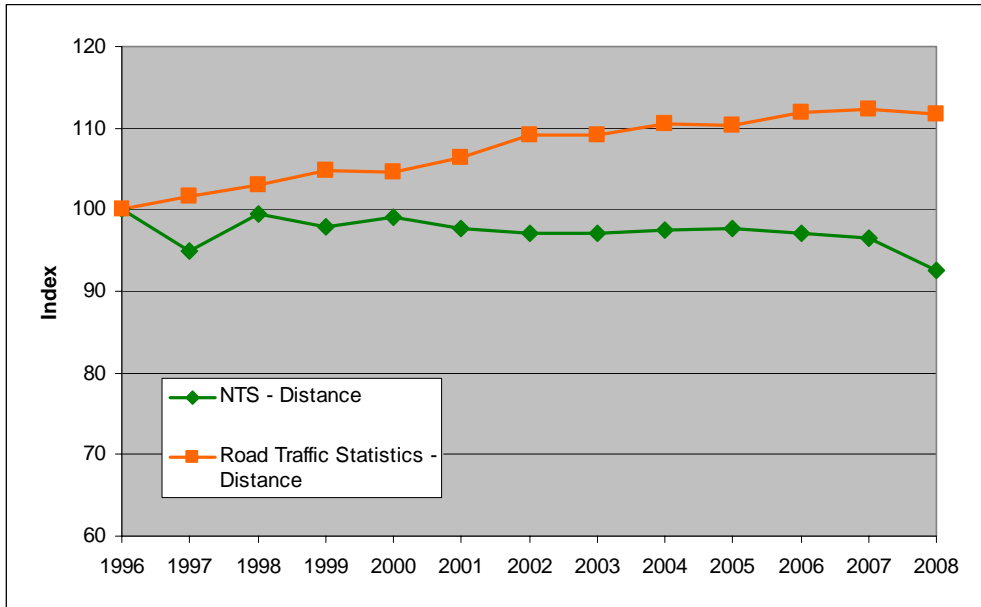
Cycling: Between 1996 and 2008, the Road Traffic Census data suggest that there has been an increase in the annual distance travelled by bicycle. The NTS shows a fall in number of bicycle trips per person per year since 1996 while average distance travelled fell, levelled off and then increased over this period. For both sources, the time series is volatile as cycling is a relatively uncommon mode of transport which is difficult to measure and also affected by the weather. As well as population increase, the discrepancy between the two sources may also be due to differences in coverage; for example any increase in the student population in Halls of Residence would not be included in the NTS.

Figure 8.11: Bicycle



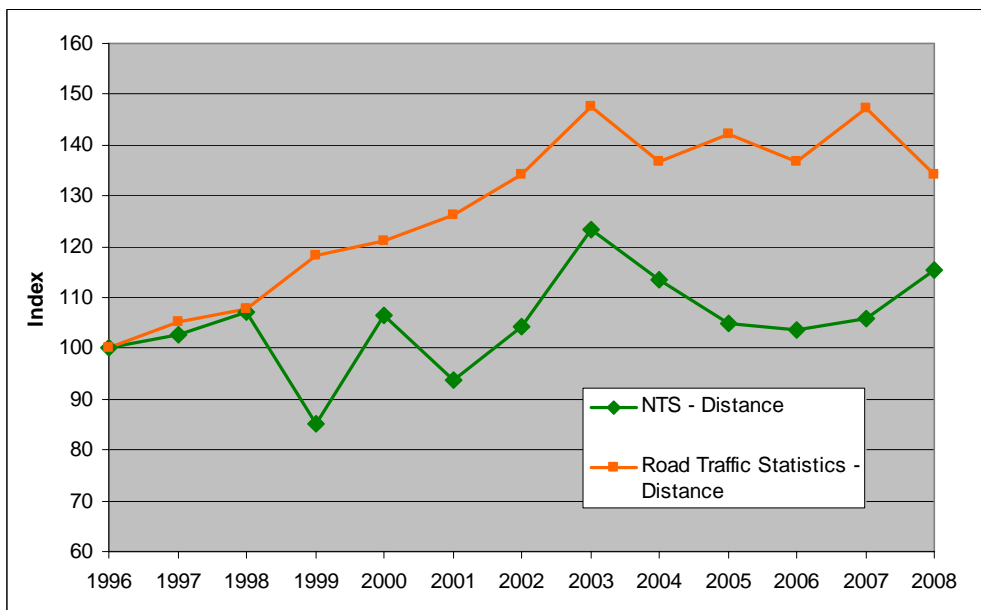
Car: Figure 8.12 shows a steady reduction in the average distance travelled as a car driver over the last 12 years in the NTS. The Road Traffic Census data indicate that the total distance travelled by cars and taxis has steadily increased over this period. Both sources show a fall in car travel in 2008.

Figure 8.12: Car - Distance



Motorcycle: NTS data shows a fairly erratic trend in distance travelled by motorcycle. This is due to relatively small sample sizes. There is an upward trend recorded by the Road Traffic Survey which has levelled off in recent years.

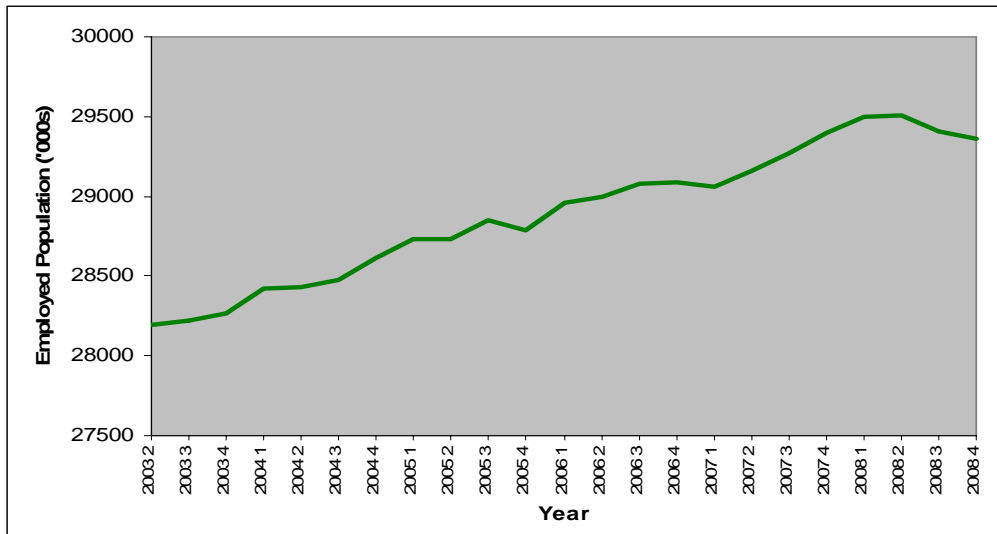
Figure 8.13: Motorcycle – Distance



8.8 Effects of the wider contextual factors

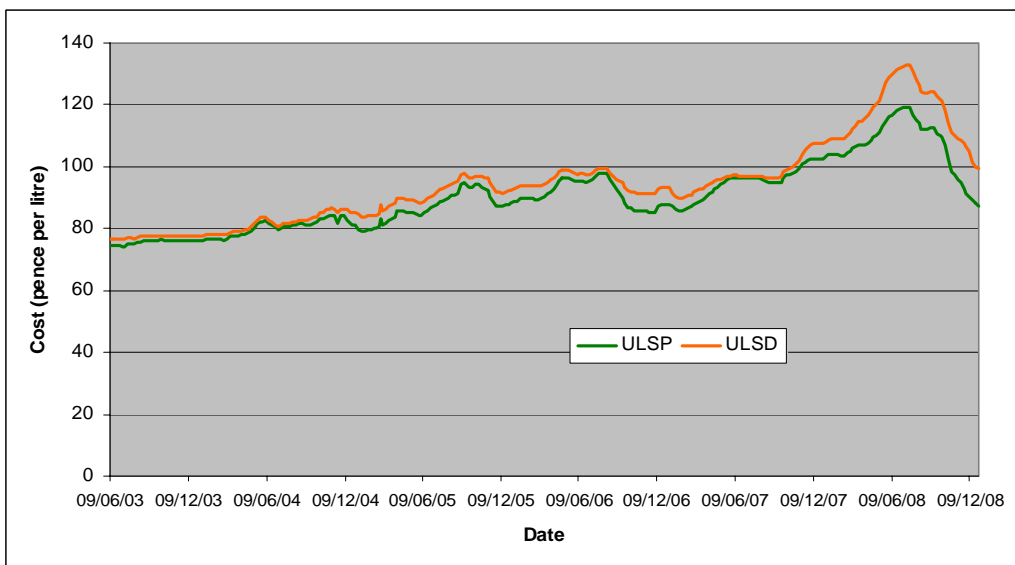
Travel trends in NTS and other sources are subject to effects of the substantive environment such as the weather, the state of the economy and fuel prices. The weather may have been a contributing factor in reduced trip rates recorded by the NTS in 2007. In particular, the country experienced high levels of rainfall and severe flooding during the summer months. The downturn in the economy in 2008 saw rising unemployment which may have contributed to the fall in commuting and business trips recorded in the NTS in 2008.

Figure 8.14: Employed population



Similarly, the NTS revealed a reduction in average distance travelled by car during 2008. This may have been partly related to the economy and to the steep rise in petrol and diesel prices between the end of 2007 and mid-2008.

Figure 8.15: Trend in fuel prices



APPENDIX A QUESTIONNAIRE DOCUMENTATION 2008

Introduction to Questionnaire Documentation

Questionnaire changes for the 2008 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 2007 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:

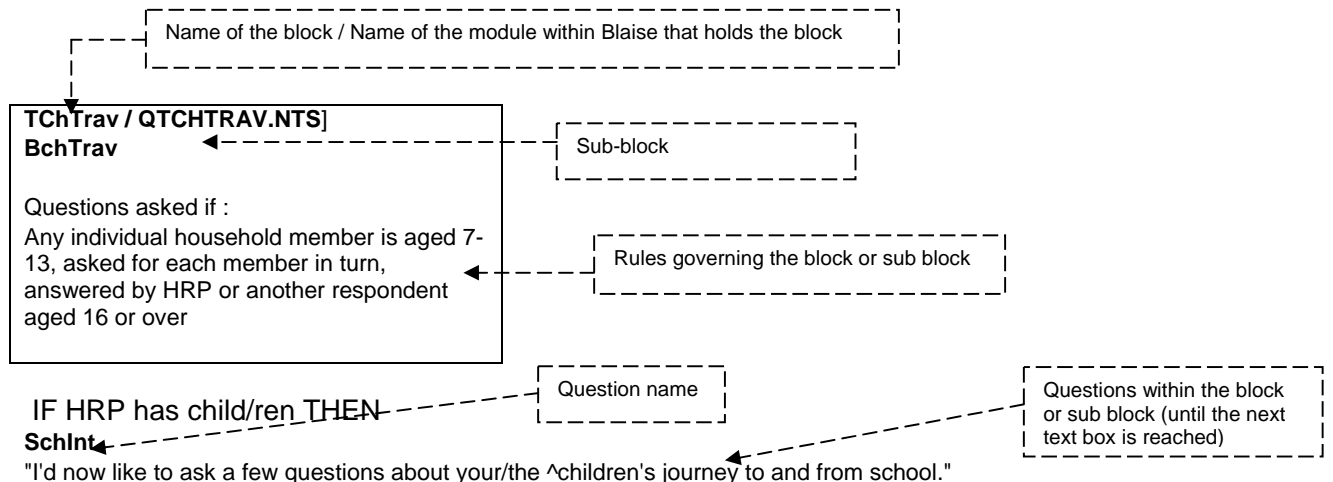


Table A.1 All changes made in 2008

Question	Summary	Details of change	Changed
Accessibility of services: Bamenity/QAmenity			
AccShC	How long to get to Shopping Centre	Routing changed to module B only	2008
AccShCDK	Approximate time to get to Shopping Centre	Routing changed to module B only	2008
AccHosp	How long to get to Hospital	Routing changed to module B only	2008
AccHosK	Approximate time to get to Hospital	Routing changed to module B only	2008
AccPM	How long to get to primary school	Routing changed to Module B only.	2008
AccPMDK	Approximate time to get to Primary School	Routing changed to Module B only.	2008
Accsec	How long to secondary school	Routing changed to Module B only	2008
AccSecDK	Approximate time to get to Secondary School	Routing changed to Module B only	2008
AccGCSE	How long to get to post-GCSE college	Routing changed to Module B only	2008
AccGCDK	Approximate time to get to post GCSE college	Routing changed to Module B only	2008
AccChm	How long to get to chemist	Routing changed to Module A only	2008
AccChmDK	Approximate time to get to chemist	Routing changed to Module A only	2008
AccPO	How long to get to post office	Routing changed to Module A only	2008
AccPODK	Approximate time to post office	Routing changed to Module A only	2008
Order	Type of goods delivered to home	Reintroduced for Module A only. Categories in 2008 same as 2003.	2008
Deliv	Frequency of home deliveries	Reintroduced for Module A only	2008
LastD	Last thing ordered by post, phone, or internet.	Reintroduced for Module A only. Categories in 2008 same as 2003.	2008
xLastD	Other verbatim of LastD	Reintroduced for Module A only	2008
HowOrd	How was last delivery ordered?	Reintroduced for Module A only	2008
HowB	How would have bought the last delivery, if it hadn't been delivered to house	Reintroduced for Module A only	2008
XHowB	Verbatim other answer for HowB	Reintroduced for Module A only	2008
Children's Travel to School: TchTrav/QTchTrav.NTS			
TravScW	Does child share lift to school with another child	Added	2008

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Question	Summary	Details of change	Changed
Vehicle Grid: BVehTab/ QTVEHTAB.NTS			
BlueBadge	Whether anyone in house as a blue badge	Added	2008
WhoBlue	Who has a blue badge	Added	2008
Disabilities that affect travel:TDisab/QTDisab.NTS			
Mobdiff	Any disability that makes it difficult to go by foot, car, or bus	Changed to Read Out each in turn	2008
Driving Licences: TDrLic/QTDrLic.NTS			
ProTyp95	Type of vehicles provisional licence is for	Additional answer category: 4. Motorcycle, scooter or moped only.	2008
DrivLik	Whether likely to learn to drive	Moved to after xResNDRM	2008
ResNDR	Why respondent does not drive	Routing changed from: If (DLProv=No) OR (PDrivSt = No) and if (DrivLik = Never) (i.e. if doesn't have a provisional or full licence and is not learning to drive, and is not likely to learn to drive) to: if respondent >=17 and DLProv =2 or PDrivSt=2 (i.e. if respondent is 17 or over and has not got a provisional or full licence and is not learning to drive)	2008
Location of work: TWorkPI / QTWorkPI.NTS			
WkAdd1	Usual workplace address – line 1 of address	Added	2008
WkAdd2	Usual workplace address – line 2 of address	Added	2008
WkAdd3	Usual workplace address – line 3 of address	Added	2008
WkAdd4	Usual workplace address – line 4 of address	Added	2008
WkPC	Usual workplace address – postcode	Added	2008
WkKnow	Whether Respondent knew address or looked it up	Added	2008
Travel to work: TWkMeth / QTWkMeth.NTS			
WkRoad	Type of road to work	Added	2008
XWkRoad	Other type of road	Added	2008

National Centre for Social Research

Question	Summary	Details of change	Changed
Working from home: TWkhome / QTWkhome.NTS			
YnotWkH	Why don't work at home very often or at all	Routing changed from: If wkhome=yes or posshome=yes, and Ofthome = less than once or twice a year or never to: if WkHome=yes or posshom=Yes, and Ofthome <>Wkly3 (ie can work from home but does so less than three times a week).	2008
Shopping page: TShDiff / QTShDiff.NTS			
TravSh	Method of transport for usual food shopping	Additional answer code: 9. Does shopping online/gets shopping delivered	2008
OthS	Whether transport difficulties in doing shopping	Routing changed so that those doing online shopping not included (not asked if TravSh=9)	2008
Accidents: TAccid/QTAccid			
AccInt	Intro to Accident questions	Interviewer instruction altered to remove text "NOW READ OUT INTRODUCTION BELOW"	2008
Accident	Whether involved in any accidents in last three years	Question text changed to include "Please include any accidents in which you were involved as a pedestrian, driver, passenger, cyclist or motorcyclist, even if no other party were involved." And interviewer instruction removed	2008
Long Distance Journeys: TWhoLDJ / QTWhoLDJ			
IntPlane	How many times left country by plane	Interviewer instruction added: ONLY INCLUDE OUTWARD JOURNEYS GOING ABROAD. DO NOT INCLUDE INTERNAL FLIGHTS WITHIN GREAT BRITAIN OR FLIGHTS ORIGINATING ON OTHER COUNTRIES	2008

National Centre for Social Research

Question	Summary	Details of change	Changed
Follow Up: Bfollowup			
Ttl	Title	Moved to after ConIntro	2008
ForNam	First name	Moved to after ConIntro	2008
SurNam	Surname	Moved to after ConIntro	2008
Vehicle block: BVehInt / QVehInt			
Regintr	Intro to registration number questions	Text added to helpnote: "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."	2008
SatNav	Whether car has satnav technology	Added	2008
Admin Block			
Conintro	Interview intro to contact information	Added	2008
FindDU	How many DUs found at address	Added	2008
DUCode	Code of selected DUs	Added	2008
FindHH	How many households in DU	Question wording changed from 'at this address' to 'in the selected DU' and Interviewer instruction changed from 'TAKE THE ANSWER AS RECORDED AT Q6a ON THE A.R.F. FOR THIS ADDRESS' to 'TAKE THE ANSWER AS RECORDED AT C1 ON THE A.R.F. FOR THIS ADDRESS'	2008
HHSel	How many HHs selected for interview	Question wording changed. Text added: 'Record number selected from C4 on the ARF.'	2008
PractDia	Whether Intr did practice page with Resp	Added	2008
PracNo	Why didn't do practice page	Added	2008
ARFB3	Reason for using outcome code 690 or 790	Added	2008

National Centre for Social Research

Question	Summary	Details of change	Changed
Admin Block (contd)			
NRdone	Whether non-response details done	Deleted	2008
Holiday	Whether respondent on Holiday during Travel Week	Deleted	Sept 2008
BlnkDry	Whether respondent had a completely blank travel record	Added	Sept 2008
BlnkWhy	Why travel record was completely blank	Added	Sept 2008

Block summary

Household questionnaire

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Household Questionnaire

BID/QID.NTS

Area

AREA NUMBER.
JUST PRESS <Enter>.

Address

ADDRESS NUMBER.
JUST PRESS <Enter>

Hhold

HOUSEHOLD NUMBER.
JUST PRESS <Enter>.

BSignin/ QSIGNIN.NTS

RECORD ALWAYS

AdrField

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

RECORD ALWAYS

StatusQ

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

RECORD ALWAYS

StartDat

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

RECORD ALWAYS

FirstQ

INTERVIEWER: IS THIS THE FIRST TIME YOU HAVE OPENED THIS QUESTIONNAIRE? (TO UPDATE ADMIN DETAILS PRESS <CTRL + ENTER>)
1. the first time you've opened this questionnaire
2. or the second or later time?

5. EMERGENCY CODE IF COMPUTER'S DATE IS WRONG AT LATER CHECK

RECORD ALWAYS

TravDate

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

RECORD ALWAYS

Summary

INTERVIEWER: Summary of PLACEMENT interviewing (Placement Interviewing not done yet in red):

Session 1: Name unfinished / reached end
Session 2: Name unfinished / reached end
Session 3: Name unfinished / reached end
Session 4: Name unfinished / reached end
Make a note of the session for anyone coded as unavailable. Use <CTRL+ENTER> at any point and select the appropriate session to complete individual interviews for people if they become available.

Vehicles: Name unfinished / reached end.

When you press the END key you will be stopped at any place where you coded 'later'

1. Press 1 and <Enter> to continue.

RECORD ALWAYS

Whohere

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

1. Press <ENTER> to continue

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

DEMOGRAPHICS

BHComp / QTHCOMP.NTS

ASK ALWAYS

Sex

NAME

INTERVIEWER: CODE SEX OF RESPONDENT

1. Male
2. Female

ASK ALWAYS

Birth

NAME

What is your date of birth?

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

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

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

: DATETYPE

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

Agelf

NAME

What was your age last birthday?

98 or more = CODE 97

: 00..97

No DK, No refusal

Helpscreen:

IF YEAR OF BIRTH NOT GIVEN

What was your age last birthday?

Interviewer note:

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

DVage

(Computed variable) Age of each person in the house.

DM510

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

DM1115

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

DM1619

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

DM713

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

IF age is 16 or over (DVAge >= 16)

MarStat

NAME ASK OR RECORD CODE FIRST THAT APPLIES

Are you

1. single, that is, never married
2. married and living with your husband/wife
3. married and separated from your husband/wife
4. divorced
5. or widowed?

No DK, No refusal

INTERVIEWER: IF THE RESPONDENT IS IN A SAME-SEX CIVIL PARTNERSHIP CODE THEM AS IF THEY WERE MARRIED.

Helpscreen:

The aim is to obtain legal marital status, irrespective of any de facto arrangement. The only qualification to this aim is that you should not probe the answer 'separated'. Should a respondent query the term, explain that it covers any person whose spouse is living elsewhere because of estrangement (whether the separation is legal or not). Ignore temporary absences, e.g. on oil rig.

A person whose spouse has been working away from home for over 6 months, e.g. on a contract overseas or in the armed forces, should still be coded as married and living with husband/wife if the separation is not permanent.

IF more than 1 person in the household and marital status is not married and living with husband/wife (Marstat <> 2)

LiveWith

NAME

ASK OR RECORD

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

1. Yes
2. No
3. SPONTANEOUS ONLY - same sex couple

No DK, No refusal

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.

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.

ASK ALWAYS

EthGroup

SHOW CARD A

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.

BHRP / QHRP.NTS

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

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.NTS

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.NTS

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.NTS

ASK ALWAYS

Ten1

SHOW CARD B

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.NTS

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.

IF HRP has lived at address for less than one year (Hlong = 1)

OldAdd

Is your (is [Name]'s) old address more than one mile from here or less than that?

1. More than one mile
2. One mile or less

LOCAL TRANSPORT SERVICES

BLocServ / QLOCSERV.NTS

ASK ALWAYS

ServIntr

INTERVIEWER: ANYONE IN THE HOUSEHOLD WHO KNOWS THE ANSWERS CAN BE ASKED THESE QUESTIONS.

I would like to ask you a few questions about local bus and train services. First I would like to ask about your local bus service...

1. Press <Enter> to continue.

ASK ALWAYS

NearBus

About how long would it take (me) to walk from here to the nearest bus stop or place where I could get on a bus? I am interested in the nearest one even if it isn't the main one you use.

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 C

Taking your answer from this card, approximately how long would it take (me) (to walk to your nearest bus stop)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.

1. 6 minutes or less
2. 7-13 minutes
3. 14-26 minutes
4. 27-43 minutes
5. 44 minutes or longer

ASK ALWAYS

GetBus

How frequent are the buses from that bus stop during the day? Is there ... READ OUT ... IF 'VARIES' TAKE WEEK DAY OFF-PEAK FREQUENCY

1. ...Less than one a day,
2. at least one a day,
3. at least one an hour,
4. at least one every half-hour,
5. or, at least one every quarter of an hour?

ASK ALWAYS

NearSta

Now thinking of your local train service, how long would it take (me) to walk to your nearest railway

(that is, National Rail) station? (Again I am interested in the NEAREST one, even if it is not the main one or the one you use).

IF TOO FAR TO WALK, PROBE: If you did walk, how long would it take? DO NOT INCLUDE UNDERGROUND STATIONS.

RECORD TO NEAREST MINUTE

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

IF the time it would take to walk to the nearest train station is not known (NearSta = DK)

BanRail

SHOW CARD C

Taking your answer from this card, approximately how long would it take (me) (to walk to your nearest railway station)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE.

1. 6 minutes or less
2. 7-13 minutes
3. 14-26 minutes
4. 27-43 minutes
5. 44 minutes or longer

ASK ALWAYS

BusSta

How long would it take (me) to get to the railway station by bus? Please include any time spent walking but not waiting time.

RECORD TO NEAREST MINUTE

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

IF QUICKER TO WALK, ENTER <CTRL K> AND CODE 6 AT NEXT QUESTION

IF NO CONVENIENT BUS SERVICE, ENTER <CTRL K> AND CODE 7 AT NEXT QUESTION.

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 take the bus 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 D

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
2. 7-13 minutes
3. 14-26 minutes
4. 27-43 minutes
5. 44 minutes or longer
6. Quicker to walk
7. No convenient bus service

ASK ALWAYS

DescTa

What is your nearest railway station like? Is it ...
READ OUT...

1. ...a station with frequent services throughout the day (at least once per hour),
2. a station with frequent services only during rush hours (at least once per hour),
3. or a station with less frequent services?

ASK ALWAYS

ClosSta

Is there a (London Underground), metro, light rail or tram stop which is closer?

IF YES, PROBE: Which type of stop is closer?

1. London Underground
2. Metro
3. Light Rail
4. Tram
5. No, no other stop is closer

IF there is a London Underground/metro/light rail/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 C

Taking your answer from this card, approximately how long would it take (me) (to walk to your nearest [tube/metro/light rail/tram] stop)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

1. 6 minutes or less
2. 7-13 minutes
3. 14-26 minutes
4. 27-43 minutes
5. 44 minutes or longer

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

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.

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 get bus to nearest London Underground/metro/light rail/tram stop is not known (BusTube = DK)

BanTBus

SHOW CARD D.

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.

1. 6 minutes or less
2. 7-13 minutes
3. 14-26 minutes
4. 27-43 minutes
5. 44 minutes or longer
6. Quicker to walk
7. No convenient bus service

ACCESSIBILITY OF SERVICES

BAmenity / QAMENITY.NTS

ASK ALWAYS

IntroA

I would now like to ask you some questions about how long it would take to get to certain places using 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.

1. Press 1 and <Enter> to continue.

ASK ALWAYS (*odd and even years*)

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

IF don't know how long (AccGP=DK)

AccGPDK

SHOW CARD E

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 EVEN YEARS ONLY (Module A)

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

If don't know how long (AccChm=DK)

AccChmDK

SHOW CARD E

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 ODD YEARS ONLY (Module B)

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

If don't know how long (AccHosp=DK)

AccHosDK

SHOW CARD E

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?

/INTERVIEWER: IF DONT KNOW ENCOURAGE ESTIMATE.

7. 15 minutes or less
8. 16-20 minutes
9. 21-30 minutes
10. 31-40 minutes
11. 41-60 minutes
12. 61 minutes or longer

ASK ODD YEARS ONLY (Module B)

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.

/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

If don't know how long (AccShc =DK)

AccShcDK

SHOW CARD E/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 DONT KNOW 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 ALWAYS (odd and even years)

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.

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

IF don't know how long (AccGro=DK)

AccGroDK

SHOW CARD E

Taking your answer from this card, 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 EVEN YEARS ONLY (Module A)

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.

:0..97

IF don't know how long (AccPO=DK)

AccPODK

SHOW CARD E

Taking your answer from this card, approximately 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: 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 ODD YEARS ONLY (Module B)

IF household contains children aged 5-10 last 31 August

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

IF don't know how long (AccPM=DK)

AccPMDK

SHOW CARD E

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 DONT KNOW 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 ODD YEARS ONLY (Module B)

IF household contains children aged 11-15 last 31 August

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

IF don't know how long (AccSec=DK)

AccSecDK

SHOW CARD E

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 DONT KNOW 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 ODD YEARS ONLY (Module B)

IF household contains children aged 16-19 last 31 August

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

IF don't know how long (AccGCSE=DK)

AccGCDK

SHOW CARD E

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 RESPONDENT DOES NOT KNOW 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 EVEN YEARS ONLY (Module A)

Order

SHOW CARD F.

I'd now like to ask a few questions about things which your household might have had delivered. Nowadays, does anyone in your household (do you) ever order any of these things over the phone, by post or on the internet?

CODE ALL THAT APPLY

1. Food and drink (not including take away meals)
2. Clothes
3. Books/CDs/software
4. Furniture
5. Holiday/travel tickets
6. Any other tickets (not for travel)
7. Plants/bulbs/flowers
8. Health Goods
96. Anything else
97. None of these

Helpscreen:

We ask this question because we want to see to what extent shopping by phone/post/internet reduces people's need to travel. Thus we are only interested in goods ordered in one of these ways and NOT in goods bought in person but delivered by the shop later on.

ASK EVEN YEARS ONLY (Module A)

IF Household orders deliveries by phone, post or the internet (Order = Response AND not 97)

Deliv

SHOW CARD G.

Can you tell me how often you or anyone in your household has any of these things delivered,

which have been ordered by phone, by post or on the internet?

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

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

Helpscreen:

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

ASK EVEN YEARS ONLY (Module A)

IF Household has deliveries at least once a year (Deliv = 1, 2, 3, 4, 5 or 6)

LastD

SHOW CARD F.

What was the last delivery of this sort that your household (you) received?

CODE ALL THAT APPLY

1. Food and drink (not including take away meals)
2. Clothes
3. Books/CDs/software
4. Furniture
5. Holiday/travel tickets
6. Any other tickets (not for travel)
7. Plants/bulbs/flowers
8. Health Goods
97. Anything else (specify)

IF another item was last delivered, not listed at LastD (LastD=97)

XLastD

Please specify other answer.

ASK EVEN YEARS ONLY (Module A)

IF household had something delivered (LastD = Response)

HowOrd

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

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

ASK EVEN YEARS ONLY (Module A)

IF the last delivery was ordered by phone, by post or on the Internet (HowOrd = 1, 2 or 3)

HowB

SHOW CARD H.

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

CODE ONE ONLY

IF MORE THAN ONE ANSWER, PROBE FOR MOST LIKELY METHOD

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

If would have bought it via another method (HowB=97)

XHowB

Please specify other reasons.

ASK ALWAYS

WhoShop

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

NOTE: IF DOES NOT TRAVEL TO DO FOOD SHOPPING (E.G. INTERNET SHOPPING, GETS SHOPPING DELIVERED) THEN USE CODE 12. CODE ALL THAT APPLY

1. 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.NTS

ASK EVEN YEARS ONLY (Module A)

SatServ

SHOW CARD K

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 EVEN YEARS ONLY (Module A)

ReliaBus

SHOW CARD M

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)

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

FrqBus

SHOW CARD L

How would you rate the frequency of local buses?

1. Very frequent
2. Fairly frequent
3. Neither frequent nor infrequent
4. Fairly infrequent
5. Very infrequent"
6. (No local service)
7. (Do not use)
8. (No opinion/Don't know)

ASK EVEN YEARS ONLY (Module A)

RelMetro

SHOW CARD M

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)

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

FrqMetro

SHOW CARD L

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)

CHILDREN'S TRAVEL TO SCHOOL

BChTrav / QTCHTRAV.NTS

IF ANY INDIVIDUAL HOUSEHOLD MEMBER IS AGED 7- 13, ASKED FOR EACH MEMBER IN TURN, ANSWERED BY HRP OR ANOTHER RESPONDENT AGED 16 OR OVER

ASK FOR EACH CHILD IN TURN

Schlnt

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

1. Press 1 and <Enter> to continue.

ASK FOR EACH CHILD IN TURN

SchDly

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

1. Makes daily journey

2. No daily journey (e.g. educated at home/boarding school)

IF child makes a daily journey to and from school (SchDly = 1)

TravSc

And how does [Name] usually travel to school? CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD'S USUAL JOURNEY TO SCHOOL

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 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.

1. Yes
2. No

IF 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 I

What are the reasons [Name] does not usually travel to and from school on his/her own?

CODE ALL THAT APPLY.

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

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

IF child is not usually accompanied or sometimes accompanied sometimes not (AccAd =2 or 3)

AgeAlw

At what age did [Name] first travel to or from school without an adult?

ENTER AGE FIRST DID THIS, EVEN IF DID NOT ALWAYS TRAVEL UNACCOMPANIED AT THAT AGE

IF child is not usually accompanied or sometimes accompanied sometimes not (AccAd =2 or 3)

NotAlw2

SHOW CARD I

What were the reasons [Name] was not allowed to travel on his/her own before then?

CODE ALL THAT APPLY

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

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

IF there is another reason why the child was not allowed to travel on their own before then (NotAlw2= 97)

XNotAlw2

Please specify other reasons.

ASK ALWAYS

Roads

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

IF YES, PROBE: Is that always or sometimes?

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

1. Yes, (almost) always
2. Yes, sometimes/depends
3. No, never

IF 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.NTS

ASK ALWAYS

IchEmp

INTERVIEWER: ASK OR RECORD

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

NOTE: INCLUDE SELF-EMPLOYMENT

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

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 J

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)

PLEASE REMEMBER TO INCLUDE NOT JUST CARS BUT ALSO LIGHT VANS, MOTORBIKES, 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]

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

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 J

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

BVehTab/ QTVEHTAB.NTS

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

FOR EACH VEHICLE IN TURN

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 (StillGot = 2)

WhenDis

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

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

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

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

DateDis

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

ASK ALL HOUSEHOLDS

BlueBdg

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

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

1. Yes
2. No

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

WhoBlue

Which household member or members hold a blue badge?

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

CODE ALL THAT HOLD BADGES

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

Individual Questionnaire

BWhoInt / QTWhoInt.NTS

RECORD ALWAYS

WhoInt

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

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

NO DK, NO REFUSAL

RECORD ALWAYS

IndQn

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

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

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

NO DK, NO REFUSAL

DISABILITIES THAT AFFECT TRAVEL

BDisab / QTDisab.NTS

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?

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

IF has a disability that makes it difficult to walk (MobDiff= 1)

PowWhl

SHOW CARD N

You said that you have difficulties going out on foot. I would now like to ask you about your use of powered wheelchairs and powered 'mobility' scooters.

Do you have the use of a powered wheelchair?

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

1. Yes
2. No

IF respondent has use of a powered wheelchair (PowWhl = 1)

PowWhUse

SHOW CARD N

How often is it used?

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 use powered wheelchair once or twice a year
OR less than that or never (PowWhUse = 6 or 7)*

PwWhOpen

Why isn't it used much? Please specify answer.

*IF has a disability that makes it difficult to walk (IF
MobDiff = 1)*

MobSct

SHOW CARD N

Do you have the use of a powered 'mobility'
scooter?

1. Yes
2. No

IF use mobility scooter (MobSct = 1)

MobScUse

SHOW CARD N

How often is it used?

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 use mobility scooter once or twice a year OR
less than that or never (MobScUse = 6 or 7)*

MobOpen

Why isn't it used much? Please specify answer.

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

DifBusY

NAME

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

PROBE: How else?

CODE ALL THAT APPLY

1. Difficulty getting to 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

*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 O

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.

If respondent is aged 16 or over (DVage=>16)

LeaHous

The next few questions are about your activities
yesterday. Thinking about yourself, did you leave
the house at all yesterday, including for any walks
of more than 50 yards?

1. Yes
2. No

IF left house yesterday (LeaHous=1)

QLeaHous

How many times did you leave the house
yesterday?

INCLUDE ALL OUTINGS BY ANY METHOD OF TRANSPORT, INCLUDING WALKS IF THEY ARE MORE THAN 50 YARDS.

:0..97

If did not leave house yesterday (LeaHous=2)

NotLea

SHOW CARD P

Can you tell me the main reason why you did not leave the house yesterday?

CODE ONE ONLY

1. Didn't want or need to leave house
2. Had to stay at home
3. No car in the household
4. Car broken down
5. Nobody to drive
6. Bad weather
7. Too busy at home
8. Unable to leave house because of temporary illness/disability
9. Unable to leave house because of permanent illness/disability
10. Other reasons

METHODS OF TRANSPORT USED

BMethod / QMethod.NTS

ASK ALL YEARS (Modules A and B)

IntroC

NAME

I would now like to ask you about different methods of transport you currently use. You may have told me some of this already but I just need to check.

1. Press 1 and <Enter> to continue.

ASK ALL YEARS (Modules A and B)

Ordbus

NAME

SHOW CARD Q

How frequently do you use an ordinary bus?

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

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

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

ASK ODD YEARS (Module B only).

Coach

NAME

SHOW CARD Q

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

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO. NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO

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

ASK ODD YEARS (Module B only).

Train

NAME

SHOW CARD Q

(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 ODD YEARS (Module B only).

TaxiCab

NAME

SHOW CARD Q

(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 (Modules A and B)

Plane

NAME

SHOW CARD Q

(How frequently do you use) 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 5 or over (DVAge >=5)

Bicycle

NAME

SHOW CARD Q

How frequently do you use a bicycle?

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

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

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

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 Q

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

IF respondent walks for more than 20 minutes at least once a year (Walk =1, 2, 3, 4, 5, OR 6)

WhWalk

NAME

SHOW CARD R

Thinking about your **last** walk of 20 minutes or more, where did you walk? Please choose your answer from this card.

CODE ONE ONLY

1. ...mostly on pavements alongside a road,
2. mostly on country roads without pavements,
3. mostly in a town or city park, or other urban area away from the road,
4. mostly in the countryside (away from roads),
5. or a mixture of these?
97. Other (SPECIFY)

IF respondent walked on another surface

(WhWalk = 97)

XWhWalk

NAME

Please specify other answer.

IF respondent walks for more than 20 minutes at least once a year (Walk =1, 2, 3, 4, 5, OR 6)

FarWalk

NAME

How long did the walk take you, one way?

PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY

BUT IF NO PARTICULAR DESTINATION, RECORD TIME TAKEN FOR ROUND TRIP ENTER ANSWER IN MINUTES OR CODE 997 IF PREFERS TO GIVE DISTANCE

IF respondent prefers to give distance of walk

(FarWalk = 997)

DistWalk

NAME

ENTER DISTANCE WALKED TO NEAREST MILE

IF respondent walks for more than 20 minutes at least once a year (Walk =1, 2, 3, 4, 5, OR 6)

TrWalk

NAME

Did you have to travel to get to the start of the walk?

ADD IF NECESSARY: By means other than walking

1. Yes
2. No

IF respondent travelled to get to start of walk (TrWalk = 1)

HtrWalk

NAME

How did you travel there?

CODE METHOD USED FOR LONGEST DISTANCE

1. Underground, metro, light rail, tram
2. Train
3. Bus, minibus or coach
4. Motorcycle, scooter or moped
5. Car or van
6. Taxi/minicab
7. Bicycle

97. Other (specify)

*If respondent used other method of travel
(HtrWalk = 97)*

XHTrWalk

NAME

Please specify other answer.

CYCLING

BCycle / QTCycle.NTS

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 adults

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

CycRoute

NAME

SHOW CARD S

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.NTS

ASKED OF EACH PERSON AGED 0 – 15
IN TURN (DVAGE <=15)

CarPass

NAME

SHOW CARD T

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

BDrLic / QTDrLic.NTS

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

ASK ALL

DLFull

NAME

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

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

1. Yes
2. No

If respondent has full driving licence (DLFull = 1)

DLTyp95

NAME

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

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

INTERVIEWER: ASK RESPONDENT TO CHECK DRIVING LICENCE

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

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

CarMot95

NAME

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

1. Yes
2. No

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

Drive95

NAME

Do you drive... READ OUT ...

CODE AUTOMATIC CAR AS AN ORDINARY CAR

CODE ALL THAT APPLY

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

Helpscreen:

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

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

XOthVeh

NAME

INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

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

VehUsu

NAME

READ OUT IF MORE THAN ONE VEHICLE
(May I check) which is the car/(vehicle) you usually drive?

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

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

If respondent no longer drives (Drive95=4)

Nodriv95

NAME

Is that because of a disability or health problem or for some other reason?

1. Disability or health problem
2. Other (Specify)

If respondent does not drive for some other reason (NoDrive95 = 2)

XNodriv

NAME

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

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

EvDLic95

NAME

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

1. Yes
2. No

IF respondent once had a full driving licence to drive a car (EvDLic95 = 1)

Nolic95

NAME

Why do you no longer hold a licence? Is it because of a disability or health problem or for some other reason?

1. Disability or health problem
2. Other (Specify)

IF there is some other reason why respondent no longer holds a licence (Nolic95 = 2)

XNoLic95

NAME

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

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

LastDr95

NAME

How old were you when you last drove?

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

DLAge

NAME

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

: 12..99

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

DLProv

NAME

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

1. Yes
2. No

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

ProTyp95

NAME

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

CODE FIRST THAT APPLIES

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

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

XProTp95

NAME

INTERVIEWER: Record other answer

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

PDrivSt

Are you currently learning to drive?

1. Yes
2. No

If respondent is 17 or over and has not got a provisional or full licence and is not learning to drive (DVage >=17 and DLProv =2 or PDrivSt=2)

ResNDR

SHOW CARD U

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?

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. Lack of parking spaces
8. Environmental reasons
9. Safety concerns / Nervous about driving
10. Physical difficulties / disabilities
11. Too old
12. Too busy to learn
13. Put off by theory test
14. Put off by practical test
15. Not interested in driving
16. Driving without a licence
97. Other (Specify)

If Other reason for not driving (ResNDR =97)

XResNDR

INTERVIEWER: Please record other reason.

If more than one reason for not driving (more than one answer at ResNDR)

ResNDRM

SHOW CARD U

And which one of these would you say was your 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. Lack of parking spaces
8. Environmental reasons
9. Safety concerns / Nervous about driving
10. Physical difficulties / disabilities
11. Too old
12. Too busy to learn
13. Put off by theory test
14. Put off by practical test
15. Not interested in driving
16. Driving without a licence
97. Other (Specify)

If other main reason for not driving (ResNDRM=97)

XResNDRM

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.

If the respondent is 17 or over and does not have a provisional licence OR is not currently learning to drive (DVage >=17) AND (DLProv=2 or PDrivSt=2)

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

BILO / QTILO.NTS

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

ASK ALL

EdAttn1

I would now like to ask you a few questions about your education and employment.

Do you have any educational qualifications for which you received a certificate?

1. Yes
2. No

Helpscreen:

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

IF does not have any educational qualifications (EdAttn1 = 2)

EdAttn2

Do you have any professional, vocational or other work-related qualifications for which you received a certificate?

1. Yes
2. No

Helpscreen:

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

IF has a qualification (EdAttn1 = 1 OR EdAttn2 = 1)

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 less than 63 years old if a woman and 65 years old if a man (Wrking = 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 more than 62 years old if a woman and 63 years old if a man (SchemeET=2 or 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 their 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 V

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, 3 OR JbAway= 3)

StartJ

NAME

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

1. Yes
2. No

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

YInAct

NAME

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

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

Helpscreen:

There is no predetermined definition of any of the categories at this question; you should accept the respondent's answer.

Do not prompt the categories. If, exceptionally, an answer covers more than one coding category, ask which is the main reason and code that one only.

Computed variable

DVILO3a

DV for ILO in employment - 3 categories

1. InEmp (employed)
2. Unemp (unemployed)
3. EclnAct (economically inactive)

Computed variable

DVILO4a

DV for ILO in employment - 4 categories

1. InEmpXuf
2. UFW
3. Unemp
4. EclnAct

BEDUC / QTEduc.NTS

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))

Ask if not known to be a student (YInAct<>1)

Educ
NAME

Are you at present attending a school or college?

1. Yes
2. No

IF respondent is attending school or college or known to be student (YInAct=1 or Educ=1)

EducFT
NAME

May I check, are you a full-time student?

1. Yes
2. No

TRANSPORT RELATED BARRIERS TO WORK

BTrEmp / QTTrEmp.NTS

ASKED OF EACH MALE IN TURN, IF THEY ARE 16 TO 64 AND UNEMPLOYED OR ECONOMICALLY INACTIVE AND NOT AT SCHOOL OR COLLEGE (DVAGE = 16-64 AND (DVIL03a = 2 OR 3) AND EDUC=2)

ASKED OF EACH FEMALE IN TURN, IF THEY ARE 16-59 AND AND UNEMPLOYED OR ECONOMICALLY INACTIVE AND NOT AT SCHOOL OR COLLEGE (DVAGE = 16-59 AND (DVIL03a = 2 OR 3) AND EDUC=2)

ASK ALL

PrbJob
NAME

Have you turned down a job in the past 12 months due to problems with transport?

1. Yes
2. No

IF respondent had problems with transport (PrbJob = 1)

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.

ASK ALL

PrbNow
NAME

And do you have any problems with transport now which would stop you from taking a job?

1. Yes
2. No

IF respondent has transport problems AND has mentioned a problem with transport earlier (PrbNow = 1 and PrbTyp1 = response)

PrbSame
NAME

Are these problems the same as those you mentioned before?

1. Yes
2. No

IF respondent does not have same problem as before OR did not specify the earlier problem (PrbSame = 2 OR PrbTyp1 <> response)

PrbTyp2
NAME

What sort of problems with transport are these?

CODE ALL THAT APPLY

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

IF respondent had other problem with transport (PrbTyp2 = 97)

XPrbTyp2
NAME

Please specify other answer.

LAST PAID JOB

BLastJb / QTLastJb.NTS

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

TMainJb / QTMainJb.NTS

BMainJb

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

FiPtWk

NAME

In your (main) job were/(are) you working... READ OUT ...

1. ...full time,
2. or part time?

Helpscreen:

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

INCOME

TIncme / QTIncme.NTS
BIncme

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

ASK ALL

Incme

NAME

SHOW CARD W

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 W.

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 X (SEE APPENDIX J)

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 X (SEE APPENDIX J)

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

TWorkPI / QTWorkPI.NTS
BWorkPI

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

ASK ALL

WkPlace

NAME

When you go to work do you... READ OUT

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

WkUrbCod

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

TWkMeth / QTWkMeth.NTS
BWkMeth

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

ASK ALL

WkTrav

NAME

How do you usually travel to work?

THIS QUESTION APPLIES FOR THE MAIN JOB, THAT IS THE JOB IN WHICH RESPONDENT USUALLY WORKS THE MOST HOURS.

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE RESPONDENT'S USUAL JOURNEY TO WORK.

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

Helpscreen:

Only Use 'other' code at WkTrav if none of the following apply:

Code 1 (tube) for Tyne & Wear Metro, Greater Manchester Metrolink, Glasgow Underground, Croydon Tramlink, West Midlands Metro, Sheffield Supertram, and Docklands Light Railway.

Code 3 (bus) for coaches, works bus, contract buses and minibuses.

Code 5 (car) for works vans, firms car, and transit vans.

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

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

visited with the same frequency the one **furthest away from home** is the usual place of work.

If respondent travels to work some other way (WkTrav = 97)

XWkTrav

NAME

INTERVIEWER: Please record how informant usually travels to work.

Remember to recode WkTrav 1 to 8 where possible.

If respondent now says they work and live in the same premises then please go back and amend WkPlace

Helpscreen:

Only Use 'other' code at WkTrav if none of the following apply:

Code 1 (tube) for Tyne & Wear Metro, Greater Manchester Metrolink, Glasgow Underground, Croydon Tramlink, West Midlands Metro, Sheffield Supertram, and Docklands Light Railway.

Code 3 (bus) for coaches, works bus, contract buses and minibuses.

Code 5 (car) for works vans, firms car, and transit vans.

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

If travels to work by motorcycle, scooter or moped, car or van or taxi/minicab (WkTrav = 3,4 OR 5)

WkRoad

NAME

SHOW CARD Y

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)

If travels to work on other type of road (WkRoad=6)

XWkRoad

NAME

INTERVIEWER: Please record details of other type of road used"

If respondent normally travels to work by car or van (WkTrav = 5)

WkDrive

NAME

When travelling to work are you...READ OUT

1. ...usually the driver,
2. usually the passenger

3. or sometimes driver and sometimes passenger

If respondent drives to work (WkDrive = 1 OR 3)

ParkWrk

NAME

SHOW CARD Z

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)

WORKING AT HOME

TWkHome / QTWkHome.NTS
BWkHome

ASKED OF ALL IN TURN, IF THEY ARE 16 OR OVER AND IN EMPLOYMENT (DVage=>16 AND DVILO3a=1).

If respondent works at same places every time, at least two days a week or goes to different places (WkPlace = 1, 2 or 3)

WkHome

NAME

Can I just check, in the week ending last Sunday (the [Date of last Sunday]), did you work at home on any of the days INSTEAD of travelling to your usual place of work?

1. Yes
2. No

Helpscreen:

Only code 'Yes' if respondent worked at home on any usual work day INSTEAD of travelling to (their usual place of) work. Those who went into work late or who worked at home in the evenings or at weekends (if these are outside their usual working hours) should be coded 'No'

If respondent did work at home (WkHome = 1)

HomeDay

NAME

On which days did you work at home?

CODE ALL THAT APPLY

1. Monday
2. Tuesday
3. Wednesday
4. Thursday
5. Friday
6. Saturday
7. Sunday

If respondent did not work at home (WkHome = 2)

PossHom

NAME

Can I check, in your (main) job, would it be possible to do your kind of work at home instead of travelling to work?

IF SOMETIMES, CODE 'YES'

IF POSSIBLE TO BORROW NECESSARY EQUIPMENT FROM WORK, (E.G. LAPTOP, SEWING MACHINE), CODE YES

1. Yes
2. No

If respondent did work at home (WkHome = 1)

OR if it is possible for respondent to work from home (PossHom = 1)

OfHome

NAME

How often do you work at home (in your main job) instead of travelling to work?

NOTE: DO NOT INCLUDE IF OUTSIDE NORMAL WORKING HOURS E.G. ADDITIONAL WORK AT HOME IN EVENING/WEEKENDS

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

If respondent works at home less than three times a week (OfHome = 3, 4, 5, 6, or 7)

YNotWkH

NAME

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

CODE ALL THAT APPLY

1. Do not have a computer/modem/fax/telephone at home
2. Employer does not allow it
3. Just prefer not to
4. No space to work at home
5. Children at home
97. Other reason (specify)

If respondent has another reason why they do not work at home more often (YnotWkH = 97)

XYNotWkH

NAME

Please specify other reasons.

If respondent works at home at least once or twice a year or is a home-based worker (OfHome = 1, 2, 3, 4, 5, 6 OR WkPlace = 4)

TelComp

NAME

When you work at home, do you usually use a telephone or a computer?

IF YES, PROBE: Which do you use?

1. Yes, telephone only
2. Yes, computer only

3. Yes, both
4. No

If respondent could work from home using a telephone, or both a telephone and computer (TelComp = 1 OR 3)

PossTel

NAME

Would it be possible for you to work at home without the use of a telephone?

1. Yes, always
2. Yes, sometimes
3. No, never

If respondent could work from home using a computer, or both a telephone and computer (TelComp = 2 OR 3)

PossComp

NAME

Would it be possible for you to work at home without the use of a computer?

1. Yes, always
2. Yes, sometimes
3. No, never

EASE/DIFFICULTY OF TRAVELLING TO WORK

TWkDiff / QTWkDiff.NTS
BWkDiff

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

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

CarW

NAME

(I'm now going to ask a few questions about how easy or difficult you find it to make different types of journeys, and why.)

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

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY

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

If respondent experiences some other difficulty (CarW = 97)

XCarW

NAME

specify other answer.

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

CarWM

NAME

And which **one** of these things creates most difficulty?

CODE ONE ONLY

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

If respondent has some other difficulty (CarWM = 97)

XCarWM

NAME

Please specify other answer.

If respondent 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 make different types of journeys, and why.)

Do you usually experience any difficulties with travelling to or from work

by[underground/metro/light rail/tram] / [train] / [bus/minibus/coach] / [taxi/minicab] / [bicycle] / [foot]?

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY

1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. Lack of/no cycle lanes
13. The weather

97. Other (specify)

IF respondent experiences some other difficulty (OthW = 97)

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 = 97)

XOthWM

NAME

Please specify other answer.

SHOPPING

TShDiff / QShDiff.NTS
BShDiff

ASK HOUSEHOLD MEMBER WHO IS THE MAIN FOOD SHOPPER IN THE HOUSEHOLD (DVShop)

ASK ALL

TravSh

NAME

Now some questions about shopping.
How do you usually travel when you do your main food shopping?

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

IF DIFFERENT METHOD TO GET TO SHOPS AND RETURN HOME, CODE METHOD TO GET HOME

IF NO USUAL METHOD, ASK ABOUT THE LAST TIME

1. Underground, metro, light rail, tram

2. Train
3. Bus, minibus or coach
4. Motorcycle, scooter or moped
5. Car or van
6. Taxi/minicab
7. Bicycle
8. On foot
9. Does shopping online/gets shopping delivered
97. Other (specify)

IF respondent uses other method of travel for food shopping (TravSh = 97)

XTravSh

NAME

Please specify other answer.

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
97. Other (please specify)

IF respondent experiences some other difficulty (CarSM = 97)

XCarSM

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

Do you usually experience any difficulties with travelling by [underground/metro/light rail/tram] / [train] / [bus/minibus/coach] / [taxi/minicab] / [bicycle] / [foot] when you do your main food shopping?

IF Yes, PROBE: What difficulties?

CODE ALL THAT APPLY

1. No, no difficulties
2. Too far/long journey
3. Journey not possible by public transport
4. Unreliable public transport
5. Cost of using public transport/taxis
6. Poor information about public transport services
7. Poor connections
8. Finds public transport unpleasant
9. Personal disability
10. Concerns over personal safety
11. Traffic congestion/roadworks
12. Difficulties carrying the shopping
13. Difficulties managing with children
14. The weather
97. Other (specify)

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

TDemTr / QTDemTr.NTS

BDemTr

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

ASK ALL

OthDif

NAME

SHOW CARD AA

(Apart from anything you have already mentioned)

Do you have any transport difficulties for any of these types of journey?

CODE ALL THAT APPLY

1. Travelling to the doctors/hospital
2. Visiting friends/relatives at their home
3. Travelling to other social activities
4. Taking the children to school/social activities etc.
5. Travelling to school/college/university
6. Travelling for any other reason (specify)
7. No difficulties with any of these

IF respondent has transport difficulties for some other journey purpose (OthDif = 7)

XOthDif

NAME

PLEASE SPECIFY OTHER REASON FOR TRAVELLING.

IF respondent has transport difficulties travelling to the doctors/hospital (OthDif = 1)

YDif1

NAME

What difficulties do you experience when travelling to the doctors/hospital?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services

6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

IF respondent has other transport difficulties with travelling to the doctors/hospital (YDiff1 = 97)

XYDiff1

NAME

PLEASE SPECIFY OTHER ANSWER.

IF respondent has transport difficulties when visiting friends/relatives at their home (OthDif = 2)

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)

IF respondent has other transport difficulties when visiting friends/relatives at their home (YDiff2 = 97)

XYDiff2

NAME

PLEASE SPECIFY OTHER ANSWER.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

IF respondent has transport difficulties when travelling to other social activities (OthDif = 3)

YDiff3

NAME

What difficulties do you experience when travelling to other social activities?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services

6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

IF respondent has other transport difficulties when travelling to other social activities (YDiff3 = 97)

XYDiff3

NAME

PLEASE SPECIFY OTHER ANSWER.

IF respondent has transport difficulties when when taking the children to school/social activities etc (OthDif = 4)

YDiff4

NAME

What difficulties do you experience when taking the children to school/social activities etc?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services
6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

IF respondent has other transport difficulties when taking the children to school/social activities etc (YDiff4 = 97)

XYDiff4

NAME

PLEASE SPECIFY OTHER ANSWER.

IF respondent has transport difficulties when travelling to school/college/university (OthDif = 5)

YDiff5

NAME

What difficulties do you experience when travelling to school/college/university?

CODE ALL THAT APPLY

1. Too far/long journey
2. Journey not possible by public transport
3. Unreliable public transport
4. Cost of using public transport/taxis
5. Poor information about public transport services

6. Poor connections
7. Finds public transport unpleasant
8. Don't have current driving licence/can't drive
9. Cost of petrol
10. Lack of parking facilities
11. Cost of parking
12. Personal disability
13. Concerns over personal safety
14. Traffic congestion/roadworks
97. Other (SPECIFY)

IF respondent has other transport difficulties when travelling to school/college/university (YDiff5 = 97)

XYDiff5

NAME

PLEASE SPECIFY OTHER ANSWER.

IF respondent has transport difficulties when travelling for some other journey purpose (OthDif = 6)

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)

IF respondent has other transport difficulties when travelling for some other journey purpose (YDiff6 = 97)

XYDiff6

NAME

PLEASE SPECIFY OTHER ANSWER.

ROAD ACCIDENTS

TAccid / QAccid.NTS

BAccid

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 were involved.

Only include incidents that happened on a public road, including pavements and cycle lanes on the public road.

1. Yes
2. No

If respondent has been in accident (Accident=1)

Acc3Yr

NAME

And how many times have you been involved in a road accident, no matter how minor, in the last 3 years?

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

:1..97

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

Acc12Mn

NAME

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

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

: 0..97

If respondent has been in accident (Accident=1)

Injury3

NAME

Thinking again about the last 3 years, that is since [Date], have you been in a road accident on a public road in which you were injured in some way?

Please include incidents where you were in a vehicle, on a bicycle or motorbike, or a pedestrian.

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 (Injury3=1)

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 accident and has had an accident in the last 12 months and answered question about number of accidents when injured in past 3 years (Injury3=1 AND Acc3Inj=RESPONSE, 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 36

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 37

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 38

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 IndQ =1)

Police

NAME

SHOW CARD 39

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

SPECIAL TICKETS/PASSES

BNoTick / QNOTICK.NTS

If age is greater than 4 (DVAge > 4)

ASK ALL

StckT

NAME

SHOW CARD AF

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 DISBALED 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..3 , NO DON'T KNOW, NO REFUSAL

TTicket / QTICKET.NTS

BTicket

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)

MoMIs

NAME

TICKET NUMBER: [Number]

When you use your combined ticket, on which method of transport do you travel the most mileage?

1. Train
2. Underground
3. Light Rail/Tram
4. Bus
5. DK/Other

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

TkTime

NAME

TICKET NUMBER: [Number]

How long does the ticket/pass last for?

1. 1 week
2. 1 month

3. 3 months/school term
4. 6 months
5. 1 Year
6. more than 1 year
7. unlimited
97. Other (specify)

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

XTkTime

NAME

INTERVIEWER: Please record the length of time the ticket covers.

Remember to recode wherever possible.

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

TkCst

NAME

TICKET NUMBER: [Number]

What was the actual (net) cost to you of the ticket?

ENTER COST TO THE HOUSEHOLD IN POUNDS & PENCE. EXAMPLES

10 pounds and 6p. Enter 10.06

7 pounds and 63p. Enter 7.63

IF NIL ENTER 0

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

NumJrn

NAME

TICKET NUMBER: [Number]

How many [light rail/tram] / [underground/metro] / [bus] / [train] / [light rail/tram] / [underground/metro]

journeys per week would you expect to use the ticket/pass for. Please count each single trip as one journey and return trips as two?

INTERVIEWER: IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0

If the respondent makes on average less than one journey a week (NumJrn = 0)

YrNum

NAME

SHOW CARD AG

TICKET NUMBER: [Number]

Could you look at this card and tell me on about how many (main method) journeys you use the ticket/pass?

PLEASE COUNT THE NUMBER OF SINGLE JOURNEYS

1. More than 12 times per year/once a month
2. Up to 12 times per year/once a month
3. Three or four times a year
4. Once or twice a year
5. Less than once a year or never

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

TkTPay

NAME

TICKET NUMBER: [Number]

When you use the ticket\pass do you usually have to pay anything at the time of travel, or do you travel free?

1. Pay something
2. Travel free

LONG DISTANCE JOURNEYS

TWhoLDJ / QTWhoLDJ.NTS
BWhoLDJ

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 th 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'.

QLDJINT.NTS
BLDJINT

If Respondent made any long distance journeyeys (AnyLDJ1 = 1)

LDJInt

NAME

INTERVIEWER: PRESS ENTER TO BEGIN RECORDING THE JOURNEYS MADE BY NAME

1. Continue

TLDJQs / QTLDJQs.NTS
BLDJQs

ASKED OF ALL IN TURN, IF THEY HAVE MADE ANY LONG DISTANCE JOURNEYS (AnyLDJ1=1 or More =1)

ASK ALL

LDJ

ENTER LONG DISTANCE JOURNEY NUMBER

ASK ALL

LDJDate

NAME

On what date did you make your [1st/2nd/3rd etc.] long distance journey of 50 miles or more since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

IF Respondent made more than one long distance journey (LTLDJQs1 > 1)

RepJ

NAME

IF **REPEAT** OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>.

OTHERWISE ENTER 0

IF Respondent made more than one long distance journey (LTLDJQs1 > 1) and journey was not a repeat (RepJ=0)

RepJR

NAME

IF **RETURN** JOURNEY OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>.

OTHERWISE ENTER 0

IF Respondent made more than one long distance journey (LTLDJQs1 > 1) and journey was not a repeat (RepJ=0) or return journey (RepJR=0)

DupP

NAME

IF **DUPLICATE** OF JOURNEY MADE BY ANOTHER HOUSEHOLD MEMBER, ENTER THEIR PERSON NUMBER

OTHERWISE ENTER 0

IF journey was a duplicate of another household members journey (DupP>0)

DupJ

NAME

ENTER [Name's] JOURNEY NUMBER FOR THE DUPLICATE JOURNEY, THEN PRESS <ENTER> THEN <END>.

ASK FOR ALL LONG DISTANCE JOURNEYS

OrigRef

NAME

From where did your journey begin?

INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER

CODING FRAME. IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW).

ON EXITING THE CODING FRAME PRESS ENTER AGAIN TO MOVE TO NEXT QUESTION.

IF placename is not in codeframe (Orig = 9999997)

XOrig

NAME

INTERVIEWER: TYPE IN NAME OF PLACE FROM WHICH JOURNEY BEGAN, INCLUDING COUNTY OR NEAREST LARGE TOWN

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigUA

NAME

Unitary Authority code of origin

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigUR

NAME

Urban/Rural code of origin

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigPI

Place of origin - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS

PurpTo

NAME

What was the purpose of your journey?

PROBE AS NECESSARY.

Was it **principally** to pick up or accompany someone else?

IF SO: What were **they** doing at the time?

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?

TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS

DestRef

NAME

Where did your journey end?

INTERVIEWER: TYPE IN FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME.

IF THE PLACE IS NOT LISTED, TYPE XXX AND CODE AS 9999997 (NOT LISTED/DON'T KNOW).

ON EXITING THE CODING FRAME, PRESS ENTER AGAIN TO MOVE TO THE NEXT QUESTION.

IF placename is not in codeframe (Dest = 9999997)

XDest

NAME

INTERVIEWER: TYPE IN NAME OF PLACE WHERE JOURNEY ENDED, INCLUDING COUNTY OR NEAREST LARGE TOWN

CODE FOR ALL LONG DISTANCE JOURNEYS

DestUA

Unitary Authority code of destination

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

DestUR

NAME

Urban/Rural code of destination

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

DestPI

Place of destination - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS

Dist

NAME

How far did you travel (in total on this journey) between [origin] and [destination]?

IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE.

ENTER DISTANCE IN MILES

ASK FOR ALL LONG DISTANCE JOURNEYS

Meth95

NAME

What method of travel did you use for the main part of your journey? (By main part I mean the part of your journey which covered the longest distance)

1. Walk
2. Bicycle

3. Private (hire) bus
4. Car
5. Motorcycle
6. Van, lorry
7. Other private
8. Ordinary bus - London
9. Ordinary bus - elsewhere
10. Coach, express bus
11. Excursion/tour bus
12. LT Underground
13. Train
14. Light Rail
15. Aircraft (public)
16. Taxi
17. Minicab
18. Other public
19. Private (unspecified)
20. Public (unspecified)

Helpscreen:

The code are listed in your Definitions Manual.

IF aged 16 or more and LDJ was undertaken in a private vehicle (DVAge>=16 AND Meth95=4, 5, 6, 7)

DriPas

NAME

Were you the driver of this vehicle or the passenger?

1. Driver
2. Passenger

Helpscreen:

If the driving was shared, then code the person who drove the longest distance as the driver. If they drove equal distances, then the driver is the one who drove for the longest time

ASK FOR ALL LONG DISTANCE JOURNEYS

More

NAME

Did you make any other long distance journeys since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

Please include return journeys.

1. Yes
2. No

FOLLOW UP

BFollup.NTS
BFollup

ASK IF RESPONDENT IS AGED 16 OR MORE (DVAGE>=16) AND FACE-TO-FACE INTERVIEW (INDQN=1)

ASK ALL

FollowUp

Before we continue, can I ask whether it would be alright to contact you again, if at sometime in the future there were a follow-up study to this one?

1. Yes
2. No

Interviewer note:

IF YOU THINK IT WOULD BE HELPFUL, SAY ONE OR MORE OF THE FOLLOWING:

You do not have to say now whether you would actually take part in the study, just whether it would be OK to contact you about it

Any follow-up study would be quite short

Any follow-up study would focus on transport issues and would be carried out on behalf of the Department for Transport

IF THE RESPONDENT SAYS "YES" TO THE ABOVE, MAKE SURE YOU RECORD A CONTACT TELEPHONE NUMBER FOR THE HOUSEHOLD ON THE ARF

If respondent agrees to follow up (FollowUp=1)

TelNoH

NAME

And what would be the best telephone number to reach you on?

Include standard code.

INTERVIEWER: IF NOT OBTAINED PRESS <CTRL R>

If respondent agrees to follow up (FollowUp=1)

TelNoM

NAME

Is there an alternative number?

IF NOT OBTAINED PRESS ENTER TO CONTINUE

INDIVIDUAL PICK UP INTERVIEW

TPickUp / QTPICKUP.NTS

BPickUp

ASKED OF ALL IN TURN, DURING PICKUP INTERVIEW (QSignIn.StatusQ = 2)

RECORD ALWAYS

WhoPU

Which person do you want to do the individual pick up interview for? ENTER PERSON NUMBER FROM LIST BELOW.

1. Name [1]
2. Name [2]
3. Name [3]
4. Name [4]
5. Name [5]
6. Name [6]
7. Name [7]
8. Name [8]
9. Name [9]
10. Name [10]

RECORD ALWAYS

PUQn

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

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

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

RECORD ALWAYS

Session

Session original interview in (computed)

RECORD ALWAYS

SessLine

Line number in session original interview in (computed)

IF Respondent aged over 4 (DVAge > 4)

StckPic

NAME

SHOW CARD AA

Since I interviewed you on [Date], have you bought or been given any of these special tickets or passes **for your own use**, valid for a week or longer?

INTERVIEWER: EXCLUDE ONE DAY TRAVELCARDS, CARNETS AND OYSTER CARDS (LONDON AREA) WHICH ARE SOLELY PAY-AS-YOU GO.

BLUE/ORANGE DISABLED BADGES ARE NOT INCLUDED.

ASK TO SEE TICKET/PASS.

1. Yes
2. No

IF Respondent has been bought or been given a special ticket or pass (StckPic = 1)

NewTNo

NAME

How many special tickets or passes **for your own use** have you bought or been given since then?

:1..3

IF Respondent has been bought or been given a special ticket or pass (StckPic = 1)

NewTick

NAME

And is this a replacement for the old ticket or pass, or is it a different one?

/And are these all replacements for an old ticket or pass, or are any of them different ones?

IF ANY DIFFERENT, CODE NUMBER OF **NEW** TICKETS.

IF ONLY REPLACEMENT TICKETS OBTAINED SINCE THE PLACEMENT INTERVIEW THEN CODE '0'

If anyone in the household has bought or been given any new special tickets or passes since the

placement interview they are asked the questions in block BTickPU. This block includes the same questions as are asked in block BTicket in the special tickets section of the individual questionnaire. These questions are:

TckT

SpecTk

XSpecTk

TkMode

MoMIs

TkTime

XTkTime

TkCst

NumJrn

YrNum

TkTPay

IF respondent did not have a driving licence at placement interview (DLFull=2)

DLFNew

NAME

Since I last interviewed you on [Date], have you acquired a full driving licence valid in Great Britain to drive either a car, or a motorcycle, scooter or moped?

1. Yes
2. No

If has acquired a licence (DLFnew=1)

DLTyp95

NAME

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

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

INTERVIEWER: ASK RESPONDENT TO CHECK LICENCE

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

If licence is for car and motorcycle (DLTyp95=3)

CarMot95

NAME

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

1. Yes
2. No

IF Respondent has a driving licence for a car (IF DLTyp95 = 1, 2, 3, 5)

Drive95

NAME

Do you drive... READ OUT ...

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 (DLFNew = 1)

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
5. Motorcycle, scooter, moped only
- 4.. 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 to 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

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

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

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

And when did you finish playing in the street?
ENTER END TIME OF 5th PERIOD IN STREET
IN 24 HOUR CLOCK (E.G. 13:00 for 1pm in the
afternoon, 18.30 for 6.30pm in the evening)

Vehicle Questionnaire

BVehInt / QVehInt.NTS

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 DfT and the registration number will not be used to identify you or your household.

DVLA = DRIVER AND VEHICLE LICENSING AGENCY

1. Acceptable to respondent - continue
2. Not acceptable - change RegIntr

If Respondent is willing to give registration number (RegIntr = 1)

VRegNo1

ENTER REGISTRATION NUMBER FOR THE [VEHICLE]

INTERVIEWER: PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE.

NO DK, NO REFUSAL

If Respondent is willing to give registration number (RegIntr = 1)

RFormat

INTERVIEWER: CODE FORMAT OF REGISTRATION NUMBER.

(HOW REGISTRATION YEAR OF VEHICLE IS IDENTIFIED).

1. AB **12** CDE (new format 2001 onwards, with registration year shown by 2 numbers)."
2. **A**123CDE, **A**12BCD, **A**1BCD (old format 1983-2001 with registration year letter at the **start**).
3. ABC123**D**, ABC12**D**, ABC1**D** (old pre-1983 format with registration year letter at the **end**).
4. None of these

If this is acceptable (RegExpl = 1)

RegNo

Can I ask you to repeat your registration number, so I can check it is recorded correctly.

INTERVIEWER: ENTER REGISTRATION NUMBER FOR THE [VEHICLE] AGAIN TO CONFIRM.

PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE.

READ NUMBER BACK TO RESPONDENT TO VERIFY.

THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION

NO DK, NO REFUSAL

IF Registration number not given (RegNo <> Response)

FuelTyp

VEHICLE

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.NTS

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)

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 given (RegNo <> Response:

Personal

VEHICLE

Is the registration number for this vehicle a personalised or cherished number?

1. Yes
2. No

IF Registration number is not personalised or cherished (Personal = 2)

SimReg

SHOW CARD AH

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 AH

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 AH

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 mods spec 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.NTS

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH

HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric)

IF Registration number not given (RegNo <> Response)

EnSize

VEHICLE

ASK OR RECORD AND CHECK

What is the size of the [Vehicles]'s engine in cc's?

(1 litre = 1000 cc)

PROBE IF ANSWER IS GIVEN TO NEAREST 100cc.....(Help <F9>)

Helpscreen:

MOPEDS: have a maximum engine size of 50cc.

IF engine size is not known (EnSize = DK)

BenSize

SHOW CARD AI

VEHICLE

Taking your answer from this card, what is the engine size?

1. up to 50cc
2. 51 to 125cc
3. 126 to 250cc
4. 251 to 700cc
5. 701 to 1000cc (0.7 to 1 litre)
6. 1001 to 1300cc (1.0 to 1.3 litres)
7. 1301 to 1400cc (1.3 to 1.4 litres)
8. 1401 to 1500cc (1.4 to 1.5 litres)
9. 1501 to 1800cc (1.5 to 1.8 litres)
10. 1801 to 2000cc (1.8 to 2.0 litres)
11. 2001 to 2500cc (2.0 to 2.5 litres)
12. 2501 to 3000cc (2.5 to 3.0 litres)
13. 3001cc and over (3 litres and over)

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.NTS

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.NTS

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)

Asked of all vehicles

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 AJ

VEHICLE

(May I just check) In whose name is the VEHICLE registered? Please choose your answer from this card.

INTERVIEWER: UNREGISTERED & YET-TO-BE REGISTERED VEHICLES SHOULD BE CODED TO THE APPROPRIATE OWNER.

1. Someone outside household
2. Employer/firm for whom household member works
3. Own business
4. Other firm or organization

IF the vehicle 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=1 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.

IF the vehicle is registered/owned by an employer/firm for whom the household member works (OthReg =2 OR WhoOwn =3)

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 WhOwn = 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 Typevcl2=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.NTS

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 AK

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 mileage in miles AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=1) AND (AnMiles= response AND Usualwk=response AND Courswk=response))

OthMile

VEHICLE

So that means that the vehicle is driven about [Number of total annual miles minus the number of miles driven to and from work and in the course of work] miles a year for all other journeys?

PRESS <ENTER> IF THE NUMBER SHOWN IS CORRECT, OR CHANGE TO THE CORRECT NUMBER.

INTERVIEWER: IF THE NUMBER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS

If mileage in km AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=2) AND (AnMiles= response AND Usualkm=response AND Courskm=response))

Othkm

VEHICLE

So that means that the vehicle is driven about [Number of total annual kilometres minus the number of kilometres driven to and from work and in the course of work] kilometres a year for all other journeys.

PRESS ENTER IF THE NUMBER SHOWN IS CORRECT OR CHANGE TO THE CORRECT NUMBER

INTERVIEWER: IF THE ANSWER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS.

MODULE A ONLY (Even years only)

OutGB

VEHICLE

Has the vehicle been driven OUTSIDE of Great Britain in the last year, (that is since DATE), by anyone in the household?

INCLUDE TRAVEL IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

1. Yes
2. No

Helpscreen:

Outside GB means outside of England, Wales and Scotland. Include travel in the Isle of Man, Channel islands and Northern Ireland

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

MileGB

VEHICLE

What was the vehicle's total mileage OUTSIDE GB on the last trip that was made?

INCLUDE MILEAGE REGARDLESS OF WHO WAS DRIVING, INCLUDE MILEAGE IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

PurpGB

VEHICLE

What was the main purpose of the trip?

1. A holiday
2. A business trip
3. A shopping trip
4. Visiting friends or relations
5. Another reason

MODULE A ONLY (Even years only)

If trip outside Great Britain made for some other purpose (PurpGB=5)

OthPurp

VEHICLE

What was the reason for the trip?

ASK ALL

SecCyc

VEHICLE

(May I just check) Is the milometer on its second cycle, in other words has it reached its maximum figure and been through zero again?

1. Yes
2. No

ASK ALL

MiloRep

VEHICLE

Has the milometer been replaced since the vehicle was new?

THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION

1. Yes
2. No

BVehInt / QVehInt.NTS

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)

SatNav

Does [this vehicle] have satellite navigation/SatNav technology?

INTERVIEWER: Makes of satellite navigation technology include TomTom, Garmin, Traffic Master and Navman.

1. Yes
2. No

Vehicle Pick Up Interview

TVPickU / QTVPickU.NTS
BVPickU

ASKED OF ALL VEHICLES IN THE PICK UP INTERVIEW IF NOT ACQUIRED AFTER THE PLACEMENT INTERVIEW AND (NOT DISPOSED OF BEFORE THE START OF THE TRAVEL WEEK OR STILL HAVE AFTER THE TRAVEL WEEK (WhenAcq=1,2 AND (WhenDis=2,3 OR StillGot = 1))

ASK ALWAYS

FuelNow

VEHICLE

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 (InQust1 = 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 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/Can'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/Can'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/Can'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/Can't remember
- NO DK, NO REFUSAL

ASK ALWAYS

IntQust2

VEHICLE

INTERVIEWER: FOR THE NEXT QUESTIONS YOU NEED TO CODE THE MILOMETER READING FROM THE FUEL AND MILEAGE CHART.

ENTER WHETHER THE READING IS IN MILES OR KILOMETRES

1. Miles
2. kilometres

ASK ALWAYS

FMilo

VEHICLE

CHECK MILOMETER READING IN FUEL AND MILEAGE CHART. 'FIRST' MILOMETER READING WAS:

1. Recorded from milometer
2. Estimated
3. Not available

NO DK, NO REFUSAL

IF first milometer reading is estimated or recorded and first reading is in miles (FMilo = 1 or 2 AND IntQust2=1)

MilesF

VEHICLE

ENTER THE 'FIRST' MILEAGE (TO THE NEAREST WHOLE MILE)

IF First milometer reading is estimated or recorded and reading is in kilometres (FMilo = 1 or 2 AND IntQust2=2)

KmF

VEHICLE

ENTER THE 'FIRST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)

ASK ALWAYS

LMilo

VEHICLE

LAST MILOMETER READING WAS:

1. Recorded from milometer
 2. Estimated
 3. Not available
- NO DK, NO REFUSAL

IF last milometer reading is estimated or recorded and reading is in miles (LMilo = 1 or 2 AND IntQust2=1)

MilesL

VEHICLE

ENTER THE 'LAST' MILEAGE (TO THE NEAREST WHOLE MILE)

IF last milometer reading is estimated or recorded and reading is in kilometres (LMilo = 1 or 2 AND IntQust2=2)

KmL

VEHICLE

ENTER THE 'LAST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)

If vehicle was not driven during the travel week (MilesF=MilesL or KmF=K mL)

WhyNUse

VEHICLE

Why was the vehicle not used during the Travel Week?

CODE FIRST THAT APPLIES.

ENTER THE RESPONSE AND PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION (OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES)

1. Vehicle not insured/not taxed
2. Vehicle being repaired/serviced
3. Driver sick/on holiday
4. Driver disqualified
5. Vehicle not in everyday use
97. Other (Specify)

IF 'other' reason is given for vehicle not being used during the Travel Week (WhyNUse = 97)

XWhyNUse

VEHICLE

PLEASE SPECIFY OTHER ANSWER.

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<K mL)

InElm1

VEHICLE

May I just check:

Were any of the [Total number of miles/kilometres] driven by someone outside the household?

1. Yes
2. No

IF the vehicle was driven by someone outside the household (InElm1 = 1)

InElmA1

VEHICLE

How many miles/kilometres were driven by someone outside the household?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<K mL)

InElm2

VEHICLE

(Were any of the [Total number of miles/kilometres] driven in order) to carry goods in the course of work?

1. Yes
2. No

IF the vehicle was driven to carry goods in the course of work (InElm2 = 1)

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<K mL)

InElm3

VEHICLE

(Were any of the [Total number of miles/kilometres] driven) off the public road?

1. Yes
2. No

IF the vehicle was driven off the public road (InElm3 = 1)

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<K mL)

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<K mL)

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 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

Admin Block

BPenult: Tconname/Bconname

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.

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

Are there any travel related issues you would like to raise that we have not already talked about.

IF Placment 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]

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

BSOC2000/QTSOC.INC

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

Tlout/Blout

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)

HHSel

And how many households did you SELECT for interview? (May not be the same as the number actually interviewed)

Record number selected from C4 on the ARF. ENTER THE NUMBER **SELECTED** FOR INTERVIEW

RECORDED FOR ALL

PIOut

Placement interview outcome (computed)

1. Full
2. Started
3. Nolnt

ALWAYS RECORD FOR EACH PERSON IN TURN

Diary

Did you collect a completed diary for [Name]?

Full/started/No PLACEMENT INTERVIEW FULLY COMPLETED = FILLED IN FOR ALL 7 DAYS (DAYS WHEN NO JOURNEYS MADE COUNT AS FILLED IN).

PARTIALLY COMPLETED = AT LEAST ONE JOURNEY RECORDED BUT ONE OR MORE DAYS NOT FILLED IN.

NO DIARY = NO JOURNEYS COMPLETED AT ALL.

1. Yes - fully completed diary
2. Yes - partially completed diary
3. No - no diary completed for this person

IF fully/partially completed diary for respondent (Diary=1 ro 2)

WhoFill

Who filled in the diary for [Name]?

1. Respondent filled it in themselves
2. Respondent filled it in with help from another household member
3. Another household member filled it in on respondent's behalf
4. Respondent filled it in with help from the interviewer
5. Interviewer filled it in on respondent's behalf

IF Respondent filled in diary with help from the interviewer OR Interviewer filled it in on respondent's behalf (WhoFill= 4 or 5)

DaysInt

Which day(s) did you (ie INTERVIEWER) fill in. CODE ALL THAT APPLY

1. Day 1
2. Day 2
3. Day 3
4. Day 4
5. Day 5
6. Day 6
7. Day 7

ALWAYS RECORD

(Asked Jan 2008 to Aug 2008)

Holiday

INTERVIEWER: PLEASE RECORD WHETHER [Name] WAS ABROAD (i.e OUTSIDE GREAT BRITAIN) FOR THE WHOLE OF THE TRAVEL WEEK AND THEREFORE HAS BLANK TRAVEL RECORDS.

IF THEY WERE ABROAD FOR ONLY PART OF THE TRAVEL WEEK CODE 'NO'.

1. Yes, abroad for the whole of the travel week
2. No

ALWAYS RECORD

(Asked Sept 2008 to Dec 2008)

BlnkDry

INTERVIEWER: IS [Name]'S TRAVEL RECORD BLANK (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. Other
NO DON'T KNOW, NO REFUSAL

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 Interviewer entered outcome cods 670 or 790 (Unout = 670 or 790)

ARFB3

RECORD REASON FOR USING Code 670 or Code 790

ALWAYS RECORD

IF productive outcome (Outcome= 110,120,130,210,211,220,221,230,231)

PractDia

Did you complete the practice page of the travel record at the placement interview?

- 1 Yes
- 2 No

IF interviewer did not use practice page (PractDia=2)

PracNo

Please explain why you didn't use the practice page of the travel record

IF productive outcome (Outcome= 110,120,130,210,211,220,221,230,231)

CallPlac

THE OUTCOME CODE IS [Outcome code] INTERVIEWER: Enter the *total number of 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, 510,520,530,540,550,560,641,642,651, 652,670 AND HHold = 1)

ObsDone

Have you filled in the Observation form details the ARF?

1. Yes
2. No

BAdmin: Bobs

IF Observation details have been completed on ARF (ObsDone = 1)

Obs1

Please enter the Observation form details from the ARF ?

What kind of accommodation is it?

1. House or bungalow : detached
2. House or bungalow : semi-detached
3. House or bungalow : terraced / end of terrace
4. Flat or maisonette : in a purpose-built block
5. Flat or maisonette : part of a converted house/other kind of building
6. Room or rooms
7. A caravan or mobile home
8. Houseboat
9. Some other kind of accommodation

IF house or bungalow (Obs1 = 1,2,3)

Obs2

Did you - at any visit - observe a car in the drive?

1. Yes, car in driveway

2. No car in driveway
3. No driveway

IF house or bungalow (Obs1 = 1,2,3)

Obs3

Does the house/bungalow have a garage or car port?

1. Yes
2. No
3. Not sure

IF House or Bungalow, Flat or Maisonette, OR a room or rooms (Obs1 =1, 2, 3, 4, 5 OR 6)

Obs4

Are the houses/flats in this immediate area in a good or bad physical state?

1. Mainly good
2. Mainly fair
3. Mainly bad
4. Mainly very bad

IF House or Bungalow, Flat or Maisonette, OR a room or rooms (Obs1 =1, 2, 3, 4, 5 OR 6)

Obs5

Is the sampled house/flat in a better or worse condition outside than the others in this area?

1. Better
2. Worse
3. About the same
4. Does not apply (no other properties nearby)

IF Observation details have been completed on ARF (ObsDone = 1)

Obs6

Are there any physical barriers to entry to the house/flat/accommodation? CODE ALL THAT APPLY

1. Locked common entrance
2. Locked gates
3. Security staff or other gatekeeper

4. Entry phone access
5. None

BADMIN: QAdmin

IF productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

RemCall

Did you make a reminder call or send a reminder card between placing the diaries and the start of the Travel Week?

SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD

1. Yes, reminder call
2. Yes, reminder card
3. No reminder call or card

IF a reminder call was made between placing the diaries and the start of the Travel Week (RemCall = 1)

RemTime

How long did this reminder call take?
RECORD TO NEAREST MINUTE

IF productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

MidWeek

Did you make a mid-week check-call during the Travel Week ?

SEE FRONT PAGE OF ARF - **Call Status Column

1. Yes - by phone
2. Yes - in person
3. No

IF a Mid-week call has been made either by phone or in person (MidWeek = 1 OR 2)

MidTime

How long did this mid-week check-call take?
RECORD TO NEAREST MINUTE

RECORD ALWAYS

Feetype

Pay fee items

IF an outcome code has been entered (Outcome = RESPONSE)

IntDone

OUTCOME CODE: [CODE]
HAVE YOU COMPLETED ALL PICK UP INTERVIEWING, CHECKING AND NOTES?
CODE 1 (Yes) SIGNALS THAT THIS INTERVIEW IS READY FOR RETURN OF WORK TO HEAD OFFICE

1. Yes, completed all coding etc.
2. Not yet

IF edit version of the program

EdDone

HAVE YOU FINISHED EDITING THIS HOUSEHOLD ?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

IF edit completed

INFOED

THAT COMPLETES THE EDIT. USE THE F7 FUNCTION KEY TO EDIT THE NEXT SERIAL NUMBER. USE THE Ctrl KEY AND F7 FUNCTION KEY TOGETHER TO BRING UP THE BROWSER MENU. USE Alt X TO FINISH EDITING

IF edit completed

INFO

PRESS <Enter> TO LEAVE THE QUESTIONNAIRE

BPeople / BAdmin.NTS

ALWAYS RECORD

Intro

INTERVIEWER: You should now enter details for the people. Details already recorded for people who agreed to be followed up will be copied automatically. These can only be changed by going back to the original Questions (ForNam, SurNam) at the end of the main NTS block of questions.

Press <Enter> to continue.

If age 16 or over.

Ask or compute from household block

SARNtI

INTERVIEWER: Code the title of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.

if the title is not known or no contact made, press <Ctrl K>.

1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

If age 16 or over.

Ask or compute from household block

SARNtXt

INTERVIEWER: Enter the title of the [1st, 2nd, 2rd etc] person interviewed or selected for interview but not interviewed.

If age 16 or over.

Ask or compute from household block

SARNFor

INTERVIEWER: Enter the first name of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.

If the first name is not known or no contact made, press <Ctrl K>.

If age 16 or over.

Ask or compute from household block

SARNSur

INTERVIEWER: Enter the surname of the [1st, 2^{ns}, 3rd etc] person interviewed or selected for interview but not interviewed.

If the surname is not known or no contact made, press <Ctrl K>.

Derived variable

SARInt

Whether [name] was interviewed?

1. Yes
2. No

SACNWho

INTERVIEWER: Who is the main contact person for this serial number? Select from the list below.

If the details for the main contact have already been recorded at the end of the individual interview they will be copied over. These can only be changed by going back to original

questions (ForNam, SurNam, TelNoH, TelNoM) near the end of the individual sessions. Else code 5 for "Someone else" and enter the details at the following questions.

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Someone else

NO DON'T KNOW, NO REFUSAL

Ask or compute from household block

SACNTI

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 (SACNTI=5)

SACNTxt

INTERVIEWER: Enter the title of the main contact person.

Ask or compute from household block

SACNFor

INTERVIEWER: Enter the first name of the main contact person. If the first name is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD

SACNSur

INTERVIEWER: Enter the surname of the main contact person. If the surname is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD

SA1Tel

INTERVIEWER: Enter the main telephone number. Include standard code. If not obtained, press <Ctrl K>.

ALWAYS RECORD

SA2Tel

INTERVIEWER: Enter the alternative telephone number. Include standard code. If not obtained, press <Ctrl K>.

ALWAYS RECORD

SASRF

INTERVIEWER: Has a Special Report Form (SRF) been filed for this address / serial number case or are you intending to do so?

A Special Report Form should be filed without delay if you think there is a risk to interviewer safety at this address.

This question must only be answered Yes if an SRF has been sent or will be sent promptly.

1. Special report form
2. Yes, report already filed

3. Yes, not yet filed but intending to
 4. No, not intending to file report
- NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

SAAdInf

INTERVIEWER: Please enter any information which may be useful at recontact or reissue. This may be at quality control (recall), reissue or follow-up interview.

Ensure that any important points you have noted on the ARF are entered here.

(Enter the information here - not in a memo (remark).) If no info, press <Enter> to leave empty.

If Special Report Form required (SASRF=1 or 2)

ConfSRF

INTERVIEWER: Please confirm by typing 'C' that a Special Report Form has already been sent or will be sent to the office promptly.

ALWAYS RECORD

SAS1Act

INTERVIEWER: Is any special action required on receipt in the office for this address / serial number / case, e.g. to make a correction to the information collected that you are unable to make yourself for some reason?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If Special Action required (SAS1Act =1)

SAS2Act

INTERVIEWER: Please enter details of the special action required. Enter the information here - not in a memo (remark).

If Special action required (SAS1Act=1)

ConfSAS

INTERVIEWER: You have answered Yes at SAS1Act, indicating that special action is required in the office for this case but you have not entered any details of such action at SAS2Act. Please type 'C' if you now wish to enter such details.

RECORD ALWAYS

SAAdCon

INTERVIEWER: Was the address on the ARF label correct and complete for the house/flat/building/dwelling unit to which this serial number relates? Answer No if you have noted any address amendment on the ARF or if you have identified multiple dwelling units within the issued address. Enter the required changes at the next question.

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If address on ARF not correct Saadcom=2)

SAAdCor1

INTERVIEWER: Please enter the correct address First line...

If address on ARF not correct Saadcom=2)

SAAdCor2

(Please enter the correct address.) Second line...

If address on ARF not correct Saadcom=2)

SAAdCor3

Please enter the correct address. Third line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor4

(Please enter the correct address.) Fourth line...

(Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor5

(Please enter the correct address.) Fifth line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAPCCor

(Please enter the correct address.)|Postcode...

If address on ARF not correct Saadcom=2)

SACConfm

INTERVIEWER: Please check the details you have entered

1. Continue

If productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

SASupFlg

INTERVIEWER: Was a supervisor present for all or part of this interview?

1. Yes - present for all or part
2. No - not present

NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

ConfAll

INTERVIEWER: Please confirm that you have entered all relevant information from the ARF that is requested at preceding questions.

1. Yes, done
2. Will do so later

NO DON'T KNOW, NO REFUSAL

Diary data

Record always

SerNo

Household Serial Number

Record always

JpersNo

Person number

1..10

Ask for every journey

TravDay

Travel day

1..7

Ask for every journey

Journum

Journey number

1..30

Ask for every journey

PurFrom

Purpose from (i.e. purpose of previous journey)

1. Home
2. Work
3. In course of work
4. Education
5. Food/grocery shopping
6. All other types of shopping
7. Personal business – medical
8. Personal business – other
9. Eat/drink – alone or at work
10. Eat/drink – other occasions
11. Visit friends/relatives at home
12. Other social
13. Entertainment/public social activities
14. Sport – participate
15. Holiday base
16. (Day) journey/just walk
17. Other non-escort
18. Escort home (not own)
19. Escort work
20. Escort in course of work
21. Escort education
22. Escort shopping/personal business

Ask for every journey

PurTo

Purpose to

1. Home
2. Work
3. In course of work
4. Education
5. Food/grocery shopping
6. All other types of shopping
7. Personal business – medical
8. Personal business – other

9. Eat/drink – alone or at work
10. Eat/drink – other occasions
11. Visit friends/relatives at home
12. Other social
13. Entertainment/public social activities
14. Sport – participate
15. Holiday base
16. (Day) journey/just walk
17. Other non-escort
18. Escort home (not own)
19. Escort work
20. Escort in course of work
21. Escort education
22. Escort shopping/personal business
23. Escort other

Ask for every journey

Timeleft

Time left (12 hour clock)

0..12

Ask for every journey

LeftMin

Time left (minutes)

00..59

Ask for every journey

TimeArr

Time arrived (12 hour clock)

0..12

Ask for every journey

Arrmin

Time arrived (minutes)

00..59

Ask for every journey

OrigCnty

County code for journey origin

Ask for every journey

OriginUa

Unitary authority code for journey origin

Ask for every journey

OriginUr

Urban rural code for journey origin

Ask for every journey

DestCnty

County code for journey destination

Ask for every journey

DestinUa

Unitary authority code for journey destination

Ask for every journey

DestinUR

Urban rural code for journey destination

Ask for every journey

Series

Was the journey a series of calls?
 0 Not a series of calls (default setting)
 1 Journey was a series of calls

IF travday = 7
Destpnam
 Destination placename

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

IF travday = 7
Origad1
 First line of origin address

IF travday = 7
Origad2
 Second line of origin address

Ask for every journey

NumStag

Number of stages in journey
 1..10

IF travday = 7
Origad3
 Third line of origin address

Ask for every journey

ldiscov

Interviewer discovered journey
 Interviewer did not discover journey (default setting)
 Interviewer discovered journey

IF travday = 7
Origpc
 Post code of origin

IF travday = 7
Destad1
 First line of destination address

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)

IF travday = 7
Destad2
 Second line of destination address

Ask if diary day is blank

Blank

Why is day blank?
 1 No journeys made
 2 Day not filled in

IF travday = 7
Destad3
 Third line of destination address

IF travday = 7
Destpc
 Post code of destination

Rjday

Repeat journey (same person, same/different day)
 Enter travel day of original journey 1..7

Stages
 Ask for each stage
Stagenum
 Number of journey stage
 1.. 10

Rjnum

Repeat journey number (same person, same/different journey number)
 Enter journey number of original journey
 1..29

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)

Djpnum

Duplicate journey (another person)
 Enter journey number of original journey
 1..29

Djjnum

Duplicate journey (another person, same/different journey number)
 Enter person number of original journey
 1..9

IF travday = 7

Origpnam
 Origin placename

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

Ask for each stage

Dtenths

Distance in tenths of miles

Ask for each stage in young person's diary

PartyNoa

Number of adults in party
1..30

Ask for each stage in young person's diary

PartyNoc

Number of children in party
1..30

Ask for each stage in adult diary

Partynum

Number of people in party
1..30

Ask for each stage

Travmins

Time travelling in minutes
1..600

Ask for each stage involving ordinary bus
London OR ordinary bus elsewhere OR
coach/express bus, OR excursion/tour bus, OR
LT underground OR train OR light rail OR
aircraft public OR other public OR unspecified
public

Ticktype

Type of ticket (Season ticket information
gathered during the CAPI placement and pick
up interviews are coded 1-6).

- 7 Ordinary ticket – adult
- 8 Ordinary ticket – child
- 9 Reduced (Off-peak) - adult
- 10 Reduced (Off-peak) – child
- 11 Special category reduced
- 12 Other

Ticktype

TickType 1 = TickTyp2 1
TickType 2 = TickTyp2 2
TickType 3 = TickTyp2 3
TickType 4 = TickTyp2 4
TickType 5 = TickTyp2 5
TickType 6 = TickTyp2 6
TickType 7 = TickTyp2 7 + 13

TickType 8 = TickTyp2 8 + 14

TickType 9 = TickTyp2 9

TickType 10 = TickTyp2 10

TickType 11 = TickTyp2 11

TickType 12 = TickTyp2 12

Ask for each stage involving ordinary bus
London OR ordinary bus elsewhere OR
coach/express bus, OR excursion/tour bus, OR
LT underground OR train OR light rail OR
aircraft public OR other public OR unspecified
public

TickTyp2

1. Special ticket 1
2. Special ticket 2
3. Special ticket 3
4. Special ticket 4
5. Special ticket 5
6. Special Ticket 6
7. Ordinary adult excl 1 day TCard
8. Ordinary child excl 1 day Tcard
9. Reduced off peak adult
10. Reduced off peak child
11. Reduced special category
12. Other special category
13. Adult one day travelcard
14. Child one day travelcard

Ask for each stage involving public transport
(Method = ordinary bus London OR ordinary
bus elsewhere OR coach/express bus, OR
excursion/tour bus, OR LT underground OR
train OR light rail OR aircraft public OR Taxi
OR minicab OR other public OR unspecified
public)

CostPds

Stage cost in pounds
0.. 300

Ask for each stage involving public transport
(Method = ordinary bus London OR ordinary
bus elsewhere OR coach/express bus, OR
excursion/tour bus, OR LT underground OR
train OR light rail OR aircraft public OR Taxi
OR minicab OR other public OR unspecified
public)

CostPen

Stage cost in pence
0.. 99

Ask for each stage involving public transport
(Method = ordinary bus London OR ordinary
bus elsewhere OR coach/express bus, OR
excursion/tour bus, OR LT underground OR
train OR light rail OR aircraft public OR Taxi
OR minicab OR other public OR unspecified
public)

Numboard

Number of boardings
1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

WhichVeh

Household vehicle number

1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

Dripas

Whether driver or passenger

- 1 Driver (only if adult diary)
- 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

BSignin/ QSIGNIN.NTS

Question	Summary	Details of change	Changed	Notes
Summary	Summary of interview sections	Added	2003	

Demographics

BHComp / QTHCOMP.NTS

Question	Summary	Details of change	Changed	Notes
Birth	Date of birth	Interviewer instruction added	2003	
Marstat	Marital Status	Interviewer note added	2007	
Hhldr	In whose name is accommodation owned or rented	Answer categories changed	2003	

Accommodation

BResLen/ QReslen.NTS

Question	Summary	Details of change	Changed	Notes
YMove	Why moved from last address	Deleted	2005	
OthYMove	Other reasons for move	Deleted	2005	
YMoveM	Main reason why moved	Helpnote added	2003	
		Deleted	2005	
OthYMovM	Other main reason for move	Deleted	2005	
PTimp	How important was public transport when moved to this address	Deleted	2005	

Local Transport Services

BLocServ / QLOCSEV.NTS

Question	Summary	Details of change	Changed	Notes
NearBus	Walking time to nearest bus stop.	Extra Interviewer instruction added	2005	
NearSta	Walking time to railway station	Question wording changed	2003	
		Question wording changed	2005	
BanBus	Banded time taken to get to railway station by bus	Extra Interviewer instruction added	2003	
ClosSta	Tube, metro, light rail or tram closer than railway station	Helpnote added	2003	
		Helpnote altered	2005	
BanTBus	Banded bus journey time to tube, metro, light rail or tram	Extra Interviewer instruction added	2003	

Accessibility of Services

BAmenity/QAmenity.INC

Question	Summary	Details of change	Changed	Notes
DocWalk	How long to Doctors on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with AccGP
BanDoc	Approximately how long to doctors on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccGPK
POWalk	How long to post office on foot Asked of Module B only	Helpnote added	2003	
		Deleted	2005	Replaced with AccPO
BanPO	Approximately how long to post office on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccPODK
ChemWalk	How long to chemists on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with AccChm
BanChem	Approximately how long to chemists on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccChmK
GrocWalk	How long to Grocery shop on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccGro
BanGroc	Approximately how long to Grocery shop on foot	Deleted	2005	Replaced with AccGroK
SCenWalk	How long to Shopping centre on foot Asked of Module B only	Deleted	2005	Replaced with AccShC
BanSCen	Approximately how long to Shopping centre on foot	Deleted	2005	Replaced with AccShCDK
HospWalk	How long to hospital on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with Acchosp
BanHosp	Approximately how long to hospital on foot	Deleted	2005	Replaced with AcchosK
IntroB	Intro to distance to amenities by bus questions	Deleted	2005	
DocBus	How long to doctors by bus Asked of Module A only	Deleted	2005	Replaced with AccGP
BanDocB	Approximately how long to doctors by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccGPK
POBus	How long to PO by bus Asked of Module B only	Deleted	2005	Replaced with AccPO

National Centre for Social Research

Question	Summary	Details of change	Changed	Notes
BanPOB	Approximately how long to PO by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccPODK
ChemBus	How long to chemist by bus Asked of Module A only	Deleted	2005	Replaced with AccChm
BanChemB	Approximately how long to chemist by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccChmK
GrocBus	How long to grocery shop by bus	Deleted	2005	Replaced with AccGroc
BanGrocB	Approximately how long to grocery shop by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccGroK
ScenBus	How long to shopping centre by bus Asked of Module B only	Deleted	2005	Replaced with AccShC
BanSCenB	Approximately how long to shopping centre by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccShCDK
HospBus	How long to hospital by bus Asked of Module A only	Deleted	2005	Replaced with Acchosp
BanHospB	Approximately how long to hospital by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AcchosK
IntroA	Intro to accessibility questions	Question text changed from reference to walking to reference to quickest route.	2005	
AccShC	How long to get to Shopping Centre	Added: Module A & B	2005	
		Definition of Shopping Centre added.	2006	
		Routing changed to Module B only	2008	
AccShcDK	Approximate time to get to Shopping centre	Added : Module A&B	2005	
		Routing changed to Module B only	2008	
AccGro	How long to get to Grocery Shop	Added: Module A&B	2005	
AccGroDK	Approximate time to get to Grocery Shop	Added: Module A&B	2005	
AccGP	How long to get to GP	Added: Module A & B	2005	
AccGPDK	Approximate time to get to GP	Added: Module A & B	2005	
AccHosp	How long to get to Hospital	Added: Module A & B	2005	
		Routing changed to Module B only	2008	
AccHosDK	Approximate time to get to Hospital	Added: Module A & B	2005	
		Routing changed to Module B only	2008	

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Question	Summary	Details of change	Changed	Notes
AccPM	How long to get to primary school	Added: Module A & B.	2005	
		Routing changed to Module B only.	2008	
AccPMDK	Approximate time to get to Primary School	Added: Modules A & B.	2005	
		Routing changed to Module B only.	2008	
Accsec	How long to secondary school	Added: Modules A & B	2005	
		Routing changed to Module B only	2008	
AccsecDK	Approximate time to get to Secondary school	Added: Modules A & B	2005	
		Routing changed to Module B only	2008	
AccGCSE	How long to get to post-GCSE college	Added: Modules A & B	2005	
		Routing changed from to Module B only	2008	
AccGCDK	Approximate time to get to post GCSE college	Added: Module A & B	2005	
		Routing changed to Module B only	2008	
AccChm	How long to get to chemist	Added: Module A only	2005	
AccChmDK	Approximate time to get to Chemist	Added: Module A only	2005	
AccPO	How long to get to post office	Added: Module A only	2005	
AccPODK	Approximate time to get to post office	Added: Module A only	2005	
Order	Type of goods delivered to home	Helpscreen added	2003	
		Additional answer codes added	2003	
		Deleted	2005	
		Reintroduced for Module A only.	2008	
Deliv	Frequency of home deliveries	Deleted	2005	
		Reintroduced for Module A only	2008	
LastD	Last thing ordered by post, phone, or internet.	Additional answer codes added.	2003	
		Deleted	2005	
		Reintroduced for Module A only.	2008	
xLastD	Other verbatim of LastD	Deleted	2003	
		Reintroduced for Module A only	2008	
HowOrd	How was last delivery ordered?	Deleted	2005	
		Reintroduced for Module A only	2008	
HowB	How would have bought the last delivery, if it hadn't been delivered to house	Answer categories changed	2003	
		Deleted	2005	
		Reintroduced for Module A only	2008	

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Question	Summary	Details of change	Changed	Notes
XHowB	Verbatim other answer for HowB	Deleted	2005	
		Reintroduced for Module A	2008	

Attitudes to Local Services

BAttitud / QATTITUD.NTS

Question	Summary	Details of change	Changed	Notes
Attintro	Intro to attitude questions Asked of Module A only	Deleted	2004	
SatServ	Satisfaction with local buses	Added: Module A	2004	
Reliabus	Reliability of local buses Asked of Module A only	Question wording changed	2004	
Integr	Availability of combined rail and bus tickets. Asked of Module A only	Deleted	2006	
Cyclane	Provision of cycle lanes/paths locally Asked of Module A	Deleted	2006	
Pavement	Condition of pavements locally Asked of Module A	Deleted	2006	

Children's Travel to School

BChTrav / QTCHTRAV.NTS

Question	Summary	Details of change	Changed	Notes
Schfar	How far is child's school (unit of measurement)	Answer categories changed	2004	
		Deleted	2007	
SChMins	How far is school in minutes	Deleted	2004	
SchMil	How far is school in miles	Deleted	2007	
SchKm	How far is school in KM	Deleted	2007	
SchYard	How far is school in Yards	Deleted	2007	
SchM	How far is school in metres	Deleted	2007	
TravSc	How child usually travels to school	Interviewer instruction added	2003	
TravScW	Does child share lift to school with another child	Added	2008	
NotAlw1	Why is child not allowed to travel without adult	Answer categories changed	2005	
NotAlw2	Why was child not allowed to travel without adult	Answer categories changed	2005	

Vehicle Grid

BVehNum.QVehNum.NTS

Question	Summary	Details of change	Changed	Notes
CarPool	House use carpool car?	Helpnote added	2003	
UseVcl	Continous use of vehicles	Question text changed	2004	
		Interviewer note added	2006	
BrokenV	Any broken down vehicles that will be used	Helpnote added	2003	
NoPlveh	Number of vehicles	Question text changed	2003	

BVehTab/ QTVEHTAB.NTS

Question	Summary	Details of change	Changed	Notes
Make	Make of vehicle	Question text changed	2003	
Model	Model of vehicle	Question text changed	2003	
ModSpec	Specification of model	Question text changed	2003	
TypeVcl	Whether car, lightvan, motorcycle or other	Deleted	2004	Imputed from TypeVcl2
CarType	Whether 4 wheel, 3 wheel or other	Question text changed	2003	
		Deleted	2004	Imputed from TypeVcl2
BikeType	Whether motorcycle, motorcycle with sidecar or other	Deleted	2004	Imputed from TypeVcl2
OthType	Whether 4 wheel drive, light van, some other car, minibus or other	Question text changed	2003	
		Deleted	2004	Imputed from TypeVcl2
TypeVcl2	Type of vehicle	Added	2004	
CompCar	Which business mileage band for car	Deleted	Mid 2002	
XcompCar	Why business mileage band does not apply	Deleted	Mid 2002	
Privvcl	Whether privately owned or not	Routing changed	2004	
HmnDriv	Who is the main driver of vehicle	Question text changed	2003	
BlueBadge	Whether anyone in house as a blue badge	Added	2008	
WhoBlue	Who has a blue badge	Added	2008	

Individual Questionnaire

Disabilities that affect travel

BDisab / QTDisab.NTS

Question	Summary	Details of change	Changed	Notes
Diffoot	Any disability that makes difficult to go out on foot?	Deleted	2007	
Mobdiff	Any disability that makes it difficult to go by foot, car, or bus	added	2007	
		Question text changed	2008	
OthDis	Any other disability	Added	2007	
PowWhl	Whether have wheelchair	Added	2005	
PowWhuse	How often use wheelchair etc	Added	2005	
PwWhopen	Why not use wheelchair much	Added	2005	
MobSct	Whether have scooter	Added	2005	
MobScuse	How often use scooter	Added	2005	
MobOpen	Why not use scooter much	Added	2005	
DifBus	Whether have disability that makes difficult to use bus	Interviewer instruction added	2003	
		Deleted	2007	
DifBusY	How is it a problem to use buses	Answer codes changed	2003	

Question	Summary	Details of change	Changed	Notes
DifCar	Whether have disability that makes it difficult to use car	Deleted	2007	
Leahous	Did you leave house yesterday?	Added	2005	
QLeahous	How many times left house	Added	2005	
NotLea	Why did not leave house	Added	2005	

Methods of Transports Used

Bmethod/ QTMethod.NTS

Question	Summary	Details of change	Changed	Notes
IntroC	Intro to method of transport section	Question wording changed – only walking	2004	
		Asked odd years only. Routing changed	2004	
		Question wording changed – all methods of transport	2005	
OrdBus	How often by bus	Asked EVERY year	2005	
Plane	How often internal flight	Asked EVERY year	2005	
Bicycle	How often by bike	Asked EVERY year	2005	
Walk	How often 20 mins or more	Interviewer instruction added	2003	
WhWalk	Where you walked on last walk	Changed from Read Out to Showcard	2003	

Cycling

BCycle/ QTCycle.NTS

Question	Summary	Details of change	Changed	Notes
CycRoute	Where cycle	Changed from Read Out to Showcard	2003	

Children as front/rear passengers

BCarPas / QTCarPas.NTS

Question	Summary	Details of change	Changed	Notes
CarPass	Where child sits in the car	Added	2007	

Driving Licences

BDrLic / QTDrLic.NTS

Question	Summary	Details of change	Changed	Notes
LicChk	Code whether Intr checked licence	Deleted	2007	
VehUsu	Which car in household usually driven by respondent	Additional answer category	2003	
ProTyp95	Type of vehicles provisional licence is for	Additional answer category: 4. Motorcycle, scooter or moped only.	2008	
PDrivSt	Whether learning to drive	Added	2006	

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Question	Summary	Details of change	Changed	Notes
DrivLik	Whether likely to learn to drive in the future	Added	2006	
		Changed position	2008	
ResNdr	Why respondent does not drive	Added	2006	
		Routing changed	2008	
XResNdr	Other reason from ResNdr	Added	2006	
ResNdrM	Main reason why not driving	Added	2006	
XResNdrM	Other reason for not driving	Added	2006	

Education, Paid work and Journey Planning

BILO / QTILO.NTS

Question	Summary	Details of change	Changed	Notes
TDirPriv	What used to plan journey by private transport	Added	2004	
		Changed answer categories	2005	
		Deleted	2006	
XTDirPr	Other answer from TDirPriv	Added	2004	
		Deleted	2006	
TDirPub	What used to plan journey by public transport	Added	2004	
		Changed answer categories	2005	
		Deleted	2006	
XTDirP	Other answer from TDirPub	Added	2004	
		Deleted	2006	
EdAttn1	Whether has educational quals	Added	2005	
EdAttn2	Whether has vocational or work-related quals	Added	2005	
EdAttn3	Degree level or another	Added	2005	
HowLong	How long looking for work or training scheme	Added	2004	

BEDUC / QTEduc.NTS

Question	Summary	Details of change	Changed	Notes
Educ	Whether at school or college	Routed changed to include if said Student at YInAct	2005	

Last Paid Job

BLastJb / QTLastJb.NTS

Question	Summary	Details of change	Changed	Notes
DtJbL	Date left last job	Interviewer instruction added	2003	

Main Job Details

TMainJb / QTMainJb.NTS
BMainJb

Question	Summary	Details of change	Changed	Notes
SENo	Number of employees as self employed	Answer categories changed	2003	

TTrBen / QTTrBen.NTS
BTrBen

Question	Summary	Details of change	Changed	Notes
TrBen	Whether employees get travel benefits	Change to answer categories	2003	
		Deleted	2004	
XTrBen	Other answers from TrBen	Deleted	2004	
TrBenU	Whether respondent gets travel benefits from employer	Change to answer categories	2003	
		Deleted	2005	
XTrBenU	Other answer from TrBenU	Deleted	2005	
UseBusT	Whether uses cut price bus tickets	Deleted	2005	
UseTrnT	Whether uses cut price train tickets	Deleted	2005	
UseLoan	Whether uses season ticket loan	Deleted	2005	
UsePL	Whether uses parking loan	Deleted	2005	
UseFP	Whether use cut price or free parking	Deleted	2005	
UseWrkB	Whether uses special bus	Deleted	2005	
CarAlt	Whether alternative to company car offered	Deleted	2005	
CarCh	Whether chose alternative	Deleted	2005	
CarAltA	Check whether accepted company car offer	Added	2004	
		Deleted	2005	

Income

TIncme / QTIncme.NTS
BIncme

Question	Summary	Details of change	Changed	Notes
Incme	Whether receive income from any source	Question changed to Yes or No answer	2004	

Location of work

TWorkPI / QTWorkPI.NTS
BWorkPI

Question	Summary	Details of change	Changed	Notes
WkCode	Place of work from look up file	Deleted	2007	
XWkCode	Other place of work if not listed in lookup file	Deleted	2007	
WkRef	Place of work (from gazetteer)	Added	2007	
WkLon	Whether work is near central London	Deleted	2007	

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Question	Summary	Details of change	Changed	Notes
WkAdd1	Work address line 1	Added	2008	
WkAdd2	Work address line 2	Added	2008	
WkAdd3	Work address line 3	Added	2008	
WkAdd4	Work address line 4	Added	2008	
WkPC	Work postcode	Added	2008	
WkKnow	Whether knew work address or looked it up	Added	2008	

Travel to work

TWkMeth / QTWkMeth.NTS
BWkMeth

Question	Summary	Details of change	Changed	Notes
WkRoad	Usual roads to work	Added	2008	
XWkRoad	Other roads used	Added	2008	
ParkWrk	Where park at work	Added	2007	
WkVEH	Whether house regularly uses the car used to travel to work	Deleted	2004	

Working at home

TWkhome / QTWkhome.NTS
BWkhome

Question	Summary	Details of change	Changed	Notes
YnotWkH	Why don't work at home very often or at all	Routing changed	2008	

Ease/Difficulty of travelling to work

TWkDiff / QTWkDiff.NTS
BWkDiff

Question	Summary	Details of change	Changed	Notes
CarW	What problems travelling to work by car – intro question	Answer categories changed	2004	
CarWM	Main problem travelling to work by car	Answer categories changed	2004	
CarWeas	How easy to travel to work a different way other than car	Deleted	2004	
CarWy	Why would be difficult to use different method of transport to work other than car	Answer categories changed	2003	
		Deleted	2004	
xCarWy	Other Answer from CarWY	Deleted	2004	
CarWyM	Main reason why would be difficult to travel to work by a different method other than car	Answer categories changed	2003	
		Deleted	2004	
XCarWyM	Other reasons from CarWyM	Deleted	2004	

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Question	Summary	Details of change	Changed	Notes
OthW	Any difficulties travelling to work by other methods	Answer categories changed	2003	
OthWM	Main difficulty travelling to work by other methods	Answer categories changed	2003	
CarWN	Any cars stay at home while at work	Deleted	2004	
CarWNY	Why do not use car to go to work	Deleted	2004	
XCarWNY	Other reason from CarWNY	Deleted	2004	
CarWNYM	Main reason do not use car to go to work	Deleted	2004	
XCarWNYM	Other reason from CarWNYM	Deleted	2004	

Shopping

TShDiff

Question	Summary	Details of change	Changed	Notes
Travsh	Method of travel to shops	Answer categories changed	2008	
Cars	What difficulties doing shopping by car	Answer categories changed	2003	
CarsM	Main difficulty doing shopping by car	Answer categories changed	2003	
CarSeas	How easy to do shopping by another method other than car	Interviewer instruction added	2003	
		Deleted	2004	
CarsY	Why would be difficult to do shopping without car	Answer categories changed	2003	
		Deleted	2004	
xCarsY	Other answer from CarsY	Deleted	2004	
CarsYM	Main reason would be difficult to do shopping without car	Answer categories changed	2003	
		Deleted	2004	
xCarsYM	Other reason from CarsYM	Deleted	2004	
OthS	What difficulties doing shopping by other mode of transport	Routing changed	2008	
CarsN	Whether a car is not used to go shopping	Deleted	2004	
CarsNY	Why car is not used	Answer categories changed	2003	
		Deleted	2004	
xCarsNY	other answer from CarsNY	Deleted	2004	
CarsNYM	Main reason why car is not used to go shopping	Answer categories changed	2003	
		Deleted	2004	
xCarsNYM	Other answer from CarsNYM	Deleted	2004	

Road Accidents

TAccid

Question	Summary	Details of change	Changed	Notes
AccInt	Road accidents introduction	Added	2007	
		Question wording changed	2008	
Accident	Any accidents in last 3 years	Added	2007	
		Question wording changed	2008	
Acc3Yr	How many accidents in last 3 years	Added	2007	
Acc12Mn	How many accidents in last 12 months	Added	2007	
Injury3	Any injuries in accidents in last 3 years	Added	2007	
Acc3Inj	How many injuries in accidents in last 3 years	Added	2007	
Acc12Inj	How many injuries in accidents in last 12 months	Added	2007	
AccInt2	Introduction to questions on details of accidents	Added	2007	
Incident	Transport at time of accident	Added	2007	
Injury	Injuries sustained in accident	Added	2007	
XInjury	Other injuries sustained in accident	Added	2007	
Medical	Medical treatment received for injuries	Added	2007	
XMedical	Other medical treatment received for injuries	Added	2007	
OthVeh	Other vehicles/pedestrians involved in accident	Added	2007	
Police	Whether the police attended accident	Added	2007	
Report	Whether accident was reported to the police	Added	2007	

Special Tickets

BNoTick

Question	Summary	Details of change	Changed	Notes
StckT	Whether has special ticket or pass	Extra interviewer note added	2003	
		Extra interviewer note added	2005	

BTicket

Question	Summary	Details of change	Changed	Notes
SpecTk	Type of ticket	Answer categories changed	2005	
TkMode	Transport modes covered by ticket	Answer categories changed	2005	
MoMIs	Transport modes covered by combined tickets	Question wording changed	2003	

Long Distance Journeys

TWhoLDJ / QTWhoLDJ.NTS

BWhoLDJ

Question	Summary	Details of change	Changed	Notes
IntPlane	How many times left country by plane	Added	2006	
		Interviewer instruction added	2008	
AnyLDJ1	Whether made any long distance journeys in last week	Question wording changed	2006	
AnyLDJ2	LDJs at pick-up	Deleted	2006	

QLDJINT.NTS

BLDJINT

Question	Summary	Details of change	Changed	Notes
LStop	Reminder to complete long distance journey details later	Added	2003	
		Deleted	2006	
LDJInt	Long distance journey introduction	Question wording changed (not recorded in technical reports): From: <i>Do you want to record NAME's journeys now or later?</i> To: <i>Press enter to begin recording journeys made by NAME.</i>	2006	
		Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	

TLDJQs / QTLDJQs.NTS

BLDJQs

Question	Summary	Details of change	Changed	Notes
LDJ	Long distance journey number	Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	
LDJDate	Long distance journey date	Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	
RepJR	Journey number of return journey of other person	Added	2003	
Orig	Place journey began	Reference to showcard deleted	2007	
		Deleted	2007	Replaced with OrigRef

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Question	Summary	Details of change	Changed	Notes
OrigRef	Place journey began	Added	2007	
Dest	Place journey ended	Interviewer instruction added	2003	
		Reference to showcard deleted	2007	
		Deleted	2007	Replaced with DestRef
DestRef	Place journey ended	Added	2007	

End on Individual Interview

TEndInd/ QTEndInd.NTS

BEndInd

Question	Summary	Details of change	Changed	Notes
EndInd	End of individual interview	Deleted	2003	

Follow-up

BFollup.NTS

BFollowUp

Question	Summary	Details of change	Changed	Notes
FollowUp	Agrees to be contacted for follow-up studies	Added	2006	
		Question wording changed	2007	
		Interviewer note added	2007	
Ttl	Title	Added	2007	
		Question moved to Admin Block	2008	
ForNam	First name	Added	2007	
		Question moved to Admin Block	2008	
SurNam	Surname	Added	2007	
		Question moved to Admin Block	2008	
TelNoH	Telephone number	Added	2007	
TelNoM	Alternative telephone number	Added	2007	

Individual Pick Up

TPickUp / QTPICKUP.NTS

BPickUp

Question	Summary	Details of change	Changed	Notes
LStop1	Reminder to complete details of long distance journeys later	Added	2003	
		Deleted	2006	
StckPic	Any new special tickets	Interviewer instructions added	2003	
		Interviewer instructions added	2005	
		Question wording changed	2006	
LicChk	Whether driving licence seen/consulted	Deleted	2007	

Question	Summary	Details of change	Changed	Notes
AnyLDJP	Whether any long distance journeys made	Deleted	2006	
Long2	Longest journey under 50 miles	Deleted	2006	
LDJDisp	Interviewer instruction to select session	Added	2003	
		Deleted	2006	
YPDQ	Whether coding playing in street now or later	Interviewer instruction deleted	2003	
LStop2	Reminder to complete details of time spent playing in the street later	Added	2003	
Instreet	Whether spent time in street	Question wording changed	2003	
Start1	Start of first period in street	Question wording changed	2003	
		Question wording changed	2004	
End1	End of first period in street	Question wording changed	2003	
		Question wording changed	2004	
Start2	Start of second period in street	Question wording changed	2003	
		Question wording changed	2004	
End2	End of second period in street	Question wording changed	2003	
		Question wording changed	2004	
Start3	Start of third period in street	Question wording changed	2003	
		Question wording changed	2004	
End3	End of third period in street	Question wording changed	2003	
		Question wording changed	2004	
Start4	Start of fourth period in street	Question wording changed	2003	
		Question wording changed	2004	
End4	End of fourth period in street	Question wording changed	2003	
		Question wording changed	2004	
Start5	Start of fifth period in street	Question wording changed	2003	
		Question wording changed	2004	
End5	End of fifth period in street	Question wording changed	2003	
		Question wording changed	2004	

Vehicle Questionnaire

Registration Number

BVehInt

Question	Summary	Details of change	Changed	Notes
LStop	Reminder to complete vehicle questionnaire later	Added	2003	
RegIntr	Whether willing to give registration number	Answer categories changed	2003	
		Helpnote added	2005	
RegExpl	Whether registration number can be passed to DVLA	Question wording changed	2004	
Leaded	Whether engine uses unleaded petrol	Deleted	2004	

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BVMake

Question	Summary	Details of change	Changed	Notes
LogBook	Whether logbook seen /consulted	Deleted	2007	
LogBook2	Interviewer note to suggest respondent gets log book	Added	2007	
SimReg	Format of registration number	Question wording changed	2003	
WhatNum	Number denoting year of registration	Question wording changed	2003	

Vehicle Details

BVMake

Question	Summary	Details of change	Changed	Notes
TaxCl	Taxation class of vehicle	Question wording changed	2003	
		Deleted	2007	
XTaxCl	Other taxation class	Deleted	2007	
CarCoding	Coding of car make, model and specification	Routing changed	2003	

BEngFTS

Question	Summary	Details of change	Changed	Notes
EnSize	Engine size	Routing changed	2004	
		Routing changed	2007	
BEnSize	Banded engine size	Routing changed	2004	
		Routing changed	2007	

Parking

BPark

Question	Summary	Details of change	Changed	Notes
WherePk	Where is car usually parked overnight	Deleted	2004	
		Added	2007	
XWherePk	Other place car is usually parked	Deleted	2004	
		Added	2007	
HowFar	How far away from property is car parked	Deleted	2004	
HowFar2	How many metres/yards is car parked away from property	Deleted	2004	
HowFrMin	Time taken to walk from property to vehicle	Deleted	2004	
IfPay	Any parking costs where vehicle is parked overnight	Deleted	2004	
TypePay	Type of payment made for parking	Deleted	2004	
XTypePay	Other type of payment made for parking	Deleted	2004	
AnnFee	Cost of annual parking fee	Deleted	2004	

Company Car

BComCar

Question	Summary	Details of change	Changed	Notes
HHRReg	Vehicle registered to household member	Question wording changed	2004	

Mileage

BMILEAG

Question	Summary	Details of change	Changed	Notes
Deliver	Vehicle used to deliver goods in the course of work	Deleted	2007	
HowOf	How often vehicle used to deliver goods	Deleted	2007	
NumTrips	Number of delivery stops on most recent day vehicle used for deliveries.	Deleted	2007	
OutNI	Whether vehicle has been driven in Northern Ireland in last year	Deleted	2006	
MileNI	Number of miles driven in Northern Ireland on last trip	Deleted	2006	
PurpNI	Purpose of trip to Northern Ireland	Deleted	2006	
NIOther	Other purpose of trip to Northern Ireland	Deleted	2006	
SatNav	Satellite navigation technology	Added	2008	

Vehicle Pick Up Interview

TVPickU

Question	Summary	Details of change	Changed	Notes
LStop	Whether fuel gauge details are to be completed now or later	Added	2003	

Admin Block

Question	Summary	Details of change	Changed	Notes
PURsp	Intro to further contact questions	Added	2005	
		Deleted	2006	
DiaryTyp	How to make diary easier	Added	2005	
		Deleted	2006	
FurthCon	Whether ok to contact again	Added	2005	
		Deleted	2006	
OthCntc	Whether ok for another company to contact again	Added	2005	
		Deleted	2006	

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Question	Summary	Details of change	Changed	Notes
ConTel	Telephone number	Added	2005	
		Deleted	2006	
ConEmail	Email Address	Added	2005	
		Deleted	2006	
ConIntro	Intro to further contact questions	Moved from BFollup	2007	
Ttl	Title	Moved from BFollup	2007	
Ttlx	Other title	Moved from BFollup	2007	
ForNam	Forname	Moved from BFollup	2007	
Surnam	Surname	Moved from BFollup	2007	
AnyCom	Whether want to ask open question	Added	2004	
AnyComx	Open Question	Added	2004	
Penult2	Placing LDJ cards	Deleted	2006	
Penult4	Time to explain diaries	Question text changed	2003	
NoPU	Why did not do pick up interview	Added	2003	
FindDU	Number of DUs at address	Added	2008	
DUCode	Selected DU	Added	2008	
FindHH	Number of HHs at DU	Question wording changed from 'at this address' to 'in the selected DU' Interviewer instruction changed from 'TAKE THE ANSWER AS RECORDED AT Q6a ON THE A.R.F. FOR THIS ADDRESS' to 'TAKE THE ANSWER AS RECORDED AT C1 ON THE A.R.F. FOR THIS ADDRESS'		
HHSel	How many HHs selected for interview	Question wording changed. New text added: 'Record number selected from C4 on the ARF.'	2008	
Diary	Whether collected diaries	Interviewer instruction added	2003	
Whofill	Who filled in the diaries	Routing changed: Asked of all respondents not just those aged 15 or under Answer categories changed	2003	
DaysInt	Days interviewer helped with in diary	Added	2003	
Holiday	Whether they were abroad for travel week	Added	2007	
		Deleted	Mid 2008	
BlnkDry	Whether respondent had a completely blank travel record	Added	Mid 2008	
BlnkWhy	Why travel record was completely blank	Added	Mid 2008	
Unoutcheck	Check that outcome entered is correct	Added	2005	
ARFB3	Reason for using outcome code 690 or 790	Added	2008	
ARFQ3	Was information refused	Deleted	2005	
ARFQ11	Was refusal in proxy	Deleted	2005	
CallPac	Number of calls up to Diary Placement	Question wording changed	2003	
PractDia	Whether completed practice page	Added	2008	

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Question	Summary	Details of change	Changed	Notes
PracNo	Why did not completed practice page	Added	2008	
ConName	Contact name from ARF	Added	2004	
NRdone	Whether non-response details done	Deleted	2008	
Obs1	What kind of accommodation	Question wording changed. Routing changed	2004	
		Routing changed	2005	
Obs2	Car in drive	Question wording changed. Routing changed	2004	
		Routing changed	2005	
Obs3	Garage or carport	Routing changed	2004	
		Routing changed	2005	
Obs4	Condition of area	Added	2005	
Obs5	Condition of house	Added	2005	
Obs6	Physical barriers	Added	2005	
NR1	How many cars owned by house	Deleted	2007	
NR2	Whether HRP did work in last week	Deleted	2007	
NR3	How HRP travels to work	Deleted	2007	
NR4	Whether left house yesterday	Deleted	2007	
NR5	How many times left house yesterday	Deleted	2007	
NR6	Day of week yesterday	Deleted	2007	
NR7	Number of people in house	Deleted	2007	
NR8	Number of people 17 or over in house	Deleted	2007	
NR9m	Number of men aged 17 or over	Deleted	2007	
NR9w	Number of women aged 17 or over	Deleted	2007	
NR10	Gender of respondent	Deleted	2007	
NR11	Relationship to main householder	Deleted	2007	
NR12	HRP's gender	Deleted	2007	
Remtime	Length of reminder call	Question wording changed	2003	
SA1RNC	Any reason why address should not be recontacted	Deleted	2005	
SA2RNC	Why address should not be recontacted	Deleted	2005	
SACNwho	Who is main contact	Added	2005	
SARInt	Title of main contact	Added	2005	
SACNtxt	Other title	Added	2005	
SACNfor	Forname of main contact	Added	2005	
SACNSur	Surname of main contact	Added	2005	

APPENDIX B 2008 ALLOCATION OF PSUs TO QUOTA MONTHS

Major Stratum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1	2	3	2	3	3	1	2	3	1	3	3	2	28
2	1	1	3	0	0	3	1	1	3	0	0	3	16
3	2	2	0	3	3	0	2	2	0	3	3	0	20
4	1	0	3	0	0	3	1	1	2	0	0	3	14
5	2	3	0	3	3	0	2	2	1	3	3	0	22
6	1	1	3	0	2	3	1	1	3	0	0	3	18
7	2	2	0	3	1	0	2	2	0	3	3	0	18
8	1	1	3	0	2	3	1	3	3	0	2	3	22
9	3	2	1	3	1	3	3	0	2	3	1	1	23
10	0	3	2	2	3	0	1	3	1	1	3	2	21
11	3	0	3	1	0	3	2	0	2	2	0	2	18
12	0	3	0	2	3	0	1	3	1	1	3	1	18
13	3	0	1	1	0	1	2	0	2	2	0	0	12
14	0	3	2	0	2	2	0	3	1	0	2	3	18
15	3	0	3	3	1	3	3	1	2	3	1	3	26
16	1	3	0	2	3	0	2	2	1	1	3	0	18
17	2	1	3	1	2	3	1	3	3	2	2	3	26
18	2	2	0	3	1	0	2	0	0	3	1	0	14
19	1	3	3	1	3	3	1	3	3	1	3	3	28
20	3	0	1	2	0	3	3	0	2	2	0	2	18
21	1	3	2	2	3	0	2	3	1	1	3	1	22
22	2	0	1	1	0	2	1	0	2	2	0	1	12
23	0	3	2	0	2	1	0	3	1	0	2	2	16
24	3	1	3	3	2	3	3	1	3	3	1	3	29
25	3	2	1	3	2	1	3	2	0	3	3	0	23
26	0	1	2	0	2	2	0	1	3	0	0	3	14
27	3	2	1	3	1	1	3	2	2	3	3	0	24
28	0	3	2	0	3	2	0	3	1	1	2	3	20
29	3	0	1	3	0	1	3	0	2	2	1	0	16
30	0	1	2	0	2	2	0	1	1	0	2	3	14
31	0	2	0	2	1	0	1	2	0	1	1	0	10
32	2	0	1	1	0	0	2	0	0	2	0	0	8
33	1	0	0	0	0	2	0	0	2	0	0	1	6
34	0	1	2	0	2	1	0	1	1	0	0	2	10
35	0	2	0	1	1	0	0	2	0	1	3	0	10
36	3	0	1	2	0	1	3	0	0	2	0	0	12
37	0	1	2	0	0	2	0	1	3	0	0	3	12
38	0	2	0	0	3	0	0	2	0	1	2	0	10
39	2	0	1	3	0	0	2	0	0	2	1	0	11
40	1	0	0	0	0	2	1	0	2	0	0	1	7
Total	57	57	57	57	57	57	57	57	57	57	57	57	684

APPENDIX C ADVANCE LETTER



National Centre for Social Research

A Company Limited by Guarantee Registered in England No. 4392418
Charity No. 1091768

**Operations
Department**

Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX
Telephone 01277 200 600
www.natcen.ac.uk



Your interviewer on this study will be

Dear Sir/Madam,

National Travel Survey

Your address has been selected for this study and we are writing to ask for your help. It is about your daily experience of travelling and is used by the Department for Transport to shape travel policy.

Most people who take part find it interesting and are pleased to have their views and experience taken into account by the Government. We rely on the voluntary cooperation of everyone we approach. **To show our appreciation, if everyone in your household completes the study, each person will receive a £5 gift voucher exchangeable at many High Street stores.**

The research is being carried out by an independent research organisation, the National Centre for Social Research. One of our interviewers will visit you in the next few days to arrange a convenient time for an interview. They will show you their official identification card which includes their photograph and the NatCen logo shown at the top of this letter.

Your answers will be treated in strict confidence in accordance with the Data Protection Act, and the information will only be used for statistical purposes.

In the meantime, and as a gesture of good will, we are enclosing a book of first class stamps for you to keep.

You can find more information on the back of this letter but if you have any questions please call Neil Barton at NatCen on 01277 690043. We thank you in advance for your help.

Yours faithfully,

Neil Barton,
Project Controller, NatCen

Olivia Christophersen,
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



NatCen Operations Department
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX
Telephone 0800 652 4568
(9.30am – 5.30pm, Mon – Fri)
www.natcen.ac.uk



P2820

SN: _____

Sorry I missed you!

My name is _____ .

I am an interviewer working on the **National Travel Survey**. Recently a letter was sent to your address inviting you to take part in this study, which is funded by the Department for Transport. I have called on a number of occasions but unfortunately have missed you each time.

Every year we ask around 22,000 adults and children about their travel experiences in order to get an accurate picture of people's travel and to help plan future transport provision. Your participation on this study is of course voluntary but this study is very important and I do hope that you will be able to take part. If everyone in your household completes the survey you will **each receive a £5 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.

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.

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APPENDIX E SURVEY LEAFLET

Is the survey confidential?

Yes, NatCen and the main users of the data, the Statistics Travel Division of the Department for Transport (DfT) 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 address are never included with the results.

Where can I found out more information?

You can find further 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 results and findings, on the DfT website:

www.dft.gov.uk/transtat/personaltravel

or telephone **020 7944 3097** (DfT NTS enquiry number)

What is NatCen?

Founded in 1969 (as Social and Community Planning Research) the National Centre for Social Research (NatCen) is the largest independent social research institute in Britain. We design, carry out and analyse research studies in the fields of social and public policy – including extensive research among members of the public. NatCen has conducted high quality and innovative work that has informed policy debates and the public for more than 30 years.

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 visit NatCen's NTS website www.natcen.ac.uk/nts

Department for
Transport

 **NatCen**
National Centre for Social Research

**NATIONAL
TRAVEL
SURVEY**

A survey carried out by NatCen on behalf of
the Department for Transport (DfT)

What is the National Travel Survey?

If you want to go to work, do some shopping or just go and visit your friends, the chances are you will have to travel somewhere.

The government makes many 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 transport plans appropriate.

The best way to gather such information is from people themselves, and the National Travel Survey does just that. Each year the Department for Transport funds this survey which examines how thousands of people travel. 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 national sample of addresses in Great Britain is chosen. The National Centre for Social Research (NatCen) – an independent research organisation – then approaches the people who live at these addresses to ask them to take part in the survey.

The information gathered helps create a national picture of how people travel. The statistics on the opposite page demonstrate the kind of information collected.

How can you help us?

The information on the next page was produced with the assistance of people just like you, based on their travelling experiences. Now is your chance for your travel needs to be recognised.

To obtain a true representative picture we need to include people who make a lot of journeys, few journeys or no journeys, and people from all age groups and backgrounds.

Please understand that we cannot use another address in place of yours. Whilst we rely on the voluntary co-operation of people, if you decide not to take part this means fewer respondents in the survey, less accurate research, and ultimately could mean poorer transport planning.

NATIONAL TRAVEL SURVEY



What do you have to do?

Taking part is easy. An interviewer will come to your house to ask you to take part. In fact you might have met this interviewer already.

The interviewer will ask you, and any other people with whom you live, questions about your travel such as:

- how you get to work, school and the shops
- how long it takes you to travel to facilities such as your post office, shops, doctor's etc.
- how near you live to your train station or a bus stop

How is the information used?

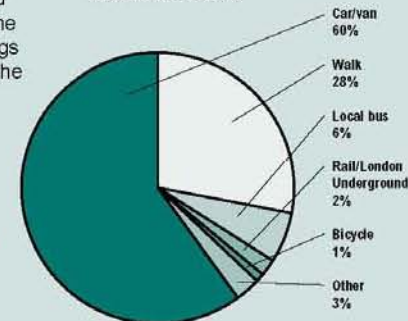
As well as being used by the government for transport planning and policy development, the information gathered is also used by academics, businesses and the general public. Among other things the information is used to study the travel of school children and predict future traffic levels.

These are just some of the facts collected by the National Travel Survey with the help of people like you.

Did you know...

- Nowadays, people travel on average 6,900 miles a year – over 2000 miles more than they did in the mid 1970s
- on average a person travels about five and a half thousand miles each year by car
- approximately 80% of men and 60% of women have a full driving licence
- the average distance a person walks has fallen by a quarter in the last 30 years from about 250 miles a year to about 190 miles a year
- the proportion of households owning two or more cars has almost doubled in 20 years to about 30%

How do we travel?



APPENDIX F ADULT AND YOUNG PERSONS TRAVEL RECORDS

P0 00
CV 1585

NatCen
Department for
Transport

In confidence

National Travel Survey

Travel record of

Travel week	Start day <input type="text"/>	Finish day <input type="text"/>
	Start date <input type="text"/>	Finish date <input type="text"/>

Please use black or blue ink if possible

Thank you very much for your help

Your driver/passenger	we'll call you on	
<input type="text"/>	Day <input type="text"/>	Day <input type="text"/>
	Date <input type="text"/>	Date <input type="text"/>
	Time <input type="text"/>	Time <input type="text"/>

Printed on 100% recycled paper

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 bike journeys as well as cars and public transport.



2. Use a new line for each journey (e.g. go to work, go home). From column F use a new line for each method of travel you used for each stage of your journey (e.g. car, train, bus, walk).

3. On days 1-6 only include walks of a mile or more (it takes approximately 20 minutes to walk a mile). On day 7 include all walks.

4. Drivers: On days 1 and 7 please remember to enter your gauge readings on the Fuel and Mileage Chart.

5. If you make more than 6 journeys there is space at the end of the record to write down extra journeys.

NOTES**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 at 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 traveling? (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 the 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 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.

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

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey using a separate row and remember to tell us about return journeys

					STAGES These columns are for entering details of each stage of your journey													
										Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE					Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q		
What was the purpose of your journey? <i>See Note A</i>	What time did you leave? <i>See Note B</i>	What time did you arrive? <i>See Note C</i>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>	What method of travel did you use for each stage of your journey? <i>See Note F</i>	How far did you travel? (Miles) <i>See Note G</i>	How long did you spend travelling? (Minutes) <i>See Note H</i>	How many people travelled including you? <i>See Note I</i>	Which car or other motor vehicle did you use? <i>See Note J</i>	Were you the driver (D) or a passenger (P)? <i>See Note K</i>	How much did you pay for parking? <i>See Note L</i>	How much did you pay for road tolls/ congestion charges? <i>See Note M</i>	What type of ticket did you use? <i>See Note N</i>	How much did your ticket cost? <i>See Note O</i>	How many times did you board? <i>See Note P</i>	How much did your share of the taxi cost? <i>See Note Q</i>		
1 Go to work	Time: 8:15 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	Time: 9:00 <input type="checkbox"/> am <input type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Pendleton, Salford	1 Car 2 3	18	45	1	Fiesta	<input checked="" type="checkbox"/> D <input type="checkbox"/> P	£ 2 :00 <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		
2 Go Home	Time: 5:30 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 6:20 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input checked="" type="checkbox"/> Home Pendleton, Salford	1 Car 2 3	18	50	1	Fiesta	<input checked="" type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		
3 Go out for meal with friends	Time: 7:00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 8:05 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Liverpool City Centre	1 Walk 2 Train 3 Bus	1 8 1.5	20 30 8	2 2 2		<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI	Single Single	£ 2 :90 <input type="checkbox"/> NI £ 1 :00 <input type="checkbox"/> NI	1 1	£ : <input type="checkbox"/> NI £ : <input type="checkbox"/> NI		
4 Go Home	Time: 10:30 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 10:55 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input checked="" type="checkbox"/> Home Liverpool City Centre	1 Taxi 2 3	10	25	2		<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ 8 :00 <input type="checkbox"/> NI		
5	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		
6	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

EXTRA JOURNEYS

If you made more than 6 journeys on this day please use the extra space towards the back of the booklet

DAY 1

Mon Tue Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

STAGES These columns are for entering details of each stage of your journey

JOURNEYS Please record each journey using a separate row and remember to tell us about return journeys

JOURNEYS					STAGES				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE				Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
What was the purpose of your journey? <small>See Note A</small>	What time did you leave? <small>See Note B</small>	What time did you arrive? <small>See Note C</small>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	What method of travel did you use for each stage of your journey? <small>See Note F</small>	How far did you travel? (Miles) <small>See Note G</small>	How long did you spend travelling? (Minutes) <small>See Note H</small>	How many people travelled including you? <small>See Note I</small>	Which car or other motor vehicle did you use? <small>See Note J</small>	Were you the driver (D) or a passenger (P)? <small>See Note K</small>	How much did you pay for parking? <small>See Note L</small>	How much did you pay for road tolls/ congestion charges? <small>See Note M</small>	What type of ticket did you use? <small>See Note N</small>	How much did your ticket cost? <small>See Note O</small>	How many times did you board? <small>See Note P</small>	How much did your share of the taxi cost? <small>See Note Q</small>
1	Time:	Time:	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
	<input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> am <input type="checkbox"/> pm			2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
2	Time:	Time:	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
	<input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> am <input type="checkbox"/> pm			2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
3	Time:	Time:	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
	<input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> am <input type="checkbox"/> pm			2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
4	Time:	Time:	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
	<input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> am <input type="checkbox"/> pm			2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
5	Time:	Time:	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
	<input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> am <input type="checkbox"/> pm			2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
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6	Time:	Time:	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
	<input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> am <input type="checkbox"/> pm			2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

EXTRA JOURNEYS

If you made more than 6 journeys on this day please use the extra space towards the back of the booklet

DAY 7

Mon Tues Wed Thur Fri Sat Sun

Date



For help with filling in please unfold side flap for notes

Turn over for more journeys

 On this day only, please include all walks (even walks under a mile).

JOURNEYS Please record each journey using a separate row and remember to tell us about return journeys

STAGES These columns are for entering details of each stage of your journey

					 Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE				 Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI				
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
What was the purpose of your journey? <small>See Note A</small>	What time did you leave? <small>See Note B</small>	What time did you arrive? <small>See Note C</small>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	What method of travel did you use for each stage of your journey? <small>See Note F</small>	How far did you travel? (Miles) <small>See Note G</small>	How long did you spend travelling? (Minutes) <small>See Note H</small>	How many people travelled including you? <small>See Note I</small>	Which car or other motor vehicle did you use? <small>See Note J</small>	Were you the driver (D) or a passenger (P)? <small>See Note K</small>	How much did you pay for parking? <small>See Note L</small>	How much did you pay for road tolls/ congestion charges? <small>See Note M</small>	What type of ticket did you use? <small>See Note N</small>	How much did your ticket cost? <small>See Note O</small>	How many times did you board? <small>See Note P</small>	How much did your share of the taxi cost? <small>See Note Q</small>
1	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
2	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
3	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
4	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> NI	£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI

P2.030
DTF 1589



In confidence

National Travel Survey

Young person's travel record

Travel record of

Travel week: Start day Finish day
 Start date Finish date

Please use black or blue ink if possible

Thank you very much for your help

Your interviewee will call again on
 Day Day
 Date Date
 Time Time

 Printed on 100% recycled paper

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 bike journeys as well as cars and public transport.



2. Use a new line for each journey (e.g. go to work, go home). From column F, see a new line for each method of travel you used to reach stage of your journey (e.g. car, train, bus, walk).

3. On days 1-6 only include walks of a mile or more (it takes approximately 20 minutes to walk a mile). On day 7 include all walks.

4. If you make more than 6 journeys there is space at the end of the record to write down extra journeys.

NOTES

A

What was the purpose of your journey?

Please give a simple description such as 'go to school', 'go home', 'go to cinema', 'go to friend's house' 'go to dentists' etc. If you are unsure, make a note and the interviewer will sort it out.

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 at 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 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.

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

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.

L

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.

M

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').

N

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

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey using a separate row and remember to tell us about return journeys

STAGES These columns are for entering details of each stage of your journey

A What was the purpose of your journey? <i>See Note A</i>	B What time did you leave? <i>See Note B</i>	C What time did you arrive? <i>See Note C</i>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	E Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>	F What method of travel did you use for each stage of your journey? <i>See Note F</i>		G How far did you travel? (Miles) <i>See Note G</i>	H How long did you spend travelling? (Minutes) <i>See Note H</i>	I How many people travelled including you? <i>See Note I</i>		J Which car or other motor vehicle did you use? <i>See Note J</i>	K What type of ticket did you use? <i>See Note K</i>	L How much did your ticket cost? <i>See Note L</i>	M How many times did you board? <i>See Note M</i>	N How much did your share of the taxi cost? <i>See Note N</i>
					1	2			3	Adults						Children
1 To School	Time: 8.15 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	Time: 8.30 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Keynsham	1 Bus	2	1.5	10		1		Bus Pass	E : <input checked="" type="checkbox"/> NI		E : <input type="checkbox"/> NI
2 Go Home	Time: 3.30 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 3.50 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input checked="" type="checkbox"/> Home Keynsham	1 Bus	2	1.5	10		1		Bus Pass	E : <input checked="" type="checkbox"/> NI		E : <input type="checkbox"/> NI
3 To Friends	Time: 4.00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 4.05 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Kingswood	1 Car	2	1.2	5	1	1	Mum's		E : <input type="checkbox"/> NI		E : <input type="checkbox"/> NI
4 To Cinema	Time: 6.00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 6.40 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home Kingswood	1 Car	2	0.5	5	1	2	Friend's		E : <input type="checkbox"/> NI		E : <input type="checkbox"/> NI
					2 Train	3	5	18		2		Return	E 2.80 <input type="checkbox"/> NI		E : <input type="checkbox"/> NI
5 Go Home	Time: 9.00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 9.45 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input checked="" type="checkbox"/> Home Bristol City Centre	1 Train	2	5	18		2		Return	E : <input checked="" type="checkbox"/> NI		E : <input type="checkbox"/> NI
					2 Car	3	1.5	10	1	1	Mum's		E : <input type="checkbox"/> NI		E : <input type="checkbox"/> NI
6	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1	2							E : <input type="checkbox"/> NI		E : <input type="checkbox"/> NI

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

EXTRA JOURNEYS
If you made more than 6 journeys on this day please use the extra space towards the back of the booklet

DAY 1 Mon Tue Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey using a separate row and remember to tell us about return journeys

A What was the purpose of your journey? <i>See Note A</i>	B What time did you leave? <i>See Note B</i>	C What time did you arrive? <i>See Note C</i>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	E Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>
1	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
2	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
3	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
4	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
5	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
6	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	Time: <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home

STAGES These columns are for entering details of each stage of your journey				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE		Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
F What method of travel did you use for each stage of your journey? <i>See Note F</i>	G How far did you travel? (Miles) <i>See Note G</i>	H How long did you spend travelling? (Minutes) <i>See Note H</i>	I How many people travelled including you? <i>See Note I</i>	J Which car or other motor vehicle did you use? <i>See Note J</i>	K What type of ticket did you use? <i>See Note K</i>	L How much did your ticket cost? <i>See Note L</i>	M How many times did you board? <i>See Note M</i>	N How much did your share of the taxi cost? <i>See Note N</i>	
			Adults	Children					
1								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
2								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
3								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
4								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
5								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
6								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	
								£ : <input type="checkbox"/> NI	

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

EXTRA JOURNEYS
If you made more than 6 journeys on this day please use the extra space towards the back of the booklet

DAY 7

Mon Tues Wed Thur Fri Sat Sun

Date

For help with filling in please unfold side flap for notes

Turn over for more journeys



On this day only, please include all walks (even walks under a mile).

TIME SPENT IN THE STREET

Was there any time spent in the street today which is not included in the journeys below? e.g. playing in the street, talking to friends, riding bikes, skateboarding, etc.

Yes No

From :	<input type="checkbox"/> am <input type="checkbox"/> pm	To :	<input type="checkbox"/> am <input type="checkbox"/> pm
From :	<input type="checkbox"/> am <input type="checkbox"/> pm	To :	<input type="checkbox"/> am <input type="checkbox"/> pm
From :	<input type="checkbox"/> am <input type="checkbox"/> pm	To :	<input type="checkbox"/> am <input type="checkbox"/> pm
From :	<input type="checkbox"/> am <input type="checkbox"/> pm	To :	<input type="checkbox"/> am <input type="checkbox"/> pm

JOURNEYS Please record each journey using a separate row and remember to tell us about return journeys

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>
1	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
2	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
3	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home

STAGES These columns are for entering details of each stage of your journey

				<small>Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE</small>		<small>Only fill in these columns if you used PUBLIC TRANSPORT</small>		<small>Only fill in this column if you used a TAXI</small>
F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people travelled including you? <small>See Note I</small>	J Which car or other motor vehicle did you use? <small>See Note J</small>	K What type of ticket did you use? <small>See Note K</small>	L How much did your ticket cost? <small>See Note L</small>	M How many times did you board? <small>See Note M</small>	N How much did your share of the taxi cost? <small>See Note N</small>
			Adults	Children				
1						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
2						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
3						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
4						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
1						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
2						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
3						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
4						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
1						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
2						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
3						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI
4						£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI

APPENDIX G ADULT AND YOUNG PERSONS TRAVEL RECORDS (EXPERIMENT)

P2820 v2
DfT 1988



In confidence

National Travel Survey

Please see the notes on the reverse of this flap



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Brantham
Essex CM1 4 4LX
Telephone 01277 200800
www.natcen.ac.uk/info
www.dft.gov.uk/travel/personaltravel

 Printed on 100% recycled paper

Travel record of

Travel week	Start day <input style="width: 80%;" type="text"/>	Finish day <input style="width: 80%;" type="text"/>
	Start date <input style="width: 80%;" type="text"/>	Finish date <input style="width: 80%;" type="text"/>


Please use black or blue ink if possible

Thank you very much for your help

Your interviewer	<input style="width: 90%;" type="text"/>	will call again on	<input style="width: 80%;" type="text"/>	Day	<input style="width: 80%;" type="text"/>
	<input style="width: 80%;" type="text"/>		Date		Date
	<input style="width: 80%;" type="text"/>		Time		Time

A few points to remember when filling in the travel record:

1. We are interested in all types of transport; walks and bike journeys as well as cars and public transport.








2. Use a new line for each journey (e.g. go to work, go home). From column F use a new line for each method of travel you used for each stage of your journey (e.g. car, train, bus, walk).
3. On days 1-6 only include walks of a mile or more (it takes approximately 20 minutes to walk a mile). On day 7 include all walks.
4. Drivers: On days 1 and 7 please remember to enter your gauge 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 extra journeys.

NOTES

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 at 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 the 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 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**.

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

For help with filling in please unfold aide 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

STAGES These columns are for entering details of each stage of your journey

JOURNEYS					STAGES				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE				Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
What was the purpose of your journey? <i>See Note A</i>	What time did you leave? <i>See Note B</i>	What time did you arrive? <i>See Note C</i>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>	What method of travel did you use for each stage of your journey? <i>See Note F</i>	How far did you travel? (Miles) <i>See Note G</i>	How long did you spend travelling? (Minutes) <i>See Note H</i>	How many people travelled including you? <i>See Note I</i>	Which car or other motor vehicle did you use? <i>See Note J</i>	Were you the driver (D) or a passenger (P)? <i>See Note K</i>	How much did you pay for parking? <i>See Note L</i>	How much did you pay for road tolls/congestion charges? <i>See Note M</i>	What type of ticket did you use? <i>See Note N</i>	How much did your ticket cost? <i>See Note O</i>	How many times did you board? <i>See Note P</i>	How much did your share of the taxi cost? <i>See Note Q</i>
1 Go to work	Time: 8:15 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	Time: 9:00 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Pendleton, Salford	1 Car 2 3	18	45	1	Fiesta	<input checked="" type="checkbox"/> D <input type="checkbox"/> P	£ 2:00 <input type="checkbox"/> Nil	£ : <input checked="" type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2 Go Home	Time: 5:30 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 6:20 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input checked="" type="checkbox"/> Home Pendleton, Salford	1 Car 2 3	18	50	1	Fiesta	<input checked="" type="checkbox"/> D <input type="checkbox"/> P	£ : <input checked="" type="checkbox"/> Nil	£ : <input checked="" type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3 Go out for meal with friends	Time: 7:00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 8:05 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Liverpool City Centre	1 Walk 2 Train 3 Bus	1 8 1.5	20 30 8	2 2 2		<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil	Single Single	£ 2:90 <input type="checkbox"/> Nil £ 1:00 <input type="checkbox"/> Nil	1 1	£ : <input type="checkbox"/> Nil £ : <input type="checkbox"/> Nil
4 Go Home	Time: 10:30 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 10:55 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home	<input checked="" type="checkbox"/> Home Liverpool City Centre	1 Taxi 2 3	10	25	2		<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ 8:00 <input type="checkbox"/> Nil
5	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
6	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
7	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1 2 3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil

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 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more

STAGES These columns are for entering details of each stage of your journey

A	B	C	D	E
What was the purpose of your journey? <i>See Note A</i>	What time did you leave? <i>See Note B</i>	What time did you arrive? <i>See Note C</i>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>
1	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
2	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
3	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
4	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
5	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
6	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home
7	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home

STAGES				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE				Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
F	G	H	I	J	K	L	M	N	O	P	Q
What method of travel did you use for each stage of your journey? <i>See Note F</i>	How far did you travel? (Miles) <i>See Note G</i>	How long did you spend travelling? (Minutes) <i>See Note H</i>	How many people travelled including you? <i>See Note I</i>	Which car or other motor vehicle did you use? <i>See Note J</i>	Were you the driver (D) or a passenger (P)? <i>See Note K</i>	How much did you pay for parking? <i>See Note L</i>	How much did you pay for road tolls/congestion charges? <i>See Note M</i>	What type of ticket did you use? <i>See Note N</i>	How much did your ticket cost? <i>See Note O</i>	How many times did you board? <i>See Note P</i>	How much did your share of the taxi cost? <i>See Note Q</i>
1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil

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 7 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

Turn over for more journeys

 On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys

STAGES These columns are for entering details of each stage of your journey

JOURNEYS					STAGES				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE				Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
What was the purpose of your journey? <i>See Note A</i>	What time did you leave? <i>See Note B</i>	What time did you arrive? <i>See Note C</i>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>	What method of travel did you use for each stage of your journey? <i>See Note F</i>	How far did you travel? (Miles) <i>See Note G</i>	How long did you spend travelling? (Minutes) <i>See Note H</i>	How many people travelled including you? <i>See Note I</i>	Which car or other motor vehicle did you use? <i>See Note J</i>	Were you the driver (D) or a passenger (P)? <i>See Note K</i>	How much did you pay for parking? <i>See Note L</i>	How much did you pay for road tolls/congestion charges? <i>See Note M</i>	What type of ticket did you use? <i>See Note N</i>	How much did your ticket cost? <i>See Note O</i>	How many times did you board? <i>See Note P</i>	How much did your share of the taxi cost? <i>See Note Q</i>
1	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
2	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
3	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
4	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					2					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					3					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil
					4					<input type="checkbox"/> D <input type="checkbox"/> P	£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil

P2800 v2
DFI 1008



Area Add

In confidence

National Travel Survey

Young person's travel record

Travel record of

Travel week

Start day	Finish day
Start date	Finish date

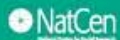
Please use black or blue ink if possible

Thank you very much for your help

Your interviewer

will call again on

<input type="text"/>	Day <input type="text"/>	Day <input type="text"/>
	Date <input type="text"/>	Date <input type="text"/>
	Time <input type="text"/>	Time <input type="text"/>



National Centre for Social Research
Kings House
101-130 Kings Road
Brentwood
Essex CM14 4LX
Telephone 01277 200800
www.natcen.ac.uk/ntr
www.dft.gov.uk/transport/personaltravel

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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 bike journeys as well as cars and public transport.



2. Use a new line for each journey (e.g. go to work, go home). From column F use a new line for each method of travel you used for each stage of your journey (e.g. car, train, bus, walk).

3. On days 1-6 only include walks of a mile 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.

NOTES

A

What was the purpose of your journey?

Please give a simple description such as 'go to school', 'go home', 'go to cinema', 'go to friend's house' 'go to dentists' etc. If you are unsure, make a note and the interviewer will sort it out.

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 at 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 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.

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

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.

L

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.

M

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').

N

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

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

JOURNEYS					STAGES These columns are for entering details of each stage of your journey					Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE		Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
A	B	C	D	E	F	G	H	I		J	K	L	M	N	
What was the purpose of your journey? <i>See Note A</i>	What time did you leave? <i>See Note B</i>	What time did you arrive? <i>See Note C</i>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>	What method of travel did you use for each stage of your journey? <i>See Note F</i>	How far did you travel? (Miles) <i>See Note G</i>	How long did you spend travelling? (Minutes) <i>See Note H</i>	How many people travelled including you? <i>See Note I</i>		Which car or other motor vehicle did you use? <i>See Note J</i>	What type of ticket did you use? <i>See Note K</i>	How much did your ticket cost? <i>See Note L</i>	How many times did you board? <i>See Note M</i>	How much did your share of the taxi cost? <i>See Note N</i>	
									Adults	Children					
1 To School	Time: 8.15 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	Time: 8.30 <input checked="" type="checkbox"/> am <input type="checkbox"/> pm	<input checked="" type="checkbox"/> Home	<input type="checkbox"/> Home Keynsham	1 Bus	1.5	10		1		Bus Pass	£ : <input checked="" type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
2 Go Home	Time: 3.30 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 3.50 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home Keynsham	<input checked="" type="checkbox"/> Home	1 Bus	1.5	10		1		Bus Pass	£ : <input checked="" type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
3 To Friends	Time: 4.00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 4.05 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input checked="" type="checkbox"/> Home Kingswood	<input type="checkbox"/> Home Kingswood	1 Car	1.2	5	1	1	Mum's		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
4 To Cinema	Time: 6.00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 6.40 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home Kingswood	<input type="checkbox"/> Home Bristol City Centre	1 Car	0.5	5	1	2	Friend's		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2 Train	5	18		2		Return	£ 2.80 <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
5 Go Home	Time: 9.00 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	Time: 9.45 <input type="checkbox"/> am <input checked="" type="checkbox"/> pm	<input type="checkbox"/> Home Bristol City Centre	<input checked="" type="checkbox"/> Home	1 Train	5	18		2		Return	£ : <input checked="" type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2 Car	1.5	10	1	1	Mum's		£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
6	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
7	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					2							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	
					3							£ : <input type="checkbox"/> NI		£ : <input type="checkbox"/> NI	

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

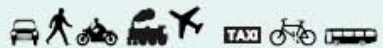
EXTRA JOURNEYS

If you made more than 7 journeys on this day please use the extra space towards the back of the booklet

DAY 1 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more

JOURNEYS					STAGES These columns are for entering details of each stage of your journey				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE			Only fill in these columns if you used PUBLIC TRANSPORT			Only fill in this column if you used a TAXI
A	B	C	D	E	F	G	H	I	J	K	L	M	N		
What was the purpose of your journey? <small>See Note A</small>	What time did you leave? <small>See Note B</small>	What time did you arrive? <small>See Note C</small>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	What method of travel did you use for each stage of your journey? <small>See Note F</small>	How far did you travel? (Miles) <small>See Note G</small>	How long did you spend travelling? (Minutes) <small>See Note H</small>	How many people travelled including you? <small>See Note I</small>	Which car or other motor vehicle did you use? <small>See Note J</small>	What type of ticket did you use? <small>See Note K</small>	How much did your ticket cost? <small>See Note L</small>	How many times did you board? <small>See Note M</small>	How much did your share of the taxi cost? <small>See Note N</small>		
							Adults Children								
1	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
2	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
3	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
4	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
5	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
6	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
7	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					2						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		
					3						£ : <input type="checkbox"/> Nil		£ : <input type="checkbox"/> Nil		

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 7 Mon Tues Wed Thur Fri Sat Sun

Turn over for more journeys

For help with filling in please unfold side flap for notes

On this day only, please include all walks (even walks under a mile)

TIME SPENT IN THE STREET
 Was there any time spent in the street today which is not included in the journeys below?
 e.g. playing in the street, talking to friends, riding bikes, skateboarding, etc.

Yes No

From	:	<input type="checkbox"/> am <input type="checkbox"/> pm	To	:	<input type="checkbox"/> am <input type="checkbox"/> pm
From	:	<input type="checkbox"/> am <input type="checkbox"/> pm	To	:	<input type="checkbox"/> am <input type="checkbox"/> pm
From	:	<input type="checkbox"/> am <input type="checkbox"/> pm	To	:	<input type="checkbox"/> am <input type="checkbox"/> pm
From	:	<input type="checkbox"/> am <input type="checkbox"/> pm	To	:	<input type="checkbox"/> am <input type="checkbox"/> pm

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys

STAGES These columns are for entering details of each stage of your journey

A What was the purpose of your journey? <i>See Note A</i>	B What time did you leave? <i>See Note B</i>	C What time did you arrive? <i>See Note C</i>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <i>See Note D</i>	E Where did you go to? (Tick Home or give the name of the village, town or area) <i>See Note E</i>	F What method of travel did you use for each stage of your journey? <i>See Note F</i>			G How far did you travel? (Miles) <i>See Note G</i>	H How long did you spend travelling? (Minutes) <i>See Note H</i>	I How many people travelled including you? <i>See Note I</i>		J Which car or other motor vehicle did you use? <i>See Note J</i>	K What type of ticket did you use? <i>See Note K</i>	L How much did your ticket cost? <i>See Note L</i>	M How many times did you board? <i>See Note M</i>	N How much did your share of the taxi cost? <i>See Note N</i>			
					Adults	Children													
1	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1									£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil				
					2										£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil			
					3												£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil	
					4													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil
2	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1										£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil			
					2												£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil	
					3													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil
					4													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil
3	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1										£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil			
					2												£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil	
					3													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil
					4													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil
4	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	1										£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil			
					2												£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil	
					3													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil
					4													£ : <input type="checkbox"/> Nil	£ : <input type="checkbox"/> Nil

APPENDIX H MEMORY JOGGERS

P2520

Area

--	--	--	--	--

Address


--	--	--

Household

--	--

Per. No.

--	--

 **NatCen**
National Centre for Social Research

Department for
Transport


**National
Travel
Survey**

In confidence

MEMORY JOGGER OF

START Day

FINISH Day

 **NatCen**
National Centre for Social Research

National Centre for Social Research
100 Kings Road
Brentwood
Essex CM14 4LX
01277 200600
www.natcen.ac.uk
www.dft.gov.uk/transtat/personaltravel

Thank you very much

Day 1	MON	TUE	WED	THU	FRI	SAT	SUN	Day 1
Include all journeys by transport (bus, train, car, bike etc). Include walks of 1 mile or more.								
Where did you go and purpose of your journey?	When did you leave?		When did you arrive?		How Far?			Any other information? e.g. details of tickets and costs (excluding petrol)
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					
	am pm		am pm					

Day 7	MON TUE WED THU FRI SAT SUN							Day 7	
On this last day include ALL WALKS (even if they are less than 1 mile) as well as other journeys you do.									
Where did you go and purpose of your journey?			When did you leave?		When did you arrive?		How Far?		Any other information? e.g. details of tickets and costs (excluding petrol)
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
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				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		
				am pm			am pm		

APPENDIX I FUEL AND MILEAGE CHART



Area Add H Veh

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National Travel Survey – FUEL & MILEAGE CHART

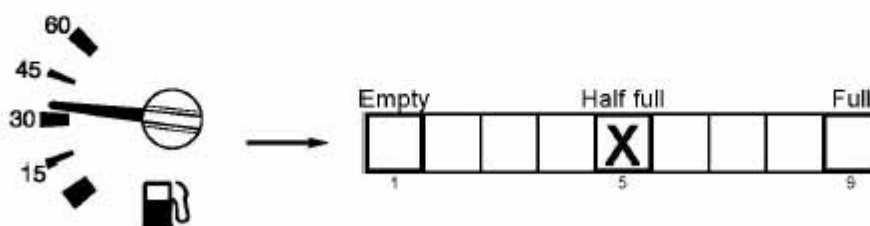
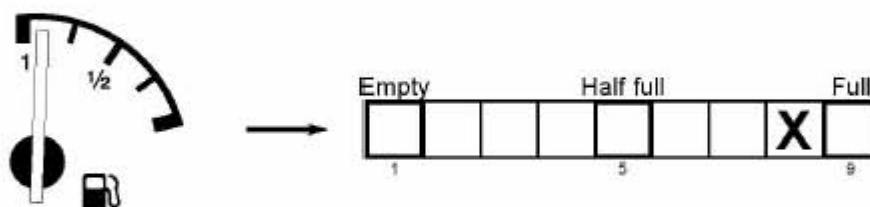
Vehicle make and model

First reading	Last reading																																				
Start date: <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 40px; height: 20px;" type="text"/> <i>e.g.</i> 03 10 2007	End date: <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 30px; height: 20px;" type="text"/> <input style="width: 40px; height: 20px;" type="text"/>																																				
MILOMETER Miles/Kilometres (delete one)	MILOMETER Miles/Kilometres (delete one)																																				
FUEL GAUGE (mark with a cross position of indicator) Empty Half full Full <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> </tr> <tr> <td style="text-align: center;">1</td> <td></td> <td></td> <td style="text-align: center;">5</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">9</td> </tr> </table>										1			5					9	FUEL GAUGE (mark with a cross position of indicator) Empty Half Full Full <table style="margin: 0 auto; border-collapse: collapse;"> <tr> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> <td style="border: 1px solid black; width: 15px; height: 15px;"></td> </tr> <tr> <td style="text-align: center;">1</td> <td></td> <td></td> <td style="text-align: center;">5</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">9</td> </tr> </table>										1			5					9
1			5					9																													
1			5					9																													

FUEL put in vehicle in these seven days			
Day of Week	Number of litres/gallons (delete one)	Price per litre/gallon (delete one)	Total cost
			£
			£
			£
			£
			£
Total			£

National Centre for Social Research, Kings House, 101-135 Kings Road, Brentwood, Essex, CM14 4LX

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.

P 2720
DfT 1570

APPENDIX J PROMISSORY NOTE



National Travel Survey 2008

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 Neil Barton at NatCen on 01277 690043.

Once again, thank you for taking part in the National Travel Survey 2008. 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)

P 2820

APPENDIX K SHOWCARDS

QTHComp.EthGroup

Show Card A

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)**

14. Chinese

Other ethnic group

- 15. Any other (Please describe)**

QTenure.Ten1

Show Card B

- 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**

QLocServ.NearBand/BanRail, BanTube

Show Card C

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**

QLoc.BanBus, BanTbus

Show Card D

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**

QAMENITY. AccGPDK, AccChmDK, AccHosDK, AccShCDK, AccGroDK, AccPODK, AccPmDK, AccSecDK, AccGC DK,

Show Card E

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**

QAmenity. Order, LastD

Show Card F

1. **Food and drink (not including take away meals)**
2. **Clothes**
3. **Books/CDs/Software**
4. **Furniture**
5. **Holiday/travel tickets**
6. **Any other tickets (not for travel)**
7. **Plants/bulbs/flowers**
8. **Health goods**
97. **Anything else (please say what)**
98. **None of these**

QAmenity.Deliv

Show Card G

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**

QAmenity.HowB

Show Card H

1. In person e.g. from a shop or travel agent
2. By phone
3. By post
4. On the internet
5. By fax
6. On the doorstep
7. Would have asked someone else to buy it in person
8. Would not have bought it
97. Other (please say how)

QTCh.Trav.NotAlw1, NotAlw2

Show Card I

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)

UseVcl, TypeVcl2

Show Card J

4 - wheel car (side windows behind driver) (includes Multi-Purpose Vehicles and people carriers)

4 – wheel drive passenger vehicle (side windows behind driver) (eg. Landrover, Jeep or similar)

3 – 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)

SatServ

Show Card K

1. **Very satisfied**
2. **Fairly satisfied**
3. **Neither satisfied nor dissatisfied**
4. **Fairly dissatisfied**
5. **Very dissatisfied**
6. **Don't use buses**

QAttitud.FrqBus, FrqMetro

Show Card L

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.ReliasBus, RelMetro

Show Card M

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**

SHOW CARD N

POWERED WHEELCHAIR



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

Show Card O

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 P

1. **Didn't want or need to leave house**
2. **Had to stay at home**
3. **No car in the household**
4. **Car broken down**
5. **Nobody to drive**
6. **Bad weather**
7. **Too busy at home**
8. **Unable to leave house because of temporary illness/disability**
9. **Unable to leave house because of permanent illness/disability**
97. **Other reasons**

QTMMethod.OrdBus, Coach, Train, TaxiCab, Plane, Bicycle, Walk

Show Card Q

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**

QTMMethod.WhWalk

Show Card R

1. **Mostly on pavements alongside a road**
2. **Mostly on country roads without pavements**
3. **Mostly in a town or city park, or other urban area away from the road**
4. **Mostly in the countryside (away from roads)**
5. **A mixture of these**
97. **Other (please say what)**

QTCycle.CycRoute

Show Card S

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 T

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 U

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. Lack of parking spaces
8. Environmental reasons
9. Safety concerns / Nervous about driving
10. Physical difficulties/disabilities
11. Too old
12. Too busy to learn
13. Put off by theory test
14. Put off by practical test
15. Not interested in driving
97. Other (Specify)

Show Card V

Not yet started

Less than 1 month

1 month but less than 3 months

3 months but less than 6 months

6 months but less than 12 months

12 months or more

Show Card W

This card shows a number of possible sources of income. Can you tell me whether you personally receive income from any of these? ANSWER YES or NO

- **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**

Show Card X

<u>Per Week</u>	<u>Per Month</u>	<u>PER YEAR</u>
J. Less than £19	Less than £83	Less than £1,000
Q. £19 to £38	£84 to £167	£1,000 to £1,999
U. £39 to £57	£168 to £250	£2,000 to £2,999
A. £58 to £76	£251 to £333	£3,000 to £3,999
H. £77 to £95	£334 to £417	£4,000 to £4,999
N. £96 to £115	£418 to £500	£5,000 to £5,999
L. £116 to £134	£501 to £583	£6,000 to £6,999
V. £135 to £153	£584 to £667	£7,000 to £7,999
C. £154 to £172	£668 to £750	£8,000 to £8,999
S. £173 to £191	£751 to £833	£9,000 to £9,999
W. £192 to £239	£834 to £1042	£10,000 to £12,499
D. £240 to £287	£1043 to £1250	£12,500 to £14,999
R. £288 to £335	£1251 to £1458	£15,000 to £17,499
E. £336 to £383	£1459 to £1667	£17,500 to £19,999
T. £384 to £479	£1668 to £2083	£20,000 to £24,999
B. £480 to £575	£2084 to £2500	£25,000 to £29,999
F. £576 to £671	£2501 to £2917	£30,000 to £34,999
G. £672 to £767	£2918 to £3333	£35,000 to £39,999
I. £768 to £959	£3334 to £4167	£40,000 to £49,999
P. £960 to £1150	£4168 to £5000	£50,000 to £59,999
O. £1151 to £1342	£ 5001 to £5833	£60,000 to £69, 999
M. £1343 to £1439	£5834 to 6250	£70,000 to £74, 999
K. £1440 or more	£6251 or more	£75,000 or more

Show Card Y

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 Z

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 AA

1. Travelling to the doctors/hospital
2. Visiting friends/relatives at their home
3. Travelling to other social activities
4. Taking the children to school/social activities etc
5. Travelling to school /college/university
6. Travelling for any other reason (please say what)
7. No difficulties with any of these

QTAccid.Injury

Show Card AB

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)

QTAccid.Medical

Show Card AC

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 AD

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 AE

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 AF

Season ticket

Area travel card

Combined season ticket/area travel card

Railcard (e.g. family, young person's, senior citizen's, Network Card)

Employee's special pass

Passes for older people

Scholar's pass

Disabled person's pass

Subsidised travel tokens

Any other special ticket or pass

QTicFix.QTicket.YrNum

Show Card AG

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**

CHECK CARD 1

Vehicle Registration Letter denoting Year

Use at REGYEAR/LETTER/LOOKREG in Vehicle Section

Letter after number

	Jan to July	Aug to Dec		Jan to July	Aug to Dec
1963.....	A	A	1973.....	L	M
1964.....	B	B	1974.....	M	N
1965.....	C	C	1975.....	N	P
1966.....	D	D	1976.....	P	R
1967.....	E	F	1977.....	R	S
1968.....	F	G	1978.....	S	T
1969.....	G	H	1979.....	T	V
1970.....	H	J	1980.....	V	W
1971.....	J	K	1981.....	W	X
1972.....	K	L	1982.....	X	Y
			1983.....	Y	

Letter before number

	Jan to July	Aug to Dec		Jan to July	Aug to Dec
1983.....		A	1991.....	H	J
1984.....	A	B	1992.....	J	K
1985.....	B	C	1993.....	K	L
1986.....	C	D	1994.....	L	M
1987.....	D	E	1995.....	M	N
1988.....	E	F	1996.....	N	P
1989.....	F	G	1997.....	P	R
1990.....	G	H	1998.....	R	

Biannual change (letter before number) (* Aug to Dec)

	Jan to Feb	March to Aug	Sep to Dec
1998.....			S *
1999.....	S	T	V
2000.....	V	W	X
2001.....	X	Y	

Biannual change (age identifier)

	Jan to Feb	March to Aug	Sep to Dec
2001.....			51
2002.....	51	02	52
2003.....	52	03	53
2004.....	53	04	54
2005.....	54	05	55
2006.....	55	06	56
2007.....	56	07	57
2008.....	57	08	58

QTVMake.SimReg, Letter

Show Card AH

1. AB12 CDE
2. A123 CDE, A12 BCD, A1 BCD
3. ABC 123D, ABC 12D, ABC 1A
4. **None of these**

QTEngFTS.BenSize

SHOW CARD AI

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)**

QTComCar.OthReg

Show Card AJ

1. **Someone outside the household**
2. **Employer/firm for whom household member works**
3. **Own business**
4. **Other firm or organisation**

QTMileag.BanMiles

Show Card AK

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**

APPENDIX L “WHERE DO YOU WORK” LOOKUP TABLE

	WkUrbCd	WorkPI1
Aberdeen	1	5 minutes walk of Union Street
Birmingham	2	15 minutes walk of New Street
Blackpool	3	5 minutes walk of the Tower
Bolton	4	5 minutes walk of Town Hall (Victoria Square)
Bournemouth	5	5 minutes walk of The Square
Bradford	6	5 minutes walk of City Hall
Brighton	7	5 minutes walk of The Clock Tower
Bristol	8	15 minutes walk of Broadmead
Cardiff	9	5 minutes walk of St Davids Centre
Coventry	10	5 minutes walk of Broadgate
Derby	11	5 minutes walk of Market Place
Doncaster	12	5 minutes walk of the Law Courts
Dudley	13	5 minutes walk of Churcill Precinct
Dundee	14	5 minutes walk of City Square
Edinburgh	15	10 minutes walk of Princess Street
Glasgow	16	10 minutes walk of George Street
Huddersfield	17	5 minutes walk of Market Place
Hull	18	5 minutes walk of Victoria Square
Ipswich	19	5 minutes walk of The Cornhill
Leeds	20	10 minutes walk of City Station
Leicester	21	10 minutes walk of Clock Tower
Liverpool	22	10 minutes walk of The Town Hall
(London) Area bounded by the M25	23	Within the area shown on this map?
Luton	24	5 minutes walk of Arndale Shopping Centre
Manchester	25	15 minutes walk of Albert Square
Middlesbrough	26	10 minutes walk of Victoria Square
Newcastle-Upon- Tyne	27	5 minutes walk of Eldon Square Shopping Centre
Northampton	28	5 minutes walk of The Market Square
Norwich	29	5 minutes walk of The Castle
Nottingham	30	10 minutes walk of Old Market Square
Peterborough	31	5 minutes walk of Queensgate Shopping Centre
Plymouth	32	10 minutes walk of Royal Parade
Portsmouth	33	10 minutes walk of The Guild Hall
Preston	34	5 minutes walk of The Market Square
Reading	35	10 minutes walk of Broad Street
Sheffield	36	10 minutes walk of Town Hall
Southampton	37	5 minutes walk of Bar Gate
Southend	38	10 minutes walk of Civic Centre
St.Helens	39	5 minutes walk of Victoria Square
Stockport	40	5 minutes walk of the Bus Centre
Stoke-On-Trent	41	5 minutes walk of Hanley Town Hall
Sunderland	42	5 minutes walk of Central Station
Swansea	43	5 minutes walk of The Dragon Hotel
Swindon	44	5 minutes walk of Brunel Shopping Centre
Walsall	45	10 minutes walk of Civic Centre
West Bromwich	46	5 minutes walk of Sandwell Shopping Centre
Wigan	47	5 minutes walk of Market Hall
Wolverhampton	48	5 minutes walk of Princess Square

WkUrbCd WorkPI1		
Other urban area (not listed)	49	
Not in an urban area	50	Is it within 5 minutes walk of the main shopping/business centre?

APPENDIX M LOGISTIC REGRESSION MODEL FOR HOUSEHOLD PARTICIPATION

	B	S.E.	Wald	df	Sig.	Exp(B)
GOR:			73.4	11	<0.001	
North East	0	(b/l)				
North West	-0.044	0.108	0.2	1	0.682	0.956
Yorkshire & Humberside	-0.262	0.113	5.4	1	0.020	0.769
East Midlands	-0.282	0.119	5.6	1	0.018	0.755
West Midlands	-0.379	0.111	11.6	1	<0.001	0.685
Eastern	-0.322	0.113	8.1	1	0.004	0.725
Inner London	-0.667	0.126	28.3	1	<0.001	0.513
Outer London	-0.559	0.118	22.3	1	<0.001	0.572
South East	-0.395	0.107	13.7	1	<0.001	0.674
South West	-0.189	0.117	2.6	1	0.106	0.827
Wales	-0.272	0.128	4.5	1	0.033	0.762
Scotland	-0.117	0.114	1.1	1	0.304	0.889
Area type (p5):			46.0	5	<0.001	
Metropolitan areas	0	(b/l)				
Urban (>250k people/hectare)	-0.009	0.072	0.0	1	0.899	0.991
Urban (25-250k people/hectare)	0.067	0.062	1.2	1	0.281	1.070
Urban (10-25k people/hectare)	0.357	0.090	15.7	1	<0.001	1.429
Urban (3-10k people/hectare)	0.205	0.089	5.3	1	0.021	1.228
Rural (< 3k people/hectare)	0.397	0.078	25.7	1	<0.001	1.488
ACORN group:			15.9	4	0.003	
Wealthy Achievers	0	(b/l)				
Urban Prosperity	-0.237	0.074	10.4	1	0.001	0.789
Comfortably Off	-0.142	0.055	6.7	1	0.010	0.867
Moderate Means	-0.226	0.068	11.1	1	<0.001	0.797
Hard-Pressed	-0.181	0.061	8.8	1	0.003	0.835
Month:			13.9	11	0.238	
January	0	(b/l)				
February	-0.173	0.092	3.5	1	0.061	0.842
March	-0.200	0.092	4.7	1	0.030	0.819
April	-0.186	0.093	4.0	1	0.044	0.830
May	-0.067	0.092	0.5	1	0.469	0.935
June	-0.075	0.092	0.7	1	0.413	0.927
July	-0.039	0.093	0.2	1	0.676	0.962
August	0.033	0.093	0.1	1	0.720	1.034
September	-0.125	0.093	1.8	1	0.177	0.882
October	-0.112	0.093	1.5	1	0.227	0.894
November	-0.140	0.092	2.3	1	0.128	0.869
December	-0.064	0.093	0.5	1	0.491	0.938
Intercept	1.152	0.127	83.0	1.000	<0.001	3.166

APPENDIX N LOGISTIC REGRESSION MODEL FOR WHETHER EVERY HOUSEHOLD MEMBER PARTICIPATED

	B	S.E.	Wald	df	Sig.	Exp(B)
Size of household:			22.6	3	<0.001	
Two people	0	(b/l)				
Three people	-0.703	0.475	2.2	1	0.139	0.495
Four people	-1.192	0.422	8.0	1	0.005	0.304
Five or more people	-1.992	0.431	21.4	1	<0.001	0.136
Intercept	5.800	0.317	335.4	1	<0.001	330.400

APPENDIX O CALIBRATION WEIGHTING CONTROL TOTALS: INTERVIEW SAMPLE

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Sex								
Male	10,259	48.5%	10,298	48.5%	10,419	49.1%	28,534,326	49.1%
Female	10,906	51.5%	10,937	51.5%	10,798	50.9%	29,572,702	50.9%
GOR								
North East	1,015	4.8%	938	4.4%	919	4.3%	2,517,186	4.3%
North West	2,691	12.7%	2,514	11.8%	2,461	11.6%	6,740,409	11.6%
Yorks And Humber	1,789	8.5%	1,776	8.4%	1,857	8.8%	5,084,812	8.8%
East Midlands	1,503	7.1%	1,471	6.9%	1,575	7.4%	4,313,710	7.4%
West Midlands	1,868	8.8%	1,928	9.1%	1,933	9.1%	5,294,867	9.1%
East Of England	2,006	9.5%	1,973	9.3%	2,030	9.6%	5,559,478	9.6%
London	2,613	12.3%	3,128	14.7%	2,723	12.8%	7,457,070	12.8%
South East	2,843	13.4%	2,939	13.8%	2,959	13.9%	8,103,788	13.9%
South West	1,890	8.9%	1,771	8.3%	1,844	8.7%	5,050,517	8.7%
Wales	1,070	5.1%	1,039	4.9%	1,071	5.0%	2,932,059	5.0%
Scotland	1,877	8.9%	1,759	8.3%	1,845	8.7%	5,053,132	8.7%
Age by sex								
Males 0-4	672	3.2%	682	3.2%	650	3.1%	1,779,747	3.1%
Males 5-10	765	3.6%	778	3.7%	749	3.5%	2,050,157	3.5%
Males 11-16	892	4.2%	903	4.3%	815	3.8%	2,230,902	3.8%
Males 17-20	528	2.5%	537	2.5%	545	2.6%	1,491,290	2.6%
Males 21-29	984	4.6%	1,015	4.8%	1,263	6.0%	3,459,559	6.0%
Males 30-39	1,285	6.1%	1,309	6.2%	1,470	6.9%	4,024,933	6.9%
Males 40-49	1,472	7.0%	1,467	6.9%	1,561	7.4%	4,276,264	7.4%
Males 50-59	1,273	6.0%	1,257	5.9%	1,301	6.1%	3,563,250	6.1%
Males 60-64	690	3.3%	674	3.2%	601	2.8%	1,645,684	2.8%
Males 65-69	538	2.5%	530	2.5%	457	2.2%	1,252,000	2.2%
Males 70+	1,160	5.5%	1,145	5.4%	1,008	4.8%	2,760,540	4.8%
Females 0-4	661	3.1%	671	3.2%	619	2.9%	1,694,018	2.9%
Females 5-10	748	3.5%	757	3.6%	716	3.4%	1,961,685	3.4%
Females 11-16	807	3.8%	811	3.8%	776	3.7%	2,124,886	3.7%
Females 17-20	487	2.3%	492	2.3%	516	2.4%	1,412,889	2.4%
Females 21-29	1,058	5.0%	1,095	5.2%	1,247	5.9%	3,414,489	5.9%
Females 30-39	1,425	6.7%	1,444	6.8%	1,496	7.1%	4,096,791	7.1%
Females 40-49	1,634	7.7%	1,638	7.7%	1,603	7.6%	4,389,060	7.6%
Females 50-59	1,360	6.4%	1,344	6.3%	1,342	6.3%	3,674,341	6.3%
Females 60-64	743	3.5%	730	3.4%	631	3.0%	1,727,589	3.0%
Females 65-69	574	2.7%	563	2.7%	494	2.3%	1,353,836	2.3%
Females 70+	1,409	6.7%	1,392	6.6%	1,359	6.4%	3,723,118	6.4%
Total	21,165		21,235		21,216		58,107,028	

APPENDIX P LOGISTIC REGRESSION MODEL FOR REMOVING HOUSEHOLD THAT DID NOT FULLY RESPOND

	B	S.E.	Wald	df	Sig.	Exp(B)
GOR:			17.1	11	0.105	
North East	0	(b/l)				
North West	-0.331	0.218	2.3	1	0.129	0.718
Yorkshire & Humberside	-0.277	0.233	1.4	1	0.234	0.758
East Midlands	-0.308	0.238	1.7	1	0.195	0.735
West Midlands	-0.055	0.237	0.1	1	0.817	0.947
Eastern	-0.128	0.234	0.3	1	0.585	0.880
Inner London	-0.250	0.259	0.9	1	0.334	0.779
Outer London	-0.503	0.236	4.5	1	0.033	0.605
South East	-0.155	0.222	0.5	1	0.487	0.857
South West	-0.070	0.237	0.1	1	0.768	0.933
Wales	-0.128	0.260	0.2	1	0.622	0.880
Scotland	-0.493	0.223	4.9	1	0.027	0.611
Tenure:			0.8	1	0.371	
Not owner occupier	0	(b/l)				
Owner occupier	0.082	0.091	0.8	1	0.371	1.085
Number of adults:			16.1	3	0.001	
One	0	(b/l)				
Two	-0.513	0.137	14.0	1	<0.001	0.599
Three	-0.722	0.201	12.9	1	<0.001	0.486
Four or more	-0.816	0.237	11.8	1	<0.001	0.442
Number of children:			1.3	3	0.733	
None	0	(b/l)				
One	-0.072	0.115	0.4	1	0.533	0.931
Two	0.077	0.135	0.3	1	0.568	1.080
Three or more	-0.094	0.184	0.3	1	0.610	0.910
Any married couples:			21.8	1	<0.001	
No	0	(b/l)				
Yes	0.602	0.129	21.8	1	<0.001	1.826
Any cohabiting couples:			13.4	1	<0.001	
No	0	(b/l)				
Yes	0.553	0.151	13.4	1	<0.001	1.738
How frequent buses from nearest stop:			10.0	2	0.007	
Infrequent	0	(b/l)				
One per hour	0.260	0.128	4.2	1	0.042	1.297
Frequent	0.324	0.103	9.9	1	0.002	1.382

How frequent trains from nearest station:			0.0	1	0.939	
Not frequent services all day	0	(b/l)				
Frequent services all day	0.008	0.110	0.0	1	0.939	1.008
Regular use of vehicle:			0.9	1	0.349	
No	0	(b/l)				
Yes	0.102	0.109	0.9	1	0.349	1.107
Month:			21.8	11	0.026	
January	0	(b/l)				
February	0.172	0.187	0.8	1	0.357	1.188
March	0.081	0.178	0.2	1	0.651	1.084
April	0.003	0.177	0.0	1	0.987	1.003
May	-0.077	0.172	0.2	1	0.656	0.926
June	-0.196	0.170	1.3	1	0.250	0.822
July	0.137	0.179	0.6	1	0.442	1.147
August	-0.101	0.171	0.3	1	0.557	0.904
September	0.137	0.183	0.6	1	0.454	1.147
October	0.053	0.178	0.1	1	0.768	1.054
November	-0.088	0.173	0.3	1	0.610	0.916
December	0.603	0.202	8.9	1	0.003	1.827
Age of youngest household member:			33.1	8	<0.001	
16 to 18	0	(b/l)				
19 to 25	-0.247	0.147	2.8	1	0.094	0.781
26 to 30	-0.035	0.182	0.0	1	0.847	0.966
31 to 40	0.163	0.174	0.9	1	0.349	1.177
41 to 50	0.110	0.184	0.4	1	0.549	1.117
51 to 60	0.573	0.211	7.4	1	0.007	1.774
61 to 70	0.473	0.210	5.1	1	0.024	1.605
71 to 80	0.605	0.228	7.1	1	0.008	1.831
Older than 80	0.511	0.265	3.7	1	0.053	1.667
Ethnic groups of household members:			4.4	1	0.035	
All white	0	(b/l)				
One or more not white	-0.235	0.112	4.4	1	0.035	0.790
Intercept	2.027	0.313	41.8	1	<0.001	7.594

APPENDIX Q CALIBRATION WEIGHTING CONTROL TOTALS: FULLY RESPONDING SAMPLE

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Sex								
Male	9,127	48.1%	9,267	48.1%	9,452	49.1%	28,534,326	49.1%
Female	9,856	51.9%	9,981	51.9%	9,796	50.9%	29,572,702	50.9%
GOR								
North east	931	4.9%	843	4.4%	834	4.3%	2,517,186	4.3%
North west	2,399	12.6%	2,289	11.9%	2,233	11.6%	6,740,409	11.6%
Yorks and humber	1,615	8.5%	1,612	8.4%	1,684	8.8%	5,084,812	8.8%
East midlands	1,353	7.1%	1,341	7.0%	1,429	7.4%	4,313,710	7.4%
West midlands	1,695	8.9%	1,739	9.0%	1,754	9.1%	5,294,867	9.1%
East of england	1,835	9.7%	1,795	9.3%	1,842	9.6%	5,559,478	9.6%
London	2,243	11.8%	2,835	14.7%	2,470	12.8%	7,457,070	12.8%
South east	2,554	13.5%	2,637	13.7%	2,684	13.9%	8,103,788	13.9%
South west	1,735	9.1%	1,611	8.4%	1,673	8.7%	5,050,517	8.7%
Wales	968	5.1%	941	4.9%	971	5.0%	2,932,059	5.0%
Scotland	1,655	8.7%	1,606	8.3%	1,674	8.7%	5,053,132	8.7%
Age by sex								
Males 0-4	608	3.2%	625	3.2%	590	3.1%	1,779,747	3.1%
Males 5-10	678	3.6%	695	3.6%	679	3.5%	2,050,157	3.5%
Males 11-16	784	4.1%	813	4.2%	739	3.8%	2,230,902	3.8%
Males 17-20	434	2.3%	475	2.5%	494	2.6%	1,491,290	2.6%
Males 21-29	810	4.3%	897	4.7%	1,146	6.0%	3,459,559	6.0%
Males 30-39	1,148	6.0%	1,185	6.2%	1,333	6.9%	4,024,933	6.9%
Males 40-49	1,326	7.0%	1,345	7.0%	1,417	7.4%	4,276,264	7.4%
Males 50-59	1,133	6.0%	1,121	5.8%	1,180	6.1%	3,563,250	6.1%
Males 60-64	633	3.3%	604	3.1%	545	2.8%	1,645,684	2.8%
Males 65-69	497	2.6%	479	2.5%	415	2.2%	1,252,000	2.2%
Males 70+	1,076	5.7%	1,027	5.3%	914	4.8%	2,760,540	4.8%
Females 0-4	591	3.1%	605	3.1%	561	2.9%	1,694,018	2.9%
Females 5-10	665	3.5%	679	3.5%	650	3.4%	1,961,685	3.4%
Females 11-16	726	3.8%	748	3.9%	704	3.7%	2,124,886	3.7%
Females 17-20	418	2.2%	451	2.3%	468	2.4%	1,412,889	2.4%
Females 21-29	935	4.9%	1,024	5.3%	1,131	5.9%	3,414,489	5.9%
Females 30-39	1,274	6.7%	1,302	6.8%	1,357	7.1%	4,096,791	7.1%
Females 40-49	1,457	7.7%	1,501	7.8%	1,454	7.6%	4,389,060	7.6%
Females 50-59	1,234	6.5%	1,223	6.4%	1,217	6.3%	3,674,341	6.3%
Females 60-64	695	3.7%	667	3.5%	572	3.0%	1,727,589	3.0%
Females 65-69	540	2.8%	516	2.7%	448	2.3%	1,353,836	2.3%
Females 70+	1,321	7.0%	1,265	6.6%	1,233	6.4%	3,723,118	6.4%

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Drivers license								
Full	10,913	57.5%	10,914	56.7%	11,121	57.8%	33,571,960	57.8%
None	4,264	22.5%	4,427	23.0%	4,443	23.1%	13,411,208	23.1%
Not applicable	3,806	20.0%	3,907	20.3%	3,685	19.1%	11,123,860	19.1%
Single adult 16-64, no children	1,139	6.0%	1,147	6.0%	1,183	6.1%	3,570,682	6.1%
Single adult 65+, no children	1,153	6.1%	1,100	5.7%	1,067	5.5%	3,220,409	5.5%
Single parent household	978	5.2%	1,014	5.3%	857	4.5%	2,587,234	4.5%
2 adults HOH 16-64, no children	3,506	18.5%	3,488	18.1%	3,649	19.0%	11,014,373	19.0%
2 adults HOH 65+, no children	2,202	11.6%	2,090	10.9%	1,838	9.5%	5,547,570	9.5%
2 adults plus children	5,386	28.4%	5,433	28.2%	5,390	28.0%	16,272,110	28.0%
3+ adults	4,619	24.3%	4,975	25.8%	5,265	27.4%	15,894,651	27.4%
Number of vehicles in hhhd								
None	3,294	17.4%	3,481	18.1%	3,423	17.8%	10333479	17.8%
1	7,575	39.9%	7,681	39.9%	7,383	38.4%	22287291	38.4%
2	6,252	32.9%	6,210	32.3%	6,300	32.7%	19018877	32.7%
3+	1,862	9.8%	1,875	9.7%	2,142	11.1%	6467382	11.1%
Urban/rural indicator (P5)								
Met areas	5,411	28.5%	6,062	31.5%	5,740	29.8%	17,326,718	29.8%
>250k	2,527	13.3%	2,634	13.7%	2,721	14.1%	8,213,249	14.1%
25-250k	4,964	26.1%	4,979	25.9%	5,127	26.6%	15,477,108	26.6%
10-25k	1,520	8.0%	1,394	7.2%	1,423	7.4%	4,294,572	7.4%
3-10k	1,489	7.8%	1,426	7.4%	1,454	7.6%	4,388,951	7.6%
<3k	3072	16.2%	2752	14.3%	2785	14.5%	8,406,430	14.5%
Total	18,983		19,248		19,249		58,107,028	

APPENDIX R TRIP RATES

Trips rates by survey month

Trips per person per week

All trip lengths							
	2002	2003	2004	2005	2006	2007	2008
Jan	21	20	21	21	20	19	19
Feb	20	21	20	20	20	20	20
Mar	19	21	19	19	20	19	18
Apr	21	19	21	21	21	20	20
May	20	20	20	20	20	18	19
Jun	20	21	20	21	20	19	19
Jul	20	19	19	19	19	17	18
Aug	20	19	20	20	19	18	19
Sep	21	21	21	21	21	19	21
Oct	20	20	20	20	20	19	19
Nov	21	20	19	20	21	20	19
Dec	18	18	17	18	18	16	16
All months	20	20	20	20	20	19	19
Trips under 1 mile							
	2002	2003	2004	2005	2006	2007	2008
Jan	4.9	4.3	4.9	4.7	5.0	3.8	3.4
Feb	4.3	4.6	4.3	4.5	4.0	3.6	4.2
Mar	3.7	4.8	3.9	3.7	4.3	3.5	3.7
Apr	4.5	4.2	5.0	5.0	5.3	4.1	4.4
May	4.5	4.3	3.9	4.3	4.4	3.6	3.5
Jun	4.1	4.8	4.1	5.0	4.4	3.7	3.8
Jul	4.1	3.6	3.5	3.6	3.9	3.1	2.9
Aug	4.1	3.8	4.4	3.9	3.8	3.3	3.9
Sep	4.6	4.6	4.8	4.8	4.7	3.4	4.6
Oct	4.7	4.8	4.5	4.3	4.0	3.8	3.3
Nov	4.4	3.8	4.0	4.2	4.4	4.2	3.9
Dec	4.5	3.3	3.3	4.1	3.9	2.8	2.7
All months	4.4	4.3	4.2	4.3	4.3	3.6	3.7
Trips of 1 mile and over							
	2002	2003	2004	2005	2006	2007	2008
Jan	15.8	15.5	16.2	15.9	15.1	15.1	16.1
Feb	16.0	16.1	15.3	15.9	16.0	16.2	15.6
Mar	15.5	16.2	15.4	15.6	15.5	15.0	14.7
Apr	16.1	15.2	15.7	15.7	15.9	16.0	16.0
May	15.9	15.5	15.8	15.9	15.5	14.5	15.1
Jun	15.6	15.9	15.6	16.4	15.8	15.0	15.6
Jul	15.5	15.6	15.4	15.7	15.2	14.2	15.1
Aug	16.0	15.0	15.6	15.8	15.6	14.7	15.1
Sep	16.5	16.2	15.7	15.8	15.9	15.9	16.2
Oct	15.5	15.2	15.7	16.2	16.0	15.4	15.6
Nov	16.3	16.3	15.2	15.9	16.4	15.5	15.5
Dec	13.8	14.4	14.0	13.4	13.8	13.3	13.6
All months	15.7	15.6	15.5	15.7	15.6	15.1	15.4

Trip rates by purpose

Trips per person per year

Commuting							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	15	13	16	15	14	13	13
1 to 2 miles	22	23	22	20	21	20	20
2 to 5 miles	45	46	45	43	43	43	41
5 to 10 miles	38	39	38	39	37	37	38
10 miles and over	44	46	47	44	45	48	45
Total	163	166	168	161	160	162	156
Business							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	4	3	3	3	3	2	2
1 to 2 miles	3	3	3	4	4	3	2
2 to 5 miles	8	7	7	8	8	7	7
5 to 10 miles	6	6	7	7	7	7	6
10 miles and over	13	14	15	15	14	14	13
Total	34	34	34	37	35	33	30
Education							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	22	23	23	24	22	21	19
1 to 2 miles	17	17	16	16	15	15	17
2 to 5 miles	15	18	15	14	13	15	15
5 to 10 miles	6	7	8	7	7	7	7
10 miles and over	5	5	4	4	5	5	5
Total	65	70	66	66	62	63	62
Escort education							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	16	20	20	21	19	18	16
1 to 2 miles	12	13	12	12	11	11	12
2 to 5 miles	10	11	10	11	9	10	10
5 to 10 miles	3	3	4	3	3	3	3
10 miles and over	2	1	1	1	1	2	1
Total	44	48	47	48	44	44	43
Shopping							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	54	49	51	51	54	40	44
1 to 2 miles	43	42	43	41	42	35	39
2 to 5 miles	62	64	61	61	66	58	60
5 to 10 miles	31	31	31	32	33	31	32
10 miles and over	24	23	22	22	24	23	23
Total	214	209	208	206	219	186	198
Other personal business and escort							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	49	44	43	41	42	34	37
1 to 2 miles	48	41	41	43	43	38	41
2 to 5 miles	65	63	62	65	63	58	63
5 to 10 miles	32	31	30	34	32	31	33
10 miles and over	23	23	22	23	22	23	25
Total	216	202	198	206	202	184	199

Social/entertainment							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	45	46	43	44	43	36	34
1 to 2 miles	41	40	42	42	41	38	38
2 to 5 miles	67	66	66	67	66	65	64
5 to 10 miles	41	39	39	42	40	41	41
10 miles and over	44	42	42	43	42	44	42
Total	238	232	232	239	233	224	219
Holiday/other							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	23	24	23	26	29	22	28
1 to 2 miles	16	15	18	18	19	18	18
2 to 5 miles	12	12	13	14	12	13	14
5 to 10 miles	6	6	6	7	7	7	8
10 miles and over	15	16	15	16	16	16	17
Total	71	74	74	81	83	77	85

Trip rates by mode

Trips per person per year

Walking							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	169	169	168	171	176	144	147
1 to 2 miles	59	61	63	61	61	60	61
2 to 5 miles	16	15	15	12	11	12	13
5 to 10 miles	1	1	0	0	0	1	0
10 miles and over	0	0	0	0	0	0	0
Total	244	246	246	245	249	216	221
Car/van driver							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	32	28	28	30	27	23	24
1 to 2 miles	75	70	69	71	71	62	66
2 to 5 miles	143	142	140	143	145	135	135
5 to 10 miles	91	90	89	95	93	89	89
10 miles and over	94	95	96	95	95	98	95
Total	435	425	422	435	430	408	410
Car/van passenger							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	19	18	17	18	17	14	15
1 to 2 miles	45	41	42	43	42	37	40
2 to 5 miles	80	79	78	81	77	74	77
5 to 10 miles	45	45	45	46	45	45	47
10 miles and over	49	48	47	47	47	48	48
Total	239	232	229	236	228	218	227

Rail/LU							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	0	0	0	0	0	0	0
1 to 2 miles	0	0	0	0	0	0	0
2 to 5 miles	3	2	3	3	3	3	3
5 to 10 miles	6	6	6	6	6	7	8
10 miles and over	13	13	15	14	15	16	16
Total	22	22	24	23	24	25	27
London bus							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	1	1	1	1	1	1	1
1 to 2 miles	3	3	3	3	3	3	4
2 to 5 miles	7	7	8	8	8	9	9
5 to 10 miles	3	3	3	4	3	4	3
10 miles and over	1	1	1	1	1	1	1
Total	15	15	16	16	16	17	18
Non-London local bus							
	2002	2003	2004	2005	2006	2007	2008
Under 1 mile	2	1	1	2	1	1	1
1 to 2 miles	8	9	8	8	9	7	7
2 to 5 miles	23	25	23	22	22	22	21
5 to 10 miles	11	11	11	11	12	11	12
10 miles and over	5	5	4	4	5	6	6
Total	49	51	48	46	49	48	47

APPENDIX S COMPARISON OF NTS DATA WITH OTHER SOURCES

Comparison of NTS car mileage figures with traffic census-based figures for household cars

Miles

Year	Traffic census and DVLA stock figures ¹	NTS drivers annual estimates	NTS weekly milometer readings	NTS driver stage miles from diary
1989	10,000	9,630	8,220	8,040
1990	9,790	9,860	8,350	8,100
1991	9,610	9,410	8,370	7,930
1992	9,380	9,550	8,590	8,010
1993	9,410	9,620	8,510	8,130
1994	9,400	9,580	8,430	8,070
1995	9,600	9,610	8,520	8,260
1996	9,600	9,460	8,600	8,490
1997	9,400	9,180	8,370	8,260
1998	9,440	9,500	8,170	8,340
1999	9,190	9,300	8,200	8,040
2000	9,010	9,400	8,050	8,060
2001	8,820	8,780	7,900	8,420
2002 ²	8,890	9,170	7,870	8,450
2003	8,750	9,220	7,840	8,500
2004	8,700	9,150	7,770	8,660
2005	8,470	9,010	7,530	8,380
2006	8,400	8,760	7,490	8,330
2007	8,560	8,870	7,590	8,340
2008	NA	8,670	7,260	7,980

¹ Mileage figures are derived from adjustments to published road traffic counts, using the International Passenger Survey and DVLA vehicle stock figures

² Figures for 2002 onward are based on weighted NTS data

Comparison of trip and distance data by mode

The following tables present NTS trip and distance data by mode with other published data on trip rates, boardings, and distance as appropriate. It should be noted that NTS data is based on rates per person per year whereas data from other sources are based on volumes of travel which are affected by population increase. These are the figures upon which the charts provided in Section 8 are based.

The NTS sample size was nearly trebled in 2002. Therefore, from 2002 onwards, the NTS data is less volatile and there is generally a stronger correlation between NTS and other sources than for 1996-2001.

Bus in London - Trips

Year	NTS trips per person per year	PSV Survey of Bus Operators – boardings (millions)	NTS - boardings per person per year
1996	13	1,230	19
1997	12	1,281	17
1998	11	1,266	15
1999	13	1,294	19
2000	13	1,347	19
2001	14	1,422	19
2002	15	1,527	22
2003	15	1,692	21
2004	16	1,802	23
2005	16	1,881	24
2006	16	1,993	24
2007	17	2,090	25
2008	18	N/A	26

Bus in London - Distance

Year	NTS - miles per person per year	PSV Survey of Bus Operators - vehicle kms (millions)
1996	42	342
1997	40	362
1998	39	358
1999	47	362
2000	47	371
2001	48	381
2002	56	404
2003	60	444
2004	59	457
2005	67	461
2006	63	465
2007	67	475
2008	69	N/A

Other Local Bus - Trips

Year	NTS - Trips per person per year	PSV Survey of Bus Operators - boardings	NTS – boardings per person per year
1996	56	2,614	62
1997	50	2,578	57
1998	53	2,542	60
1999	51	2,510	58
2000	47	2,495	54
2001	48	2,459	54
2002	49	2,437	57
2003	51	2,394	59
2004	48	2,338	56
2005	46	2,315	54
2006	49	2,476	57
2007	48	2,440	56
2008	47	N/A	56

Other Local Bus - Distance

Year	NTS - miles per person per year	PSV Survey of Bus Operators - vehicle kms (millions)
1996	236	1,808
1997	211	1,780
1998	221	1,807
1999	222	1,821
2000	212	1,787
2001	223	1,748
2002	224	1,718
2003	230	1,665
2004	219	1,652
2005	212	1,635
2006	233	1,725
2007	239	1,811
2008	243	N/A

Surface Rail – Trips

Year	NTS - Trips per person per year	Office for Rail Regulation – Passenger Journeys (million)
1996	11	801
1997	12	846
1998	10	892
1999	14	931
2000	16	957
2001	14	960
2002	13	976
2003	14	1012
2004	16	1045
2005	16	1082
2006	16	1153
2007	17	1232
2008	18	N/A

Surface Rail – Distance

Year	NTS - miles per person per year	ORR – (Billion vehicle kms)
1996	328	31.6
1997	280	34.1
1998	346	35.8
1999	453	37.9
2000	403	39.0
2001	351	38.6
2002	413	39.3
2003	384	40.4
2004	433	41.7
2005	461	42.7
2006	466	45.3
2007	509	48.4
2008	495	50.4

London Underground – Trips

Year	NTS- Trips per person per year	TFL - Passenger journeys (millions)
1996	7	784
1997	7	772
1998	6	832
1999	7	866
2000	10	927
2001	8	970
2002	9	953
2003	8	942
2004	7	948
2005	7	976
2006	8	971
2007	8	1,014
2008	9	N/A

London Underground – Distance

Year	NTS - miles per person per year	TFL - passenger journeys (million kms)
1996	60	6,337
1997	63	6,153
1998	54	6,479
1999	57	6,716
2000	82	7,171
2001	63	7,470
2002	81	7,451
2003	68	7,367
2004	68	7,340
2005	67	7,606
2006	75	7,586
2007	71	7,665
2008	75	N/A

Bicycle – distance and trips

Year	Road Traffic Statistics - (Billion Kms)		NTS Trips per person per year
	NTS - miles per person per year		
1996	41	4.1	17
1997	43	4.1	18
1998	37	4.0	15
1999	44	4.1	18
2000	38	4.2	17
2001	39	4.2	14
2002	36	4.4	16
2003	37	4.5	15
2004	39	4.2	16
2005	36	4.4	14
2006	39	4.6	16
2007	40	4.2	14
2008	42	4.7	16

Car - Distance

Year	Road Traffic Statistics – Cars and taxis (Billion Kms) ¹	
	NTS - miles per person per year ¹	
1996	3,771	359.9
1997	3,579	365.8
1998	3,750	370.6
1999	3,689	377.4
2000	3,735	376.8
2001	3,685	382.8
2002	3,661	392.9
2003	3,659	393.1
2004	3,676	398.1
2005	3,684	397.2
2006	3,660	402.6
2007	3,641	404.1
2008	3,494	401.7

Motorcycle – Distance

Year	NTS - miles per person per year	Road Traffic Statistics (Billion vehicle kms)
1996	33	3.8
1997	34	4.0
1998	36	4.1
1999	28	4.5
2000	35	4.6
2001	31	4.8
2002	35	5.1
2003	41	5.6
2004	38	5.2
2005	35	5.4
2006	34	5.2
2007	35	5.6
2008	38	5.1