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OFFICE FOR NATIONAL STATISTICS

National Travel Survey

Technical Report 1998

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Social Survey Division

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Chapter 1 Introduction

1.1 Background

The National Travel Survey (NTS) provides regular, up-to-date data on personal travel and monitors changes in travel behaviour over time. The first NTS was commissioned by the Ministry of Transport in 1965/66. Further periodic surveys were carried out in 1972/73, 1975/76, 1978/79 and 1985/86. In 1988 the NTS became a continuous survey with field work being carried out every month of the year.

Social Survey Division (SSD) of the Office for National Statistics (ONS) carried out the NTS in 1972/73 and 1985/86 and has been the contractor for the continuous NTS since its launch in 1988. SSD is responsible for questionnaire design, sample selection, data collection, data editing and data file production. Analysis and report production are carried out by the Department for the Environment, Transport and the Regions (DETR), the commissioning department for the survey. An edited database is sent to DETR every 3 months and is produced 2 months after the end of fieldwork.

This report describes the methodology of the 1998 NTS. It is intended as a working reference manual and describes the sample design, fieldwork methodology, data production and data file production.

1.2 Uses of the NTS

The NTS provides detailed information on different types of travel; where people travel from and to (at county level), distance, time, purpose and what kinds of people are doing the travelling and how often. The NTS is the only source of national information on subjects such as cycling and walking which provide a context for the results of more local studies.

The results of the survey are published by DETR and are available to users both within and outside Government. Travel research institutes such as the Transport Research Laboratory (TRL) view the NTS as one of their major data sources and the NTS datasets are deposited at the Data Archive at the University of Essex. Details on the use of the NTS are presented in Figure 1.1.

1.3 Sequence of work on the NTS

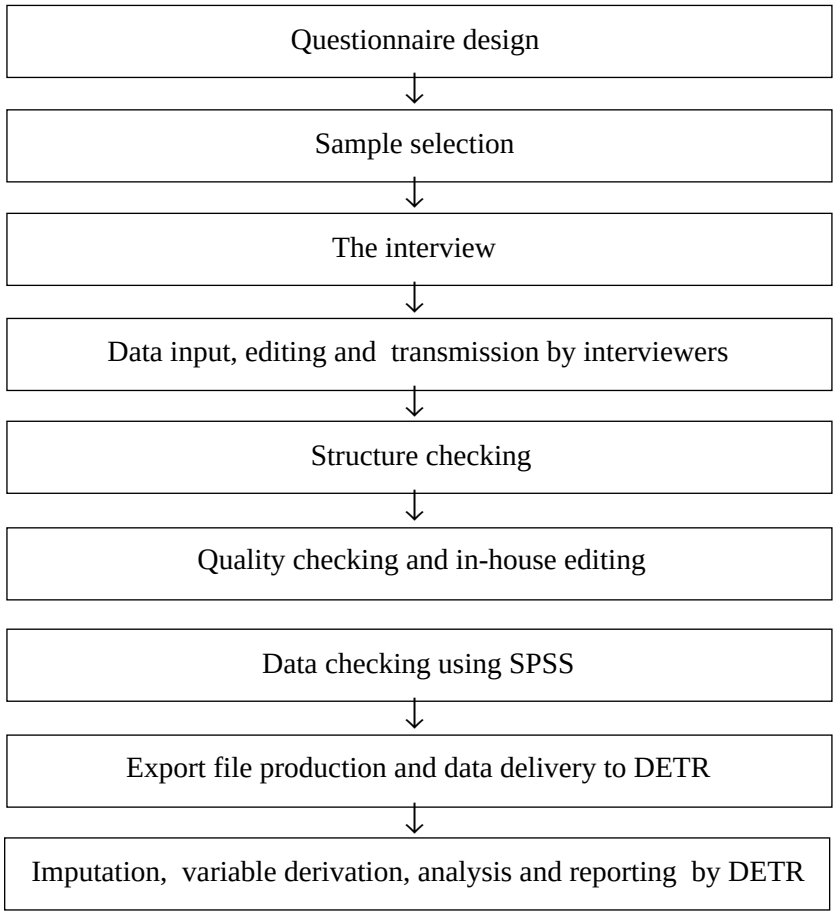
The NTS collects data using two methods: face-to-face interviewing carried out using computer assisted personal interviewing (CAPI) and seven day travel diary keeping. The sequence of tasks carried out on the 1998 NTS is summarised in this section and in Figure 1.2. Details on individual procedures are set out in the remainder of the report.

Figure 1.1 Uses of the NTS

The DETR has used the NTS to:

- build up a general picture of changes in personal travel over time, for all modes including walking, cycling, car and public transport
- examine travel among special groups in the population such as children, the elderly or disabled
- estimate accident rates on the basis of exposure to accident risk for different groups in the population
- establish the level of take up of concessionary fares among those entitled to such fare schemes such as the elderly
- estimate annual mileage for cars (as opposed to other light vehicles such as taxis or vans); this information is used when road tax and fuel tax payments are under consideration
- estimate the effect that a change in this balance of road tax to fuel tax would have on different kinds of households
- examine changes over time in travel for different purposes, such as commuting, business, education, shopping and leisure
- collect information about whether people use leaded or unleaded petrol or diesel in their vehicles
- assess the extent to which tax concessions available to those with company cars encourage extra mileage
- examine the relationship between the level of car ownership and the level of bus patronage at regional level
- examine car ownership levels and the availability of bus services in rural areas.

Figure 1.2 Sequence of work



1.3.1 Sample selection

The NTS is based on a random **sample** of private households. The 1998 sample size was 5,040 addresses drawn from the **Postcode Address File**. The addresses selected were allocated into interviewer quotas in such a way that each quarter's sample was nationally representative.

1.3.2 The interview

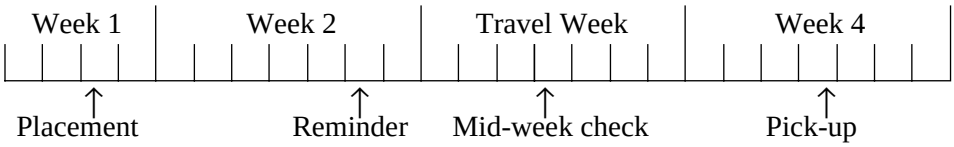
In advance of the interviewer's first call, letters were sent to the sampled addresses. These letters introduced the survey and explained that an interviewer would call shortly.

The NTS sampled allocation month ran from mid-month to mid-month. The interviewer would usually start to make contact with the household at the beginning of the calendar month in which the seven day diaries (travel records) would be kept. A **placement call** would be set up prior to the start of the record keeping week (**travel week)** specified for that household. At the placement call, the interviewer would conduct an interview. After the interview, the interviewer explained the travel record keeping procedure in detail.

The placement call was generally followed by a **reminder call**, just before the start of the travel week, to remind the household to begin their travel records, and by a **midweek checking call** during the travel week to check that the records were being completed correctly.

The interviewer made a **pick-up call** to collect the travel records and to check the information recorded with the informants. A few additional questions were also asked. The pick-up call was made within six days of the end of the travel week. Figure 1.3 summarises the calls made to a household.

Figure 1.3 The interview



1.3.3 Data input and editing during the field work period

Working at home, the interviewer transferred and coded the travel information from the **travel records** to the **computerised Journey Input System**. Any inconsistencies identified at this stage were corrected by the interviewer and, if necessary, checked with the informant.

The interviewer then ran the **journey checking program** (pre-specified consistency and plausibility checks) and made the appropriate amendments, again checking back with informants where necessary or referring to the interviewer instructions.

Throughout the field period SSD staff monitored the progress of interviewer's work and answered coding and technical queries.

On a weekly basis interviewers transmitted data to ONS office. Any paper documents were returned by post at the end of the field period. The final transmission and posting date was the 28th day of the month in which field work was completed.

1.3.4 Final data editing and checking and data file production

The transmitted data were structure checked to make sure that all the data transmitted by the interviewers had been received. All returned paper documents were also checked.

Some final coding and checking was then carried out in the office. Manual recodes and interviewer's notes were scrutinised. Quality checks were also made on selected interviewers on a rota basis.

The data was organised into seven record types and sent to DETR on a quarterly basis. The seven record types consisted of: households, individuals, vehicles, long distance journeys made before start of the seven-day Travel Week (two records), journeys made during the Travel Week and stages of the journeys made during the Travel Week.

1.4 Response

Only households classed as 'fully co-operating' were included in the response calculations.[1] In 1998 a national response rate of 65% was achieved.[2] Under the current contract, the DETR measures response according to Achieved Sample Rates (ASRs). Unlike the usual SSD response measure, ASRs include sampled addresses classified as 'ineligible' in the denominator.[3] In 1998 a national Achieved Sample Rate of 58% was achieved.

Notes

1. See 3.8.4 for a description of the term 'fully co-operating'.

2. The response data in this report are provisional figures produced from the ONS Field Case Management System. They may differ slightly from the final figures on the analysis database.

3. See Section 2.3.2 for the definition of an ineligible address.

Chapter 2 Sample Selection

2.1 The sample requirements

The survey is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Great Britain. The sample was designed to provide a representative sample of households in Great Britain. The NTS has an annual two-stage set sample of 5,040 addresses with each member of each household providing information about journeys made in a pre-selected seven day period (the travel week). As travel behaviour varies considerably depending on the month of the year or day of the week, interviewing and travel record keeping were spread evenly over the year. Most analysis are carried out on three years data combined, making the total set sample size the same as that of each of the previous periodic surveys (15,120). A base of 15,120 provides the degree of precision required by DETR.

2.2 Sample design

2.2.1 The sampling frame

The NTS is based on a random sample of private households. The sampling process is carried out by the Sampling Implementation Unit (SIU) at ONS. The sample is selected using the 'small user' Postcode Address File (PAF), as a sampling frame. The PAF is constructed by the Post Office as a list of all addresses (delivery points) in the country. The 'small user' Postcode Address File is the file of delivery points which receive fewer than 25 items of mail each day. By using the small user file most large institutions and businesses are excluded from the sample.[1] However, some small businesses receive fewer than 25 items of mail a day and are included in the small user PAF so they may have been sampled. These were recorded as ineligible addresses by the interviewers, although interviewers were asked to call at the sampled address in order to check that no private household could be found at the address.

The version of the small user PAF used for selecting the sample is up-dated twice yearly and is specially adapted for use by ONS. The adaptation involves adding information from the Central Postcode Directory (CPD) held at ONS. Examples of the information added are Local Authority codes, wards, grid references and data from the census. A match is also made with the National Health Service Users Postcode Directory (NHSUPD), also held at ONS, in order to add Health Authority codes. Addresses previously sampled for the NTS or for any other ONS social survey cannot be sampled for a period of three years.

2.2.2 Sampling procedures

In order to select the appropriate number of addresses, a stratified multi-stage random probability sample was used. There were two stages in the sample selection - the sampling of primary sampling units (PSUs) followed by the sampling of addresses within the selected PSUs. The PSUs were in the form of individual or groups of postcode sectors which contained an average of about 2,900 delivery points. Postal sectors south of the Caledonian Canal with less than 500 delivery points were grouped with contiguous sectors so that the minimum size of a group was 500 delivery points. The minimum size of a group of sectors north of the Caledonian Canal was 250.

Postal sectors covering Scottish Islands and the Isles of Scilly were excluded, as in other major Government surveys (see Table 2.1). The effect of this was to exclude 2.2% of the delivery points in Scotland, and about 0.2% of delivery points in the whole of Great Britain.

The sample is drawn annually. 240 PSUs were selected in total in 1998, 20 per month; 21 addresses were drawn from each selected PSU.

A way of increasing the precision of a random sample is to stratify it. Before any selection takes place, the population is divided into a number of strata; then a random sample is selected independently within each strata. This ensures that different strata in the population eg. regions, are correctly represented. This will also lead to a reduction in standard error.

The 1998 NTS sample was stratified using a regional variable and two PSU-level variables derived from the 1991 Census. The regional variable divides Great Britain into 18 regions defined by the nine Standard Statistical Regions of England and Wales, with the former Metropolitan Counties and inner and outer London separately identified, together with the Central Clydeside Conurbation and the remainder of Scotland (Table 2.2).

Table 2.1 Areas omitted from the sample

Region	ONS code and Local Authority name	Name of areas excluded
Southwest	15UH Isles of Scilly	Isles of Scilly
Scotland	71UE Lochaber	Mallaig, Inverie, Soay, Eigg, Muck, Rhum, Canna.
	78UH Cunninghame	Arran, Great/Little Cumbrae.
	71UH Skye/Lochalsh	Whole authority.
	78UP Argylle/Bute	Bute, Oban/neighbouring islands, GighaIslay, Jura/ Colonsay, Mull(pt).
	80UB Orkney	Whole authority.
	81UB Shetland	Whole authority.
	82UB Western Isles	Whole authority.

Table 2.2 The relationship of NTS regions to standard regions

First 2 digits of area code	Standard region
01-02	Greater London
03-04	South East
05	East Anglia
06	Northern (Metropolitan)
07	Northern (Non metropolitan)
08	Yorks and Humberside (Metropolitan)
09	Yorks and Humberside (Non metropolitan)
10	East Midlands
11	Scotland I (Central Clydeside Conurbation)
12	Scotland II (excl. Central Clydeside Conurbation)
13	Northwestern (Metropolitan)
14	Northwestern (Non metropolitan)
15	West Midlands (Metropolitan)
16	West Midlands (Non metropolitan)
17	Southwestern
18	Wales

Within each of the 18 regions the PSUs were ranked in order of the proportions of households with no car and then split into three bands. Within each band the PSUs were ranked in alternate descending/ascending order by the proportion of heads of households in socio-economic groups 1 to 5 and 13 (that is a professional employer or manager). The PSUs were then sampled using a form of systematic sampling to produce a stratified sample.

The number of postcode sectors sampled was fixed in London, but elsewhere, it was proportional to the size (number of delivery points) of the region and was obtained by means of the following formula:-

$$\frac{\text{No. of delivery points in the region*}\ 206}{\text{No. of delivery points in GB outside London}}$$

The aim was to give each household outside London an equal chance of selection. In London, the number of PSU selections was fixed at 15 in Inner London and 19 in Outer London. This 'over-sampling' in London was carried out in order to provide sufficient numbers for DETR's particular analysis interest in the area, as response rates in London are lower than elsewhere.

In Great Britain as a whole around 24 million delivery points were available for possible selection with just under three million delivery points in the Greater London area. This means that nationally there was a one in 4,906 chance of an address being selected in the year; in Inner London a one in 3,664 chance of selection, and in Outer London a one in 4,452 chance.

If there is more than one household or business receiving mail at an address an adjustment will need to be made. The Post Office attaches an indicator (the Multi Occupancy Indicator or MOI) to show this. The MOI is intended to indicate the number of 'letter boxes' at the address. A shop with a flat above may have an MOI of two. In general, an MOI of three or more indicates a multi-household address. However, methodological work conducted within SSD has shown that this is only reliable in Scotland.[2] So in Scotland, addresses with an MOI of three or more were given a chance of selection equal to the MOI. In England and Wales the standard SSD multi-household procedures were used at addresses found to contain more than one household in order to ensure that all households were given an equal chance of selection.[3] These procedures were carried out by interviewers at the fieldwork stage. All SSD interviewers are carefully trained in the use of these procedures the details of which are described in Section 2.3.

2.2.3 The allocation of PSUs to interviewer quotas

To reduce unnecessary travelling between addresses by the interviewers, all the addresses selected in a PSU were allocated as a single quota of work for an interviewer. In order to obtain a nationally representative sample for each quarter of the year the PSUs were allocated to quota months such that:

- a total of 20 selections were assigned to a month
- the correct number of PSU selections were made in each major stratum over the year
- the number of PSUs selected per major stratum was as equal as possible from month to month.

A listing of the PSUs allocated to each of the twelve quota months can be found in Appendix C.

2.3 Field sampling procedures

2.3.1 Multi-household procedures

Section 2.2.2. mentioned that the 1998 NTS used the standard SSD multiple-household procedure to ensure that all households at multi-household addresses had an equal chance of selection. These procedures were the:

- pre-sampled multi-household procedure
- concealed multi-household procedure.

These procedures are described in full in the NTS Interviewer Instructions. The key points are summarised below.

The pre-sampled multi-household procedure
The pre-sampled multi-household procedure was used at addresses in Scotland with a Multi Occupancy Indicator (MOI) of more than two. Interviewers were instructed to use a selection grid which will select 1 in n households (n being the value of the MOI). Occasionally a pre-sampled multi-household address contained fewer households than the value of the MOI. In such cases, no household would be selected; the selection grid would indicate to the interviewer that no interview was to be completed at the address and the interviewer would return the address as 'directed not to sample any household at the address'.

The concealed multi-household procedure
The concealed multi-household procedure was used where interviewers came across multi-household addresses in England and Wales, and also at addresses in Scotland with an MOI of one. At these addresses interviewers were instructed to include all households up to a maximum of three. At addresses with more than three households interviewers used concealed multi-household selection grids to select three from the number present.

To limit the extent to which an interviewer's quota could be inflated by the occurrence of several concealed and/or pre-sampled multi-households, interviewers were instructed to interview at no more than four extra households from concealed and/or pre-sampled multi-household addresses. This approach may have introduced a very slight bias against households in concealed multi-household addresses but the effect of this is likely to be negligible.[3]

2.3.2 Ineligible addresses

Three types of addresses were classified as ineligible for the NTS:

- Non-residential addresses and institutions (ie. residential addresses that did not contain a private household). An institution was defined as: 'an address at which four or more unrelated people slept; while they may not have eaten communally, the establishment must have been run by a person (or persons) employed for this purpose, or by the owner'. Private households with separate accommodation within an institution were included in the survey.

- Residential accommodation not used by a household as their main address (eg. a holiday home or second home). This group was excluded to avoid double counting - households occupying these accommodation had already had a chance of selection at their permanent address.

- Addresses in the PAF that did not exist because they had been demolished, not yet been built, or perhaps two converted flats had been recombined into one house.

2.4 Calculation of sampling errors

The NTS analysis system contains two variables used for the calculation of sampling errors. The five digit area number can be used to arrange the PSU selections in the correct order, the first two digits giving the major stratum and the second three the PSU selection. Then to obtain sampling errors one applies the formula of successive differences within major strata as described in A Sampling Errors Manual by Bob Butcher and Dave Elliot (OPCS 1987), section 3.3, in particular part 3.3.2(ii).

Some examples of sampling errors were calculated for 1995/97 variables and are given in the 1997 NTS Technical report.[4]

2.5 PSU level variables

Fourteen of the survey variables were measured at PSU level (P level). A value on a P-level variable applies to all households living within that PSU. The P-level is therefore the highest level at which the data of the continuous survey may be analysed, coming just above the H (Household) level in the analysis hierarchy. Unlike almost all other variables in the survey, the PSU variables were not derived from information provided by members of the sampled households. Details on the derivation of the variables are given in Table 2.3. A detailed description of the PSU-level variables is given in the 1997 NTS Technical Report[4].

Table 2.3 Description of the P-level variables

Variable	Description
P1	The Area Number - identification number for the PSU laid down in the sample design.
P2	Describes the category of planning region (Scotland, Wales and the eight Standard Statistical Regions of England).
P3 - P4	Left blank for the use by DETR.
P5	Type of area - P5 was constructed from a classification of urban areas derived by ONS and DETR from the 1991 Census of Population.
P6	PSU population density derived from population density figures supplied by ONS.
P7	Local authority population density derived from population density figures supplied by ONS.
P8-P14	This information was obtained by DETR from a questionnaire sent to all local authorities in Great Britain in 1995/96.[1]
P8	Availability of concessionary bus fares schemes for pensioners.
P9	Eligibility for concessionary bus fares schemes for pensioners.
P10	Type of concessionary bus fares schemes for pensioners.
P11	Membership fee for concessionary bus fares schemes for pensioners.
P12	Times available for concessionary bus fares schemes for pensioners.
P13	Geographical area covered by the concessionary bus fares schemes for pensioners.
P14	Additional modes of public transport covered by the concessionary fares scheme for pensioners.

[1] 'Concessionary fare schemes in Great Britain in 1995/96', DETR (1997).

Notes

1. The characteristics of the PAF as a sampling frame are described in the paper ‘An evaluation of the PAF as a sampling frame and its use within OPCS’ Wilson P and Elliot D, *The Journal of the Royal Statistics Society Series A (1987)*.

2. ‘Multi-household procedures for social survey’, Barton J, *Survey Methodology Bulletin No. 40 (1997) ONS*.

3. ‘Office and field procedures for dealing with multi-household addresses’, Dodd T, *Survey Methodology Bulletin No. 5 (1979) ONS*.

4. National Travel Survey Technical Report, 1997, Stephanie Freeth et al, *ONS, 1999*

Chapter 3 Field Work procedures and response

3.1 Introduction

The 1998 NTS was a continuous survey with interviewing occurring every month of the year. In addition to the interview, all respondents were asked to keep a record of their travel over seven consecutive days. The travel recording period for each month (the quota month) ran from mid-month to mid-month (Table 3.1). Field work for each quota month of the survey started at the beginning of the month when interviewers contacted households to complete the interview and "place" the travel records and was completed at the end of the following month when all the travel records had been collected and transferred by the interviewer to the computerised Journey Input System.

Since October 1994 the NTS interview has been conducted using Computer Assisted Personal Interviewing (CAPI). Blaise 3, a software system developed by Statistics Netherlands was used to write the 1998 questionnaire. On NTS, the household, individual and vehicle sections as well as the administration details were incorporated into a single Blaise data model. The Journey Input System was written in the database language 'Clipper' which was also used for data handling purposes by SSD. Both systems cross-referenced one another. [1]

3.2 Questionnaire discs and despatch of documents to interviewers

Each month the sampled address lists and paper documents, such as the travel records, were despatched to the relevant interviewers from ONS. Computerised details of the addresses to be interviewed were created and then transmitted to the interviewers via a system of direct communication using modems and dedicated telephone lines. Floppy discs containing the CAPI questionnaire were compiled and posted from ONS.

Technical queries from interviewers regarding the transmission of data were dealt with by a special unit set up to deal with such matters. Laptop maintenance was handled by a separate support unit.

3.3 Public Relations

It was important that informants had complete confidence in the survey and in the interviewer. In advance of the interviewer's call, SSD wrote to each sampled address to inform them of the visit and interview content. For sampled addresses in London, a special 'London leaflet' designed to explain the importance of the survey to informants living in that area was also included with the advance letter. [2] The "London

Table 3.1 1998 quota month end dates

MONTH	From		To	
January*	17	January	16	February
February	17	February	18	March
March	19	March	17	April
April	18	April	18	May
May	19	May	17	June
June	18	June	17	July
July	18	July	17	August
August	18	August	16	September
September	17	September	16	October
October	17	October	16	November
November	17	November	18	December
December	19	December	17	January

* *The survey year ran from mid-January 1998 to mid-January 1999.*

leaflet" was introduced to encourage more people to take part in the survey in an area where it was relatively more difficult to achieve a high response.

As with all other ONS surveys, the advance letter informed households at the selected addresses that the survey was not compulsory and relied on voluntary co-operation. Informants were also told that any information they gave would be treated in the strictest confidence.

Interviewers were notified of any refusal made to ONS headquarters as a result of the advance letter. These "headquarters refusals" were included in the overall refusal rate but did not count against the interviewer on the individual interviewer response scores.

Before going into the field all ONS interviewers were issued with a photo identification card. Informants had the opportunity to call ONS headquarters to establish the validity of any interviewer.

3.4 Administering the placement pattern

The day on which a sampled household was to start the seven-day travel record keeping (the travel week) was fixed in advance to ensure an even spread of travel weeks throughout the month. This placement pattern had to be adhered to fairly rigidly because travel behaviour is more variable than most other activities. Since October 1995 the assignment of addresses to travel weeks was controlled by the Computerised Allocation System (CAS) which automatically allocated the 21 addresses in an interviewer's quota to individual dates throughout the quota month according to set rules (see Section 3.5).

However, under the following circumstances the travel week could be altered and reallocated:

- when no contact with the address had yet been made;
- where there had been contact with the household but one or more individuals were not available for interview before commencement of the original travel week;
- where the household was reluctant to co-operate at the initial contact and perseverance at that point may have precipitated a refusal.

To avoid introducing bias into the reallocation of addresses interviewers were instructed to view reallocations as exceptional cases and reallocations were not allowed once the interviewer had mentioned the travel week because it was feared that informants might have wanted to choose an easy or interesting travel week if this was allowed. The rules governing postponement are described in the next section.

3.5 Computerised Allocation System

The Computerised Allocation System (CAS) automatically allocated sampled addresses to pre-specified travel weeks according to the rules of the survey. Initially, each of the 21 addresses in a quota was allocated a different seven-day travel week. The travel week for an address was determined by i) the day of the week (start day) and ii) the week of the month (allocation period).

Each address had a fixed and unchangeable start day according to its address number. For example:

Address Number	Start day
01,08,15	Sunday
02,09,16	Monday
03,10,17	Tuesday
04,11,18	Wednesday
05,12,19	Thursday
06,13,20	Friday
07,14,21	Saturday

Every quota month consisted of either 30 or 31 days and was divided into four allocation periods (1-4), each consisting of seven or eight days. Five addresses were assigned to three of the allocation periods and six addresses to one of the periods. The period consisting of six addresses rotated between periods 1,2 or 3 according to one of three allocation patterns (A, B or C) selected at random for that quota month.

The system also assisted interviewers with amending the allocation, where necessary, in order to help maintain response whilst still adhering to the rules of the survey, which were:-

- the start day was always the same as in the original allocation;
- there were always at least five and no more than six addresses in each allocation period;
- no two addresses had the same start date.

3.6 The interview

The NTS interview at each household could be divided into a strict sequence of events:-

- the placement call
- the reminder call
- the mid-week checking call
- the pick-up call

The initial interview was carried out at what was termed the 'placement call'. At this call the interviewer explained the purpose of the survey, ideally to the entire household, and gained the co-operation of the entire household. The interviewer then asked the head of household or partner questions about the household composition, the household's vehicles and some general background information. Questions were then asked of each individual in the household including children and babies (although for children under the age of 11 the interviewer generally talked to the parent as well as the child). Questions were also asked about each household vehicle from the person best able to give that information (usually the main driver). The interviewer introduced and placed the seven-day Travel Record, and where appropriate, a chart to enter fuel and mileage details for each vehicle in the household and for long distance travel. Interviewers took time to explain in detail how to record journeys made during the travel week and talked the informants through some examples, explaining what to include and what not to include and described the survey definitions, for example, usual place of work, in course of work etc. [3] From October 1996, pocket size diaries were occasionally handed out to help informants record details of their journeys. In addition, an NTS pen was left for each household vehicle to aid the completion of the fuel and mileage chart and an NTS fridge magnet was left with each household (for public relations purposes).

When there was a gap of more than a day or two between the placing call and the start of the travel week, the interviewer made a reminder call, either by telephone, post or in person to the household. Interviewers were encouraged to make the call in person where they were concerned about a particular household's commitment to diary keeping.

Sometimes the interviewer would make an additional mid-week checking call on a household part way through the travel week to help with problems and encourage accurate record keeping. This call was made at the interviewer's discretion when she/he judged that informants needed encouragement or assistance with record keeping. Again, interviewers were encouraged to call in person.

Pick-up calls were made within six days of the end of record keeping. Interviewers were instructed to target households where they were uncertain of the informant's ability to maintain accurate records and make those pick-up calls within one or two days of the end of record keeping. The interviewer collected the travel record of each household member and checked the contents with the informant. The interviewer also asked some additional questions about any vehicles acquired since the placement interview, whether a provisional or full driving licence or season ticket had been acquired and also about any long distance journeys made between placement and the start of the travel week. These questions were also asked using a Blaise CAPI questionnaire. Fuel and mileage charts were also collected and information about vehicle mileage and fuel gauge details were entered into the CAPI questionnaire either during the pick-up interview or later, by the interviewer at home.

After the pick-up call a leaflet explaining the survey was left with the household.

3.7 The 1998 NTS questionnaire

3.7.1 Questionnaire structure

The structure of the 1998 questionnaire is set out in Figure 3.1. A maximum of 10 people, 10 vehicles and 40 long distance journeys per person could be included in any one household interview. When an interviewer encountered a household larger than this a second household would have been opened and the data stored separately to be merged after structure checking, back at the office.

The NTS continuous dataset is usually analysed in three year periods (1989/91, 1992/94, 1995/97), so it has been convenient to introduce new variables at the start of each new three year period, in 1992, 1995, and 1998.

The text of the 1998 questionnaire is set out in Appendix A. The key differences between the 1998 and 1997 questionnaires are set out below.

Household level questions:

- Reinstatement of the questions on access to amenities (doctor's surgery, post office, prescription chemist, grocer shop, main shopping and general hospital) on foot and by bus (questions *DocWalk* to *HospBus*). These questions were last asked in 1991.
- Adoption of the "harmonised vehicle questions" published in the Government Statistical Service booklet on harmonised concepts and questions for government social surveys. [4] These questions were introduced to help users compare NTS data with those from the other government social surveys. Additional questions (*CarType* to *OthType* and *CompCar*) were added to provide the detailed information DETR required on each vehicle in the household.

Figure 3.1 The structure of the questionnaire

Section	Subject
Household	Household box. Placement and Travel Week dates. Background questions. Availability of public transport. Access to amenities Number of household vehicles. Vehicle Grid.
Individual	Who interviewed and in what order. Disability section. Frequency of use of various methods of transport Driving licences and type of vehicle driven. Employment, Occupation and Industry details, Income. Place of work and travel to work. Season ticket details. Any long distance journeys made. Long distance journey information. Recall question.
Vehicle	Introduction. Registration details. Parking. Vehicle subsidies. Mileage. Pick-up questions from fuel and mileage chart.
Admin. block	Calls and contact information. Occuation, Industry and Outcome coding. Reasons for refusal.
Journey input and editing system	Journey data input and error checking program.

- Deletion of the questions for identifying the household members who had first and second access to the household vehicle(s).
- Adoption of the "harmonised" questions on age (*Age*), length of residence at the sampled address (*Hlong*) and tenure (*Ten1* to *Furn*)[4] to improve comparability of NTS data with the data of other government sponsored social surveys.

Individual level questions:

- Reinstatement of the questions on frequency of use of buses, coaches, trains, taxis, bicycles and domestic flights (*OrdBus* to *Plane*). These questions were last asked in 1991.
- Introduction of questions to identify whether the respondent's usual place of work is an office, factory or something else (*WkType* to *NewType*), to collect information about the provision of bicycle parking facilities at work (WkBike) and to obtain insight into the extent of home working by people who normally travel to work (*WkHome* to *Modem*).
- Adoption of the "harmonised" questions to collect the respondents' employment details such as economic status, occupation, industry to which the employer belonged and whether worked full time or part time (*Wrking* to *FtPtWk*).[4]

Vehicle level questions:

- Introduction of questions to gauge the extent to which the vehicle was used to carry goods in a year (*GoodsWk* and *GoodsKm*).

3.8 Post interview coding and checking

After collecting the information and material from households at the pick up call, interviewers transferred the data from the travel records into the computerised Journey Input System, coded the occupation, industry and socio-economic group of each informant aged 16 and over and the interview outcome for each household.

3.8.1 Transferring the data from the travel records

At the interviewer's home the data from the travel records were transferred to the Journey Input System written in the database language Clipper. This was basically a straightforward data entry operation where the information was simply copied across onto the interviewer's laptop computer. The system was designed to match the travel records layout exactly. Any inconsistencies identified at this stage were corrected by the interviewer, if necessary checking with the informant. The interviewer then ran the journey checking program comprising pre-specified consistency and plausibility checks and made appropriate amendments, again checking back with informants where necessary or referring to coding instructions.

3.8.2 Timelines

At any stage during the journey input and checking process interviewers could access the NTS 'Timelines' to obtain a graphical display of journey data. Timelines was developed jointly by SSD and the University of Westminster Transport Studies Group for SSD applications such as the NTS. The program displayed each day of travel for each household member in the form of a continuous time line running from left to right across the laptop screen. Each journey was numbered and start, duration, and end times were shown. The journey purpose code was displayed so interviewers could see how long an individual spent on a particular activity (Figure 3.2).

Timelines enabled interviewers to obtain a complete picture of a household's travel patterns on one screen. It showed each individual in the household for the whole of the travel week or all household members on any one day of the travel week. Timelines could also be used to display journeys for individuals who travelled together on a particular day. At a glance, interviewers were able to see the household's journey structure and identify errors or gaps in the data, including some which it may not have been possible to identify in the journey checking program. For example, a person may have left home for work at the same time every day but on one day left later than usual. The checking program did not identify this as an error or a plausibility query because such checks would have generated an enormous number of error messages. However, such possible inconsistencies were easily visible in Timelines. It therefore provided a useful tool for assuring and improving data quality.

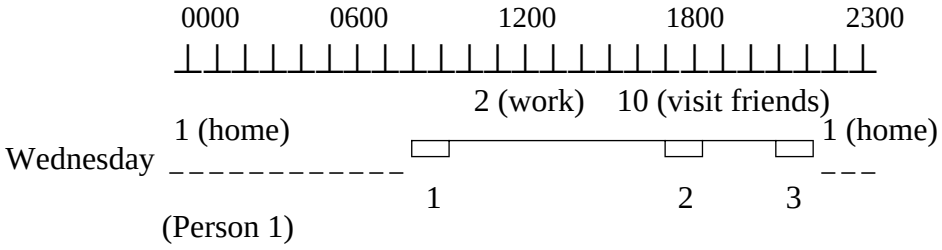
Timelines could also be used as an editing tool back in the office. Editors could immediately obtain a visual picture of a household's complex travel movements across the whole of the travel week before they begin editing.

3.8.3 Socio-economic group and industry coding

The occupation of informants aged 16 or over and who had ever worked were coded using the Standard Occupational Classification (SOC) (1990). Industry information was coded using the Standard Industry Codes (SIC) (1992). Details of the classifications are set out in Table 3.2.

The NTS used the standard SSD closed census matrix which derives Socio-economic Groups (SEG) and Social Class from the standard occupation (SOC) and employment status codes. Where the combination of SOC and employment status was invalid, eg. self-employed policeman, the matrix would impute the 'most likely' SEG and social class according to standard priority rules. A signal in the Blaise instrument indicated when the combination was invalid. If the signal was suppressed by the interviewer, SEG and social class would be automatically imputed.

Figure 3.2 Timeline



3.8.4 Coding the outcome for each household

Households eligible for interview were divided into 3 categories for outcome coding purposes: fully co-operating households, partially co-operating households and non-responding households.

A household was coded as 'fully co-operating' if there was complete journey information for each individual in the household and the bulk of the rest of the information was present. The majority of all of the following sections should have been completed:

- the household section
- an individual section for each person listed in the household box
- a vehicle section for each vehicle listed in the vehicle grid
- all journeys for each person entered into the journey input system and checked fully.

A 'partially co-operating' household must have had at least a household questionnaire completed. A household would be included as 'partially co-operating' if any journeys were missing.

An eligible household was said to be 'non-responding' if the household had refused to take part in the survey or the household was away for the whole of the interviewing period and the interviewer was unable to make contact.

Interviewers also had to assign an outcome code (Table 3.3) to the households they had classified as ineligible using the criteria set out in Section 2.3.2. The code the interviewer would assign to an ineligible household was dependent on the reason for its ineligibility.

3.8.5 Interviewer query service

In the past one person would have closely supervised the office editing process thereby minimising coding and editing bias. Under CAPI interviewers carried out the editing procedure. In order to reduce variability and possible bias among interviewers a service was provided whereby interviewers could report queries relating to survey definitions or coding. The queries were handled by the NTS field co-ordinator who could obtain an overview of all interviewers' work. Any queries not covered by the instructions were referred to the research officer and displayed on the NTS electronic bulletin board. If necessary, the research officer would contact DETR. The query service therefore ensured that central control was maintained over editing decisions.

3.9 Response

Tables 3.4, 3.5 and 3.6 show the national response rate for the period mid-January 1998 to mid-January 1999 and the London response rate for the same period, respectively.

Table 3.2A Socio-economic group

Description	Code
Employers: large establishment	1.1
Managers: large establishments	1.2
Employers: small establishments	2.1
Managers: small establishments	2.2
Professional workers: self-employed	3
Professional workers: employees	4
Ancillary workers, artists	5.1
Non-manual foremen, supervisors	5.2
Junior non-manual	6
Personal service workers	7
Manual foremen, supervisors	8
Skilled manual workers	9
Semi-skilled manual workers	10
Unskilled manual workers	11
Own account workers (other than professional)	12
Farmers: employers and managers	13
Farmers: own account	14
Agricultural workers	15
Members of the armed forces	16
Inadequately described	17

C

Table 3.2B Industry type

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

Table 3.3 List of outcome codes

OUTCOME	**Outcome codes**
FULLY CO-OPERATING - all diaries present	11
PARTIALLY CO-OPERATING - interview at household level but:	
- non contact with one or more elements	21
- refusal by one or more elements	22
- incomplete travel diary for one or more persons	23
REFUSAL	
- refusal to HQ letter	31
- refusal at introduction/before interview	32
- no interview - contact incapable / language problems	34
NON-CONTACT	
- no contact with any household member	41
- household away all field period	42
INELIGIBLE	
- no trace of address	51
- not yet built/under construction	52
- demolished/derelict	53
- vacant/empty/being refurbished	54
- non-residential/business only	55
- institution	56
- temporary accommodation/second home	57
- household contains only foreign diplomats or foreign servicemen living on base	58
- directed not to sample any household at the address	59
- household limit on quota (4) already achieved	

During 1998 the NTS maintained a response rate nationally of 65%. The response rate achieved in the Inner and Outer London areas were 42% and 56% respectively. The DETR measured response according to Achieved Sample Rates (ASRs) which included sampled addresses classified as 'ineligible' in the denominator. Achieved sample rate calculations are also shown in the Table 3.4 to 3.6.

Table 3.4 1998 NTS response figures: Great Britain

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	5040			
Additional households	55			
Total dealt with	5095	100		
Ineligible	560	11		
Eligible households	4535			100
Fully co-operating	**2946**	**58**		**65**
Partially co-operating	370	7	89%	8
Refusal to co-operate	1048	21		23
Non-contact	169	3		4
Data lost due to laptop problems	2			

Note: The response figures were produced from the ONS Fieldwork Case Management System and may differ slightly from the final figures on the analysis database. Percentage figures may add up to 99% or 101% because of rounding.

Table 3.5 1998 NTS response figures: Inner London

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	315			
Additional households	17			
Total dealt with	332	100		
Ineligible	78	23		
Eligible households	254			100
Fully co-operating	**106**	**32**		**42**
Partially co-operating	35	11	77%	14
Refusal to co-operate	87	26		34
Non-contact	25	8		10
Data lost due to laptop problems	1			

Note: The response figures were produced from the ONS Fieldwork Case Management System and may differ slightly from the final figures on the analysis database. Percentage figures may add up to 99% or 101% because of rounding.

Table 3.6 1998 NTS response figures: Outer London

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	399			
Additional households	4			
Total dealt with	403	100		
Ineligible	40	10		
Eligible households	363			100
Fully co-operating	**202**	**50**		**56**
Partially co-operating	34	8	89%	9
Refusal to co-operate	110	27		30
Non-contact	17	4		5

Note: The response figures were produced from the ONS Fieldwork Case Management System and may differ slightly from the final figures on the analysis database. Percentage figures may add up to 99% or 101% because of rounding.

Notes

1. A detailed description of the conversion to Computer Assisted Personal Interviewing and the development of the journey input and editing system is given in Chapter 3 of the 1994 NTS Technical Report.

2. A copy of the London Leaflet is reproduced in Appendix B.

3. All the NTS definitions are set out in the NTS Definitions Manual.

4. *Harmonised Concepts and Questions for Government Social Surveys*, Government Statistical Service, 1996, London, ONS and *Harmonised Concepts and Questions for Government Social Surveys – update December 1997*, Government Statistical Service, 1998, London, ONS.

Chapter 4 Data Processing

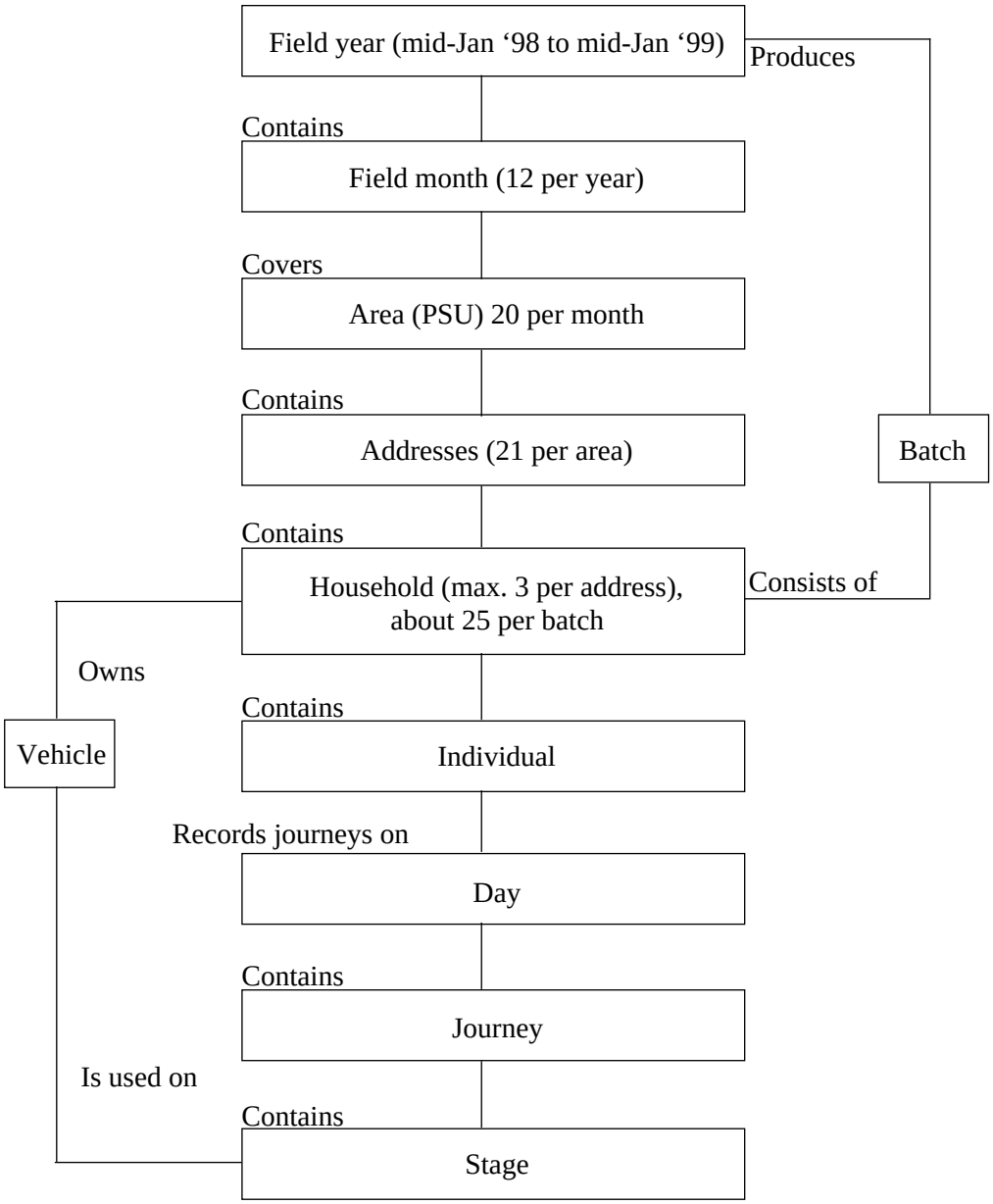
4.1 Data transmission and despatch of paper documents from interviewers

On a weekly basis interviewers transmitted data to ONS. To ensure security, the data were encoded before transmission. Any paper documents were posted to ONS at the end of the field period. The final transmission and posting date was the 28th of the month in which field work was completed.

4.2 Downloading and structure checking

In order to download data transmitted by interviewers into a single dataset a program was run which unzipped, aggregated and added interview data together. A procedure for checking the data was then implemented. This procedure checked for blank, deleted and duplicated records and reported errors. It also carried out structure checking of the data to make sure that journey information had been coded in accordance with the household outcome coding. Data structure details are set out in Figure 4.1.

Figure 4.1 Data structure



4.3 Data editing

Following the move to CAPI, almost all of the old paper editing system was incorporated into the CAPI program and carried out by interviewers. Some follow-up work was, however, conducted after ONS had received the transmitted data using a separate Blaise program. A brief description of the in-house coding and editing procedure is given below. Further details of the checks and coding carried out by the editing staff are given in the NTS headquarters editing instructions.

4.3.1 Interviewer's notes and suppressed checks

At any time during the interview interviewers were able to open a note using the Blaise note book facility. All interviewer notes created in this way were printed on the NTS fact sheet accompanying each household. Most notes contained an explanation of why an interviewer had suppressed a particular error message and may not have required any action from the HQ editor. However, sometimes interviewers may have been unsure about how to code a question, for example, the type of season ticket or area travel card used, and would record the name of the ticket and further details in the Blaise notebook. The editors were then able to check the interviewer's coding or recode if necessary.

4.3.2 Coding

i) Re-coding

Wherever the interviewer had recorded an 'other specify' answer the editor would be required to either re-code to one of the pre-specified answers or leave in the 'other specify' category. A decision would be made based on information recorded by the interviewer in the Blaise note book or in a separate text variable.

ii) Make and model coding

Where a particular vehicle make and model was 'not listed' in the make and model coding frame editors were required to allocate a code back in the office.

iii) Fuel tank size coding

The fuel tank size for most vehicles was automatically coded using the vehicle's make and model information. Editors were only required to enter the exact size of the vehicle's fuel tank for vehicles not listed in the make and model coding frame or if the informant had been unable to provide the information.

iv) County coding

Where interviewers had been unable to allocate a county code, for usual place of work or journey origin and destination, editors were required to allocate the correct code.

4.4 Data conversion

The data was organised into seven record types according to the requirements of DETR (Table 4.1): households, individuals, vehicles, whether made long distance journeys, long distance journeys details, journeys and stages. Missing values were interpreted as 'no answers' (-8) and 'does not apply' (-9). Final checks were made by ONS research staff at the aggregate level using SPSS to ensure the accuracy of the data. The files were then converted to ASCII format and posted to DETR on disc.

Table 4.1 Record types

Record type	Data	Level
Record 1	Households	Household
Record 2	Individuals	Individual
Record 3	Vehicles	Vehicle
Record 4	Whether made long distance journeys	Individual
Record 5	Long distance journeys (LDJ) made before the Travel Week	LDJ
Record 6	Journeys made during the Travel Week	Journey
Record 7	Stages of journeys made during the Travel Week	Stage

C

Appendix A Household Questionnaire

QID

ASK IF: Data accessed in office

Area (Area)

1..50000

ASK IF: Data accessed in office

Address (Address)

1..30

ASK IF: Data accessed in office

HHold (Household)

1..3

QHHINFO

ASK ALWAYS:

IntInf INTERVIEWER: FOR INFORMATION: YOU ARE IN THE QUESTIONNAIRE FOR

ADDRESS NUMBER: ^QID Address HOUSEHOLD NUMBER: ^QID.HHOLD

IF YOU HAVE ENTERED THIS QUESTIONNAIRE BY MISTAKE, PRESS <CTRL+ENTER> TO ESCAPE THEN SELECT 'QUIT FORM OTHERWISE PRESS <ENTER> TO CONTINUE.

(1) Continue

ASK IF: NOT (TravData.SEARCH (LDMDUMKEY)

TravDate Enter travel week start date.

DATE

Record always:

TravInit Initial allocated travel week start date

DATE

Record always:

AllocO Enter the original Travel Week allocation period.

1..4

ASK ALWAYS:

AllocF Enter the final Travel Week allocation period.

The original Travel Week allocation period was ^AllocO.

1..5

ASK ALWAYS:

DateChk INTERVIEWER : BEFORE YOU CONTINUE IN THIS QUESTIONNAIRE MAKE SURE THE TRAVEL WEEK DATE DISPLAYED BELOW IS CORRECT.

IF NOT CORRECT PRESS <CTRL+ ENTER> TO ESCAPE AND START AGAIN OR PRESS 1 TO CONTINUE

STARTDATE : ^TravDate

1..1

ASK 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 NEXT QUESTION.

YOU CANNOT GO BACK TO CODE '1' ONCE YOU HAVE CODED '2'

(1) Placement interview
(2) Pick-up interview

Record always:

Quota Quota month

1..12

ASK ALWAYS:

PL DATE OF PLACEMENT INTERVIEW

DATE

Qnames

ASK ALWAYS:

WhoHere Who normally lives at this address?

(1) PRESS ENTER TO CONTINUE

ASK ALWAYS:

Name RECORD THE NAME (OR A UNIQUE IDENTIFIER) FOR HOH, THEN A NAME/IDENTIFIEER FOR EACH MEMBER OF THE HOUSEHOLD HELP<F9>

WHEN ALL HOUSEHOLD MEMBERS HAVE BEEN ENTERED, PRESS PgDn

STRING[12]

ASK ALWAYS:

Sex
(1) Male
(2) Female

ASK ALWAYS:

Age What was your age last birthday?
98 or more = CODE 97 (HELP<F9>)

0..97

ASK ALWAYS:

MarStat Are you/is name married, living together as a couple, single, widowed, divorced or separated?

(1) married
(2) Cohabiting (living together)
(3) Single/never married
(4) Widowed
(5) Divorced
(6) Separated

ASK ALWAYS:

RelHoh INTERVIEWER: Code relationship to HOH

(1) Head of household
(2) Spouse/partner/cohabitee
(3) Child of HoH or spouse
(4) Parent of HoH or spouse
(5) Other relative
(6) Other non-relative

QResLen

ASK ALWAYS:

HLong RECORDED for HoH (^LDMInt Name) ONLY

How long have you (has ^LDMInt Name) lived at this address? ... (HELP<F9>)

(1) Less than 12 months
(2) 12 months but less than 2 years
(3) 2 years but less than 3 years
(4) 3 years but less than 5 years
(5) 5 years but less than 10 years
(6) 10 years but less than 20 years
(7) 20 years or more

ASK IF: HLong = less than 12 months

HMnths How many months have you (has ^LDMIntName) lived here?

1..12

ASK IF: HLong = less than 12 months

OldAdd Is your (is ^LDMIntName)'s old address more than one mile from here or less than that?

(1) More than one mile
(2) One mile or less

QTenure

ASK ALWAYS:

Ten1 In which of these ways do you occupy this accommodation? SHOW PROMPT CARD AA MAKE SURE ANSWER APPLIES TO HoH (^DMNAMES[LDMHoHnum]) (HELP<F9>)

(1) Own outright
(2) Buying it with the help of a mortgage or loan
(3) Pay part rent and part mortgage (shared ownership)
(4) Rent it
(5) Live here rent-free (including rent-free in relative's/friend's property; excluding squatting)
(6) Squatting

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Tied Does the accommodation go with the job of anyone in the household?

(1) Yes
(2) No

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

LLord Who is your landlord?...(HELP<F9>) CODE FIRST THAT APPLIES

(1) the local authority/council/New Town Development/ Scottish Homes
(2) a housing association or co-operative or charitable trust
(3) employer (organisation) of a household member
(4) another organisation
(5) relative/friend (before you lived here) of a household member
(6) employer (individual) of a household member
(7) another individual private landlord?

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Furn Is the accommodation provided: ... (HELP<F9>)

(1) furnished
(2) partly furnished (eg carpets and curtains only)
(3) or unfurnished?

QLocServ

ASK ALWAYS:

SatServ [*] 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?

SHOW PROMPT CARD A

(1) Very satisfied
(2) Fairly satisfied
(3) Neither satisfied nor dissatisfied
(4) A little dissatisfied
(5) Very dissatisfied
(6) Don't use buses

ASK ALWAYS:

EncRage Would you be encouraged to use local buses more often if improvements were made to the bus services?

(1) Yes
(2) No
(3) Not sure

ASK IF: ((EncRage = Yes) OR (EncRage = NtSure)) OR (EncRage = DONTKNOW)

Improv Which do you think are the main ways in which the services could be improved? Please use this card as a guide and mention up to four.

INTERVIEWER: SHOW PROMPT CARD B.....SEPARATE CODES WITH . OR -

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES SET [4] OF

(1) Better provision for the disabled/ elderly
(2) Better provision for people with young children or heavy shopping
(3) Cheaper fares
(4) Boarding point closer to home
(5) Quicker journey time
(6) More destinations or routes
(7) More reliable or punctual services
(8) More frequent services at weekends
(9) More frequent evening services
(10) More frequent day-time services
(11) Better information about services
(12) Other (SPECIFY IN A NOTE)

ASK ALWAYS:

BusProv Which is the main type of bus provided locally. Is it...

RUNNING PROMPT

(1) mainly small buses (mini-buses or midi-buses)
(2) mainly large buses
(3) OR an equal mixture of both small and large buses?
(4) No local bus service

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: IF INFORMANT GIVES A RANGE eg. 25-30 MINS THEN CODE LOWEST GROUP ie. 4

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

ASK ALWAYS:

GetBus How often would I be able to get a bus from that bus stop during the day?

PROMPT AS NECESSARY IF VARIES' TAKE WEEK DAY OFF-PEAK FREQUENCY

(1) Less than once a day
(2) At least once a day
(3) At least once an hour
(4) At least once every half-hour
(5) At least once every quarter-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, ex-BR) or underground station? Again it is the NEAREST one I am interested in, even if it is not the main one or the one you use.

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

ASK IF: ((NearSta IN [min13 .. min44]) OR (NearSta = DONTKNOW)) OR (NearSta = REFUSAL)

BusSta Can I just check....
How long would it take ME to get to the station by bus?
Include walking to and from the bus stop but assume there is no waiting time.

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

DescTa Would you tell me which description is most like your nearest railway (or underground) station? Is it a...

RUNNING PROMPT:

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

QAmenity

ASK ALWAYS:

IntroA I would now like to ask you some questions about how long it would take to WALK from here to each of the following places.

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocWalk How long would it take ME to walk to your doctor's surgery?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

POWalk How long would it take ME to walk to the nearest Post Office?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

ChemWalk How long would it take ME to walk to the nearest chemist to get a prescription?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

GrocWalk How long would it take ME to walk to the nearest shop selling groceries?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

SCenWalk How long would it take ME to walk to the nearest main shopping centre?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

HospWalk How long would it take ME to walk to the nearest hospital providing general treatment?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

IntroB I would now like to ask you how long it would take ME to get to each of those places BY BUS?

INCLUDE WALKING TO AND FROM THE BUS STOPS BUT ASSUME THERE IS NO WAITING TIME

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocBus How long would it take ME to go by bus to your doctor's surgery?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

POBus How long would it take ME to go by bus to the nearest Post Office?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

ChemBus How long would it take ME to go by bus to the nearest chemist to get a prescription?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

GrocBus How long would it take ME to go by bus to the nearest shop selling groceries?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

SCenBus How long would it take ME to go by bus to the nearest main shopping centre?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

HospBus How long would it take ME to go by bus to the nearest hospital providing general treatment?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

QIfBike

ASK ALWAYS:

IfBike I would now like to ask about bicycles.

Does your household have any bicycles which are used by adults or older children (that is children aged 6 years or older)?

(1) Yes
(2) No

ASK IF: IfBike = Yes

NoBike How many bicycles does your household have?

1..9

QVehNum

ASK ALWAYS:

IchEmp INTERVIEWER: ASK OR RECORD

I would now like to ask about vehicles but first of all, may I just check....is anyone in this household (are you) in paid employment?

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

ASK IF: IchEmp = Yes

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?

(1) Yes
(2) No

ASK ALWAYS:

UseVcl Do you/does your household at present own or have continuous use of any motor vehicles?
INCLUDE COMPANY CARS - UNLESS NO PRIVATE USE ALLOWED
SHOW PROMPT CARD C (EXAMPLES OF MOTOR VEHICLES)

(1) Yes
(2) No

ASK ALWAYS:

BrokenV And are there any (other) 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

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

Noplveh NUMBER OF VEHICLES ^LVehNum1
INTERVIEWER: EXCLUDE COMPANY POOL CARS

0..10

ASK IF: StatusQ = PickUp

NewVeh When we completed the main interview together on ^QDates.Pl you told me about vehicles that your household had regular use of:
(May I just check), have you acquired the use of any other vehicles since ^QDATES.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION
SEE HELP SCREEN <F9> FOR HOUSEHOLD VEHICLE DEFINITION....(HELP<F9>)

(1) Yes
(2) No

ASK IF:StatusQ = PickUp
AND: NewVeh = Yes

NewNo How many other vehicles have you acquired since ^QDates.Pl?
ENTER ANSWER THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

1..10

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

NumVeh PRECODED. PRESS ENTER TO CONTINUE

0..10

ASK IF: StatusQ = PickUp

WhenAcq When did you acquire the use of your ^LTVehTab1[LTLooper] additional vehicle?

Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: (WhenAcq = During) OR (WhenAcq = DONTKNOW)

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

ASK ALWAYS:

Make Enter description of the make of the vehicle.
E.G. FORD, VAUXHALL, RENAULT

STRING[20]

ASK ALWAYS:

Model ENTER DESCRIPTION OF THE MODEL
E.G FIESTA, CLIO, MICRA

STRING[20]

ASK IF: Model = RESPONSE

ModSpec ENTER ANY MODEL TYPE OR SPECIFICATION HERE
E.G 1.6, XR2i, TURBO

IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

STRING[20]

ASK ALWAYS:

VehUse CODE WHETHER the ^Make ^Model...

(1) is in regular use
(2) may begin to be used in the next month
(3) vehicle acquired since placement (ONLY APPLICABLE AT PICK-UP INTERVIEW)

ASK ALWAYS:

TypeVcl Is the ^Make ^Model (HELP<F9>)

CAR INCLUDES MINIBUSES, MOTOR CARAVANS, 'PEOPLE CARRIERS' AND 4-WHEEL DRIVE PASSENGER VEHICLES. LIGHT VAN INCLUDES PICKUPS AND THOSE 4-WHEEL DRIVE VEHICLES, LAND ROVERS AND JEEPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER

(1) a car?
(2) a light van?
(3) a motorcycle?
(4) or some other motor vehicle?

ASK IF: TypeVcl = car

CarType ASK OR RECORD
Is the ^Make ^Model a...

(1) 4-wheel car
(2) 3-wheel vehicle
(3) Invalid car
(4) Other

ASK IF: TypeVcl = MotorB

BikeType ASK OR RECORD
Is the ^Make ^Model a...

(1) motorcycle/scooter with sidecar
(2) motorcycle/scooter
(3) moped

ASK IF: (TypeVcl = OtherV) OR (CarType = OtherC)

OthType ASK OR RECORD
Is the ^Make ^Model a...

(1) landrover, jeep (or similar)
(2) light van
(3) other van or lorry
(4) minibus, motor caravan, dormobile etc
(5) Other (SPECIFY IN A NOTE)

ASK IF: TypeVcl = car

PrivVcl Is the ^Make ^Model ... (HELP<F9>)

(1) privately owned?
(2) or is it a company car?

ASK IF: TypeVcl = car
AND: PrivVcl = Company

CompCar Can I just check which business mileage band does the car belong to for tax purposes?

(1) 1-2,499 business miles
(2) 2,500 - 17,999 business miles
(3) 18,000 business miles or more
(4) NONE OF BANDS APPLY (SPECIFY DETAILS IN NOTE)

ASK ALWAYS

HmnDriv Who drives the most mileage in the ^Make ^Model (taken over the year as a whole)?
IF MAIN DRIVER NOT H'HLD MEMBER, ENTER 89

1..89

ASK IF: StatusQ = PickUp

StillGot INTERVIEWER: CODE OR ASK: Does the household still have the ^Make ^Model?

ENTER THE RESPONSE THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: StillGot = No

WhenDis RUNNING PROMPT
Was the ^Make ^Model disposed of...

(1) before the start of the travel week,
(2) during the travel week,
(3) or after the end of the travel week?

ASK IF: StatusQ = PickUp
AND: StillGot = No
AND: (WhenDis = During) OR (WhenDis = DONTKNOW)

DateDis Can you tell me the date on which you disposed of the ^Make ^Model?

DATE

Appendix A Individual Questionnaire

QWhoInt

ASK ALWAYS:

WhoInt Enter the number of the person you want to interview (or record as not available) from the list below
^LTWhoInt1

0..10

ASK ALWAYS:

IndQn Code whether face to face interview, proxy interview, or person not available.

(1) Face to face
(2) Proxy
(3) Not available

QTDISAB

ASK IF: AGE > 15

Diffoot [*]
First of all I want to ask some questions about any health problem or physical disability that affects travelling.

Do you have any physical disability or other long standing health problem that makes it difficult for you to go out on foot?

(1) Yes
(2) No

ASK IF: Age > 15

Difbus [*]
Do you have a physical disability or long standing health problem that makes it difficult for you to use buses or coaches?

(1) Yes
(2) No

ASK IF: Diffoot = Yes

Footout [*]
Do you go out on foot at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: Footout = No

GoOut [*]
Is it impossible for you to go out on foot or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Diffoot = Yes
AND: Footout = No
AND: GoOut = Imposs

WhChair Do you use a wheelchair at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

ManageW Do/could you manage this on your own or do/would you need someone to help you?

(1) Manage on own
(2) Need someone to help

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

WlkAid95 Do you use any aids to walking or movement when you go out on foot such as.....
CODE FIRST THAT APPLIES

(1) a powered pavement vehicle
(2) a wheelchair
(3) a walking frame
(4) crutches
(5) callipers
(6) a walking stick
(7) or any other kind of walking aid? (SPECIFY IN A NOTE)
(8) NO WALKING AIDS USED

ASK IF: Difbus = Yes

BusOut Do you use buses or coaches nowadays?

TREAT COACHES AS BUSES

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusHelp When you travel by bus do you usually need someone to help you or can you manage on your own?

(1) Needs help
(2) Can manage

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusDF15 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTIES USING BUSES?
IF 'YES': IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE <CTRL-M>

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No

BusPrb95 CODE FIRST THAT APPLIES
Is it because of a disability or health problems or because he bus service is poor or for some other reasons?

(1) Disability or health problem
(2) Poor bus service
(3) Other INTERVIEWER SPECIFY IN NOTE

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Busdf25 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTY ABOUT USING BUSES?
IF 'YES' IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE

(1) Yes (SPECIFY)
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

BusImp Is it impossible for you to use the bus or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health
AND: BusImp = Diffic

ManageB If you were to use the bus would you need someone to help you or could you manage on your own?

(1) Needs help
(2) Could manage

ASK IF: IndQn = Face OR Proxy

IntroC 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.

PRESS 1 TO CONTINUE

1..1

ASK IF: IndQn = Face OR Proxy

OrdBus How frequently do you use an ordinary bus?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Coach How frequently do you use an express bus or coach within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Train How frequently do you use a privatised (formerly BR) train?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

TaxiCab How frequently do you use a taxi/ minicab?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Bicycle How frequently do you use a bicycle?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Plane How frequently do you use an air flight within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

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

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND (Dlfull = No)

DLFnew Have you acquired a full driving licence since I last interviewed you on ^QDATES.Pl

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF (Dlfull = Yes) OR (DLFnew = Yes)

Dltyp95 Is it for a car only, a motorcycle only or for both, or is it for a car with appropriate adaptations or an invalid car?
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
THE SECOND SET OF CODES APPLIES TO LICENCES ISSUED AFTER JUNE 1990

(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 appropriate adaptations (A restricted,B)
(6) Invalid vehicle (J) / (B1)
(7) Moped (E) / (P)

ASK IF: Dltyp95 = CarMot

CarMot95 May I just check, have you actually passed a test to drive a motorcycle of over 125CC?

(1) Yes
(2) No

ASK IF: Diffoot = Yes OR (Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))

Drive95 Do you drive

RUNNING PROMPT. CODE ONE ONLY.....CODE AUTOMATIC CAR AS AN ORDINARY CAR USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) an ordinary car (without special adaptions for people with disabilities)
(2) an ordinary car with special adaptations for people with disabilities
(3) an invalid car
(4) or some other kind of vehicle (SPECIFY)?
(5) No longer drive

ASK IF: Diffoot = Yes OR.(Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = OthVeh

XOthVeh INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE
STRING[40]

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: (((Drive95 = OrdCar) OR (Drive95 = OrdAdp)) OR (Drive95 = InvCar)) OR (Drive95 = OthVeh)

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

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

1..89

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = NoDrv

Nodriv95 Is that because of a disability or health problem or for some other reason?

(1) Disability or health problem
(2) Other (SPECIFY)

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Nodriv95 = Other

XNodriv INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

STRING[40]

ASK IF: Dlfull = No OR (Dltyp95 = Mcycle) OR (Dltyp95 = Moped) AND Difbus = Yes OR Diffoot = Yes

EvDlic95 Have you ever held a full driving licence valid in Great Britain to drive a car?

(1) Yes
(2) No

ASK IF:Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes

Nolic95 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)

ASK IF: Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes
AND: Nolic95 = Other

XNoLic95 INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

STRING[50]

ASK IF: Drive95 = NoDrv OR EvDlic95 = Yes

LastDr95 How old were you when you last drove?

12..99

ASK IF: Dlfull = Yes OR DLFnew = Yes

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

12..99

ASK IF: Dlfull = No AND EvDlic95 <> Yes

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND Dlfull = No AND DLFnew = No AND Dlprov = No AND (EvDlic95 <> Yes)

DLNPro Have you acquired a provisional driving licence since I last interviewed you on ^QDates.PlDay, ^QDates.Pl?

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF: (Dlprov = Yes) OR (DLNPro = Yes)

Protyp95 Is it for a car only, a car and motorcycle, a car with appropriate adaptations, an invalid car or something else?

CODE FIRST THAT APPLIES

(1) Car only
(2) Car and motorcycle
(3) Car with special adaptations
(4) Invalid car
(5) Something else
INTERVIEWER SPECIFY IN NOTE

ASK IF: Age > 15

Wrking Did you do any paid work in the 7 days ending Sunday the ^DMDLSUN, either as an employee or as self-employed? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (Women aged < 63) OR Men aged < 65)

SchemeET Were you on a government scheme for employment training?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)

JbAway Did you have a job or business that you were away from? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)

OwnBus Did you do any unpaid work in that week for any business that you own? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)
AND: OwnBus = No

RelBus ...or that a relative owns(HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: RelBus = No
AND: JbAway = No

Looked Thinking of the 4 weeks ending Sunday the ^DMDLSUN, were you looking for any kind of paid work or government training scheme at any time in those 4 weeks? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: ((Looked = Yes) OR (Looked = Wait)) OR (JbAway = Waiting)

StartJ If a job or a place on a government scheme had been available in the week ending Sunday the ^DMDLSUN, would you have been able to start within 2 weeks?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (Looked = No) OR (StartJ = No)

YInAct What was the main reason you did not seek any work in the last 4 weeks/ would not be able to start in the next 2 weeks? (HELP<F9>)

(1) Student
(2) Looking after the family/home
(3) Temporarily sick or injured
(4) Long-term sick or disabled
(5) Retired from paid work
(6) None of these

ASK IF: Age > 15

Educ Are you at present attending a school or college?

(1) Yes
(2) No

ASK IF: Educ = Yes

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

(1) Yes
(2) No

ASK IF: NOT Economically inactive

Everwk Have you ever had a paid job, apart from casual or holiday work?

(1) Yes
(2) No

ASK IF: Everwk = Yes

DtJbL When did you leave your last PAID job?

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

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

(HELP<F9>)

DATE

QMainJb

ASK IF: In employment OR Everwk = Yes

IndD CURRENT OR LAST JOB

What did the firm/organisation you worked for mainly make or do (at the place where you worked)?HELP<F9>

DESCRIBE FULLY - PROBE MANUFACTURING or PROCESSING or DISTRIBUTING ETC. AND MAIN GOODS PRODUCED, MATERIALS USED, WHOLESALE or RETAIL ETC.

STRING[80]

ASK IF: In employment OR Everwk = Yes

OccT JOBTITLE CURRENT OR LAST JOB

What was your (main) job (^LMainJb3 ^DMDLSUN)? HELP<F9>

STRING[30]

ASK IF: In employment OR Everwk = Yes

OccD CURRENT OR LAST JOB

What did you mainly do in your job?

CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB

STRING[80]

ASK IF: In employment OR Everwk = Yes

Stat Were you working as an employee or were you self-employed HELP<F9>?

(1) Employee
(2) Self-employed

ASK IF: Stat = Emp

Manage Did you have any managerial duties, or were you supervising any other employees?
ASK OR RECORD HELP<F9>

(1) Manager
(2) Foreman/supervisor
(3) Not manager/supervisor

ASK IF: Stat = Emp

EmpNo How many employees were there at the place where you worked? HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: Stat = SelfEmp

Solo Were you working on your own or did you have employees?

(1) On own/with partner(s) but no employees
(2) With employees

ASK IF: Stat = SelfEmp
AND: Solo = WithEmp

SENo How many people did you employ at the place where you worked? HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: In employment OR Everwk = Yes

FtPtWk In your (main) job were you working..... HELP<F9>

(1) full time?
(2) part-time?

ASK IF: Age > 15

Incme This card shows a number of possible sources of income. Can you tell me which different kinds of income you personally receive?

INTERVIEWER: SHOW PROMPT CARD D

SEE 'HELP'(F9) FOR SOURCES OF INCOME SHOWN ON CARD D
CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES
CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME
....HELP<F9>

(1) Income received
(2) No source of income

ASK IF:Incme <> Noinc

Incgrp INTERVIEWER: SHOW PROMPT CARD E

Could you please look at this card and tell me which group 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.

1..21

ASK IF: (RelHoh = HOH) ot (RelHoh = partner)
AND: (Numadult >1) AND (Incgrp <>REFUSAL)

HincGrp SHOW PROMPT CARD E
INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION (INCGRP)

And now think of the income of the household as a whole.
Which group on this card represents the gross income of the WHOLE household?

1..21

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkPlace When you go to work do you.... HELP<F9>

(1) go to the same place every time?
(2) OR go to the same place on at least 2 days running each week?
(3) OR go to different places?
(4) OR work at home or in the same building as your home?

ASK IF: WkPlace IN [Same every time, same at least 2 days running]

WorkUrb Where is your work place? What town?
IF IT IS IN ONE OF THE FOLLOWING URBAN AREAS ENTER THE APPROPRIATE CODE.
PRESS <F6> TO VIEW FULL LIST OF CODES
INTERVIEWER: PLEASE SHOW CHECK CARD 'F' BEFORE USING CODE 23 'AREA BOUNDED BY THE M25 MOTORWAY'

(1) Aberdeen
(2) Birmingham
(3) Blackpool
(4) Bolton
(5) Bournemouth
(6) Bradford
(7) Brighton
(8) Bristol
(9) Cardiff
(10)Coventry
(11)Derby
(12)Doncaster
(13)Dudley
(14)Dundee
(15)Edinburgh
(16)Glasgow
(17)Huddersfield
(18)Hull
(19)Ipswich
(20)Leeds
(21)Leicester
(22)Liverpool
(23)(London) area bounded by the M25 motorway
(24)Luton
(25)Manchester
(26)Middlesborough
(27)Newcastle-Upon-Tyne
(28)Northampton
(29)Norwich
(30)Nottingham
(31)Peterborough
(32)Plymouth
(33)Portsmouth
(34)Preston
(35)Reading
(36)Sheffield
(37)Southampton
(38)Southend
(39)St.Helens
(40)StockPort
(41)Stoke-On-Trent
(42)Sunderland
(43)Swansea
(44)Swindon
(45)Walsall
(46)West Bromwich
(47)Wigan
(48)Wolverhampton
(49)Other urban area (not listed)
(50)Not in an urban area

ASK IF: WorkUrb = M25 London area

M25Code INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF THE PLACE NAME
TO ENTER CODING FRAME

IF THE PLACE NAME IS NOT LISTED, SELECT THE 'NOT LISTED/DON'T KNOW CODE (89)

1..89

ASK IF: Work place is Central London

WKLon Is it within the area bounded by the main railway stations including Kings Cross, Paddington, Vauxhall and Fenchurch Street?
SHOW CHECK CARD E FOR MAP OF THIS AREA

(1) Within
(2) Not within

ASK IF: ((WorkUrb IN [Aberdeen .. Liverpool]) OR (WorkUrb IN [Luton .. Wolverhampton]))

WKTown Is it within [name of centre]?

(1) Within
(2) Not within

ASK IF: WorkUrb = other urban area

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

(1) Within
(2) Not within

ASK IF: WkPlace IN [Same every time, same at least 2 days running]

WkCode INTERVIEWER: PRE-FILLED: JUST PRESS <ENTER> TO CONTINUE/PRESS <SPACE BAR> TO ENTER CODING FRAME
THEN TYPE IN THE FIRST FEW LETTERS OF THE PLACE NAME
IF THE PLACE NAME IS NOT USED, SELECT THE NOT LISTED/ DON'T KNOW CODE (89)

1..98

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkType Is your usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: StatusQ = PickUp
AND: WkType = RESPONSE

JobChg When we completed the main interview on ^QDates.Pl, you told me that your usual place of work was ^LWkMove1.
(May I just check), has your type of work place changed since ^QDates.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: WkType = DONTKNOW

JobChg2 (May I just check), has your type of work place changed since we completed the main interview on ^QDATES.Pl?
ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

WhenJob When did you change your work place? Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)
AND: (WhenJob = During) OR (WhenJob = DONTKNOW)

DateChg Can you tell me the date on which you changed your work place?

DATE

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

NewType Is your new usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>
PRESS <ENTER> & <END> TO GO TO NEXT PICK-UP QUESTION

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: WkPlace IN [SameEv, SameUse, Differ]

WkTrav How do you usually travel to work?
PROBE FOR MAIN METHOD

(1) Car/van (include minibus/works van)
(2) Motorbike/Moped/Scooter
(3) Bicycle
(4) Bus (include coach, private bus)
(5) Train (formerly part of B.R.)
(6) L.T Underground
(7) Light Rail
(8) Walk
(9) Other

ASK IF: WkTrav = Other

XWkTrav INTERVIEWER: Please record how informant usually travels to work. Remember to recode WkTrav 1 to 7 where possible: HELP<F9>

STRING[40]

ASK IF: WkTrav = Car

WkDrive RUNNING PROMPT: When travelling to work are you..

(1) usually the driver
(2) usually the passenger
(3) or sometimes driver and sometimes passenger?

ASK IF: WkTrav IN [Car, Mbike]

WkVEH Is the vehicle you travel to work in, one that your household owns or has regular use of?
IF MORE THAN ONE, PROBE FOR MAIN VEHICLE

(1) Yes
(2) No

ASK IF: WkTrav IN [Bike]

WkBike Where do you usually park the bicycle when you use it to travel to work?

(1) Enclosed parking facilities provided by employer
(2) Inside workplace building - no special facilities
(3) Outside parking facilities provided by employer
(4) In the open on work premises - no special facilities
(5) Public parking facilities not on work premises
(6) In a public place - no special facilities
(7) Other/not sure (SPECIFY IN A NOTE)

ASK IF: (WkPlace = SameEv) OR (WkPlace = SameUse)) OR (WkPlace = Differ)

WkHome Can I just check, in the week ending Sunday the ^DMDLSUN did you work at home on any of the weekdays (i.e. Monday - Friday) INSTEAD of travelling to your usual place of work? HELP<F9>

(1) Yes
(2) No

ASK IF: WkHome = Yes

HomeDay On which weekdays did you work at home?
CODE ALL THAT APPLY

SET [5] OF

(1) Monday
(2) Tuesday
(3) Wednesday
(4) Thursday
(5) Friday

ASK IF: (WkPlace = Home) OR (WkHome = Yes)

EquipH And do you use any of the following equipment when you work at home?
CODE ALL THAT APPLY

SEPARATE CODES WITH . OR -

SET [3] OF

(1) a laptop computer?
(2) a stand alone computer?
(3) a fax machine?
(4) NONE OF EQUIPMENT USED

ASK IF: (WkPlace = Home) OR (WkHome = Yes) AND: (Comput IN EquipH) OR (Laptop IN EquipH)

Modem Do you have a modem link to your office/place of work?

(1) Yes
(2) No

Notick

ASK IF: (IndQn = Face) OR (IndQn = Proxy)

StckT Do you have a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind?
EXCLUDE ONE DAY TRAVEL CARDS. ASK TO SEE TICKET.

(1) Yes
(2) No

ASK IF: StatusQ = PickUp

StckPic Have you acquired a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind since I interviewed you on ^QDates.Pl?
^LTNoTick1

(1) Yes
(2) No

ASK IF: (StckT = Yes) AND (StckPic = Yes)

IfRep Is the season ticket acquired since ^QDates.Pl a replacement for the old ticket or is it a different ticketpass?

(1) Replacement for old ticket
(2) Different ticket

ASK IF: (StckT = Yes) OR (StckPic = Yes)

NoTckt ^LTNoTick1
How many season tickets/area travel cards valid for a week or longer or travel tokens or special passes of any kind do you have?

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TckT TO RECORD DETAILS OF TICKET NUMBER ^LTTicket1
PRESS <ENTER> AND CONTINUE

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

SpecTk TICKET NUMBER: ^LTTicket1
TYPE OF SPECIAL TICKET
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) NON-CONCESSIONARY Season ticket
(2) NON-CONCESSIONARY Area travel card
(3) NON-CONCESSIONARY Combined season/area travel card
(4) NON-CONCESSIONARY Railcard
(5) Other NON-CONCESSIONARY ticket (SPECIFY IN NOTE)
(6) CONCESSIONARY OAP Pass
(7) CONCESSIONARY Scholar's pass
(8) CONCESSIONARY Disabled person's pass
(9) CONCESSIONARY Subsidised travel tokens
(10) Other CONCESSIONARY ticket (SPECIFY IN NOTE)
(11) NON-CONCESSIONARY Employee's special pass

ASK IF: SpecTk = OthCon

XSpecTk INTERVIEWER: Please describe what kind of other concessionary ticket the informant has.

STRING[30]

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TkMode TICKET NUMBER: ^LTTicket1
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
What forms of transport does the ticket cover?

(1) Train (formerly part of BR)
(2) LT underground/Tyne and Wear Metro/ Glasgow underground
(3) Bus
(4) Other single method
(5) Combined (ex-BR) train & underground
(7) Combined (ex-BR) train & bus (NOT IN LONDON)
(8) Combined underground/bus
(9) Combined (ex-BR) train & underground & bus
(10) Other combination of methods

ASK IF: TkMode = 5-10

MoMls TICKET NUMBER: ^LTTicket1
When you use your combined ticket, on which method of transport do you travel the most mileage?

(1) Train (formerly part of British Rail)
(2) Underground
(3) Bus
(4) DK/Other

ASK IF: SpecTk <> Subsidy

TKTime TICKET NUMBER: ^LTTicket1
How long does the ticket 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
(8) Other

ASK IF: TKTime = Other

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

STRING[30]

ASK IF: SpecTk <> Subsidy

TkCst TICKET NUMBER: ^LTTicket1
What was the actual (net) cost to you of the ticket?
ENTER AMOUNT IN £ AND PENCE
IF NIL ENTER 0

0.00..9999.97

ASK IF: SpecTk <> Subsidy

NumJrn TICKET NUMBER: ^LTTicket1
How many (main method) journeys per week would you expect to use the ticket for?
Please count each single trip as one journey & each return trip as two

IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0

0..99

ASK IF: NumJrn = 0

YrNum TICKET NUMBER: ^LTTicket1
SHOW PROMPT CARD F
Could you look at this card and tell me on about how many (main method) journeys you use the ticket?
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

ASK IF: SpecTk <> Subsidy

TkTPay TICKET NUMBER: ^LT Ticket1
When you use the ticket do you usually have to pay anything at the time of travel, or do you travel free?

(1) Pay something
(2) Travel free

ASK IF: (StatusQ = Place) AND (QDates.Rec <= QDates.PL)

AnyLDJ1 Now I'd like to ask you about long distance journeys you may have made. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away].
Have you made any journeys within Great Britain of 50 miles or more since/between QDates.RecDay, ^QDates.Rec ?

(1) Yes
(2) No

ASK IF: AnyLDJ1 = No

Longest What was the longest journey you made since ^QDates.RecDay, ^QDates.Rec?
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'.

0..49

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.

AnyLDJ2 (Now I'd like to ask you about long distance journeys you may have made between ... and ^QDates.Rec2day, ^QDates.Rec2. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away]).
Have you made any journeys within Great Britain of 50 miles
or more between ^LWhoLDJ1 and ^QDates.Rec2Day, ^QDates.Rec2?

(1) Yes
(2) No

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.
AND: (AnyLDJX = No) AND (AnyLDJ2 = No)

Long2 Have you made a longer journey than the one of ^Longestx miles that you mentioned at the first interview?
IF THE JOURNEY WAS 50 MILES OR MORE, ENTER 'YES' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: (AnyLDJ1 = Yes)) OR (AnyLDJ2 = Yes)

LDJInt INTERVIEWER: DO YOU WANT TO ENTER THE JOURNEYS MADE BY ^LDMIntname NOW OR LATER?

(1) Now
(2) Later

ASK IF: LDJInt = Now

LDJDate Thinking of the first/next journey you made of 50 miles or more ...
Can you tell me on what date you made your first/next long distance journey?

DATE

ASK IF: Ask aways

RepJ IF REPEAT ENTER JOURNEY NUMBER
OTHERWISE ENTER 0

0..39

ASK IF: NOT (RepJ IN [1 .. 39])

DupP IF DUPLICATE ENTER PERSON NUMBER
OTHERWISE ENTER 0

0..10

ASK IF: DupP IN [1 .. 10]

DupJ ENTER NUMBER OF ^QNames.QBNames[QTWhoInt [LDMPAIR]. QWhoInt[Dupp]. WhoInt]. Name 's JOURNEY

1..39

ASK ALWAYS:

OCode From where did your journey begin?
INTERVIEWER: IF YOU KNOW THE CODE, ENTER IT HERE OR PRESS 0 TO ENTER
CODING FRAME
PLEASE BE CAREFUL WHEN CODING AREA WITHING M25 BOUNDARY - THERE ARE DIFFERENT CODES FOR CENTRAL, INNER AND OUTER LONDON AND FOR THE COUNTY AREAS WITHIN THE M25.
IF THE PLACE NAME IS NOT LISTED, SELECT THE 'NOT LISTED/DON'T KNOW CODE(89)

0..98

ASK ALWAYS:

PurpFro INTERVIEWER: ESTABLISH AND CODE JOURNEY PURPOSE ' FROM' (i.e. purpose of previous journey)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose from: home
(2) Purpose from: work
(3) Purpose from: in course of work
(4) Purpose from: education
(5) Purpose from: food/grocery shopping
(6) Purpose from: 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
(12)Other social
(13)Entertainment or public activity
(14)Sport (participate)
(15)Holiday base
(16)(Day) Trip/just walk
(17)Other non-escort/P
(18)Escort - home (not own)
(19)Escort - work
(20)Escort - in course of work
(21)Escort - education
(22)Escort - shopping or personal business
(23)Other escort

ASK ALWAYS:

Purp95 What was the purpose of your journey?
INTERVIEWER: ENTER PURPOSE TO.

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose to: home
(2) Purpose to: work
(3) Purpose to: in course of work
(4) Purpose to: education
(5) Purpose to: food/grocery shopping
(6) Purpose to: 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
(12)Other social
(13)Entertainment or public activity
(14)Sport (participate)
(15)Holiday base
(16)(Day) Trip/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 or personal business
(23)Other escort

ASK ALWAYS:

DCode Where did your journey end?
INTERVIEWER: IF YOU KNOW THE CODE, ENTER IT HERE OR PRESS 0 TO ENTER
CODING FRAME
PLEASE BE CAREFUL WHEN CODING AREA WITHING M25 BOUNDARY - THERE ARE DIFFERENT CODES FOR CENTRAL, INNER AND OUTER LONDON AND FOR THE COUNTY AREAS WITHIN THE M25.
IF THE PLACE NAME IS NOT LISTED, SELECT THE 'NOT LISTED/DON'T KNOW CODE(89)

0..98

ASK ALWAYS:

Dist IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE
How far did you travel (in total on this journey)?

50..997

ASK ALWAYS:

Meth95 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)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(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 (formerly part of B.R)
(14)Aircraft (public)
(15)Taxi
(16)Minicab
(17)Other public
(18)Private (unspecified)
(19)Public (unspecified)

ASK IF: Meth95 IN [Car, MCycle, VanLorry, OthPriv]

DriPas Were you the driver of this vehicle or the passenger?

(1) Driver
(2) Passenger

ASK ALWAYS:

More Did you make any other long distance journeys since ...

(1) Yes
(2) No

ASK IF: Age > 15
AND: StatusQ = PickUp

RcNowlat INTERVIEWER: DO YOU WANT TO ASK THE RECALL QUESTION NOW OR LATER?
ENTER RESPONSE AND PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Now
(2) Later

RcNowlat = Now

ReCall That's the end of (your part/the main part) of the interview. May I just check...

We may want to contact you again in future, would this be all right?

(1) Yes (unconditional)
(2) No (unconditional)
(3) Yes (in certain circumstances)

ASK IF: (ReCall = Yes (unconditional) OR (ReCall = Yes (in certain circumstances))

GiveTel Please may I have a telephone number, so we can contact you?

(1) Yes
(2) No
(3) No phone

ASK IF: GiveTel = Yes

TelNo INTERVIEWER
RECORD TELEPHONE NUMBER

STRING[15]

ASK IF: ReCall = Yes (in certain circumstances)

OnlyIf INTERVIEWER
CODE MAIN CONDITION(S) TO THE FOLLOW-UP INTERVIEW.

SET [5] OF

(1) Contact household beforehand
(2) Only at a convenient time
(3) Someone else (e.g. carer) needs to be there
(4) Don't want to answer questions on financial matters
(5) Don't want to answer other types of question

C

Appendix A Vehicle Section

VehInt

ASK FOR EACH VEHICLE:

Intro This is the start of the vehicle questionnaire for the ...
INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?
^PickTxt

(1) Now
(2) Later

ASK IF: Intro = Now

FuelTyp What fuel does the ...'s engine use?

(1) Petrol (INLCUDES LEAD FREE AND TWO STROKE)
(2) Diesel
(3) Electric vehicle
(4) Other (SPECIFY IN A NOTE)

ASK IF: FuelTyp = Petrol

Leaded ASK OR RECORD
Is the petrol

(1) always unleaded
(2) sometimes unleaded, sometimes leaded
(3) or always leaded?

Vehmake

ASK IF: FuelTyp <> Electric

LogBook I need to obtain details about the ... which are given in the registration document (or log book).

(1) Seen by interviewer
(2) Consulted by informant
(3) Not seen /consulted

ASK IF: FuelTyp <> Electric

Denote May I just check, does the letter in the registration number denote the year?

(1) Yes
(2) No

ASK IF: Denote = Yes

Letter Which letter denotes the year?

INTERVIEWER: ENTER THE LETTER

STRING[1]

ASK IF: Letter = A,B,C,D,E,F,G,H,J,K,L,M,N,P,R,S,T

Numba Does the letter come before the number or after the number?

ASK OR RECORD AND CHECK

(1) Letter before number
(2) Letter after number

ASK IF: FuelTyp <> Electric

RegYear ASK OR RECORD AND CHECK. Could you tell me the exact year and month in which the vehicle was first registered?

INTERVIEWER: SEE INTERVIEWER CHECK CARD D. ENTER YEAR HERE

0..99

ASK IF: FuelTyp <> Electric

RegMon MONTH OF FIRST REGISTRATION

1..12

ASK IF: FuelTyp <> Electric
AND: (Letter = DONTKNOW) OR (Denote = DONTKNOW)

RegNo INTERVIEWER: ENTER REGISTRATION NUMBER (confidential to ONS)
THEN RECODE DENOTE, LETTER & NUMBA, WHERE POSSIBLE.

STRING[10]

ASK IF: FuelTyp <> Electric

TaxCl ASK OR RECORD AND CHECK
To which of the following taxation classes does the ... belong?

(1) Private and Light Goods(1.5 tons or less)
(3) Taxi (HACKNEY)
(4) 3 wheel car (TRICYCLE)
(5) Disabled (DISABLED)
(6) Motorcycle, scooter, moped (BICYCLE)
(7) Heavy goods (more than 1.5 tons)
(8) Other (SPECIFY IN A NOTE)

EngFTS

ASK IF: TaxCl IN [Private .. MotoBike, Other]) OR (TaxCl <> RESPONSE)

EnSize ASK OR RECORD AND CHECK
What is the size of the ...'s engine in cc's?
(1 litre = 1000 cc)
PROBE IF ANSWER IS GIVEN TO NEAREST 100cc HELP<F9>:

0..9997

ASK IF: EnSize = DONTKNOW

Bensize SHOW PROMPT CARD G
Could you tell me in which of these bands on this card 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 1500cc (1.3 to 1.5 litres)
(8) 1501 to 1800cc (1.5 to 1.8 litres)
(9) 1801 to 2000cc (1.8 to 2.0 litres)
(10)2001 to 2500cc (2.0 to 2.5 litres)
(11)2501 to 3000cc (2.5 to 3.0 litres)
(12)3001cc and over (3 litres and over)

ASK IF: (Numba = Before) OR (Regyear < 84) OR Denote = No, DON'T KNOW, REFUSAL) OR Vmake = '99'

IntQust Can you tell me the exact size of the vehicle's fuel tank in litres or gallons?

(1) Amount given in litres
(2) Amount given in gallons

ASK IF: IntQust = Litres

TankLtr ENTER THE AMOUNT IN LITRES

0..997

ASK IF: IntQust = Gallons

TankGal1 ENTER THE AMOUNT IN GALLONS.
GIVE ANSWER TO ONE DECIMAL PLACE

0.0..99.0

Park

ASK IF: Intro = Now

WherePk RUNNING PROMPT
Can you tell me where the ... is usually parked overnight?
Is it usually parked overnight...

(1) in the garage (at this address),
(2) not garaged but still on the property of this address,
(3) on the street/public highway,
(4) or elsewhere (at or near your home)? (SPECIFY IN A NOTE)
(5) DOES NOT USUALLY PARK AT/NEAR HOME

ASK IF: WherePk IN [Street, Other]

HowFar RUNNING PROMPT
Approximately how far from the boundary of your property is the vehicle usually parked overnight?
INTERVIEWER: BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
e.g. GATE OR DOOR IF NO GARDEN
FOR THE PURPOSE OF THIS QUESTION 1 METRE IS THE SAME AS 1 YARD
NOTE THE LENGTH OF A FORD ESCORT IS APPROXIMATELY 5 YARDS

(1) right outside,
(2) not right outside but less than 10 yards/metres away,
(3) 10 yards but less than 100 yards/ metres away,
(4) 100 yards/metres away or more?

ASK IF: HowFar = Less100

HowFar2 How many yards/metres away from the boundary of your property is the vehicle usually parked?

BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
E.G. GATE OR DOOR IF NO GARDEN
A FORD ESCORT IS ABOUT 5 YARDS LONG

10..99

ASK IF: HowFar = More100

HowFrMin How long does it take you to walk from the boundary of your property to the place where the vehicle is usually parked?

GIVE THE ANSWER TO THE NEAREST MINUTE

1..60

ASK IF: WherePk IN [Street, Other]

IfPay Do you have to make any payment for parking the vehicle in this place?

(1) Yes
(2) No

ASK IF: IfPay = Yes

TypePay What is the payment for?

(1) Residents parking permit
(2) Other non-residents parking permit
(3) A hired garage
(4) Something else (SPECIFY)

ASK IF: TypePay = Other

XTyppay INTERVIEWER: Describe the type of payment made for parking the vehicle

STRING[40]

ASK IF: IfPay = Yes

Annfee How much is the annual parking fee that you pay?
INTERVIEWER: ENTER THE ANNUAL FEE TO THE NEAREST £. IF PAID MONTHLY, WORK OUT WHAT THIS WOULD BE ANNUALLY.

0..997

QComCar

ASK IF: FuelTyp <> Electric

WhoReg (May I just check) In whose name is the ... registered?
INTERVIEWER: UNREGISTERED & YET-TO-BE REGISTERED VEHICLES SHOULD BE CODED TO THE APPROPRIATE OWNER.

(1) Household member
(2) Someone outside household
(3) Employer/firm for whom household member works
(4) Own business
(5) Other firm or organization

ASK IF: (WhoReg = OutHH) OR (WhoReg = DONTKNOW)

WhoOwn 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

ASK IF: (WhoOwn = OutHH) OR (WhoOwn = DONTKNOW)

WhyUse 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 in a note

ASK IF: (WhoReg IN [OthFirm]) OR (WhoOwn IN [OthFirm])

VehHire Is the vehicle on hire or lease, or not?
IF 'NO' SPECIFY WHY NOT IN A NOTE

(1) Yes
(2) No

ASK IF: VehHire = Yes

WhoHire Who has hired or leased the vehicle?

(1) Household member
(2) Employer/firm for whom household member works
(3) Own business

ASK IF: (WhoHire = Hhmem) OR (WhoHire = DONTKNOW))

CostHir Are any of the costs of hiring or leasing paid for by the employer of a member of your household?

(1) Yes
(2) No

ASK IF: (WhoReg IN [HHmem]) OR (WhoOwn IN [HHmem])

VehCost Were any of the purchase costs of the vehicle paid for by a firm or organization?

(1) Yes
(2) No

ASK IF: VehCost = Yes

ComTax95 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

ASK IF: Privately owned vehicle AND (((WhoOwn = OwnBus) OR (WhoReg = OwnBus)) OR (WhoHire = OwnBus))) OR (((VehCost <> Yes) OR (ComTax95 = No)) AND (Stat = SelfEmp) AND (HmnDriv = RESPONSE)

CapAll (May I check) Can you claim capital allowances for your vehicle and/or tax refunds for costs of business mileage?

(1) Yes
(2) No

ASK IF: (ComTax95 = Yes) OR (CapAll = Yes)) OR (WhoOwn = Firm)) OR (WhoReg = Firm)) OR (WhoHire = Employ))

Assign Does employer/firm/organisation think of this vehicle as specifically 'assigned' to anyone in the household?

(1) Yes
(2) No

ASK IF: Assign = Yes

WhoAss To whom has (your firm/the employer,firm,organisation) assigned it?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (Assign = No) OR (Assign = DONTKNOW)) OR (WhoAss = 89)) OR (WhoAss = DONTKNOW)

WhoBus (May I check) Who does the most business mileage in the vehicle?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (DMPRIVCO = Private) AND (Cartype = Wheel4 OR LightVan) AND (IchEmp = Yes)) AND (((WhoReg = HHmem) OR (WhoOwn = HHmem)) OR (WhoHire = Hhmem))) AND (ComTax95 <> Yes))) OR ((((WhoReg = OwnBus) OR (WhoOwn = OwnBus)) OR (WhoHire = OwnBus)) AND (CapAll = No))

CourWk95 (May I check) do you/does ... use the vehicle in the course of your work?

(1) Yes
(2) No

ASK IF: (DMPRIVCO = Company) OR (WhoOwn = Firm) OR (WhoReg = Firm)) OR (WhoHire = Employer)) OR (ComTax95 = Yes) OR (CostHir = Yes)) AND ((Cartype = Wheel4) OR LightVan)

PrivMi95 (May I check) for your private mileage, including commuting mileage, do you receive any free fuel?

(1) Yes
(2) No

ASK IF: PrivMi95 = Yes

FTax95 (May I check) do you pay the tax on free fuel?

(1) Yes
(2) No

ASK IF: (DMPRIVCO= Private) AND (WhoOwn = HHmem) OR (WhoReg = HHmem) OR (WhoHire = Hhmem) AND (CourWk95 = Yes)) AND (DMVEHTYPE= Wheel4 OR LightVan) AND (IchEmp = Yes)

Allow95 For the mileage 'you' do in course of work do 'you' receive

(1) a mileage allowance only
(2) a mileage allowance and some other allowance
(3) or do you receive nothing and have to pay yourself?
(4) Other.

ASK IF: (Allow95 = OthAll) OR (Allow95 = Other)

XAllow95 INTERVIEWER: PLEASE DESCRIBE IN DETAIL EXACTLY WHAT KIND OF ASSISTANCE THE INFORMANT RECEIVES FOR MILEAGE DONE 'IN COURSE OF WORK'.

STRING[60]

ASK IF: (WhyUse = Borrowed) OR (VehHire = Yes)

BorHire Is your vehicle borrowed or hired for less than one year or for one year or more?

(1) Less than 1 year
(2) 1 year or more

QMileag

ASK IF: (FuelTyp <> Electric) AND (BorHire <> LessYear)

AnMiles I would like to get a figure for the approximate annual mileage of the .... Can you please estimate for me the total miles the vehicle is driven in a year?

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

0..99999

ASK IF: AnMiles = DONTKNOW

BAnMiles SHOW PROMPT CARD H
Could you tell me in which of these bands on this card is the approximate total MILES this vehicle is driven in a year?

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

ASK IF: (AnMiles > 0)

KmOrMile INTERVIEWER ASK OR CODE: WAS THE ANSWER TO ANMILES' IN MILES OR KILOMETRES?

(1) Miles
(2) Kilometres

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE= Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))

UsualWk 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

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

CoursWk 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

0..99999

ASK IF: (CoursWk > 0)

GoodsWk And can you estimate how many of these ^CoursWk miles are driven by anyone in the household whilst carrying goods in the course of work
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE = Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))
AND: (((AnMiles = RESPONSE) AND (UsualWk = RESPONSE)) AND (CoursWk = RESPONSE)) AND (AnMiles >= (UsualWk + CoursWk))

Othmile So that means that the vehicle is driven about ^OtherM miles a year for all other journey's.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))
AND: (IchEmp = Yes) AND (KmOrMile = Km)

UsualKm 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

0..99999

ASK IF (KmOrMile = Km)

CoursKm 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

0..99999

ASK IF: (CoursKm > 0)

GoodsKM ^DMVEH[LTLooper]

And can you estimate how many of these ^Courskm kilometres are driven by anyone in the household whilst carrying goods
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND (KmOrMile = Km)
AND: (((AnMiles = RESPONSE) AND (UsualKm = RESPONSE)) AND (CoursKm = RESPONSE)) AND (AnMiles >= (UsualKm + CoursKm))

Othkm So that means that the vehicle is driven about ^otherkm kilometres a year for all other journeys.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))

SecCyc May I check about the milometer in the vehicle.
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 IF: BorHire <> LessYear

MiloRep Has the milometer been replaced since the vehicle was new?

(1) Yes
(2) No

QTVPickU

ASK IF: (QSignIn.StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND (WhenDis <> Bfore) OR (StillGot = Yes))

FuelNow 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 THE INFORMANT SOME EXTRA QUESTIONS

(1) Now
(2) Later

ASK IF: FuelNow = Now

AnyFuel 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

ASK IF: AnyFuel = Fuelin

IntQust1 TOTAL WITH INFORMANT. FIRST CODE IF AMOUNT IN LITRES OR GALLONS

(1) Litres
(2) Gallons

ASK IF: IntQust1 = Litres

FuelLtr Quantity of fuel put in in litres (to nearest whole litre)

0..999

ASK IF: IntQust1 = Gallons

FuelGal Quantity of fuel put in gallons (to one decimal point)

0.0..99.9

ASK IF: AnyFuel = Fuelin

FuelPds Enter amount household paid in pounds and pence for this fuel and check sum with informant

0.00..999.99

ASK IF: FuelNow = Now

FGauge CHECK 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

ASK IF: FGauge IN [Gauge .. Estim]

FFGRead ENTER 'FIRST' FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FuelNow = Now

LGauge CHECK 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

ASK IF: LGauge IN [Gauge .. Estim]

LFGRead ENTER LAST FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FFGRead = 9

StikFul (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

ASK IF: FFGRead = 1

Stikem1 (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

ASK IF: LFGRead = 9

StikFu2 (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

ASK IF: LFGRead = 1

StikEm2 (In some vehicles the fuel gauge indicator shows 'empty' when there is still quite a lot of fuel in the tank.)
I notice that your tank was 'empty' or 'nearly empty' at the end of your travel week. So far as you can remember, was there enough fuel left to do at least another 20 miles?

(1) Yes
(2) No
(3) DK/Can't remember

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND WhenDis <> Bfore) OR (StillGot = Yes))

IntQust2 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 IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

FMilo CHECK MILOMETER READING IN FUEL AND MILEAGE CHART. FIRST' MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesF Enter the 'first' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmF Enter the 'first' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

LMilo LAST MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesL Enter the 'last' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmL Enter the 'last' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (MilesF = RESPONSE) AND (MilesL = RESPONSE)

TotalMl TOTAL MILEAGE DURING TRAVEL WEEK:

0..99999

ASK IF: (KmF = RESPONSE) AND (KmL = RESPONSE)

TotalKm TOTAL NUMBER OF KILOMETRES DRIVEN DURING TRAVEL WEEK:

0..99999

RECORD IF: (Miles F = RESPONSE) AND (MilesL = RESPONSE) OR (KmF = RESPONSE) AND (KmL = RESPONSE)

ICDrive INTERVIEWER: ENTER WHETHER THE VEHICLE WAS DRIVEN IN THE TRAVEL WEEK

(1) Yes
(2) No

ASK IF: IcDrive = 2

WhyNUse 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 QUESTIONNIARE 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
(6) Other (SPECIFY IN NOTE)

ASK IF: IcDrive = 1

InElm1 May I just check:
Were any of the mileage driven by someone outside the household?

(1) Yes
(2) No

ASK IF: InElm1 = Yes

InElmA1 How many miles were driven by someone outside the household?

0..9999

ASK IF: IcDrive = 1

InElm2 Were any of the mileage driven in order to carry goods in course of work?

(1) Yes
(2) No

ASK IF: InElm2 = Yes

InElmA2 ^DMVEH[LTLooper]

How many miles were driven in order to carry goods in the course of work?

0..9999

ASK IF: IcDrive = 1

InElm3 Were any of the mileage driven off the public road?

(1) Yes
(2) No

ASK IF: InElm3 = Yes

InElmA3 How many miles were driven off the public road?

0..9999

ASK IF: IcDrive = 1

InElm4 Were any of the mileage driven outside Great Britain?

(1) Yes
(2) No

ASK IF: InElm4 = Yes

InElmA4 How many miles were driven outside Great Britain?

0..9999

ASK IF: IcDrive = 1

InElm5 Were any of the mileage driven using the vehicle as a taxi or hire car?

(1) Yes
(2) No

ASK IF: InElm5 = Yes

InElmA5 How many miles 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

0..9999

ASK IF: ANY(InElmA1-InElmA5 = RESPONSE) OR (ANY (InElm1- InElm5 = No)

TotInel Total ineligible mileage: Ineligible mileage
ENTER THE NUMBER SHOWN AS THE RESPONSE

0..9999

C

Appendix A Journey Input System

PersNo (*Ask for every journey)*
Person number

1..21

TravDay *(Ask for every journey)*
Travel day

1..7

JourNo ***(Ask for every journey)***
Journey number

1..30

PurFrom *(Ask for every journey*)
Purpose from

INTERVIEWER: ESTABLISH AND ENTER JOURNEY PURPOSE 'FROM'
(i.e. purpose of previous journey):

1 Home
2 Work
3 In course of work
4 Education
5 Food and grocery shopping
6 Other types of shopping
7 Personal business - medical
8 Personal business - other
9 Eat/drink alone or at work
10Eat/drink other occasions
11Visit friends
12Other social
13Entertainment/public activity
14Sport (participate)
15Holiday base
16(Day) Trip/just walk
17Other non-escort
18Escort - home (not own)
19Escort - work
20Escort - in course of work
21Escort - education
22Escort - shopping/personal
23Other escort

PurTo *(Ask for every journey)*
Purpose to

INTERVIEWER: ESTABLISH THE PURPOSE OF THIS JOURNEY

1 Home
2 Work
6 In course of work
7 Education
8 Food and grocery shopping
6 Other types of shopping
7 Personal business - medical
8 Personal business - other
9 Eat/drink alone or at work
10Eat/drink other occasions
11Visit friends
12Other social
13Entertainment/public activity
14Sport (participate)
15Holiday base
16(Day) Trip/just walk
17Other non-escort
18Escort - home (not own)
19Escort - work
20Escort - in course of work
21Escort - education
22Escort - shopping/personal
23Other escort

LeftHrs *(Ask for every journey)*
Time departed (hours)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

LeftMin *(Ask for every journey)*
Time departed (minutes)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

ArrHrs *(Ask for every journey)*
Time arrived (hours)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

ArrMins *(Ask for every journey)*
Time arrived (minutes)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

Origin *(Ask for every journey)*
Origin of journey

10..58, 60..78, 89

Destin *(Ask for every journey)*
Destination of journey

10..58, 60..78, 89

Series *(Ask for every journey)*
Whether or not the journey consisted of a series of calls

0 *Not series of calls* (default setting)
1 *Series of calls journeys*

NextDay *(Ask for every journey)*
Whether or not the arrival time is past midnight on the next day

0 *Arrival time not past midnight* (default setting)
1 *Arrival time past midnight*

NumStag *(Ask for every journey)*
Number of stages

1..20

IntDis *(Ask for every journey)*
Interviewer discovered journey

0 *Not interviewer discovered journey* (default setting)
1 *Interviewer discovered journey*

Inelig *(Ask for every stage)*
Whether or not the journey is ineligible

0 *Eligible journey* (default setting)
1 *Ineligible journey*

RepJrnD Repeat journey (same person, another time)
Enter Travel day of original journey

1..7

RepJrnJ Repeat journey (same person, another time)
Enter journey number of original journey

1..29

DupJrnP Duplicate journey (another person, same day)
Enter person number of original journey

1..8

DupJrnJ Duplicate journey (another person, same day)
Enter journey number of original journey

1..29

Stages

Stage *(Pre-filled for each stage)*

Method *(Ask for every stage)*
Method of travel

1 Walk
2 Bicycle
3 Private (hire) bus
4 Car
5 Motorcycle, moped etc.
6 Van, lorry
7 Other private
8 Ordinary bus - in London
9 Ordinary bus - elsewhere
10Coach, express bus
11Excursion/tour bus
12LRT underground
13Train (British Rail)
14Light rail
15Aircraft (public)
16Taxi
17Minicab
18Other Public
19Unspecified private
20Unspecified public

Distance *(Ask for every stage)*
Distance in miles

1..999

PtMiles *(Ask for each stage)*
Fractions of miles

1..9

PartyNo *(Ask for each stage)*
Number in party

1..99

TravMin *(Ask for each stage)*
Travel time in minutes

1..999

CostPds *(Ask for each stage involving public transport: Method = ordinary bus - London, ordinary bus - elsewhere, coach, express bus, excursion/tour bus, LRT underground, Train (British Rail), Aircraft (public), taxi, minicab, other public, unspecified public)*

Stage cost in pounds

0..999

CostPen *(Routing as for costpds)*
Stage cost in pence

0..99

NoBoard *(Routing as for costpds)*
Number of boardings

0..9

Tcktype *(Routing as for costpds)*
Type of ticket used

1 Special ticket 1
2 Special ticket 2
3 Special ticket 3
4 Ordinary adult
5 Ordinary child
6 Reduced (off peak) adult
7 Reduced (off peak) child
8 Reduced special category
9 Other special category

WhichV *(Ask for car; motorcycle; moped; van, lorry; other private vehicle)*
Vehicle number

1..8, 89

DriPas *(Routing as for WhichV)*
Whether driver or passenger

1 Driver
2 Front Passenger
3 Rear Passenger

Parked *(Ask if method - car; motorcycle, moped; van, lorry; other private vehicle and DriPas = Driver)*

Where parked

1 Own/friend's premises
2 Firm/work car park
3 Other private car park
4 Park-and-ride car park
5 Public car park
6 Street
7 Not parked
8 Other

ParkPds *(Routing as for Parked)*
Parking cost in pounds

0..99

ParkPen *(Routing as for Parked)*
Parking cost in pence

0..99

C

Appendix A Admin Block Paper Questionnaire

ASK IF: (Choice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm])

NoCalls Enter number of calls till first contact/ (or total number of calls if non contact)

0..10

ASK IF: (Choice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm])

AddType Code type of address...

(1) Deta
Whole house - detached
(2) Semi
Whole house - semi-detached
(3) Terr
Whole house - terrace/end terrace
(4) PurFlat
Purpose built flat/maisonette
(5) ConvFlat
Flat in converted house
(6) Rooms
Rooms
(7) Caravan
Mobile home/caravan
(8) Other
Other, specify in note

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)

Hout1 ENTER FINAL OUTCOME ....
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

PLEASE NOTE: CODE 35 IS NOT A VALID CODE FOR THE NTS

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(11)AllCoOp
FULLY CO-OPERATING HH
All diaries present
(20)PartUnSp
PARTIALLY CO-OPERATING HH - USE ONLY if codes 21, 22 and 23 don't apply
(21)PartNC
PARTIALLY CO-OPERATING HH - non-contact with 1 or more elements
(22)PartRef
PARTIALLY CO-OPERATING HH - refusal by 1 or more elements
(23)NoEnd
PARTIALLY CO-OPERATING HH - incomplete travel diary for one or more persons
(31)RefHQLet
Refusal to HQ letter
(32)RefBefor
Refusal at introduction/before placement interview
(33)RefInInt
Refusal during interview
(34)ContOnly
No interview - contact incapable
(41)NoContac
NON-CONTACT - with any HH member
(42)AwayAll
NON-CONTACT - HH away all field period
(97)NotHout1
CODES 11 - 42 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1

Hout2 Final Outcome Codes...
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(51)NoSuch INELIGIBLE - no trace of address
(52)UnbltHse - not yet built
(53)DerelHse - demolished/derelict
(54)EmptyHse - empty
(55)NonResid - non-residential
(56)NoPrvHH - institution
(57)TempAccm - temp accommodation /second home
(58)NonUkHH - household of foreign diplomat or foreign servicemen living on the base
(59)NoSample - DIRECTED not to sample at address
(60)QuotaLim HH limit on quota (4) already reached
(97)NotHout2 CODES 51 - 60 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2

HoutOU Final Outcome Codes FOR OFFICE USE ONLY..
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(71)CorruptD FULL INTERVIEW ACHIEVED BUT - disk corrupted/lost in transmission
(72)PartD PARTIAL INTERVIEW ACHIEVED BUT - disk corrupted/lost in transmission
(73)DelDataF - FULL:informant demanded that data be deleted
(74)DelDataP - PARTIAL:informant demanded that data be deleted
(75)StoDiskF - FULL:disk stolen and not transmitted
(76)StoDiskP - PARTIAL:disk stolen and not transmitted
(97)HQonly Final HQ code if nothing else applies

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PlaceAdm, PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])

Teleph Does the household have a telephone?

(1) Yes
(2) No

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PlaceAdm, PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR nrx := 1 TO 10

IndQn Whether individual questionnaire completed for this person.
IF PARTIAL PLEASE GIVE JUDGED REASON FOR NON-RESPONSE OR WHY PERSON WAS NOT SEEN IN A NOTE <CTRL + M>

(1) Complete
Fully or partially completed (in person/by parent)
(2) Proxy
Proxy on behalf of adult
(3) Nodata
No data

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

Voutcome Vehicle questionnaire is .....

(1) Full
Fully or partly completed
(2) NoData
No data
(3) Invalid
Not valid household vehicle

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

BlankV Give reasons why vehicle questionnaire is blank.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

JSchedR Has journey data been input for this person?

(1) Complete
Journey data completed for all eligible journeys in Travel Week period
(2) Partial
Journey data completed for some but not all eligible journeys in Travel Week period
(3) Nojourn
No data - no journey made in Travel Week (ie full information)
(4) Poss
No data - journeys possibly made (ie missing information)

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10
AND: JSchedR = Nojourn

Reason Give reasons why no journeys were made during Travel Week.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

TrecPl Travel record was .....

(1) Inperson
placed in person
(2) Byprox
placed by proxy
(3) Notplac
not placed

DISPLAY IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)

DayEnd On what day of the week would the Travel Week have ended?
PRESS <ENTER> TO CONTINUE.

STRING[3]

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum [X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
SOCNow

INTERVIEWER
DO YOU WANT TO DO OCCUPATION CODING FOR ^LDMIntName:

(1) Now
(2) or later?

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SOC ^LDMIntName
Standard Occupational Classification

Job Title : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[X]].OccT

Job Description: ^QTMainJb[LDMpairnum[x]]. QMainJb[LDMlinenum[x]].OccD

Industry : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[x]].IndD

Employment status : ^vempstat

REVIEW OCCUPATIONAL DETAILS AND ASSIGN 3-DIGIT S.O.C. CODE

0..999

DISPLAY IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO [LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SEG Socio-Economic Group

0.0..17.0

DISPLAY IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SC Social Class

0.0..6.0

DISPLAY IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

IEmpStat Imputed employment status

0..7

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SIC90 ^LDMIntName
REVIEW INDUSTRY DETAILS
AND ASSIGN 3-DIGIT SIC CODE

^QTMainJb[LDMpairnum[x]].
QMainJb[LDMlinenum[X]].IndD

0..999

Appendix B NTS Documents

Documents held by ONS and DETR

1. Paper questionnaire (see Appendix A)
2. Interviewer instructions
3. Editing instructions
4. Definition manual
5. Technical report

Documents issued to interviewer

1. Interviewer instructions
2. Definition manual
3. Paper questionnaire
4. Long distance travel record (see page 64)
5. Travel record (see page 65)
6. Extra journey sheet
7. Fuel and mileage chart (see page 71)
8. Pocket diary (see page 76)
9. London leaflet (see page 73)
10. Purpose leaflet (see page 75)
11. Interviewer check cards
12. Reminder card
13. Advance letter
14. Disclaimer note
15. Despatch note
16. Allocation card (1 per month)

Interviewers are also issued with NTS fridge magnets and pens.

APPENDIX B

IN CONFIDENCE

Area | Add | H | P

LONG DISTANCE TRAVEL RECORD

Between today's date (/ /) and the date on which you begin your travel diary (/ /), you may wish to keep a note of any journeys you make of 50 miles or longer. Our interviewer will be asking a few more questions on these long distance journeys when he/she returns to collect your travel diary.

Journey No.1
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.2
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.3
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.4
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.5
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

VC30/3 11/97

G

Area	Ad	H	P

NATIONAL TRAVEL SURVEY

Travel Record

Travel week

START day .....

FINISH day.....

*** Include walks on the first six days if they are a mile or more. Include all walks on the final day.**

*** Enter every journey you do on any other method of transport (bus, train, car, bicycle etc.)**

The interviewer.....
will call again on

DAY	DATE	TIME

IN CONFIDENCE

OFFICE FOR NATIONAL STATISTICS

1 Drummond Gate
London
SW1V 2QQ

Tel. 0171 - 533 - 5427
0171 - 533 - 5421
0171 - 533 - 5378

APPENDIX B

N0250 11'97 V2

HOW TO FILL IN YOUR TRAVEL RECORD

ORIGIN AND DESTINATION

Write down the name of the place where your journey started and finished. We are interested in the actual name of the village or town. (You need only record 'H' or 'W' if the journey started or finished at Home 'H' or Work 'W'.)

METHOD OF TRAVEL

Show each different method on a separate line, eg *car, train, bus.* On the first 6 days include *walk* as a method if it is a mile or more (20 minutes or more). On the final day include every walk you do.

TIME TRAVELLING

Give time spent travelling on a bus/train, in a car or walking. Please do NOT include time spent waiting for buses/trains.

COST

Write the amount paid for the actual journey -so for a journey made with a season ticket write *nil.* A journey made with a pass may be free or you pay something.If so, write down the cost.

	Purpose of Journey	Time left	Time arri-ved	From (Village /Town)	To (Village /Town)		Method of travel	Distance (miles)	No. in party	Time travelling (mins)		If BUS, TRAIN, AIRCRAFT (or taxi) Cost	No. of board-ings	If CAR or MOTORBIKE Which car/ motorbike used	Dr/Pass (DR,FP or RP)	DRIVERS only: where parked and cost	Notes
1	Go to Shops	10.35	10.55	H	Chester	1 2	Bus	1½	1	15	1	90p	2				
2	Return home	12.15	12.45	Chester	H	1 2	Bus	1½	1	25	2	90p	2				
3	Go to Friends	3.30	3.42	H	Frodsham	1 2	Car	5	1	12	3			Red Renault	DR	on the sheet	
4	Return home	6.15	6.25	Frodsham	H	1 2	Car	5	1	10	4			Red Renault	DR	own property	
1						1 2					1						
2						1 2					2						
3						1 2					3						
4						1 2					4						

PURPOSE OF JOURNEY

We are interested in a simple description such as *' to work ' , 'to get home' , 'from work to shops', 'shopping','take a child to school'* etc. If you are unsure, make a note and the interviewer will sort it out.

NO. IN PARTY

This means the number of people who set out together. To be included in your party a person must be with you for at least $^1/_2$ the distance.

DRIVER/PASSENGER

For journeys by car or motorbike please record whether you were:

the Driver DR
Front passenger FP
or Rear passenger RP

DRIVERS ONLY -

Where parked/cost

We would like to know here if the car/motorbike was parked:
- *'on the street',*
- *'on own/friend's property'*
- *'in a public or firm's car park'*
- *'in a private car park'*
- *or 'not parked.'*

Also please record the cost of parking, if any.

DRIVERS: Remember to enter your first milometer and fuel gauge reading on the Fuel and Mileage Chart

Include ALL JOURNEYS BY TRANSPORT (bus, train, car, bike etc). Include walks if 1 mile or more.

If BUS, TRAIN, AIRCRAFT (or taxi) **If CAR or MOTORBIKE**

DAY 1 MON TUE WED THUR FRI SAT SUN

	Purpose of Journey	Time left	Time arri-ved	From (Village /Town)	To (Village /Town)		Method of travel	Distance (miles)	No. in party	Time travelling (mins)	Cost	No. of board-ings	(LEAVE BLANK) TT	Which car/ motorbike used	Dr/Pass (DR,FP or RP)	DRIVERS only: where parked and cost	Notes
1						1 2											
2						1 2											
3						1 2											
4						1 2											
5						1 2											
6						1 2											
7						1 2											
8						1 2											

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On this LAST day please include ALL WALKS, (even if they are less than 1 mile) as well as other journeys you do.

DRIVERS: Remember to enter your final milometer and fuel gauge reading on the Fuel and Mileage Chart

If BUS, TRAIN, AIRCRAFT (or taxi) | **If CAR or MOTORBIKE**

Purpose of Journey	Time left	Time arrived	From (Village /Town)	To (Village /Town)		Method of travel	Distance (miles)	No. in party	Time travelling (mins)	Cost	No. of board-ings	(LEAVE BLANK) TT	Which car/ motorbike used	Dr/Pass (DR,FP or RP)	DRIVERS only: where parked and cost	Notes
DAY 7 **MON TUE WED THUR FRI SAT SUN**																
1					1 2 3					1						
2					1 2 3					2						
3					1 2 3					3						
4					1 2 3					4						
5					1 2 3					5						
6					1 2 3					6						
7					1 2 3					7						
8					1 2 3					8						

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C

APPENDIX B

OFFICE FOR NATIONAL STATISTICS

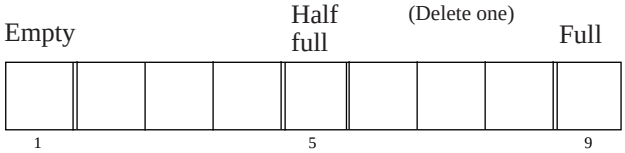
Area | Add | H | Veh | I

National Travel Survey FUEL & MILEAGE CHART

Reading before first use on .....

MILOMETER .....Miles/Kilometres
(Delete one)

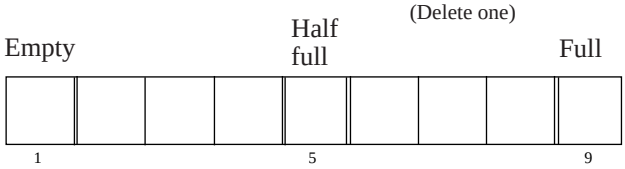
FUEL GAUGE
(mark with cross
position of indicator)



Reading after last use on .....

MILOMETER .....Miles/Kilometres
(Delete one)

FUEL GAUGE
(mark with cross
position of indicator)



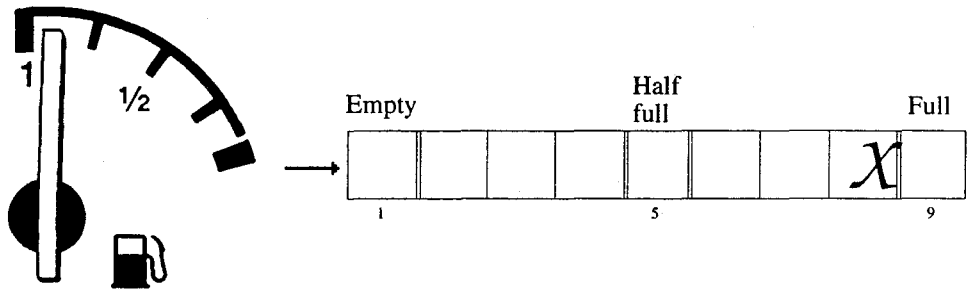
FUEL put in vehicle in these seven days

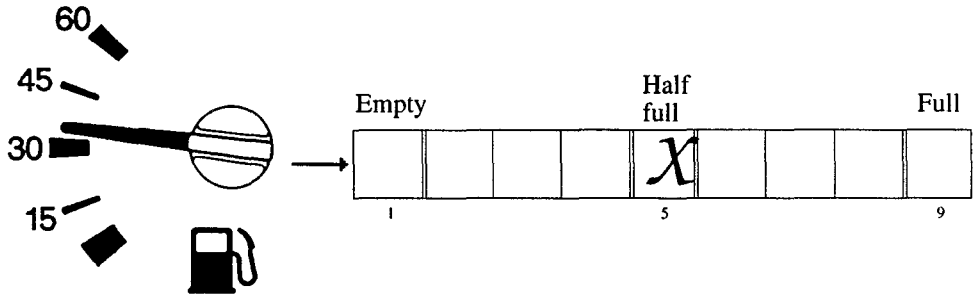
Day of week	Number of litres (or gallons)	Price per litre (or gallon)	Total cost
			£
			£
			£
			£
			£

ONS
1 Drummond Gate
London
SW1V 2QQ

WB25/4 2/98

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.

THE NATIONAL TRAVEL SURVEY IN LONDON

To help plan for travelling in the future we need to know about the journeys people make now.

This information is provided by the National Travel Survey which is being carried out by the Office for National Statistics.

Travel is part of our everyday lives and the problems of pollution and traffic congestion are particularly acute in London, the capital city. Travel is different in London and we need your help in understanding how it can be improved for both residents and visitors. Did you know for instance that:

- About 1 million people travel to work in Central London each weekday morning.

- Sixty six per cent of workers in Great Britain usually travel to work in a car, but only 18% of those working in Central London do so.

- The average speed of traffic in Central London during the day is only about 11 miles per hour.

- Fifteen per cent of Londoners' travel is by rail (including the tube), compared with 5% for non-Londoners.

- Public money equal to £5 per person per week is spent on maintaining the capital's roads and helping to provide public transport.

That's Why We Need Your Help to tell us ……

- How you get to work, to the shops, to schools ……

- How far you travel ……

- How often you go on buses, trains, or by car, by bike or walk.

Your co-operation is very important to this project. One of our staff is trying to get in touch with you and will be pleased to answer any questions you have about our work, and to explain how you could help.

OFFICE FOR NATIONAL STATISTICS

1 Drummond Gate
London
SW1V 2QQ

Any information you give will be treated in confidence. The results will not be used in any way in which they can be associated with your name or address.

No identifiable information about you or your household will be passed to other government departments, local authorities, members of the public or the press.

WC13/1 11/96(L)

APPENDIX B

Is the survey confidential?

Yes - any information you give will be treated in confidence. The results will not be used in any way in which they can be associated with your name or address. Apart from statisticians and researchers in ONS and the Department of the Environment, Transport and the Regions no identifiable information about you or your household will be passed to other government departments, local authorities, members of the public or press.

Is the survey compulsory?

No - as in all our surveys we rely on people's voluntary co-operation which is essential if our work is to be successful. By taking part in this survey you are making a contribution that benefits everyone. Your co-operation is very much appreciated.

What is the Office for National Statistics (ONS)?

ONS, is the government department which gathers together and publishes a range of statistics about the society in which we live and about the economy. It is also the Office of the Registrar General for England and Wales.

ONS includes the Social Survey Division which carries out many important government surveys throughout Great Britain, providing information on the cost of living, health, housing and many other matters of public interest.

ONS has a wide range of other responsibilities, including

- the registration of births, marriages, and deaths*
- providing population and health statistics*
- carrying out the census of population*
- providing statistics on employment and unemployment
- providing statistics on businesses, and the nation's finances and economy

If you would like any further information about ONS, please telephone the Central Enquiry point on 0171 533 5500.

* In Scotland these functions are carried out by the Scottish General Register Office.

We hope that this leaflet shows you how important the National Travel Survey is and how the information collected can be of benefit to everybody.

Thank you for helping us.

National Travel Survey
Office for National Statistics
1 Drummond Gate
London
SW1V 2QQ

0171 533 5427/5423/5433

Z

OFFICE FOR NATIONAL STATISTICS

The National Travel Survey

The National Travel Survey is being carried out by Social Survey Division of the Office for National Statistics on behalf of the Department of the Environment, Transport and the Regions.

HA13/4 11/98

What is the survey about?

The government makes many decisions about travel and transport services and to do this it needs up-to-date and reliable information. A sensible way to get this is to ask people themselves about their travel and the National Travel Survey has been doing this since 1965.

The information which you and several thousand other households provide, gives a picture of different kinds of transport people use, distances, where people travel to and from and for what purposes, and what kinds of people travel and how often.

How is the information used?

The National Travel Survey is used to build up a picture of different kinds of traveller such as car users or bus users, and to examine travel among particular groups of people in the community such as the elderly or the disabled. For example, the information collected is used to calculate how many people who are entitled to concessionary fares, actually make use of them. The survey also helps to find out the transport needs of people in getting to work, to the shops, to school, and for social purposes such as visiting friends and relatives.

Because the survey is carried out during every week of the year, changes in travel behaviour and changing needs can be measured. Furthermore it is the only source of national information on subjects such as cycling or walking, and it contributes to discussions on the environment. The survey also allows estimates to be made of annual vehicle mileage and vehicle fuel consumption.

The main results of the survey are published and so are available to anybody interested in travel and transport.

Some facts and figures from the National Travel Survey

* Nowadays, people travel nearly four times as far, on average, as they did in 1950.

* On average people spend about as much on travel within Great Britain, as they do on housing - about 15p in every pound.

* In 1995/97, the average person spent over 2 weeks (or 1 hour a day) each year travelling within GB. About 9 days were spent in a car, about 3 days were spent walking and 2 days in total were spent on bus and train services.

* About two thirds of all households in Britain have the use of a car or light van.

* In 1994/96, adult men travelled over 9,000 miles on average each year compared to less than 6,000 miles for adult women. Children travelled an average of 3,800 miles a year.

* One car in thirteen (7%) in GB is a company car. In 1995/97, company cars were, on average, driven nearly 22,000 miles compared to just over 8,000 miles for private cars.

* In 1995/97 on average households spent 13% of their total expenditure on motoring costs. (£41 per week).

* The average distance walked per person per year fell from 255 miles in 1975/76 to 195 miles in 1995/97, a fall of about 24%.

* The average distance cycled per person per year fell from 51 miles in 1975/76 to 37 miles in 1995/97.

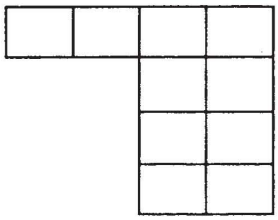
* Figures for 1995/97 show that 81% of men and 57% of women held a full car licence compared with 63% of men and 21% of women in 1972.

How was your household chosen?

The households in the survey have been chosen by taking a representative national sample of addresses from the Postcode Address File, that is, the Post Office's own list of addresses. We then approach the people who happen to live at those addresses. To make sure that travelling done by all types of household is properly represented, **it is important that everyone selected helps us by giving the necessary information. To obtain a true picture we need to include people who make a lot of journeys, few journeys, or even no journeys at all.**

C

Area
Address
Household
Per. No.



OFFICE FOR NATIONAL STATISTICS

F

NATIONAL TRAVEL SURVEY

7 Day Pocket Diary

IN CONFIDENCE

Social Survey Division
ONS
1 Drummond Gate
London SW1V 2QQ

NTS Dec'96 V1

Travel week

START day _____

FINISH day _____

WHOSE DIARY _____

Include **all journeys by transport** (bus, train car, bike etc.). Include walks if 1 mile or more.

Day 1 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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 1

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

On this last day include **all walks** (even if they are less than 1 mile) as well as other journeys you do.

Day 7 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

Appendix C The allocation of Areas (PSUs) to quota months, 1998

Major stratum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
01	01003 01015	01007	01011	01005	01009	01001 01013	01012	01008	01004	01006	01002 01014	01010
02	02012	02004 02016	02008	02002 02014	02006 02018	02010	02009	02005 02017	02001 02013	02003 02015	02011	02007 02019
03	03007 03019	03011 03023	03003 03015	03009 03021	03001 03013	03005 03017	03004 03016	03012	03008 03020	03010 03022	03006 03018	03002 03014
04	04008 04020	04012	04004 04016	04010	04002 04014	04006 04018	04005 04017	04001 04013	04009 04021	04011	04007 04019	04003 04015
05		05003	05007	05001	05005	05009	05008	05004		05002		05006
06	06005		06001			06003	06002				06004	
07	07002	07006		07004	07008			07007	07003	07005	07001	
08	08012	08004	08008	08002 08014	08006	08010	08009	08005	08001 08013	08003	08011	08007
09	09006		09002			09004	09003		09007		09005	09001
10	10011	10003 10015	10007	10001 10013	10005 10017	10009	10008	10004 10016	10012	10002 10014	10010	10006
11	11001	11005		11003	11007			11006	11002	11004		
12	12006	12010	12002 12014	12008	12012	12004	12003 12015	12011	12007	12009	12005	12001 12013
13	13010	13002 13014	13006	13012	13004 13016	13008	13007	13003 13015	13011	13001 13013	13009	13005
14	14006	14010	14002	14008		14004	14003		14007	14009	14005	14001
15	15006	15010	15002	15008		15004	15003	15011	15007	15009	15005	15001
16	16008		16004	16010	16002	16006	16005	16001	16009	16011	16007	16003
17	17009	17001 17013	17005 17017	17011	17003 17015	17007 17019	17006 17018	17002 17014	17010	17012	17008 17020	17004 17016
18	18001	18005	18009	18003	18007	18011	18010	18006	18002	18004	18012	18008

Appendix D DETR and ONS reports and papers on the National Travel Survey

DETR reports on the National Travel Surveys

National Travel Survey 1985/86 Report, HMSO *1988*.
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National Travel Survey 1992/94, HMSO, *1995*.
National Travel Survey 1993/95, HMSO, *1996*.
National Travel Survey 1994/96, HMSO, *1997*.
Focus on Personal Travel, TSO, 1998.

NTS Technical reports

National Travel Survey Technical Report 1985/6, Bob Butcher, ONS.
National Travel Survey Technical Report, July 1988 - December 1991, Amanda Wilmot, ONS, *1993*.
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National Travel Survey Technical Report 1994, Amanda Wilmot, ONS, *1995*.
National Travel Survey Technical Report 1995, Amanda Wilmot, ONS, *1996*.
National Travel Survey Technical Report 1996, Stephanie Freeth, ONS, *1997*.
National Travel Survey Technical Report 1996, Stephanie Freeth, Jeremy Barton, Barbara Noble, Chris Sullivan and Darren Williams, ONS, *1999*

Other ONS reports

Report on the pilot work for 1985/6 survey, *ONS*.
'The use of reinterviewing on the National Travel Survey pilot', Tricia Dodd, ONS. *SSD Survey Methodology Bulletin* No. 17, June 1985.
'The use of diaries in data collection' Butcher R and Eldridge J, ONS. *The statistician* (1990) 39 pp 25-41.
'The National Travel Survey Report of the 1991 Census-linked study of survey non-respondents', Diane Bushnell, 1994 *(unpublished)*.
'Weighting the National Travel Survey to compensate for non-response. An investigation into Census-based weighting schemes', Diane Bushnell, 1995 *(unpublished)*.
'Computer Assisted Personal Interviewing Techniques on the National Travel Survey', Wilmot A and Bateson B, *Survey Methodology Bulletin* No. 37, July 1995.
'Investigating stratification options for the National Travel Survey', Barton J, 1996, *(unpublished)*.
'Using a range of methods to collect travel data, the experience of the British National Travel Survey', Stephanie Freeth. Paper for the International Conference on Transport Survey Quality and Innovation, Grainau, Germany, May 1997.
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National Travel Survey

Technical Report 1999

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Ashley Kershaw

Social Survey Division

national STATISTICS

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Technical Report 1999

Ashley Kershaw

Social Survey Division

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About the Office for National Statistics

The Office for National Statistics (ONS) is the Government Agency responsible for compiling, analysing and disseminating many of the United Kingdom's economic, social and demographic statistics, including the retail prices index, trade figures and labour market data, as well as the periodic census of the population and health statistics. The Director of ONS is also Head of the Government Statistical Service (GSS) and Registrar-General in England and Wales and the agency carries out all statutory registration of births, marriages and deaths there.

Editorial policy statement

The Office for National Statistics works in partnership with others in the Government Statistical Service to provide Parliament, government and the wider community with the statistical information, analysis and advice needed to improve decision-making, stimulate research and inform debate. It also registers key life events. It aims to provide an authoritative and impartial picture of society and a window on the work and performance of government, allowing the impact of government policies and actions to be assessed.

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Chapter 1 Introduction

1.1 Background

The National Travel Survey (NTS) provides regular, up-to-date data on personal travel and monitors changes in travel behaviour over time. The first NTS was commissioned by the Ministry of Transport in 1965/66. Further periodic surveys were carried out in 1972/73, 1975/76, 1978/79 and 1985/86. In 1988 the NTS became a continuous survey with field work being carried out every month of the year.

Social Survey Division (SSD) of the Office for National Statistics (ONS) carried out the NTS in 1972/73 and 1985/86 and has been the contractor for the continuous NTS since its launch in 1988. SSD is responsible for questionnaire design, sample selection, data collection, data editing and data file production. Analysis and report production are carried out by the Department for the Environment, Transport and the Regions (DETR), the commissioning department for the survey. An edited database is sent to DETR every 3 months and is produced 2 months after the end of fieldwork.

This report describes the methodology of the 1999 NTS. It is intended as a working reference manual and describes the sample design, fieldwork methodology, data production and data file production.

1.2 Uses of the NTS

The NTS provides detailed information on different types of travel; where people travel from and to (at county level), distance, time, purpose and what kinds of people are doing the travelling and how often. The NTS is the only source of national information on subjects such as cycling and walking which provide a context for the results of more local studies.

The results of the survey are published by DETR and are available to users both within and outside Government. Travel research institutes such as the Transport Research Laboratory (TRL) view the NTS as one of their major data sources and the NTS datasets are deposited at the Data Archive at the University of Essex. Details on the use of the NTS are presented in Figure 1.1.

1.3 Sequence of work on the NTS

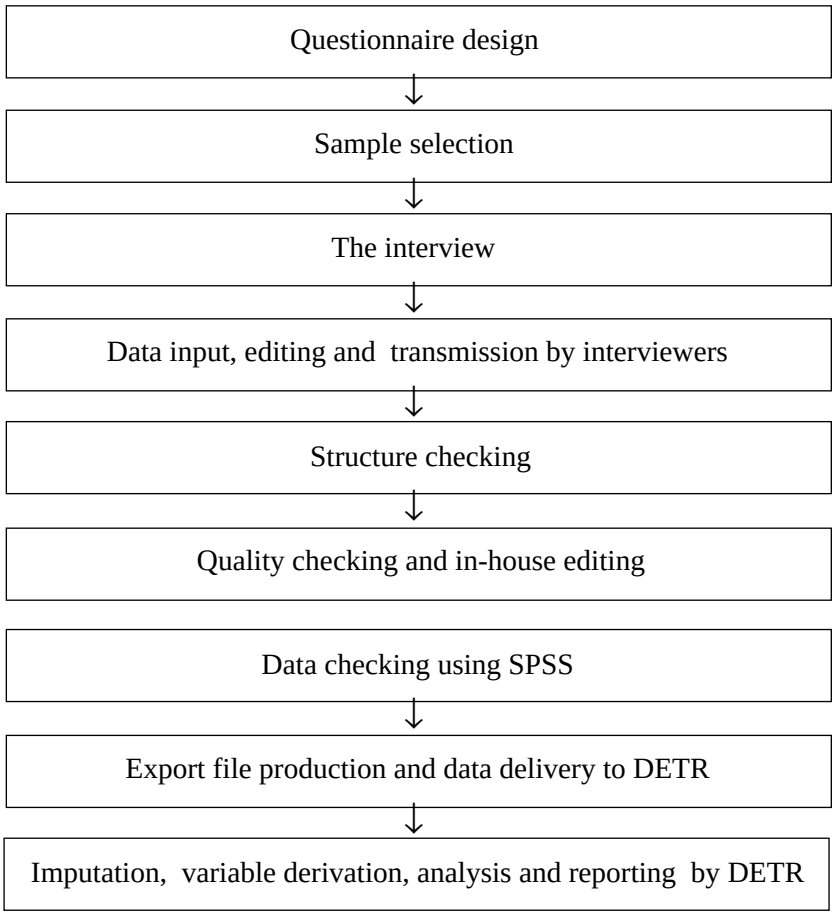
The NTS collects data using two methods: face-to-face interviewing carried out using computer assisted personal interviewing (CAPI) and seven day travel diary keeping. The sequence of tasks carried out on the 1999 NTS is summarised in this section and in Figure 1.2. Details on individual procedures are set out in the remainder of the report.

Figure 1.1 Uses of the NTS

The DETR has used the NTS to:

- build up a general picture of changes in personal travel over time, for all modes including walking, cycling, car and public transport
- examine travel among special groups in the population such as children, the elderly or disabled
- estimate accident rates on the basis of exposure to accident risk for different groups in the population
- establish the level of take up of concessionary fares among those entitled to such fare schemes such as the elderly
- estimate annual mileage for cars (as opposed to other light vehicles such as taxis or vans); this information is used when road tax and fuel tax payments are under consideration
- estimate the effect that a change in this balance of road tax to fuel tax would have on different kinds of households
- examine changes over time in travel for different purposes, such as commuting, business, education, shopping and leisure
- collect information about whether people use leaded or unleaded petrol or diesel in their vehicles
- assess the extent to which tax concessions available to those with company cars encourage extra mileage
- examine the relationship between the level of car ownership and the level of bus patronage at regional level
- examine car ownership levels and the availability of bus services in rural areas.

Figure 1.2 Sequence of work



1.3.1 Sample selection

The NTS is based on a random **sample** of private households. The 1999 sample size was 5,040 addresses drawn from the **Postcode Address File**. The addresses selected were allocated into interviewer quotas in such a way that each quarter's sample was nationally representative.

1.3.2 The interview

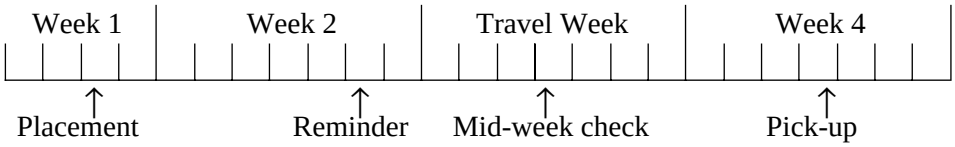
In advance of the interviewer's first call, letters were sent to the sampled addresses. These letters introduced the survey and explained that an interviewer would call shortly.

The NTS sampled allocation month ran from mid-month to mid-month. The interviewer would usually start to make contact with the household at the beginning of the calendar month in which the seven day diaries (travel records) would be kept. A **placement call** would be set up prior to the start of the record keeping week (**travel week)** specified for that household. At the placement call, the interviewer would conduct an interview. After the interview, the interviewer explained the travel record keeping procedure in detail.

The placement call was generally followed by a **reminder call**, just before the start of the travel week, to remind the household to begin their travel records, and by a **midweek checking call** during the travel week to check that the records were being completed correctly.

The interviewer made a **pick-up call** to collect the travel records and to check the information recorded with the informants. A few additional questions were also asked. The pick-up call was made within six days of the end of the travel week. Figure 1.3 summarises the calls made to a household.

Figure 1.3 The interview



1.3.3 Data input and editing during the field work period

Working at home, the interviewer transferred and coded the travel information from the **travel records** to the **computerised Journey Input System**. Any inconsistencies identified at this stage were corrected by the interviewer and, if necessary, checked with the informant.

The interviewer then ran the **journey checking program** (pre-specified consistency and plausibility checks) and made the appropriate amendments, again checking back with informants where necessary or referring to the interviewer instructions.

Throughout the field period SSD staff monitored the progress of interviewer's work and answered coding and technical queries.

On a weekly basis interviewers transmitted data to ONS office. Any paper documents were returned by post at the end of the field period. The final transmission and posting date was the 28th day of the month in which field work was completed.

1.3.4 Final data editing and checking and data file production

The transmitted data were structure checked to make sure that all the data transmitted by the interviewers had been received. All returned paper documents were also checked.

Some final coding and checking was then carried out in the office. Manual recodes and interviewer's notes were scrutinised. Quality checks were also made on selected interviewers on a rota basis.

The data were organised into seven record types and sent to DETR on a quarterly basis. The seven record types consisted of: households, individuals, vehicles, long distance journeys made before start of the seven-day Travel Week (two records), journeys made during the Travel Week and stages of the journeys made during the Travel Week.

1.4 Response

Only households classed as 'fully co-operating' were included in the response calculations.[1] In 1999 a national response rate of 66% was achieved.[2] Under the current contract, the DETR measures response according to Achieved Sample Rates (ASRs). Unlike the usual SSD response measure, ASRs include sampled addresses classified as 'ineligible' in the denominator.[3] In 1999 a national Achieved Sample Rate of 58% was achieved.

Notes

1. See 3.7.4 for a description of the term 'fully co-operating'.

2. The response data in this report are provisional figures produced from the ONS Field Case Management System. They may differ slightly from the final figures on the analysis database.

3. See Section 2.3.2 for the definition of an ineligible address.

Chapter 2 Sample Selection

2.1 The sample requirements

The survey is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Great Britain. The sample was designed to provide a representative sample of households in Great Britain. The NTS has an annual two-stage set sample of 5,040 addresses with each member of each household providing information about journeys made in a pre-selected seven day period (the travel week). As travel behaviour varies considerably depending on the month of the year or day of the week, interviewing and travel record keeping were spread evenly over the year. Most analysis are carried out on three years data combined, making the total set sample size the same as that of each of the previous periodic surveys (15,120). A base of 15,120 provides the degree of precision required by DETR.

2.2 Sample design

2.2.1 The sampling frame

The NTS is based on a random sample of private households. The sampling process is carried out by the Sampling Implementation Unit (SIU) at ONS. The sample is selected using the 'small user' Postcode Address File (PAF), as a sampling frame. The PAF is constructed by the Post Office as a list of all addresses (delivery points) in the country. The 'small user' Postcode Address File is the file of delivery points which receive fewer than 25 items of mail each day. By using the small user file most large institutions and businesses are excluded from the sample.[1] However, some small businesses receive fewer than 25 items of mail a day and are included in the small user PAF so they may have been sampled. These were recorded as ineligible addresses by the interviewers, although interviewers were asked to call at the sampled address in order to check that no private household could be found at the address.

The version of the small user PAF used for selecting the sample is up-dated twice yearly and is specially adapted for use by ONS. The adaptation involves adding information from the Central Postcode Directory (CPD) held at ONS. Examples of the information added are Local Authority codes, wards, grid references and data from the census. A match is also made with the National Health Service Users Postcode Directory (NHSUPD), also held at ONS, in order to add Health Authority codes. Addresses previously sampled for the NTS or for any other ONS social survey cannot be sampled for a period of three years.

2.2.2 Sampling procedures

In order to select the appropriate number of addresses, a stratified multi-stage random probability sample was used. There were two stages in the sample selection - the sampling of primary sampling units (PSUs) followed by the sampling of addresses within the selected PSUs. The PSUs were in the form of individual or groups of postcode sectors which contained an average of about 2,900 delivery points. Postal sectors south of the Caledonian Canal with less than 500 delivery points were grouped with contiguous sectors so that the minimum size of a group was 500 delivery points. The minimum size of a group of sectors north of the Caledonian Canal was 250.

Postal sectors covering Scottish Islands and the Isles of Scilly were excluded, as in other major Government surveys (see Table 2.1). The effect of this was to exclude 2.2% of the delivery points in Scotland, and about 0.2% of delivery points in the whole of Great Britain.

The sample is drawn biannually. 240 PSUs were selected in total in 1999, 20 per month; 21 addresses were drawn from each selected PSU.

A way of increasing the precision of a random sample is to stratify it. Before any selection takes place, the population is divided into a number of strata; then a random sample is selected independently within each strata. This ensures that different strata in the population e.g. regions, are correctly represented. This will also lead to a reduction in standard error.

The 1999 NTS sample was stratified using a regional variable and two PSU-level variables derived from the 1991 Census. The regional variable divides Great Britain into 18 regions defined by the nine Government Office Regions of England and Wales, with the former Metropolitan Counties and inner and outer London separately identified, together with the Central Clydeside Conurbation and the remainder of Scotland (Table 2.2).

Table 2.1 Areas omitted from the sample

Region	ONS code and Local Authority name	Name of areas excluded
Southwest	15UH Isles of Scilly	Isles of Scilly
Scotland	71UE Lochaber	Mallaig, Inverie, Soay, Eigg, Muck, Rhum, Canna.
	78UH Cunninghame	Arran, Great/Little Cumbrae.
	71UH Skye/Lochalsh	Whole authority.
	78UP Argylle/Bute	Bute, Oban/neighbouring islands, Gigha, Islay,
Jura/		Colonsay, Mull(pt).
	80UB Orkney	Whole authority.
	81UB Shetland	Whole authority.
	82UB Western Isles	Whole authority.

Table 2.2 The relationship of GOR6 to Government Office Regions (GOR)

GOR6 codes	Government Office Region	GOR codes	No. of PSUs
0	Exclusions (Scottish islands)	0	
1	North East Met	1	5
2	North East Non Met	1	6
3	North West Met	2	10
4	North West Non Met	2	12
5	Merseyside	3	6
6	Yorks and Humberside Met	4	14
7	Yorks and Humberside Non Met	4	7
8	East Midlands	5	17
9	West Midlands Met	6	11
10	West Midlands Non Met	6	11
11	Eastern Outer Met	7	10
12	Eastern Other	7	12
13	London Inner	8	15
14	London Outer	8	19
15	South East Outer Met	9	13
16	South East Other	9	18
17	South West	10	20
18	Wales	11	12
19	Strathclyde	12	10
20	Scotland excluding Strathclyde	12	12

Excludes Scottish Islands.Includes mainland North of Caledonian Canal.

Within each of the 18 regions the PSUs were ranked in order of the proportions of households with no car and then split into three bands. Within each band the PSUs were ranked in alternate descending/ascending order by the proportion of heads of households in socio-economic groups 1 to 5 and 13 (that is a professional employer or manager). The PSUs were then sampled using a form of systematic sampling to produce a stratified sample.

The number of postcode sectors sampled was fixed in London, but elsewhere, it was proportional to the size (number of delivery points) of the region and was obtained by means of the following formula:-

$$\frac{\text{No. of delivery points in the region}^{*}\ 206}{\text{No. of delivery points in GB outside London}}$$

The aim was to give each household outside London an equal chance of selection. In London, the number of PSU selections was fixed at 15 in Inner London and 19 in Outer London. This 'over-sampling' in London was carried out in order to provide sufficient numbers for DETR's particular analysis interest in the area, as response rates in London are lower than elsewhere.

In Great Britain as a whole around 24 million delivery points were available for possible selection with just under three million delivery points in the Greater London area. This means that nationally there was a one in 4,826 chance of an address being selected in the year; in Inner London a one in 3,697 chance of selection, and in Outer London a one in 4,485 chance.

If there is more than one household or business receiving mail at an address an adjustment will need to be made. The Post Office attaches an indicator (the Multi Occupancy Indicator or MOI) to show this. The MOI is intended to indicate the number of 'letter boxes' at the address. A shop with a flat above may have an MOI of two. In general, an MOI of three or more indicates a multi-household address. However, methodological work conducted within SSD has shown that this is only reliable in Scotland.[2] So in Scotland, addresses with an MOI of three or more were given a chance of selection equal to the MOI. In England and Wales the standard SSD multi-household procedures were used at addresses found to contain more than one household in order to ensure that all households were given an equal chance of selection.[3] These procedures were carried out by interviewers at the fieldwork stage. All SSD interviewers are carefully trained in the use of these procedures the details of which are described in Section 2.3.

2.2.3 The allocation of PSUs to interviewer quotas

To reduce unnecessary travelling between addresses by the interviewers, all the addresses selected in a PSU were allocated as a single quota of work for an interviewer. In order to obtain a nationally representative sample for each quarter of the year the PSUs were allocated to quota months such that:

- a total of 20 selections were assigned to a month
- the correct number of PSU selections were made in each major stratum over the year
- the number of PSUs selected per major stratum was as equal as possible from month to month.

A listing of the PSUs allocated to each of the twelve quota months can be found in Appendix C.

2.3 Field sampling procedures

2.3.1 Multi-household procedures

Section 2.2.2. mentioned that the 1999 NTS used the standard SSD multiple-household procedure to ensure that all households at multi-household addresses had an equal chance of selection. These procedures were the:

- pre-sampled multi-household procedure
- concealed multi-household procedure.

These procedures are described in full in the NTS Interviewer Instructions. The key points are summarised below.

The pre-sampled multi-household procedure
The pre-sampled multi-household procedure was used at addresses in Scotland with a Multi Occupancy Indicator (MOI) of more than two. Interviewers were instructed to use a selection grid which will select 1 in n households (n being the value of the MOI). Occasionally a pre-sampled multi-household address contained fewer households than the value of the MOI. In such cases, no household would be selected; the selection grid would indicate to the interviewer that no interview was to be completed at the address and the interviewer would return the address as 'directed not to sample any household at the address'.

The concealed multi-household procedure
The concealed multi-household procedure was used where interviewers came across multi-household addresses in England and Wales, and also at addresses in Scotland with an MOI of one. At these addresses interviewers were instructed to include all households up to a maximum of three. At addresses with more than three households interviewers used concealed multi-household selection grids to select three from the number present.

To limit the extent to which an interviewer's quota could be inflated by the occurrence of several concealed and/or pre-sampled multi-households, interviewers were instructed to interview at no more than four extra households from concealed and/or pre-sampled multi-household addresses. This approach may have introduced a very slight bias against households in concealed multi-household addresses but the effect of this is likely to be negligible.[3]

2.3.2 Ineligible addresses

Three types of addresses were classified as ineligible for the NTS:

- Non-residential addresses and institutions (i.e. residential addresses that did not contain a private household). An institution was defined as: 'an address at which four or more unrelated people slept; while they may not have eaten communally, the establishment must have been run by a person (or persons) employed for this purpose, or by the owner'. Private households with separate accommodation within an institution were included in the survey.

- Residential accommodation not used by a household as their main address (e.g. a holiday home or second home). This group was excluded to avoid double counting - households occupying these accommodation had already had a chance of selection at their permanent address.

- Addresses in the PAF that did not exist because they had been demolished, not yet been built, or perhaps two converted flats had been recombined into one house.

2.4 Calculation of sampling errors

The NTS analysis system contains two variables used for the calculation of sampling errors. The five digit area number can be used to arrange the PSU selections in the correct order, the first two digits giving the major stratum and the second three the PSU selection. Then to obtain sampling errors one applies the formula of successive differences within major strata as described in A Sampling Errors Manual by Bob Butcher and Dave Elliot (OPCS 1987), section 3.3, in particular part 3.3.2(ii).

Some examples of sampling errors were calculated for 1995/97 variables and are given in the 1997 NTS Technical report. [4]

Table 2.3 Description of the P-level variables

Variable	Description
P1	The Area Number - identification number for the PSU laid down in the sample design.
P2	Describes the category of planning region (Scotland, Wales and the eight Standard Statistical Regions of England).
P3 - P4	Left blank for the use by DETR.
P5	Type of area - P5 was constructed from a classification of urban areas derived by ONS and DETR from the 1991 Census of Population.
P6	PSU population density derived from population density figures supplied by ONS.
P7	Local authority population density derived from population density figures supplied by ONS.
P8-P14	This information was obtained by DETR from a questionnaire sent to all local authorities in Great Britain in 1995/96.[1]
P8	Availability of concessionary bus fares schemes for pensioners.
P9	Eligibility for concessionary bus fares schemes for pensioners.
P10	Type of concessionary bus fares schemes for pensioners.
P11	Membership fee for concessionary bus fares schemes for pensioners.
P12	Times available for concessionary bus fares schemes for pensioners.
P13	Geographical area covered by the concessionary bus fares schemes for pensioners.
P14	Additional modes of public transport covered by the concessionary fares scheme for pensioners.

[1] 'Concessionary fare schemes in Great Britain in 1995/96', DETR (1997).

2.5 PSU level variables

Fourteen of the survey variables were measured at PSU level (P level). A value on a P-level variable applies to all households living within that PSU. The P-level is therefore the highest level at which the data of the continuous survey may be analysed, coming just above the H (Household) level in the analysis hierarchy. Unlike almost all other variables in the survey, the PSU variables were not derived from information provided by members of the sampled households. Details on the derivation of the variables are given in Table 2.3. A detailed description of the PSU-level variables is given in the 1997 NTS Technical Report[4].

Notes

1. The characteristics of the PAF as a sampling frame are described in the paper 'An evaluation of the PAF as a sampling frame and its use within OPCS' Wilson P and Elliot D, *The Journal of the Royal Statistics Society Series A (1987).*

2. 'Multi-household procedures for social survey', Barton J, *Survey Methodology Bulletin No. 40 (1997) ONS.*

3. 'Office and field procedures for dealing with multi-household addresses', Dodd T, *Survey Methodology Bulletin No. 5 (1979) ONS.*

4. National Travel Survey Technical Report, 1997, Stephanie Freeth et al, *ONS, 1999.* Alternatively see the website *www.statistic.gov.uk/nsbase/themes/transport/detr/personal/index.htm*

Chapter 3 Field Work procedures and response

3.1 Introduction

The 1999 NTS was a continuous survey with interviewing occurring every month of the year. In addition to the interview, all respondents were asked to keep a record of their travel over seven consecutive days. The travel recording period for each month (the quota month) ran from mid-month to mid-month (Table 3.1). Field work for each quota month of the survey started at the beginning of the month when interviewers contacted households to complete the interview and "place" the travel records and was completed at the end of the following month when all the travel records had been collected and transferred by the interviewer to the computerised Journey Input System.

Since October 1994 the NTS interview has been conducted using Computer Assisted Personal Interviewing (CAPI). Blaise 3, a software system developed by Statistics Netherlands was used to write the 1999 questionnaire. On NTS, the household, individual and vehicle sections as well as the administration details were incorporated into a single Blaise data model. The Journey Input System was written in the database language 'Clipper' which was also used for data handling purposes by SSD. Both systems cross-referenced one another. [1]

3.2 Questionnaire discs and despatch of documents to interviewers

Each month the sampled address lists and paper documents, such as the travel records, were despatched to the relevant interviewers from ONS. Computerised details of the addresses to be interviewed were created and then transmitted to the interviewers via a system of direct communication using modems and dedicated telephone lines. Floppy discs containing the CAPI questionnaire were compiled and posted from ONS.

Technical queries from interviewers regarding the transmission of data were dealt with by a special unit set up to deal with such matters. Laptop maintenance was handled by a separate support unit.

3.3 Public Relations

It was important that informants had complete confidence in the survey and in the interviewer. In advance of the interviewer's call, SSD wrote to each sampled address to inform them of the visit and interview content. For sampled addresses in London, a special 'London leaflet' designed to explain the importance of the survey to informants living in that area was also included with the advance letter. [2] The "London

Table 3.1 1999 quota month end dates

MONTH	From		To	
January*	10	January	9	February
February	10	February	12	March
March	13	March	12	April
April	13	April	13	May
May	14	May	12	June
June	13	June	13	July
July	14	July	12	August
August	13	August	11	September
September	12	September	11	October
October	12	October	11	November
November	12	November	11	December
December	12	December	10	January

* *The survey year ran from mid-January 1999 to mid-January 2000.*

leaflet" was introduced to encourage more people to take part in the survey in an area where it was relatively more difficult to achieve a high response.

As with all other ONS surveys, the advance letter informed households at the selected addresses that the survey was not compulsory and relied on voluntary co-operation. Informants were also told that any information they gave would be treated in the strictest confidence.

Interviewers were notified of any refusal made to ONS headquarters as a result of the advance letter. These "headquarters refusals" were included in the overall refusal rate but did not count against the interviewer on the individual interviewer response scores.

Before going into the field all ONS interviewers were issued with a photo identification card. Informants had the opportunity to call ONS headquarters to establish the validity of any interviewer.

3.4 Administering the placement pattern

In response to requests from field managers and interviewers the 1999 NTS used two different new placement patterns for the allocation of travel weeks to sampled addresses. The original placement pattern was thought to be too rigid and therefore a new, more flexible, procedure was introduced. The following two sections outline the two different patterns used in 1999.

3.4.1 Placement pattern up to May 1999

The day on which a sampled household was to start the seven-day travel record keeping (the travel week) was fixed in advance. This ensured an even spread of travel weeks throughout the month which therefore reduced any bias caused by fluctuations in travel behaviour throughout the month. Since October 1995 the assignment of addresses to travel weeks was controlled by the Computerised Allocation System (CAS) which, according to set rules (see below), automatically allocated the 21 addresses in an interviewer's quota to individual dates throughout the quota month.

However, under the following circumstances the travel week could be altered and reallocated:

- when no contact with the address had yet been made;
- where there had been contact with the household but one or more individuals were not available for interview before commencement of the original travel week;
- where the household was reluctant to co-operate at the initial contact and perseverance at that point may have precipitated a refusal.

To avoid introducing bias into the reallocation of addresses, interviewers were instructed to view reallocations as exceptional cases and reallocations were not allowed once the interviewer had mentioned the travel week. This was to avoid informants choosing an easy or interesting travel week . The rules governing postponement are described below.

The CAS automatically allocated sampled addresses to pre-specified travel weeks according to the rules of the survey. Initially, each of the 21 addresses in a quota was allocated a different seven-day travel week. The travel week for an address was determined by i) the day of the week (start day) and ii) the week of the month (allocation period).

Each address had a fixed and unchangeable start day according to its address number. For example:

Address Number	Start day
01,08,15	Sunday
02,09,16	Monday
03,10,17	Tuesday
04,11,18	Wednesday
05,12,19	Thursday
06,13,20	Friday
07,14,21	Saturday

Every quota month consisted of either 30 or 31 days and was divided into four allocation periods (1-4), each consisting of seven or eight days. Five addresses were assigned to three of the allocation periods and six addresses to one of the periods. The period consisting of six addresses rotated between periods 1,2 or 3 according to one of three allocation patterns (A, B or C) selected at random for that quota month.

The system also assisted interviewers with amending the allocation, where necessary, in order to help maintain response whilst still adhering to the rules of the survey, which were:-

- there were always at least five and no more than six addresses in each allocation period;
- no two addresses had the same start date.

3.4.2 Placement pattern from May 1999

The new placement pattern used on a trial basis from May onwards was based on a 'first come, first served' approach. The principle for assigning Travel Weeks was for interviewers to allocate the first address contacted from their quota list to the first date available on their allocation card, the second address to the second date and so on. In other words, as an interviewer progressed through their quota, the number of travel weeks available became less. If an address was ineligible, or the household refused to take part in the survey, their allocated date was not used.

Travel Weeks were spread across four periods, three of which were allocated 5 addresses and one 6 addresses. In exceptional circumstances, such as not being able to contact a household or a household being away but willing to participate, interviewers used a 5th allocation period. This being the first allocation period of the following month. Each address was assigned one date for the start of the travel week which was selected at random by the computer. Originally the addresses were randomly ordered, and the interviewer had to visit the addresses in strict rotation. From the September quota onwards this was dropped in favour of a system whereby the interviewer visited the addresses in the order most convenient for them, to reduce unnecessary travelling. It was not thought that this would increase bias since the respondents were still unable to choose the dates themselves. Further analysis appeared to support this assumption.

3.5 The interview

The NTS interview at each household could be divided into a strict sequence of events:-

- the placement call
- the reminder call
- the mid-week checking call
- the pick-up call

The initial interview was carried out at what was termed the 'placement call'. At this call the interviewer explained the purpose of the survey, ideally to the entire household, and gained the co-operation of the entire household. The interviewer then asked the head of household or partner questions about the household composition, the household's vehicles and some general background information. Questions were then asked of each individual in the household including children and babies (although for children under the age of 11 the interviewer generally talked to the parent as well as the child). Questions were also asked about each household vehicle from the person best able to give that information (usually the main driver). The interviewer introduced and placed the seven-day Travel Record, and where appropriate, a chart to enter fuel and mileage details for each vehicle in the household and for long distance travel. Interviewers took time to explain in detail how to record journeys made during the travel week and talked the informants through some examples, explaining what to include and what not to include and described the survey definitions, for example, usual place of work, in course of work etc. [3] From October 1996, pocket size diaries were occasionally handed out to help informants record details of their journeys. In addition, an NTS pen was left for each household vehicle to aid the completion of the fuel and mileage chart and an NTS fridge magnet was left with each household (for public relations purposes).

When there was a gap of more than a day or two between the placing call and the start of the travel week, the interviewer made a reminder call, either by telephone, post or in person to the household. Interviewers were encouraged to make the call in person where they were concerned about a particular household's commitment to diary keeping.

Sometimes the interviewer would make an additional mid-week checking call on a household part way through the travel week to help with problems and encourage accurate record keeping. This call was made at the interviewer's discretion when she/he judged that informants needed encouragement or assistance with record keeping. Again, interviewers were encouraged to call in person.

Pick-up calls were made within six days of the end of record keeping. Interviewers were instructed to target households where they were uncertain of the informant's ability to maintain accurate records and make those pick-up calls within one or two days of the end of record keeping. The interviewer collected the travel record of each household member and checked the contents with the informant. The interviewer also asked some additional questions about any vehicles acquired since the placement interview, whether a provisional or full driving licence or season ticket had been acquired and also about any long distance journeys made between placement and the start of the travel week. These questions were also asked using a Blaise CAPI questionnaire. Fuel and mileage charts were also collected and information about vehicle mileage and fuel gauge details were entered into the CAPI questionnaire either during the pick-up interview or later, by the interviewer at home.

3.6 The 1999 NTS questionnaire

3.6.1 Questionnaire structure

The structure of the 1999 questionnaire is set out in Figure 3.1. A maximum of 10 people, 10 vehicles and 40 long distance journeys per person could be included in any one household interview. When an interviewer encountered a household larger than this a second household would have been opened and the data stored separately to be merged after structure checking, back at the office.

The NTS continuous dataset is usually analysed in three year periods (1989/91, 1992/94, 1995/97), so it has been convenient to introduce new variables at the start of each new three year period, in 1992, 1995, and 1998. Consequently there were few changes to the questionnaire in 1999.

The text of the 1999 questionnaire is set out in Appendix A. The key differences between the 1999 and 1998 questionnaires are set out below.

Individual level questions:

- New recall question (asking if ONS may contact respondent again if necessary) changed in line with harmonisation (*Recall2*)
- Adoption of the "harmonised" question on marital status (*MarStat)* to improve comparabilty of NTS data with data of other government sponsored social surveys.

Unitary Authorities

In April 1998 the final Unitary Authorities (UA) were introduced in England. The National Travel Survey now codes Unitary Authorities as well as counties in

Figure 3.1 The structure of the questionnaire

Section	Subject
Household	Household box. Placement and Travel Week dates. Background questions. Availability of public transport. Access to amenities Number of household vehicles. Vehicle Grid.
Individual	Who interviewed and in what order. Disability section. Frequency of use of various methods of transport Driving licences and type of vehicle driven. Employment, Occupation and Industry details, Income. Place of work and travel to work. Season ticket details. Any long distance journeys made. Long distance journey information. Recall question.
Vehicle	Introduction. Registration details. Parking. Vehicle subsidies. Mileage. Pick-up questions from fuel and mileage chart.
Admin. block	Calls and contact information. Occuation, Industry and Outcome coding. Reasons for refusal.
Journey input and editing system	Journey data input and error checking program.

England, Scotland and Wales on three different parts of the questionnaire: origin and destination codes for long distance journeys; place of work; and origin and destination on the diary journeys. Coding of county and UA for these questions is done using a frame consisting of approximately 1600 place names, together with the county and UA. Places not contained within a new UA were coded with the county only for both fields.

Figure 3.2 Harmonised questions used in the NTS

Harmonised question	NTS question name	Year introduced	Page
Sex	*Sex*	1998	22
Age	*Age*	1998	22
Marital Status	*MarStat*	1999	22
Living arrangements	*LiveWith*	1999	22
Length of residence	*Hlong*	1998	22
Relationship to head of household	*RelHoh*	1998	22
Housing tenure	*Tenl*	1998	23
Tied accomodation	*Tied*	1998	23
Landlord	*Llord*	1998	23
Furnished	*Furn*	1998	23
Car ownership	*UseVcl*	1998	27
In employment	*Wrking*	1998	34
Training scheme	*SchemeET*	1998	34
Away from work	*JbAway*	1998	34
Own business	*Ownbus*	1998	34
Relative business	*Relbus*	1998	34
Looking for work	*Looked*	1998	34
Starting work	*StartJ*	1998	34
Inactive	*YinAct*	1998	35
Industry	*IndD*	1998	35
Job title	*OccT*	1998	35
Job description	*OccD*	1998	35
Job status	*Stat*	1998	35
Managment duties	*Manage*	1998	35
Organisation size	*EmpNo*	1998	36
Self-employed	*Solo*	1998	36
Number of employees	*SENo*	1998	36
Car ownership	*UseVcl*	1998	36

3.6.2 Harmonised Questions

Harmonised questions were introduced to the NTS to allow users to compare NTS data with those from the other government social surveys[4]. These replaced similar questions previously used in the NTS. A number of harmonised questions are used in the 1999 NTS and are detailed in figure 3.2.

3.7 Post interview coding and checking

After collecting the information and material from households at the pick up call, interviewers transferred the data from the travel records into the computerised Journey Input System, coded the occupation, industry and socio-economic group of each informant aged 16 and over and the interview outcome for each household.

3.7.1 Transferring the data from the travel records

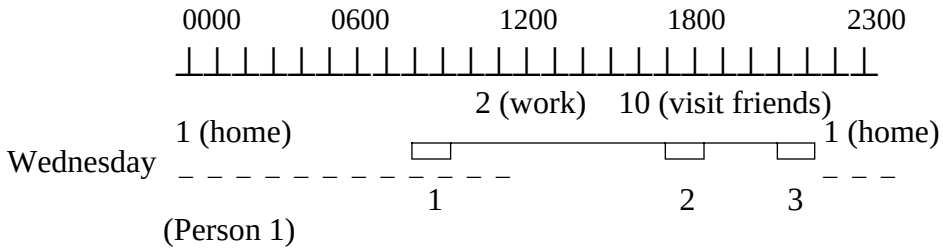
At the interviewer's home the data from the travel records were transferred to the Journey Input System

written in the database language Clipper. This was basically a straightforward data entry operation where the information was simply copied across onto the interviewer's laptop computer. The system was designed to match the travel records layout exactly. Any inconsistencies identified at this stage were corrected by the interviewer, if necessary checking with the informant. The interviewer then ran the journey checking program comprising pre-specified consistency and plausibility checks and made appropriate amendments, again checking back with informants where necessary or referring to coding instructions.

3.7.2 Timelines

At any stage during the journey input and checking process interviewers could access the NTS 'Timelines' to obtain a graphical display of journey data. Timelines was developed jointly by SSD and the University of Westminster Transport Studies Group for SSD applications such as the NTS. The program displayed each day of travel for each household member in the form of a continuous time line running from left to right across the laptop screen. Each journey was numbered and start, duration, and end times were shown. The journey purpose code was displayed so interviewers could see how long an individual spent on a particular activity (Figure 3.3).

Figure 3.3 Timeline



Timelines enabled interviewers to obtain a complete picture of a household's travel patterns on one screen. It showed each individual in the household for the whole of the travel week or all household members on any one day of the travel week. Timelines could also be used to display journeys for individuals who travelled together on a particular day. At a glance, interviewers were able to see the household's journey structure and identify errors or gaps in the data, including some which it may not have been possible to identify in the journey checking program. For example, a person may have left home for work at the same time every day but on one day left later than usual. The checking program did not identify this as an error or a plausibility query because such checks would have generated an enormous number of error messages. However, such possible inconsistencies were easily visible in Timelines. It therefore provided a useful tool for assuring and improving data quality.

Timelines could also be used as an editing tool back in the office. Editors could immediately obtain a visual picture of a household's complex travel movements across the whole of the travel week before they begin editing.

3.7.3 Socio-economic group and industry coding

The occupation of informants aged 16 or over and who had ever worked were coded using the Standard Occupational Classification (SOC) (1990). Industry information was coded using the Standard Industry Codes (SIC) (1992). Details of the classifications are set out in Table 3.2.

The NTS used the standard SSD closed census matrix which derives Socio-economic Groups (SEG) and Social Class from the standard occupation (SOC) and employment status codes. Where the combination of SOC and employment status was invalid, eg. self-employed policeman, the matrix would impute the 'most likely' SEG and social class according to standard priority rules. A signal in the Blaise instrument indicated when the combination was invalid. If the signal was suppressed by the interviewer, SEG and social class would be automatically imputed.

3.7.4 Coding the outcome for each household

Households eligible for interview were divided into 3 categories for outcome coding purposes: fully co-operating households, partially co-operating households and non-responding households.

A household was coded as 'fully co-operating' if there was complete journey information for each individual in the household and the bulk of the rest of the information was present. The majority of all of the follow-

Table 3.2A Socio-economic group

Description	Code
Employers: large establishment	1.1
Managers: large establishments	1.2
Employers: small establishments	2.1
Managers: small establishments	2.2
Professional workers: self-employed	3
Professional workers: employees	4
Ancillary workers, artists	5.1
Non-manual foremen, supervisors	5.2
Junior non-manual	6
Personal service workers	7
Manual foremen, supervisors	8
Skilled manual workers	9
Semi-skilled manual workers	10
Unskilled manual workers	11

Table 3.2B Industry type

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

ing sections should have been completed:

- the household section
- an individual section for each person listed in the household box
- a vehicle section for each vehicle listed in the vehicle grid
- all journeys for each person entered into the journey input system and checked fully.

A ‘partially co-operating’ household must have had at least a household questionnaire completed. A household would be included as ‘partially co-operating’ if any journeys were missing.

An eligible household was said to be ‘non-responding’ if the household had refused to take part in the survey or the household was away for the whole of the interviewing period and the interviewer was unable to make contact.

Interviewers also had to assign an outcome code (Table 3.3) to the households they had classified as ineligible using the criteria set out in Section 2.3.2. The code the interviewer would assign to an ineligible household was dependent on the reason for its ineligibility.

Table 3.3 List of outcome codes

OUTCOME	Outcome codes
FULLY CO-OPERATING - all diaries present	11
PARTIALLY CO-OPERATING -:	20
- non contact with one or more elements	21
- refusal by one or more elements	22
- incomplete travel diary for one or more persons	23
REFUSAL	
- refusal to HQ letter	31
- refusal at introduction/before interview	32
- refusal during interview	33
- no interview - contact incapable / language problems	34
NON-CONTACT	
- no contact with any household member	41
- household away all field period	42
INELIGIBLE	
- no trace of address	51
- not yet built/under construction	52
- demolished/derelict	53
- vacant/empty/being refurbished	54
- non-residential/business only	55
- institution	56
- temporary accommodation/second home	57
- household contains only foreign diplomats or foreign servicemen living on base	58
- directed not to sample any household at the address	59
- household limit on quota (4) already achieved	60

3.7.5 Interviewer query service

In the past one person would have closely supervised the office editing process thereby minimising coding and editing bias. Under CAPI interviewers carried out the editing procedure. In order to reduce variability and possible bias among interviewers a service was provided whereby interviewers could report queries relating to survey definitions or coding. The queries were handled by the NTS field co-ordinator who could obtain an overview of all interviewers' work. Any queries not covered by the instructions were referred to the research officer and displayed on the NTS electronic bulletin board. If necessary, the

Table 3.4 1999 NTS response figures: Great Britain

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	5040			
Additional households	71			
Total dealt with	5111	100		
Ineligible	552	11		
Eligible households	4559			100
Fully co-operating	**3004**	**59**		**66**
Partially co-operating	361	7	89%	8
Refusal to co-operate	1042	20		23
Non-contact	152	3		3

Note: Percentage figures may add up to 99% or 101% because of rounding.

Table 3.5 1999 NTS response figures: Inner London

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	315			
Additional households	27			
Total dealt with	342	100		
Ineligible	78	23		
Eligible households	264			100
Fully co-operating	**129**	**38**		**49**
Partially co-operating	30	19	75%	11
Refusal to co-operate	80	23		30
Non-contact	25	7		9

Note: Percentage figures may add up to 99% or 101% because of rounding.

Table 3.6 1999 NTS response figures: Outer London

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	399			
Additional households	7			
Total dealt with	406	100		
Ineligible	35	9		
Eligible households	371			100
Fully co-operating	**228**	**56**		**61**
Partially co-operating	27	7	92%	7
Refusal to co-operate	104	26		28
Non-contact	12	3		3

Note: Percentage figures may add up to 99% or 101% because of rounding.

research officer would contact DETR. The query service therefore ensured that central control was maintained over editing decisions.

3.8 Response

Tables 3.4, 3.5 and 3.6 show the national response rate for the period mid-January 1999 to mid-January 2000 and the London response rate for the same period.

During 1999 the NTS maintained a response rate nationally of 66%. The response rate achieved in the Inner and Outer London areas were 49% and 61% respectively. The DETR measured response according to Achieved Sample Rates (ASRs) which included sampled addresses classified as ‘ineligible’ in the denominator. Achieved sample rate calculations are also shown in the Table 3.4 to 3.6.

Notes

1. A detailed description of the conversion to Computer Assisted Personal Interviewing and the development of the journey input and editing system is given in Chapter 3 of the 1994 NTS Technical Report.

2. A copy of the London Leaflet is reproduced in Appendix B.

3. All the NTS definitions are set out in the NTS Definitions Manual (copies available on request).

4. *Harmonised Concepts and Questions for Government Social Surveys*, Government Statistical Service, 1996, London, ONS and *Harmonised Concepts and Questions for Government Social Surveys – update December 1997*, Government Statistical Service, 1998, London, ONS..

5. For more information on harmonised questions please visit the harmonised questions website at *www.statistics.gov.uk/harmony/harmonfp.asp.*

Chapter 4 Data Processing

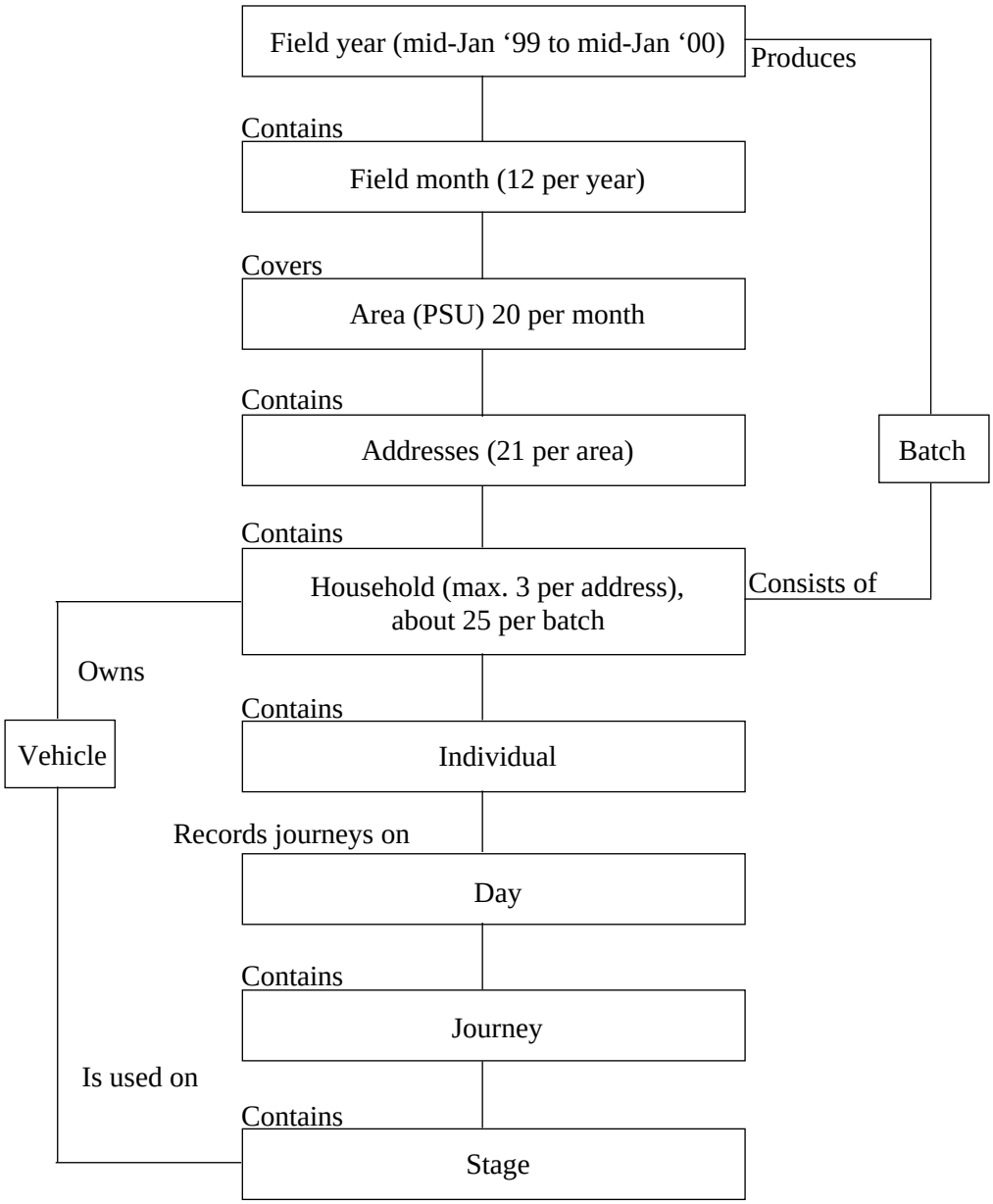
4.1 Data transmission and despatch of paper documents from interviewers

On a weekly basis interviewers transmitted data to ONS. To ensure security, the data were encoded before transmission. Any paper documents were posted to ONS at the end of the field period. The final transmission and posting date was the 28th of the month in which field work was completed.

4.2 Downloading and structure checking

In order to download data transmitted by interviewers into a single dataset, a program was run which unzipped, aggregated and added interview data together. A procedure for checking the data was then implemented. This procedure checked for blank, deleted and duplicated records and reported errors. It also carried out structure checking of the data to make sure that journey information had been coded in accordance with the household outcome coding. Data structure details are set out in Figure 4.1.

Figure 4.1 Data structure



4.3 Data editing

Following the move to CAPI, almost all of the old paper editing system was incorporated into the CAPI program and carried out by interviewers. Some follow-up work was, however, conducted after ONS had received the transmitted data using a separate Blaise program. A brief description of the in-house coding and editing procedure is given below. Further details of the checks and coding carried out by the editing staff are given in the NTS headquarters editing instructions.

4.3.1 Interviewer's notes and suppressed checks

At any time during the interview interviewers were able to open a note using the Blaise note book facility. All interviewer notes created in this way were printed on the NTS fact sheet accompanying each household. Most notes contained an explanation of why an interviewer had suppressed a particular error message and may not have required any action from the HQ editor. However, sometimes interviewers may have been unsure about how to code a question, for example, the type of season ticket or area travel card used, and would record the name of the ticket and further details in the Blaise notebook. The editors were then able to check the interviewer's coding or recode if necessary.

4.3.2 Coding

i) Re-coding

Wherever the interviewer had recorded an 'other specify' answer the editor would be required to either re-code to one of the pre-specified answers or leave in the 'other specify' category. A decision would be made based on information recorded by the interviewer in the Blaise note book or in a separate text variable.

ii) Make and model coding

Where a particular vehicle make and model was 'not listed' in the make and model coding frame editors were required to allocate a code back in the office.

iii) Fuel tank size coding

The fuel tank size for most vehicles was automatically coded using the vehicle's make and model information. Editors were only required to enter the exact size of the vehicle's fuel tank for vehicles not listed in the make and model coding frame or if the informant had been unable to provide the information.

iv) County and unitary authority coding

Where interviewers had been unable to allocate a county code and unitary authority, for usual place of work or journey origin and destination, editors were required to allocate the correct code.

4.4 Data conversion

The data was organised into seven record types according to the requirements of DETR (Table 4.1): households, individuals, vehicles, whether made long distance journeys, long distance journeys details, journeys and stages. Missing values were interpreted as 'no answers' (-8) and 'does not apply' (-9). Final checks were made by ONS research staff at the aggregate level using SPSS to ensure the accuracy of the data. The files were then converted to ASCII format and sent to DETR by e-mail.

Table 4.1 Record types

Record type	Data	Level
Record 1	Households	Household
Record 2	Individuals	Individual
Record 3	Vehicles	Vehicle
Record 4	Whether made long distance journeys	Individual
Record 5	Long distance journeys (LDJ) made before the Travel Week	LDJ
Record 6	Journeys made during the Travel Week	Journey
Record 7	Stages of journeys made during the Travel Week	Stage

Appendix A Household Questionnaire

QID

ASK IF: Data accessed in office

Area (Area)

1..50000

ASK IF: Data accessed in office

Address (Address)

1..30

ASK IF: Data accessed in office

HHold (Household)

1..3

QHHINFO

ASK ALWAYS:

IntInf INTERVIEWER: FOR INFORMATION: YOU ARE IN THE QUESTIONNAIRE FOR

ADDRESS NUMBER: ^QID
Address HOUSEHOLD NUMBER: ^QID.HHOLD

IF YOU HAVE ENTERED THIS QUESTIONNAIRE BY MISTAKE, PRESS <CTRL+ENTER> TO ESCAPE THEN SELECT 'QUIT FORM OTHERWISE PRESS <ENTER> TO CONTINUE.

(1) Continue

ASK IF: NOT (TravData.SEARCH (LDMDUMKEY)

TravDate Enter travel week start date.

DATE

Record always:

TravInit Initial allocated travel week start date

DATE

Record always:

AllocO Enter the original Travel Week allocation period.

1..4

ASK ALWAYS:

AllocF Enter the final Travel Week allocation period.

The original Travel Week allocation period was ^AllocO.

1..5

ASK ALWAYS:

TravChk INTERVIEWER : BEFORE YOU CONTINUE IN THIS QUESTIONNAIRE MAKE SURE THE TRAVEL WEEK DATE DISPLAYED BELOW IS CORRECT.

IF NOT CORRECT PRESS <CTRL+ ENTER> TO ESCAPE AND START AGAIN OR PRESS 1 TO CONTINUE

STARTDATE : ^TravDate

1..1

ASK 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 NEXT QUESTION.

YOU CANNOT GO BACK TO CODE '1' ONCE YOU HAVE CODED '2'

(1) Placement interview
(2) Pick-up interview

** double asterisk denotes a harmonised question.

Record always:

Quota Quota month

1..12

ASK ALWAYS:

PL DATE OF PLACEMENT INTERVIEW

DATE

ASK IF: StatusQ =place

DateChk Is this

(1) The first time you have opened this questionnaire
(2) or the second or later time?

ASK ALWAYS:

Qnames

ASK ALWAYS:

WhoHere Who normally lives at this address?

(1) PRESS ENTER TO CONTINUE

ASK ALWAYS:

Name RECORD THE NAME (OR A UNIQUE IDENTIFIER) FOR HOH, THEN A NAME/IDENTIFIEER FOR EACH MEMBER OF THE HOUSEHOLD HELP<F9>

WHEN ALL HOUSEHOLD MEMBERS HAVE BEEN ENTERED, PRESS PgDn

STRING[12]

ASK ALWAYS:

Sex** (1) Male
(2) Female

ASK ALWAYS:

Age** What was your age last birthday? 98 or more = CODE 97 (HELP<F9>)

0..97

ASK IF: AGE >=16

MarStat** Are you/is name married, living together as a couple, single, widowed, divorced or separated?

(1) Single/never married
(2) married
(3) Separated
(4) Divorced
(5) Widowed

ASK IF: AGE >=16
AND: MarStat <> MarrLiv

LiveWith** 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

ASK ALWAYS:

RelHoh** INTERVIEWER: Code relationship to HOH

(1) Head of household
(2) Spouse/partner/cohabitee
(3) Child of HoH or spouse
(4) Parent of HoH or spouse
(5) Other relative
(6) Other non-relative

QResLen

ASK ALWAYS:

HLong** RECORDED for HoH (^LDMInt Name) ONLY

How long have you (has ^LDMInt Name) lived at this address? ... (HELP<F9>)

(1) Less than 12 months
(2) 12 months but less than 2 years
(3) 2 years but less than 3 years
(4) 3 years but less than 5 years
(5) 5 years but less than 10 years
(6) 10 years but less than 20 years
(7) 20 years or more

ASK IF: HLong = less than 12 months

HMnths How many months have you (has ^LDMIntName) lived here?

1..12

ASK IF: HLong = less than 12 months

OldAdd Is your (is ^LDMIntName)'s old address more than one mile from here or less than that?

(1) More than one mile
(2) One mile or less

QTenure

ASK ALWAYS:

Ten1** In which of these ways do you occupy this accommodation? SHOW PROMPT CARD AA MAKE SURE ANSWER APPLIES TO HoH (^DMNAMES[LDMHoHnum]) (HELP<F9>)

(1) Own outright
(2) Buying it with the help of a mortgage or loan
(3) Pay part rent and part mortgage (shared ownership)
(4) Rent it
(5) Live here rent-free (including rent-free in relative's/friend's property; excluding squatting)
(6) Squatting

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Tied** Does the accommodation go with the job of anyone in the household?

(1) Yes
(2) No

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

LLord** Who is your landlord?...(HELP<F9>) CODE FIRST THAT APPLIES

(1) the local authority/council/New Town Development/ Scottish Homes
(2) a housing association or co-operative or charitable trust
(3) employer (organisation) of a household member
(4) another organisation
(5) relative/friend (before you lived here) of a household member
(6) employer (individual) of a household member
(7) another individual private landlord?

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Furn** Is the accommodation provided: ... (HELP<F9>)

(1) furnished
(2) partly furnished (eg carpets and curtains only)
(3) or unfurnished?

QLocServ

ASK ALWAYS:

SatServ [*]
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?

SHOW PROMPT CARD A

(1) Very satisfied
(2) Fairly satisfied
(3) Neither satisfied nor dissatisfied
(4) A little dissatisfied
(5) Very dissatisfied
(6) Don't use buses

ASK ALWAYS:

EncRage Would you be encouraged to use local buses more often if improvements were made to the bus services?

(1) Yes
(2) No
(3) Not sure

ASK IF: ((EncRage = Yes) OR (EncRage = NtSure)) OR (EncRage = DONTKNOW)

Improv Which do you think are the main ways in which the services could be improved? Please use this card as a guide and mention up to four.

INTERVIEWER: SHOW PROMPT CARD B.....SEPARATE CODES WITH . OR -

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES SET [4] OF

(1) Better provision for the disabled/ elderly
(2) Better provision for people with young children or heavy shopping
(3) Cheaper fares
(4) Boarding point closer to home
(5) Quicker journey time
(6) More destinations or routes
(7) More reliable or punctual services
(8) More frequent services at weekends
(9) More frequent evening services
(10) More frequent day-time services
(11) Better information about services
(12) Other (SPECIFY IN A NOTE)

ASK ALWAYS:

BusProv Which is the main type of bus provided locally. Is it...

RUNNING PROMPT

(1) mainly small buses (mini-buses or midi-buses)
(2) mainly large buses
(3) OR an equal mixture of both small and large buses?
(4) No local bus service

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: IF INFORMANT GIVES A RANGE eg. 25-30 MINS THEN CODE LOWEST GROUP ie. 4

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

ASK ALWAYS:

GetBus How often would I be able to get a bus from that bus stop during the day?

PROMPT AS NECESSARY IF VARIES' TAKE WEEK DAY OFF-PEAK FREQUENCY

(1) Less than once a day
(2) At least once a day
(3) At least once an hour
(4) At least once every half-hour
(5) At least once every quarter-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, ex-BR) or underground station? Again it is the NEAREST one I am interested in, even if it is not the main one or the one you use.

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

ASK IF: ((NearSta IN [min13 .. min44]) OR (NearSta = DONTKNOW)) OR (NearSta = REFUSAL)

BusSta Can I just check....
How long would it take ME to get to the station by bus?
Include walking to and from the bus stop but assume there is no waiting time.

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

DescTa Would you tell me which description is most like your nearest railway (or underground) station? Is it a...

RUNNING PROMPT:

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

QAmenity

ASK ALWAYS:

IntroA I would now like to ask you some questions about how long it would take to WALK from here to each of the following places.

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocWalk How long would it take ME to walk to your doctor's surgery?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

POWalk How long would it take ME to walk to the nearest Post Office?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

ChemWalk How long would it take ME to walk to the nearest chemist to get a prescription?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

GrocWalk How long would it take ME to walk to the nearest shop selling groceries?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

SCenWalk How long would it take ME to walk to the nearest main shopping centre?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

HospWalk How long would it take ME to walk to the nearest hospital providing general treatment?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

IntroB I would now like to ask you how long it would take ME to get to each of those places BY BUS?

INCLUDE WALKING TO AND FROM THE BUS STOPS BUT ASSUME THERE IS NO WAITING TIME

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocBus How long would it take ME to go by bus to your doctor's surgery?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

POBus How long would it take ME to go by bus to the nearest Post Office?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

ChemBus How long would it take ME to go by bus to the nearest chemist to get a prescription?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

GrocBus How long would it take ME to go by bus to the nearest shop selling groceries?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

SCenBus How long would it take ME to go by bus to the nearest main shopping centre?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

HospBus How long would it take ME to go by bus to the nearest hospital providing general treatment?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

QIfBike

ASK ALWAYS:

IfBike I would now like to ask about bicycles.

Does your household have any bicycles which are used by adults or older children (that is children aged 6 years or older)?

(1) Yes
(2) No

ASK IF: IfBike = Yes

NoBike How many bicycles does your household have?

1..9

QVehNum

ASK ALWAYS:

IchEmp INTERVIEWER: ASK OR RECORD

I would now like to ask about vehicles but first of all, may I just check....is anyone in this household (are you) in paid employment?

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

ASK IF: IchEmp = Yes

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?

(1) Yes
(2) No

ASK ALWAYS:

UseVcl** Do you/does your household at present own or have continuous use of any motor vehicles?
INCLUDE COMPANY CARS - UNLESS NO PRIVATE USE ALLOWED
SHOW PROMPT CARD C (EXAMPLES OF MOTOR VEHICLES)

(1) Yes
(2) No

ASK ALWAYS:

BrokenV And are there any (other) 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

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

Noplveh NUMBER OF VEHICLES
^LVehNum1
INTERVIEWER: EXCLUDE COMPANY POOL CARS

0..10

ASK IF: StatusQ = PickUp

NewVeh When we completed the main interview together on ^QDates.Pl you told me about vehicles that your household had regular use of:
(May I just check), have you acquired the use of any other vehicles since ^QDATES.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION
SEE HELP SCREEN <F9> FOR HOUSEHOLD VEHICLE DEFINITION....(HELP<F9>)

(1) Yes
(2) No

ASK IF:StatusQ = PickUp
AND: NewVeh = Yes

NewNo How many other vehicles have you acquired since ^QDates.Pl?
ENTER ANSWER THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

1..10

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

NumVeh PRECODED. PRESS ENTER TO CONTINUE

0..10

ASK IF: StatusQ = PickUp

WhenAcq When did you acquire the use of your ^LTVehTab1[LTLooper] additional vehicle?

Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: (WhenAcq = During) OR (WhenAcq = DONTKNOW)

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

ASK ALWAYS:

Make Enter description of the make of the vehicle.
E.G. FORD, VAUXHALL, RENAULT

STRING[20]

ASK ALWAYS:

Model ENTER DESCRIPTION OF THE MODEL
E.G FIESTA, CLIO, MICRA

STRING[20]

ASK IF: Model = RESPONSE

ModSpec ENTER ANY MODEL TYPE OR SPECIFICATION HERE
E.G 1.6, XR2i, TURBO

IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

STRING[20]

ASK ALWAYS:

VehUse CODE WHETHER the ^Make ^Model...

(1) is in regular use
(2) may begin to be used in the next month
(3) vehicle acquired since placement (ONLY APPLICABLE AT PICK-UP INTERVIEW)

ASK ALWAYS:

TypeVcl Is the ^Make ^Model (HELP<F9>)

CAR INCLUDES MINIBUSES, MOTOR CARAVANS, 'PEOPLE CARRIERS' AND 4-WHEEL DRIVE PASSENGER VEHICLES. LIGHT VAN INCLUDES PICKUPS AND THOSE 4-WHEEL DRIVE VEHICLES, LAND ROVERS AND JEEPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER

(1) a car?
(2) a light van?
(3) a motorcycle?
(4) or some other motor vehicle?

ASK IF: TypeVcl = car

CarType ASK OR RECORD
Is the ^Make ^Model a...

(1) 4-wheel car
(2) 3-wheel vehicle
(3) Invalid car
(4) Other

ASK IF: TypeVcl = MotorB

BikeType ASK OR RECORD
Is the ^Make ^Model a...

(1) motorcycle/scooter with sidecar
(2) motorcycle/scooter
(3) moped

ASK IF: (TypeVcl = OtherV) OR (CarType = OtherC)

OthType ASK OR RECORD
Is the ^Make ^Model a...

(1) landrover, jeep (or similar)
(2) light van
(3) other van or lorry
(4) minibus, motor caravan, dormobile etc
(5) Other (SPECIFY IN A NOTE)

ASK IF: TypeVcl = car

PrivVcl Is the ^Make ^Model ... (HELP<F9>)

(1) privately owned?
(2) or is it a company car?

ASK IF: TypeVcl = car
AND: PrivVcl = Company

CompCar Can I just check which business mileage band does the car belong to for tax purposes?

(1) 1-2,499 business miles
(2) 2,500 - 17,999 business miles
(3) 18,000 business miles or more
(4) NONE OF BANDS APPLY (SPECIFY DETAILS IN NOTE)

ASK ALWAYS

HmnDriv Who drives the most mileage in the ^Make ^Model (taken over the year as a whole)?
IF MAIN DRIVER NOT H'HLD MEMBER, ENTER 89

1..89

ASK IF: StatusQ = PickUp

StillGot INTERVIEWER: CODE OR ASK: Does the household still have the ^Make ^Model?

ENTER THE RESPONSE THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: StillGot = No

WhenDis RUNNING PROMPT
Was the ^Make ^Model disposed of...

(1) before the start of the travel week,
(2) during the travel week,
(3) or after the end of the travel week?

ASK IF: StatusQ = PickUp
AND: StillGot = No
AND: (WhenDis = During) OR (WhenDis = DONTKNOW)

DateDis Can you tell me the date on which you disposed of the ^Make ^Model?

DATE

Appendix A Individual Questionnaire

QWhoInt

ASK ALWAYS:

WhoInt Enter the number of the person you want to interview (or record as not available) from the list below
^LTWhoInt1

0..10

ASK ALWAYS:

IndQn Code whether face to face interview, proxy interview, or person not available.

(1) Face to face
(2) Proxy
(3) Not available

QTDISAB

ASK IF: AGE > 15

Diffoot [*]
First of all I want to ask some questions about any health problem or physical disability that affects travelling.

Do you have any physical disability or other long standing health problem that makes it difficult for you to go out on foot?

(1) Yes
(2) No

ASK IF: Age > 15

Difbus [*]
Do you have a physical disability or long standing health problem that makes it difficult for you to use buses or coaches?

(1) Yes
(2) No

ASK IF: Diffoot = Yes

Footout [*]
Do you go out on foot at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: Footout = No

GoOut [*]
Is it impossible for you to go out on foot or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Diffoot = Yes
AND: Footout = No
AND: GoOut = Imposs

WhChair Do you use a wheelchair at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

ManageW Do/could you manage this on your own or do/would you need someone to help you?

(1) Manage on own
(2) Need someone to help

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

WlkAid95 Do you use any aids to walking or movement when you go out on foot such as.....
CODE FIRST THAT APPLIES

(1) a powered pavement vehicle
(2) a wheelchair
(3) a walking frame
(4) crutches
(5) callipers
(6) a walking stick
(7) or any other kind of walking aid? (SPECIFY IN A NOTE)
(8) NO WALKING AIDS USED

ASK IF: Difbus = Yes

BusOut Do you use buses or coaches nowadays?

TREAT COACHES AS BUSES

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusHelp When you travel by bus do you usually need someone to help you or can you manage on your own?

(1) Needs help
(2) Can manage

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusDF15 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTIES USING BUSES?
IF 'YES': IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE <CTRL-M>

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No

BusPrb95 CODE FIRST THAT APPLIES
Is it because of a disability or health problems or because he bus service is poor or for some other reasons?

(1) Disability or health problem
(2) Poor bus service
(3) Other INTERVIEWER SPECIFY IN NOTE

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Busdf25 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTY ABOUT USING BUSES?
IF 'YES' IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE

(1) Yes (SPECIFY)
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

BusImp Is it impossible for you to use the bus or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health
AND: BusImp = Diffic

ManageB If you were to use the bus would you need someone to help you or could you manage on your own?

(1) Needs help
(2) Could manage

ASK IF: IndQn = Face OR Proxy

IntroC 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.

PRESS 1 TO CONTINUE

1..1

ASK IF: IndQn = Face OR Proxy

OrdBus How frequently do you use an ordinary bus?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Coach How frequently do you use an express bus or coach within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Train How frequently do you use a privatised (formerly BR) train?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

TaxiCab How frequently do you use a taxi/ minicab?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Bicycle How frequently do you use a bicycle?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Plane How frequently do you use an air flight within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

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

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND (Dlfull = No)

DLFnew Have you acquired a full driving licence since I last interviewed you on ^QDATES.Pl

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF (Dlfull = Yes) OR (DLFnew = Yes)

Dltyp95 Is it for a car only, a motorcycle only or for both, or is it for a car with appropriate adaptations or an invalid car?
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
THE SECOND SET OF CODES APPLIES TO LICENCES ISSUED AFTER JUNE 1990

(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 appropriate adaptations (A restricted,B)
(6) Invalid vehicle (J) / (B1)
(7) Moped (E) / (P)

ASK IF: Dltyp95 = CarMot

CarMot95 May I just check, have you actually passed a test to drive a motorcycle of over 125CC?

(1) Yes
(2) No

ASK IF: Diffoot = Yes OR (Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))

Drive95 Do you drive

RUNNING PROMPT. CODE ONE ONLY.....CODE AUTOMATIC CAR AS AN ORDINARY CAR USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) an ordinary car (without special adaptions for people with disabilities)
(2) an ordinary car with special adaptations for people with disabilities
(3) an invalid car
(4) or some other kind of vehicle (SPECIFY)?
(5) No longer drive

ASK IF: Diffoot = Yes OR.(Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = OthVeh

XOthVeh INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE
STRING[40]

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: (((Drive95 = OrdCar) OR (Drive95 = OrdAdp)) OR (Drive95 = InvCar)) OR (Drive95 = OthVeh)

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

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

1..89

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = NoDrv

Nodriv95 Is that because of a disability or health problem or for some other reason?

(1) Disability or health problem
(2) Other (SPECIFY)

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Nodriv95 = Other

XNodriv INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

STRING[40]

ASK IF: Dlfull = No OR (Dltyp95 = Mcycle) OR (Dltyp95 = Moped) AND Difbus = Yes OR Diffoot = Yes

EvDlic95 Have you ever held a full driving licence valid in Great Britain to drive a car?

(1) Yes
(2) No

ASK IF:Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes

Nolic95 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)

ASK IF: Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes
AND: Nolic95 = Other

XNoLic95 INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

STRING[50]

ASK IF: Drive95 = NoDrv OR EvDlic95 = Yes

LastDr95 How old were you when you last drove?

12..99

ASK IF: Dlfull = Yes OR DLFnew = Yes

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

12..99

ASK IF: Dlfull = No AND EvDlic95 <> Yes

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND Dlfull = No AND DLFnew = No AND Dlprov = No AND (EvDlic95 <> Yes)

DLNPro Have you acquired a provisional driving licence since I last interviewed you on ^QDates.PlDay, ^QDates.Pl?

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF: (Dlprov = Yes) OR (DLNPro = Yes)

Protyp95 Is it for a car only, a car and motorcycle, a car with appropriate adaptations, an invalid car or something else?

CODE FIRST THAT APPLIES

(1) Car only
(2) Car and motorcycle
(3) Car with special adaptations
(4) Invalid car
(5) Something else
INTERVIEWER SPECIFY IN NOTE

ASK IF: Age > 15

Wrking** Did you do any paid work in the 7 days ending Sunday the ^DMDLSUN, either as an employee or as self-employed? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (Women aged < 63) OR Men aged < 65)

SchemeET** Were you on a government scheme for employment training?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)

JbAway** Did you have a job or business that you were away from? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)

OwnBus** Did you do any unpaid work in that week for any business that you own? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)
AND: OwnBus = No

RelBus** ...or that a relative owns(HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: RelBus = No
AND: JbAway = No

Looked** Thinking of the 4 weeks ending Sunday the ^DMDLSUN, were you looking for any kind of paid work or government training scheme at any time in those 4 weeks? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: ((Looked = Yes) OR (Looked = Wait)) OR (JbAway = Waiting)

StartJ** If a job or a place on a government scheme had been available in the week ending Sunday the ^DMDLSUN, would you have been able to start within 2 weeks?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (Looked = No) OR (StartJ = No)

YInAct** What was the main reason you did not seek any work in the last 4 weeks/ would not be able to start in the next 2 weeks? (HELP<F9>)

(1) Student
(2) Looking after the family/home
(3) Temporarily sick or injured
(4) Long-term sick or disabled
(5) Retired from paid work
(6) None of these

ASK IF: Age > 15

Educ Are you at present attending a school or college?

(1) Yes
(2) No

ASK IF: Educ = Yes

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

(1) Yes
(2) No

ASK IF: NOT Economically inactive

Everwk Have you ever had a paid job, apart from casual or holiday work?

(1) Yes
(2) No

ASK IF: Everwk = Yes

DtJbL When did you leave your last PAID job?

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

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

(HELP<F9>)

DATE

QMainJb

ASK IF: In employment OR Everwk = Yes

IndD** CURRENT OR LAST JOB

What did the firm/organisation you worked for mainly make or do (at the place where you worked)?HELP<F9>

DESCRIBE FULLY - PROBE MANUFACTURING or PROCESSING or DISTRIBUTING ETC. AND MAIN GOODS PRODUCED, MATERIALS USED, WHOLESALE or RETAIL ETC.

STRING[80]

ASK IF: In employment OR Everwk = Yes

OccT** JOBTITLE CURRENT OR LAST JOB

What was your (main) job (^LMainJb3 ^DMDLSUN)? HELP<F9>

STRING[30]

ASK IF: In employment OR Everwk = Yes

OccD** CURRENT OR LAST JOB

What did you mainly do in your job?

CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB

STRING[80]

ASK IF: In employment OR Everwk = Yes

Stat** Were you working as an employee or were you self-employed HELP<F9>?

(1) Employee
(2) Self-employed

ASK IF: Stat = Emp

Manage** Did you have any managerial duties, or were you supervising any other employees?
ASK OR RECORD HELP<F9>

(1) Manager
(2) Foreman/supervisor
(3) Not manager/supervisor

ASK IF: Stat = Emp

EmpNo** How many employees were there at the place where you worked? HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: Stat = SelfEmp

Solo** Were you working on your own or did you have employees?

(1) On own/with partner(s) but no employees
(2) With employees

ASK IF: Stat = SelfEmp
AND: Solo = WithEmp

SENo** How many people did you employ at the place where you worked? HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: In employment OR Everwk = Yes

FtPtWk In your (main) job were you working..... HELP<F9>

(1) full time?
(2) part-time?

ASK IF: Age > 15

Incme This card shows a number of possible sources of income. Can you tell me which different kinds of income you personally receive?

INTERVIEWER: SHOW PROMPT CARD D

SEE 'HELP'(F9) FOR SOURCES OF INCOME SHOWN ON CARD D
CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES
CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME
....HELP<F9>

(1) Income received
(2) No source of income

ASK IF:Incme <> Noinc

Incgrp INTERVIEWER: SHOW PROMPT CARD E

Could you please look at this card and tell me which group 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.

1..21

ASK IF: (RelHoh = HOH) ot (RelHoh = partner)
AND: (Numadult >1) AND (Incgrp <>REFUSAL)

HincGrp SHOW PROMPT CARD E
INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION (INCGRP)

And now think of the income of the household as a whole.
Which group on this card represents the gross income of the WHOLE household?

1..21

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkPlace When you go to work do you.... HELP<F9>

(1) go to the same place every time?
(2) OR go to the same place on at least 2 days running each week?
(3) OR go to different places?
(4) OR work at home or in the same building as your home?

ASK IF: [Wrking = Yes) OR (SchemeET = Yes)
AND: WkPlace IN (SameEv, SameUse)

WkCode Where do you go to work?

INTERVIEWER: TYPE IN THE FIRST FEW LETTER OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE, INCLUDING COUNTY OR NEAREST LARGE TOWN, IN NOTE.

1..98

WkCodeUA Unitary Authority code of place of work (PRECODED)

100..980

ASK IF: Work place is not predefined major urban area

WKTown Is it within (towncentre)

(1) Within
(2) Not within

ASK IF: Work place is Central London

WKLon Is it within the area bounded by the main railway stations including Kings Cross, Paddington, Vauxhall and Fenchurch Street?
SHOW CHECK CARD E FOR MAP OF THIS AREA

(1) Within
(2) Not within

ASK IF: Work place is not pre-defined major urban area

WorkUrb INTERVIEWER:RECORD OR ASK Is this an urban area

(1) Yes
(2) No

ASK IF: WorkUrb = Yes

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

(1) Within
(2) Not within

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkType Is your usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: StatusQ = PickUp
AND: WkType = RESPONSE

JobChg When we completed the main interview on ^QDates.Pl, you told me that your usual place of work was ^LWkMove1.
(May I just check), has your type of work place changed since ^QDates.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: WkType = DONTKNOW

JobChg2 (May I just check), has your type of work place changed since we completed the main interview on ^QDATES.Pl?
ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

WhenJob When did you change your work place? Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: StatusQ = PickUp

AND: (JobChg = Yes) OR (JobChg2 = Yes)
AND: (WhenJob = During) OR (WhenJob = DONTKNOW)

DateChg Can you tell me the date on which you changed your work place?

DATE

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

NewType Is your new usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>
PRESS <ENTER> & <END> TO GO TO NEXT PICK-UP QUESTION

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: WkPlace IN [SameEv, SameUse, Differ]

WkTrav How do you usually travel to work?
PROBE FOR MAIN METHOD

(1) Car/van (include minibus/works van)
(2) Motorbike/Moped/Scooter
(3) Bicycle
(4) Bus (include coach, private bus)
(5) Train (formerly part of B.R.)
(6) L.T Underground
(7) Light Rail
(8) Walk
(9) Other

ASK IF: WkTrav = Other

XWkTrav INTERVIEWER: Please record how informant usually travels to work. Remember to recode WkTrav 1 to 7 where possible: HELP<F9>

STRING[40]

ASK IF: WkTrav = Car

WkDrive RUNNING PROMPT: When travelling to work are you..

(1) usually the driver
(2) usually the passenger
(3) or sometimes driver and sometimes passenger?

ASK IF: WkTrav IN [Car, Mbike]

WkVEH Is the vehicle you travel to work in, one that your household owns or has regular use of?
IF MORE THAN ONE, PROBE FOR MAIN VEHICLE

(1) Yes
(2) No

ASK IF: WkTrav IN [Bike]

WkBike Where do you usually park the bicycle when you use it to travel to work?

(1) Enclosed parking facilities provided by employer
(2) Inside workplace building - no special facilities
(3) Outside parking facilities provided by employer
(4) In the open on work premises - no special facilities
(5) Public parking facilities not on work premises
(6) In a public place - no special facilities
(7) Other/not sure (SPECIFY IN A NOTE)

ASK IF: (WkPlace = SameEv) OR (WkPlace = SameUse)) OR (WkPlace = Differ)

WkHome Can I just check, in the week ending Sunday the ^DMDLSUN did you work at home on any of the weekdays (i.e. Monday - Friday) INSTEAD of travelling to your usual place of work? HELP<F9>

(1) Yes
(2) No

ASK IF: WkHome = Yes

HomeDay On which weekdays did you work at home?
CODE ALL THAT APPLY

SET [5] OF

(1) Monday
(2) Tuesday
(3) Wednesday
(4) Thursday
(5) Friday

ASK IF: (WkPlace = Home) OR (WkHome = Yes)

EquipH And do you use any of the following equipment when you work at home?
CODE ALL THAT APPLY

SEPARATE CODES WITH . OR -

SET [3] OF

(1) a laptop computer?
(2) a stand alone computer?
(3) a fax machine?
(4) NONE OF EQUIPMENT USED

ASK IF: (WkPlace = Home) OR (WkHome = Yes)
AND: (Comput IN EquipH) OR (Laptop IN EquipH)

Modem Do you have a modem link to your office/place of work?

(1) Yes
(2) No

Notick

ASK IF: (IndQn = Face) OR (IndQn = Proxy)

StckT Do you have a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind?
EXCLUDE ONE DAY TRAVEL CARDS. ASK TO SEE TICKET.

(1) Yes
(2) No

ASK IF: StatusQ = PickUp

StckPic Have you acquired a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind since I interviewed you on ^QDates.Pl?
^LTNoTick1

(1) Yes
(2) No

ASK IF: (StckT = Yes) AND (StckPic = Yes)

IfRep Is the season ticket acquired since ^QDates.Pl a replacement for the old ticket or is it a different ticketpass?

(1) Replacement for old ticket
(2) Different ticket

ASK IF: (StckT = Yes) OR (StckPic = Yes)

NoTckt ^LTNoTick1
How many season tickets/area travel cards valid for a week or longer or travel tokens or special passes of any kind do you have?

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TckT TO RECORD DETAILS OF TICKET NUMBER ^LTTicket1 PRESS <ENTER> AND CONTINUE

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

SpecTk TICKET NUMBER: ^LTTicket1
TYPE OF SPECIAL TICKET
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) NON-CONCESSIONARY Season ticket
(2) NON-CONCESSIONARY Area travel card
(3) NON-CONCESSIONARY Combined season/area travel card
(4) NON-CONCESSIONARY Railcard
(5) Other NON-CONCESSIONARY ticket (SPECIFY IN NOTE)
(6) CONCESSIONARY OAP Pass
(7) CONCESSIONARY Scholar's pass
(8) CONCESSIONARY Disabled person's pass
(9) CONCESSIONARY Subsidised travel tokens
(10) Other CONCESSIONARY ticket (SPECIFY IN NOTE)
(11) NON-CONCESSIONARY Employee's special pass

ASK IF: SpecTk = OthCon

XSpecTk INTERVIEWER: Please describe what kind of other concessionary ticket the informant has.

STRING[30]

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TkMode TICKET NUMBER: ^LTTicket1
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
What forms of transport does the ticket cover?

(1) Train (formerly part of BR)
(2) LT underground/Tyne and Wear Metro/ Glasgow underground
(3) Bus
(4) Other single method
(5) Combined (ex-BR) train & underground
(7) Combined (ex-BR) train & bus (NOT IN LONDON)
(8) Combined underground/bus
(9) Combined (ex-BR) train & underground & bus
(10) Other combination of methods

ASK IF: TkMode = 5-10

MoMls TICKET NUMBER: ^LTTicket1
When you use your combined ticket, on which method of transport do you travel the most mileage?

(1) Train (formerly part of British Rail)
(2) Underground
(3) Bus
(4) DK/Other

ASK IF: SpecTk <> Subsidy

TKTime TICKET NUMBER: ^LTTicket1
How long does the ticket 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
(8) Other

ASK IF: TKTime = Other

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

STRING[30]

ASK IF: SpecTk <> Subsidy

TkCst TICKET NUMBER: ^LTTicket1
What was the actual (net) cost to you of the ticket?
ENTER AMOUNT IN £ AND PENCE
IF NIL ENTER 0

0.00..9999.97

ASK IF: SpecTk <> Subsidy

NumJrn TICKET NUMBER: ^LTTicket1
How many (main method) journeys per week would you expect to use the ticket for?
Please count each single trip as one journey & each return trip as two

IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0

0..99

ASK IF: NumJrn = 0

YrNum TICKET NUMBER: ^LTTicket1
SHOW PROMPT CARD F
Could you look at this card and tell me on about how many (main method) journeys you use the ticket?
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

ASK IF: SpecTk <> Subsidy

TkTPay TICKET NUMBER: ^LT Ticket1
When you use the ticket do you usually have to pay anything at the time of travel, or do you travel free?

(1) Pay something
(2) Travel free

ASK IF: (StatusQ = Place) AND (QDates.Rec <= QDates.PL)

AnyLDJ1 Now I'd like to ask you about long distance journeys you may have made. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away].
Have you made any journeys within Great Britain of 50 miles or more since/between QDates.RecDay, ^QDates.Rec ?

(1) Yes
(2) No

ASK IF: AnyLDJ1 = No

Longest What was the longest journey you made since ^QDates.RecDay, ^QDates.Rec?
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'.

0..49

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.

AnyLDJ2 (Now I'd like to ask you about long distance journeys you may have made between ... and ^QDates.Rec2day, ^QDates.Rec2. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away]).
Have you made any journeys within Great Britain of 50 miles
or more between ^LWhoLDJ1 and ^QDates.Rec2Day, ^QDates.Rec2?

(1) Yes
(2) No

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.
AND: (AnyLDJX = No) AND (AnyLDJ2 = No)

Long2 Have you made a longer journey than the one of ^Longestx miles that you mentioned at the first interview?
IF THE JOURNEY WAS 50 MILES OR MORE, ENTER 'YES' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: (AnyLDJ1 = Yes)) OR (AnyLDJ2 = Yes)

LDJInt INTERVIEWER: DO YOU WANT TO ENTER THE JOURNEYS MADE BY ^LDMIntname NOW OR LATER?

(1) Now
(2) Later

ASK IF: LDJInt = Now

LDJDate Thinking of the first/next journey you made of 50 miles or more ...
Can you tell me on what date you made your first/next long distance journey?

DATE

ASK IF: Ask aways

RepJ IF REPEAT ENTER JOURNEY NUMBER
OTHERWISE ENTER 0

0..39

ASK IF: NOT (RepJ IN [1 .. 39])

DupP IF DUPLICATE ENTER PERSON NUMBER
OTHERWISE ENTER 0

0..10

ASK IF: DupP IN [1 .. 10]

DupJ ENTER NUMBER OF ^QNames.QBNames[QTWhoInt [LDMPAIR]. QWhoInt[Dupp]. WhoInt]. Name 's JOURNEY

1..39

ASK ALWAYS:

Orig From where did your journey begin?
INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE IN A NOTE.

1..98

OrigUA Unitary Authority code of origin

000..980

ASK ALWAYS:

PurpFro INTERVIEWER: ESTABLISH AND CODE JOURNEY PURPOSE ' FROM' (i.e. purpose of previous journey)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose from: home
(2) Purpose from: work
(3) Purpose from: in course of work
(4) Purpose from: education
(5) Purpose from: food/grocery shopping
(6) Purpose from: 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
(12)Other social
(13)Entertainment or public activity
(14)Sport (participate)
(15)Holiday base
(16)(Day) Trip/just walk
(17)Other non-escort/P
(18)Escort - home (not own)
(19)Escort - work
(20)Escort - in course of work
(21)Escort - education
(22)Escort - shopping or personal business
(23)Other escort

ASK ALWAYS:

Purp95 What was the purpose of your journey?
INTERVIEWER: ENTER PURPOSE TO.

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose to: home
(2) Purpose to: work
(3) Purpose to: in course of work
(4) Purpose to: education
(5) Purpose to: food/grocery shopping
(6) Purpose to: 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
(12)Other social
(13)Entertainment or public activity
(14)Sport (participate)
(15)Holiday base
(16)(Day) Trip/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 or personal business
(23)Other escort

ASK ALWAYS:

Dest Where did your journey end?
INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE IN A NOTE.

1..98

DestUA Unitary Authority code of destination

000..980

ASK ALWAYS:

Dist IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE
How far did you travel (in total on this journey)?

50..997

ASK ALWAYS:

Meth95 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)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(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 (formerly part of B.R)
(14)Aircraft (public)
(15)Taxi
(16)Minicab
(17)Other public
(18)Private (unspecified)
(19)Public (unspecified)

ASK IF: Meth95 IN [Car, MCycle, VanLorry, OthPriv]

DriPas Were you the driver of this vehicle or the passenger?

(1) Driver
(2) Passenger

ASK ALWAYS:

More Did you make any other long distance journeys since ...

(1) Yes
(2) No

ASK IF: Age > 15
AND: StatusQ = PickUp

RcNowlat INTERVIEWER: DO YOU WANT TO ASK THE RECALL QUESTION NOW OR LATER?
ENTER RESPONSE AND PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Now
(2) Later

RcNowlat = Now

ReCall2 That's the end of (your part/the main part) of the interview. May I just check...

We may want to contact you again in future, would this be all right?

(1) Yes
(2) No

ASK IF: (ReCall2 = Yes)

GiveTel Please may I have a telephone number, so we can contact you?

(1) Yes
(2) No
(3) No phone

ASK IF: GiveTel = Yes

TelNo INTERVIEWER
RECORD TELEPHONE NUMBER

STRING[15]

Appendix A Vehicle Section

VehInt

ASK FOR EACH VEHICLE:

Intro This is the start of the vehicle questionnaire for the ...
INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?
^PickTxt

(1) Now
(2) Later

ASK IF: Intro = Now

FuelTyp What fuel does the ...'s engine use?

(1) Petrol (INLCUDES LEAD FREE AND TWO STROKE)
(2) Diesel
(3) Electric vehicle
(4) Other (SPECIFY IN A NOTE)

ASK IF: FuelTyp = Petrol

Leaded ASK OR RECORD
Is the petrol

(1) always unleaded
(2) sometimes unleaded, sometimes leaded
(3) or always leaded?

Vehmake

ASK IF: FuelTyp <> Electric

LogBook I need to obtain details about the ... which are given in the registration document (or log book).

(1) Seen by interviewer
(2) Consulted by informant
(3) Not seen /consulted

ASK IF: FuelTyp <> Electric

Denote May I just check, does the letter in the registration number denote the year?

(1) Yes
(2) No

ASK IF: Denote = Yes

Letter Which letter denotes the year?

INTERVIEWER: ENTER THE LETTER

STRING[1]

ASK IF: Letter = A,B,C,D,E,F,G,H,J,K,L,M,N,P,R,S,T

Numba Does the letter come before the number or after the number?

ASK OR RECORD AND CHECK

(1) Letter before number
(2) Letter after number

ASK IF: FuelTyp <> Electric

RegYear ASK OR RECORD AND CHECK. Could you tell me the exact year and month in which the vehicle was first registered?

INTERVIEWER: SEE INTERVIEWER CHECK CARD D. ENTER YEAR HERE

0..99

ASK IF: FuelTyp <> Electric

RegMon MONTH OF FIRST REGISTRATION

1..12

ASK IF: FuelTyp <> Electric
AND: (Letter = DONTKNOW) OR (Denote = DONTKNOW)

RegNo INTERVIEWER: ENTER REGISTRATION NUMBER (confidential to ONS)
THEN RECODE DENOTE, LETTER & NUMBA, WHERE POSSIBLE.

STRING[10]

ASK IF: FuelTyp <> Electric

TaxCl ASK OR RECORD AND CHECK
To which of the following taxation classes does the ... belong?

(1) Private and Light Goods(1.5 tons or less)
(3) Taxi (HACKNEY)
(4) 3 wheel car (TRICYCLE)
(5) Disabled (DISABLED)
(6) Motorcycle, scooter, moped (BICYCLE)
(7) Heavy goods (more than 1.5 tons)
(8) Other (SPECIFY IN A NOTE)

EngFTS

ASK IF: TaxCl IN [Private .. MotoBike, Other]) OR (TaxCl <> RESPONSE)

EnSize ASK OR RECORD AND CHECK
What is the size of the ...'s engine in cc's?
(1 litre = 1000 cc)
PROBE IF ANSWER IS GIVEN TO NEAREST 100cc HELP<F9>:

0..9997

ASK IF: EnSize = DONTKNOW

Bensize SHOW PROMPT CARD G
Could you tell me in which of these bands on this card 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 1500cc (1.3 to 1.5 litres)
(8) 1501 to 1800cc (1.5 to 1.8 litres)
(9) 1801 to 2000cc (1.8 to 2.0 litres)
(10) 2001 to 2500cc (2.0 to 2.5 litres)
(11) 2501 to 3000cc (2.5 to 3.0 litres)
(12) 3001cc and over (3 litres and over)

ASK IF: (Numba = Before) OR (Regyear < 84) OR Denote = No, DON'T KNOW, REFUSAL) OR Vmake = '99'

IntQust Can you tell me the exact size of the vehicle's fuel tank in litres or gallons?

(1) Amount given in litres
(2) Amount given in gallons

ASK IF: IntQust = Litres

TankLtr ENTER THE AMOUNT IN LITRES

0..997

ASK IF: IntQust = Gallons

TankGal1 ENTER THE AMOUNT IN GALLONS.
GIVE ANSWER TO ONE DECIMAL PLACE

0.0..99.0

Park

ASK IF: Intro = Now

WherePk RUNNING PROMPT
Can you tell me where the ... is usually parked overnight?
Is it usually parked overnight...

(1) in the garage (at this address),
(2) not garaged but still on the property of this address,
(3) on the street/public highway,
(4) or elsewhere (at or near your home)? (SPECIFY IN A NOTE)
(5) DOES NOT USUALLY PARK AT/NEAR HOME

ASK IF: WherePk IN [Street, Other]

HowFar RUNNING PROMPT
Approximately how far from the boundary of your property is the vehicle usually parked overnight?
INTERVIEWER: BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
e.g. GATE OR DOOR IF NO GARDEN
FOR THE PURPOSE OF THIS QUESTION 1 METRE IS THE SAME AS 1 YARD
NOTE THE LENGTH OF A FORD ESCORT IS APPROXIMATELY 5 YARDS

(1) right outside,
(2) not right outside but less than 10 yards/metres away,
(3) 10 yards but less than 100 yards/ metres away,
(4) 100 yards/metres away or more?

ASK IF: HowFar = Less100

HowFar2 How many yards/metres away from the boundary of your property is the vehicle usually parked?

BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
E.G. GATE OR DOOR IF NO GARDEN
A FORD ESCORT IS ABOUT 5 YARDS LONG

10..99

ASK IF: HowFar = More100

HowFrMin How long does it take you to walk from the boundary of your property to the place where the vehicle is usually parked?

GIVE THE ANSWER TO THE NEAREST MINUTE

1..60

ASK IF: WherePk IN [Street, Other]

IfPay Do you have to make any payment for parking the vehicle in this place?

(1) Yes
(2) No

ASK IF: IfPay = Yes

TypePay What is the payment for?

(1) Residents parking permit
(2) Other non-residents parking permit
(3) A hired garage
(4) Something else (SPECIFY)

ASK IF: TypePay = Other

XTyppay INTERVIEWER: Describe the type of payment made for parking the vehicle

STRING[40]

ASK IF: IfPay = Yes

Annfee How much is the annual parking fee that you pay?
INTERVIEWER: ENTER THE ANNUAL FEE TO THE NEAREST £. IF PAID MONTHLY, WORK OUT WHAT THIS WOULD BE ANNUALLY.

0..997

QComCar

ASK IF: FuelTyp <> Electric

WhoReg (May I just check) In whose name is the ... registered?
INTERVIEWER: UNREGISTERED & YET-TO-BE REGISTERED VEHICLES SHOULD BE CODED TO THE APPROPRIATE OWNER.

(1) Household member
(2) Someone outside household
(3) Employer/firm for whom household member works
(4) Own business
(5) Other firm or organization

ASK IF: (WhoReg = OutHH) OR (WhoReg = DONTKNOW)

WhoOwn 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

ASK IF: (WhoOwn = OutHH) OR (WhoOwn = DONTKNOW)

WhyUse 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 in a note

ASK IF: (WhoReg IN [OthFirm]) OR (WhoOwn IN [OthFirm])

VehHire Is the vehicle on hire or lease, or not?
IF 'NO' SPECIFY WHY NOT IN A NOTE

(1) Yes
(2) No

ASK IF: VehHire = Yes

WhoHire Who has hired or leased the vehicle?

(1) Household member
(2) Employer/firm for whom household member works
(3) Own business

ASK IF: (WhoHire = Hhmem) OR (WhoHire = DONTKNOW))

CostHir Are any of the costs of hiring or leasing paid for by the employer of a member of your household?

(1) Yes
(2) No

ASK IF: (WhoReg IN [HHmem]) OR (WhoOwn IN [HHmem])

VehCost Were any of the purchase costs of the vehicle paid for by a firm or organization?

(1) Yes
(2) No

ASK IF: VehCost = Yes

ComTax95 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

ASK IF: Privately owned vehicle AND (((WhoOwn = OwnBus) OR (WhoReg = OwnBus)) OR (WhoHire = OwnBus))) OR (((VehCost <> Yes) OR (ComTax95 = No)) AND (Stat = SelfEmp) AND (HmnDriv = RESPONSE)

CapAll (May I check) Can you claim capital allowances for your vehicle and/or tax refunds for costs of business mileage?

(1) Yes
(2) No

ASK IF: (ComTax95 = Yes) OR (CapAll = Yes)) OR (WhoOwn = Firm)) OR (WhoReg = Firm)) OR (WhoHire = Employ))

Assign Does employer/firm/organisation think of this vehicle as specifically 'assigned' to anyone in the household?

(1) Yes
(2) No

ASK IF: Assign = Yes

WhoAss To whom has (your firm/the employer,firm,organisation) assigned it?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (Assign = No) OR (Assign = DONTKNOW)) OR (WhoAss = 89)) OR (WhoAss = DONTKNOW)

WhoBus (May I check) Who does the most business mileage in the vehicle?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (DMPRIVCO = Private) AND (Cartype = Wheel4 OR LightVan) AND (IchEmp = Yes)) AND (((WhoReg = HHmem) OR (WhoOwn = HHmem)) OR (WhoHire = Hhmem))) AND (ComTax95 <> Yes))) OR ((((WhoReg = OwnBus) OR (WhoOwn = OwnBus)) OR (WhoHire = OwnBus)) AND (CapAll = No))

CourWk95 (May I check) do you/does ... use the vehicle in the course of your work?

(1) Yes
(2) No

ASK IF: (DMPRIVCO = Company) OR (WhoOwn = Firm) OR (WhoReg = Firm)) OR (WhoHire = Employer)) OR (ComTax95 = Yes) OR (CostHir = Yes)) AND ((Cartype = Wheel4) OR LightVan)

PrivMi95 (May I check) for your private mileage, including commuting mileage, do you receive any free fuel?

(1) Yes
(2) No

ASK IF: PrivMi95 = Yes

FTax95 (May I check) do you pay the tax on free fuel?

(1) Yes
(2) No

ASK IF: (DMPRIVCO= Private) AND (WhoOwn = HHmem) OR (WhoReg = HHmem) OR (WhoHire = Hhmem) AND (CourWk95 = Yes)) AND (DMVEHTYPE= Wheel4 OR LightVan) AND (IchEmp = Yes)

Allow95 For the mileage 'you' do in course of work do 'you' receive

(1) a mileage allowance only
(2) a mileage allowance and some other allowance
(3) or do you receive nothing and have to pay yourself?
(4) Other.

ASK IF: (Allow95 = OthAll) OR (Allow95 = Other)

XAllow95 INTERVIEWER: PLEASE DESCRIBE IN DETAIL EXACTLY WHAT KIND OF ASSISTANCE THE INFORMANT RECEIVES FOR MILEAGE DONE 'IN COURSE OF WORK'.

STRING[60]

ASK IF: (WhyUse = Borrowed) OR (VehHire = Yes)

BorHire Is your vehicle borrowed or hired for less than one year or for one year or more?

(1) Less than 1 year
(2) 1 year or more

QMileag

ASK IF: (FuelTyp <> Electric) AND (BorHire <> LessYear)

AnMiles I would like to get a figure for the approximate annual mileage of the .... Can you please estimate for me the total miles the vehicle is driven in a year?

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

0..99999

ASK IF: AnMiles = DONTKNOW

BAnMiles SHOW PROMPT CARD H
Could you tell me in which of these bands on this card is the approximate total MILES this vehicle is driven in a year?

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

ASK IF: (AnMiles > 0)

KmOrMile INTERVIEWER ASK OR CODE: WAS THE ANSWER TO ANMILES' IN MILES OR KILOMETRES?

(1) Miles
(2) Kilometres

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE= Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))

UsualWk 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

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

CoursWk 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

0..99999

ASK IF: (CoursWk > 0)

GoodsWk And can you estimate how many of these ^CoursWk miles are driven by anyone in the household whilst carrying goods in the course of work
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE = Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))
AND: (((AnMiles = RESPONSE) AND (UsualWk = RESPONSE)) AND (CoursWk = RESPONSE)) AND (AnMiles >= (UsualWk + CoursWk))

Othmile So that means that the vehicle is driven about ^OtherM miles a year for all other journey's.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))
AND: (IchEmp = Yes) AND (KmOrMile = Km)

UsualKm 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

0..99999

ASK IF (KmOrMile = Km)

CoursKm 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

0..99999

ASK IF: (CoursKm > 0)

GoodsKM ^DMVEH[LTLooper]

And can you estimate how many of these ^Courskm kilometres are driven by anyone in the household whilst carrying goods
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND (KmOrMile = Km)
AND: (((AnMiles = RESPONSE) AND (UsualKm = RESPONSE)) AND (CoursKm = RESPONSE)) AND (AnMiles >= (UsualKm + CoursKm))

Othkm So that means that the vehicle is driven about ^otherkm kilometres a year for all other journeys.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))

SecCyc May I check about the milometer in the vehicle.
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 IF: BorHire <> LessYear

MiloRep Has the milometer been replaced since the vehicle was new?

(1) Yes
(2) No

QTVPickU

ASK IF: (QSignIn.StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND (WhenDis <> Bfore) OR (StillGot = Yes))

FuelNow 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 THE INFORMANT SOME EXTRA QUESTIONS

(1) Now
(2) Later

ASK IF: FuelNow = Now

AnyFuel 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

ASK IF: AnyFuel = Fuelin

IntQust1 TOTAL WITH INFORMANT. FIRST CODE IF AMOUNT IN LITRES OR GALLONS

(1) Litres
(2) Gallons

ASK IF: IntQust1 = Litres

FuelLtr Quantity of fuel put in in litres (to nearest whole litre)

0..999

ASK IF: IntQust1 = Gallons

FuelGal Quantity of fuel put in gallons (to one decimal point)

0.0..99.9

ASK IF: AnyFuel = Fuelin

FuelPds Enter amount household paid in pounds and pence for this fuel and check sum with informant

0.00..999.99

ASK IF: FuelNow = Now

FGauge CHECK 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

ASK IF: FGauge IN [Gauge .. Estim]

FFGRead ENTER 'FIRST' FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FuelNow = Now

LGauge CHECK 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

ASK IF: LGauge IN [Gauge .. Estim]

LFGRead ENTER LAST FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FFGRead = 9

StikFul (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

ASK IF: FFGRead = 1

Stikem1 (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

ASK IF: LFGRead = 9

StikFu2 (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

ASK IF: LFGRead = 1

StikEm2 (In some vehicles the fuel gauge indicator shows 'empty' when there is still quite a lot of fuel in the tank.)
I notice that your tank was 'empty' or 'nearly empty' at the end of your travel week. So far as you can remember, was there enough fuel left to do at least another 20 miles?

(1) Yes
(2) No
(3) DK/Can't remember

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND WhenDis <> Bfore) OR (StillGot = Yes))

IntQust2 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 IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

FMilo CHECK MILOMETER READING IN FUEL AND MILEAGE CHART. FIRST' MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesF Enter the 'first' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmF Enter the 'first' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

LMilo LAST MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesL Enter the 'last' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmL Enter the 'last' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (MilesF = RESPONSE) AND (MilesL = RESPONSE)

TotalMl TOTAL MILEAGE DURING TRAVEL WEEK:

0..99999

ASK IF: (KmF = RESPONSE) AND (KmL = RESPONSE)

TotalKm TOTAL NUMBER OF KILOMETRES DRIVEN DURING TRAVEL WEEK:

0..99999

RECORD IF: (Miles F = RESPONSE) AND (MilesL = RESPONSE) OR (KmF = RESPONSE) AND (KmL = RESPONSE)

LVPickU1 INTERVIEWER: ENTER WHETHER THE VEHICLE WAS DRIVEN IN THE TRAVEL WEEK

(1) Yes
(2) No

ASK IF: **LVPickU1** = 2

WhyNUse 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 QUESTIONNIARE 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
(6) Other (SPECIFY IN NOTE)

ASK IF: **LVPickU1** = 1

InElm1 May I just check:
Were any of the mileage driven by someone outside the household?

(1) Yes
(2) No

ASK IF: InElm1 = Yes

InElmA1 How many miles were driven by someone outside the household?

0..9999

ASK IF: **LVPickU1** = 1

InElm2 Were any of the mileage driven in order to carry goods in course of work?

(1) Yes
(2) No

ASK IF: InElm2 = Yes

InElmA2 ^DMVEH[LTLooper]

How many miles were driven in order to carry goods in the course of work?

0..9999

ASK IF: **LVPickU1** = 1

InElm3 Were any of the mileage driven off the public road?

(1) Yes
(2) No

ASK IF: InElm3 = Yes

InElmA3 How many miles were driven off the public road?

0..9999

ASK IF: **LVPickU1** = 1

InElm4 Were any of the mileage driven outside Great Britain?

(1) Yes
(2) No

ASK IF: InElm4 = Yes

InElmA4 How many miles were driven outside Great Britain?

0..9999

ASK IF: **LVPickU1** = 1

InElm5 Were any of the mileage driven using the vehicle as a taxi or hire car?

(1) Yes
(2) No

ASK IF: InElm5 = Yes

InElmA5 How many miles 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

0..9999

ASK IF: ANY(InElmA1-InElmA5 = RESPONSE) OR (ANY (InElm1- InElm5 = No)

TotInel Total ineligible mileage: Ineligible mileage
ENTER THE NUMBER SHOWN AS THE RESPONSE

0..9999

Appendix A Journey Input System

PersNo (*Ask for every journey)*
Person number

1..21

TravDay *(Ask for every journey)*
Travel day

1..7

JourNo ***(Ask for every journey)***
Journey number

1..30

PurFrom *(Ask for every journey*)
Purpose from

INTERVIEWER: ESTABLISH AND ENTER JOURNEY PURPOSE 'FROM'
(i.e. purpose of previous journey):

1 Home
2 Work
3 In course of work
4 Education
5 Food and grocery shopping
6 Other types of shopping
7 Personal business - medical
8 Personal business - other
9 Eat/drink alone or at work
10Eat/drink other occasions
11Visit friends
12Other social
13Entertainment/public activity
14Sport (participate)
15Holiday base
16(Day) Trip/just walk
17Other non-escort
18Escort - home (not own)
19Escort - work
20Escort - in course of work
21Escort - education
22Escort - shopping/personal
23Other escort

PurTo *(Ask for every journey)*
Purpose to

INTERVIEWER: ESTABLISH THE PURPOSE OF THIS JOURNEY

1 Home
2 Work
6 In course of work
7 Education
8 Food and grocery shopping
6 Other types of shopping
7 Personal business - medical
8 Personal business - other
9 Eat/drink alone or at work
10Eat/drink other occasions
11Visit friends
12Other social
13Entertainment/public activity
14Sport (participate)
15Holiday base
16(Day) Trip/just walk
17Other non-escort
18Escort - home (not own)
19Escort - work
20Escort - in course of work
21Escort - education
22Escort - shopping/personal
23Other escort

LeftHrs *(Ask for every journey)*
Time departed (hours)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

LeftMin *(Ask for every journey)*
Time departed (minutes)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

ArrHrs *(Ask for every journey)*
Time arrived (hours)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

ArrMins *(Ask for every journey)*
Time arrived (minutes)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

Origin *(Ask for every journey)*
Origin of journey

10..58, 60..78, 89

Destin *(Ask for every journey)*
Destination of journey

10..58, 60..78, 89

Series *(Ask for every journey)*
Whether or not the journey consisted of a series of calls

0 *Not series of calls* (default setting)
1 *Series of calls journeys*

NextDay *(Ask for every journey)*
Whether or not the arrival time is past midnight on the next day

0 *Arrival time not past midnight* (default setting)
1 *Arrival time past midnight*

NumStag *(Ask for every journey)*
Number of stages

1..20

IntDis *(Ask for every journey)*
Interviewer discovered journey

0 *Not interviewer discovered journey* (default setting)
1 *Interviewer discovered journey*

Inelig *(Ask for every stage)*
Whether or not the journey is ineligible

0 *Eligible journey* (default setting)
1 *Ineligible journey*

RepJrnD Repeat journey (same person, another time)
Enter Travel day of original journey

1..7

RepJrnJ Repeat journey (same person, another time)
Enter journey number of original journey

1..29

DupJrnP Duplicate journey (another person, same day)
Enter person number of original journey

1..8

DupJrnJ Duplicate journey (another person, same day)
Enter journey number of original journey

1..29

Stages

Stage *(Pre-filled for each stage)*

Method *(Ask for every stage)*
Method of travel

1 Walk
2 Bicycle
3 Private (hire) bus
4 Car
5 Motorcycle, moped etc.
6 Van, lorry
7 Other private
8 Ordinary bus - in London
9 Ordinary bus - elsewhere
10Coach, express bus
11Excursion/tour bus
12LRT underground
13Train (British Rail)
14Light rail
15Aircraft (public)
16Taxi
17Minicab
18Other Public
19Unspecified private
20Unspecified public

Distance *(Ask for every stage)*
Distance in miles

1..999

PtMiles *(Ask for each stage)*
Fractions of miles

1..9

PartyNo *(Ask for each stage)*
Number in party

1..99

TravMin *(Ask for each stage)*
Travel time in minutes

1..999

CostPds *(Ask for each stage involving public transport: Method = ordinary bus - London, ordinary bus - elsewhere, coach, express bus, excursion/tour bus, LRT underground, Train (British Rail), Aircraft (public), taxi, minicab, other public, unspecified public)*

Stage cost in pounds

0..999

CostPen *(Routing as for costpds)*
Stage cost in pence

0..99

NoBoard *(Routing as for costpds)*
Number of boardings

0..9

Tcktype *(Routing as for costpds)*
Type of ticket used

1 Special ticket 1
2 Special ticket 2
3 Special ticket 3
4 Ordinary adult
5 Ordinary child
6 Reduced (off peak) adult
7 Reduced (off peak) child
8 Reduced special category
9 Other special category

WhichV *(Ask for car; motorcycle; moped; van, lorry; other private vehicle)*
Vehicle number

1..8, 89

DriPas *(Routing as for WhichV)*
Whether driver or passenger

1 Driver
2 Front Passenger
3 Rear Passenger

Parked *(Ask if method - car; motorcycle, moped; van, lorry; other private vehicle and DriPas = Driver)*

Where parked

1 Own/friend's premises
2 Firm/work car park
3 Other private car park
4 Park-and-ride car park
5 Public car park
6 Street
7 Not parked
8 Other

ParkPds *(Routing as for Parked)*
Parking cost in pounds

0..99

ParkPen *(Routing as for Parked)*
Parking cost in pence

0..99

Appendix A Admin Block Paper Questionnaire

ASK IF: (Choice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm])
AND: Q10.HHold = 1

NofHH How many households at this address?

0..3

ASK IF: (Choice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm])

AddType Code type of address...

(1) Deta
Whole house - detached
(2) Semi
Whole house - semi-detached
(3) Terr
Whole house - terrace/end terrace
(4) PurFlat
Purpose built flat/maisonette
(5) ConvFlat
Flat in converted house
(6) Rooms
Rooms
(7) Caravan
Mobile home/caravan
(8) Other
Other, specify in note

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)

Hout1 ENTER FINAL OUTCOME ....
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

PLEASE NOTE: CODE 35 IS NOT A VALID CODE FOR THE NTS

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(11)AllCoOp
FULLY CO-OPERATING HH
All diaries present
(20)PartUnSp
PARTIALLY CO-OPERATING HH - USE ONLY if codes 21, 22 and 23 don't apply
(21)PartNC
PARTIALLY CO-OPERATING HH - non-contact with 1 or more elements
(22)PartRef
PARTIALLY CO-OPERATING HH - refusal by 1 or more elements
(23)NoEnd
PARTIALLY CO-OPERATING HH - incomplete travel diary for one or more persons
(31)RefHQLet
Refusal to HQ letter
(32)RefBefor
Refusal at introduction/before placement interview
(33)RefInInt
Refusal during interview
(34)ContOnly
No interview - contact incapable
(41)NoContac
NON-CONTACT - with any HH member
(42)AwayAll
NON-CONTACT - HH away all field period
(97)NotHout1
CODES 11 - 42 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1

Hout2 Final Outcome Codes...
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(51)NoSuch INELIGIBLE - no trace of address
(52)UnbltHse - not yet built
(53)DerelHse - demolished/derelict
(54)EmptyHse - empty
(55)NonResid - non-residential
(56)NoPrvHH - institution
(57)TempAccm - temp accommodation /second home
(58)NonUkHH - household of foreign diplomat or foreign servicemen living on the base
(59)NoSample - DIRECTED not to sample at address
(60)QuotaLim HH limit on quota (4) already reached
(97)NotHout2 CODES 51 - 60 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2

HoutTemp Final Outcome Codes...
FOR TEMPORARY USE ONLY - MUST BE RECORDED IN RANGE 11- 60... USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

CODES 71-79 ARE FOR OFFICE USE ONLY - REACHED VIA CODE 97 AT THIS QUESTION

(81) TelNoUn - Tel no currenTly unobtainable
(82) TeltoFTF - HH reissued from TEL to FTF
(83) ForReall - For re-allocation
(97) ToOffUse - NOT FOR INTERVIEWER USE
Use this code to reach OFF USE outcomes 71-76

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2
AND: HoutTemp = ToOffUse

HoutOU Final Outcome Codes FOR OFFICE USE ONLY..
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(71)CorruptD FULL INTERVIEW ACHIEVED BUT - disk corrupted/lost in transmission
(72)PartD PARTIAL INTERVIEW ACHIEVED BUT - disk corrupted/lost in transmission
(73)DelDataF - FULL:informant demanded that data be deleted
(74)DelDataP - PARTIAL:informant demanded that data be deleted
(75)StoDiskF - FULL:disk stolen and not transmitted
(76)StoDiskP - PARTIAL:disk stolen and not transmitted
(97)HQonly Final HQ code if nothing else applies

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PlaceAdm, PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])

Teleph Does the household have a telephone?

(1) Yes
(2) No

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PlaceAdm, PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR nrx := 1 TO 10

IndQn Whether individual questionnaire completed for this person.
IF PARTIAL PLEASE GIVE JUDGED REASON FOR NON-RESPONSE OR WHY PERSON WAS NOT SEEN IN A NOTE <CTRL + M>

(1) Complete
Fully or partially completed (in person/by parent)
(2) Proxy
Proxy on behalf of adult
(3) Nodata
No data

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

Voutcome Vehicle questionnaire is .....

(1) Full
Fully or partly completed
(2) NoData
No data
(3) Invalid
Not valid household vehicle

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

BlankV Give reasons why vehicle questionnaire is blank.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

JSchedR Has journey data been input for this person?

(1) Complete
Journey data completed for all eligible journeys in Travel Week period
(2) Partial
Journey data completed for some but not all eligible journeys in Travel Week period
(3) Nojourn
No data - no journey made in Travel Week (ie full information)
(4) Poss
No data - journeys possibly made (ie missing information)

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10
AND: JSchedR = Nojourn

Reason Give reasons why no journeys were made during Travel Week.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

TrecPl Travel record was .....

(1) Inperson
placed in person
(2) Byprox
placed by proxy
(3) Notplac
not placed

DISPLAY IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)

DayEnd On what day of the week would the Travel Week have ended?
PRESS <ENTER> TO CONTINUE.

STRING[3]

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum [X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)

SOCNow

INTERVIEWER
DO YOU WANT TO DO OCCUPATION CODING FOR ^LDMIntName:

(1) Now
(2) or later?

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SOC ^LDMIntName
Standard Occupational Classification

Job Title : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[X]].OccT

Job Description: ^QTMainJb[LDMpairnum[x]]. QMainJb[LDMlinenum[x]].OccD

Industry : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[x]].IndD

Employment status : ^vempstat

REVIEW OCCUPATIONAL DETAILS AND ASSIGN 3-DIGIT S.O.C. CODE

0..999

DISPLAY IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SEG Socio-Economic Group

0.0..17.0

DISPLAY IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SC Social Class

0.0..6.0

DISPLAY IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

IEmpStat Imputed employment status

0..7

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDMLineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SIC90 ^LDMIntName
REVIEW INDUSTRY DETAILS
AND ASSIGN 3-DIGIT SIC CODE

^QTMainJb[LDMpairnum[x]].
QMainJb[LDMlinenum[X]].IndD

0..999

Appendix B NTS Documents

Documents held by ONS and DETR

1. Paper questionnaire (see Appendix A)
2. Interviewer instructions
3. Editing instructions
4. Definition manual
5. Technical report

Documents issued to interviewer

1. Interviewer instructions
2. Definition manual
3. Paper questionnaire
4. Long distance travel record (see page 64)
5. Travel record (see page 65)
6. Extra journey sheet
7. Fuel and mileage chart (see page 71)
8. Pocket diary (see page 76)
9. London leaflet (see page 73)
10. Purpose leaflet (see page 75)
11. Interviewer check cards
12. Reminder card
13. Advance letter
14. Disclaimer note
15. Despatch note
16. Allocation card (1 per month)

Interviewers are also issued with NTS fridge magnets and pens.

G Area Add H P

national STATISTICS

DETR Environment Transport Regions

National Travel Survey

In confidence

Travel record of

Travel week

Start day

Finish day

Include ***walks*** **on the first six days if they are a mile or more**

Include **all *walks* on the final day**

Enter ***every*** **journey you do on any other method of transport (bus, train, car, bicycle etc.)**

The interviewer will call again on

Day Date Time

Purpose of journey (A)

We are interested in a simple description such as *'to work'*, *'to get home'*, *'from work to food shopping'*, *'take a child to school'* etc. If you are unsure, make a note and the interviewer will sort it out.

Time left and time arrived (B and C)

Write in hours and minutes. For example 9:15

From and to (D and E)

Write down the name of the place where your journey started and finished. We are interested in the actual name of the village or town. (You need only record 'H' or 'W' if the journey started or finished at Home 'H' or Work 'W'.)

Method of travel (F)

Show each different method on a separate line, eg *car*, *train*, *bus*. On the first 6 days include walk as a method if it is a mile or more (20 minutes or more). On the final day include **every** walk you do.

Distance (G)

Write in miles and part miles.
For example 1.5

Number in party (H)

This means the number of people who set out together. To be included in your party a person must be with you for at least half the distance.

How to fill in your travel record

	A Purpose of journey	B Time left	C Time arrived	D From *village/town*	E To *village/town*		F Method of travel	G Distance *miles*	H Number in party
1	*Food Shopping*	*9:00*	*9:30*	*H*	*Bristol*	1	*Walk*	*1.5*	*1*
						2			
						3			
2	*Return home*	*10:30*	*11:00*	*Bristol*	*H*	1	*Bus*	*2*	*1*
						2			
						3			
3	*Go To Friends*	*1:00*	*3:30*	*H*	*Hammer-smith*	1	*Car*	*2*	*1*
						2	*Train*	*114*	*1*
						3	*Tube*	*3.5*	*1*
4	*Return Home*	*5:15*	*7:45*	*Hammer-smith*	*H*	1	*Tube*	*3.5*	*1*
						2	*Train*	*114*	*1*
						3	*Car*	*2*	*1*
5						1			
						2			
						3			
6						1			
						2			
						3			
7						1			
						2			
						3			
8						1			
						2			
						3			

EXAMPLE PAGE

	Public transport			If car or motorbike			
I	**J**				**K**	**L**	**M**
Time travelling *mins*	**Cost**	**No. of boardings**	***Leave blank***	**Which car / motorbike used**	**Dr / Pass** *DR, FP or RP*	**Drivers only: where parked and cost**	**Notes**
30						£ : p	
20	*90p*	*2*				£ : p	
18				*Renault*	*DR*	*Public Car Park*	
76	*£14*	*1*					
30	*£1.50*	*1*				£ *3* : *00* p	
40	*£1.50*	*1*					
90	*£14*	*1*				*On the Street*	
15				*Renault*	*DR*	£ *0* : *00* p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	

EXAMPLE PAGE

Day 1

MON TUE WED THUR FRI SAT SUN

Include all journeys by transport (bus, train, car, bike etc)
Include walks if 1 mile or more

	A Purpose of journey	B Time left	C Time arrived	D From *village/town*	E To *village/town*		F Method of travel	G Distance *miles*	H Number in party
1						1 2 3			
2						1 2 3			
3						1 2 3			
4						1 2 3			
5						1 2 3			
6						1 2 3			
7						1 2 3			
8						1 2 3			

Drivers: Remember to enter your final milometer and fuel gauge reading on the Fuel and Mileage Chart

	Public transport			If car or motorbike			
I Time travelling *mins*	**J** Cost	No. of boardings	*Leave blank*	Which car / motorbike used	**K** Dr / Pass *DR, FP or RP*	**L** Drivers only: where parked and cost	**M** Notes
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	

Day 7

MON TUE WED THUR FRI SAT SUN

On this day include **all walks** (even if they are less than 1 mile) as well as other journeys you do

	A Purpose of journey	B Time left	C Time arrived	D From *village/town*	E To *village/town*		F Method of travel	G Distance *miles*	H Number in party
7						1 2 3 4			
8						1 2 3 4			
9						1 2 3 4			
10						1 2 3 4			
11						1 2 3 4			
12						1 2 3 4			

Drivers: Remember to enter your final milometer and fuel gauge reading on the Fuel and Mileage Chart

	Public transport			If car or motorbike			
I Time travelling *mins*	**J** Cost	No. of boardings	*Leave blank*	Which car / motorbike used	**K** Dr / Pass *DR, FP or RP*	**L** Drivers only: where parked and cost	**M** Notes
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	

	A Purpose of journey	B Time left	C Time arrived	D From *village/town*	E To *village/town*		F Method of travel	G Distance *miles*	H Number in party
Extra journeys on day:									
1						1 2 3			
2						1 2 3			
3						1 2 3			
4						1 2 3			
Extra journeys on day:									
1						1 2 3			
2						1 2 3			
3						1 2 3			
4						1 2 3			

	Public transport			If car or motorbike			
I Time travelling *mins*	**J** Cost	No. of boardings	*Leave blank*	Which car / motorbike used	**K** Dr / Pass *DR, FP or RP*	**L** Drivers only: where parked and cost	**M** Notes
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	

How to fill in your travel record

	A Purpose of journey	B Time left	C Time arrived	D From *village/town*	E To *village/town*		F Method of travel	G Distance *miles*	H Number in party
1						1 2 3			
2						1 2 3			
3						1 2 3			
4						1 2 3			
5						1 2 3			
6						1 2 3			
7						1 2 3			
8						1 2 3			

EXAMPLE PAGE

	Public transport			If car or motorbike			
I	**J**				**K**	**L**	**M**
Time travelling *mins*	**Cost**	**No. of boardings**	***Leave blank***	**Which car / motorbike used**	**Dr / Pass** *DR, FP or RP*	**Drivers only: where parked and cost**	**Notes**
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	
						£ : p	

EXAMPLE PAGE

Time travelling (I)

Give time spent **travelling** on a bus/train, in a car or walking. Please do NOT include time spent waiting for buses/trains.

Cost (J)

Write the amount paid for the actual journey - so for a journey made with a **season ticket** write *nil*. A journey made with a **pass** may be free or you pay something. If so, write down the cost.

Driver/passenger (K)

For journeys by car or motorbike please record whether you were:

the driver	**DR**
front passenger	**FP**
or rear passenger	**RP**

Drivers only: where parked and cost (L)

We would like to know here if the car/motorbike was parked:

- 'on the street'
- 'on own/friend's property'
- 'in a park-and-ride car park'
- 'in another public car park'
- 'in firm's car park'
- 'in a private car park'
- or 'not parked.'

Please write whether the parking cost was Free (**F**) / Permit (**P**) / Season ticket (**S**) ***OR*** write the cost of parking in '£ : p' if it was a one-off payment

Notes (M)

Use this column to note down anything you want to tell the interviewer. For example if you have used a bus pass, season ticket etc.

OFFICE FOR NATIONAL STATISTICS

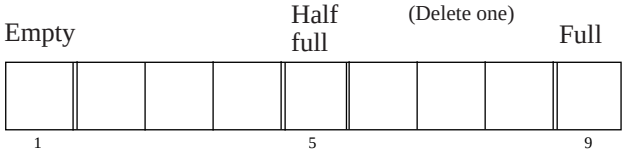
Area | Add | H | Veh | I

National Travel Survey FUEL & MILEAGE CHART

Reading before first use on .....

MILOMETER .....Miles/Kilometres
(Delete one)

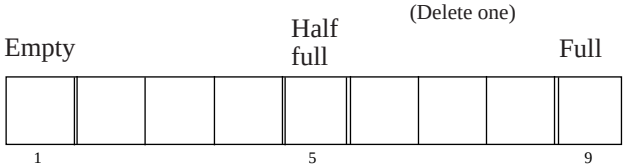
FUEL GAUGE
(mark with cross
position of indicator)



Reading after last use on .....

MILOMETER .....Miles/Kilometres
(Delete one)

FUEL GAUGE
(mark with cross
position of indicator)



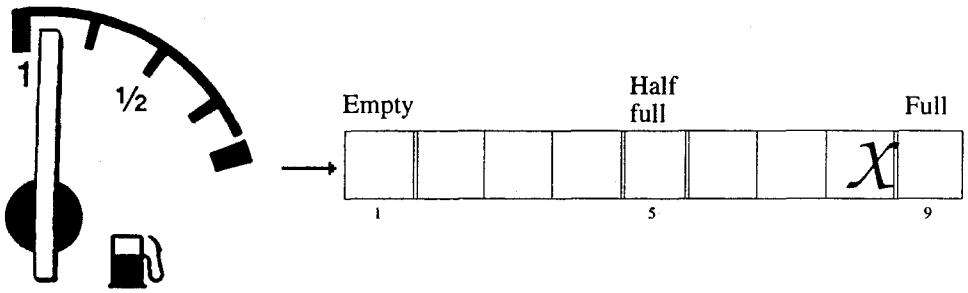
FUEL put in vehicle in these seven days

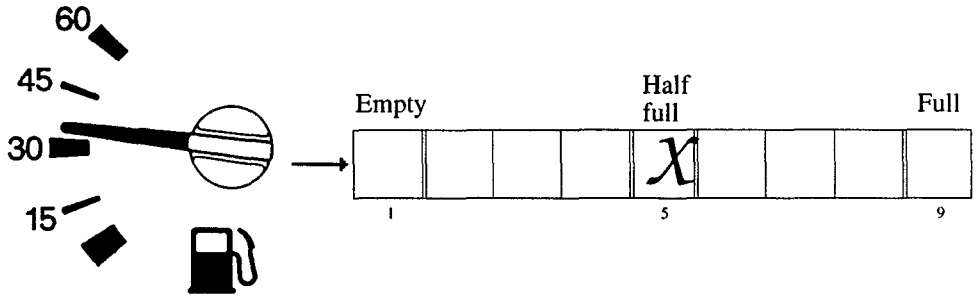
Day of week	Number of litres (or gallons)	Price per litre (or gallon)	Total cost
			£
			£
			£
			£
			£

ONS
1 Drummond Gate
London
SW1V 2QQ

WB25/4 2/98

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.

THE NATIONAL TRAVEL SURVEY IN LONDON

To help plan for travelling in the future we need to know about the journeys people make now.

This information is provided by the National Travel Survey which is being carried out by the Office for National Statistics.

Travel is part of our everyday lives and the problems of pollution and traffic congestion are particularly acute in London, the capital city. Travel is different in London and we need your help in understanding how it can be improved for both residents and visitors. Did you know for instance that:

- About 1 million people travel to work in Central London each weekday morning.

- Sixty six per cent of workers in Great Britain usually travel to work in a car, but only 18% of those working in Central London do so.

- The average speed of traffic in Central London during the day is only about 11 miles per hour.

- Fifteen per cent of Londoners' travel is by rail (including the tube), compared with 5% for non-Londoners.

- Public money equal to £5 per person per week is spent on maintaining the capital's roads and helping to provide public transport.

That's Why We Need Your Help to tell us ……

- How you get to work, to the shops, to schools ……

- How far you travel ……

- How often you go on buses, trains, or by car, by bike or walk.

Your co-operation is very important to this project. One of our staff is trying to get in touch with you and will be pleased to answer any questions you have about our work, and to explain how you could help.

OFFICE FOR NATIONAL STATISTICS

1 Drummond Gate
London
SW1V 2QQ

Any information you give will be treated in confidence. The results will not be used in any way in which they can be associated with your name or address.

No identifiable information about you or your household will be passed to other government departments, local authorities, members of the public or the press.

WC13/1 11/96(L)

Is the survey confidential?

Yes - any information you give will be treated in confidence. The results will not be used in any way in which they can be associated with your name or address. Apart from statisticians and researchers in ONS and the Department of the Environment, Transport and the Regions no identifiable information about you or your household will be passed to other government departments, local authorities, members of the public or press.

Is the survey compulsory?

No - as in all our surveys we rely on people's voluntary co-operation which is essential if our work is to be successful. By taking part in this survey you are making a contribution that benefits everyone. Your co-operation is very much appreciated.

What is the Office for National Statistics (ONS)?

ONS, is the government department which gathers together and publishes a range of statistics about the society in which we live and about the economy. It is also the Office of the Registrar General for England and Wales.

ONS includes the Social Survey Division which carries out many important government surveys throughout Great Britain, providing information on the cost of living, health, housing and many other matters of public interest.

ONS has a wide range of other responsibilities, including

- the registration of births, marriages, and deaths*
- providing population and health statistics*
- carrying out the census of population*
- providing statistics on employment and unemployment
- providing statistics on businesses, and the nation's finances and economy

If you would like any further information about ONS, please telephone the Central Enquiry point on 0171 533 5500.

* In Scotland these functions are carried out by the Scottish General Register Office.

We hope that this leaflet shows you how important the National Travel Survey is and how the information collected can be of benefit to everybody.

Thank you for helping us.

National Travel Survey
Office for National Statistics
1 Drummond Gate
London
SW1V 2QQ

0171 533 5427/5423/5433

Z

OFFICE FOR NATIONAL STATISTICS

The National Travel Survey

The National Travel Survey is being carried out by Social Survey Division of the Office for National Statistics on behalf of the Department of the Environment, Transport and the Regions.

HA13/4 11/98

What is the survey about?

The government makes many decisions about travel and transport services and to do this it needs up-to-date and reliable information. A sensible way to get this is to ask people themselves about their travel and the National Travel Survey has been doing this since 1965.

The information which you and several thousand other households provide, gives a picture of different kinds of transport people use, distances, where people travel to and from and for what purposes, and what kinds of people travel and how often.

How is the information used?

The National Travel Survey is used to build up a picture of different kinds of traveller such as car users or bus users, and to examine travel among particular groups of people in the community such as the elderly or the disabled. For example, the information collected is used to calculate how many people who are entitled to concessionary fares, actually make use of them. The survey also helps to find out the transport needs of people in getting to work, to the shops, to school, and for social purposes such as visiting friends and relatives.

Because the survey is carried out during every week of the year, changes in travel behaviour and changing needs can be measured. Furthermore it is the only source of national information on subjects such as cycling or walking, and it contributes to discussions on the environment. The survey also allows estimates to be made of annual vehicle mileage and vehicle fuel consumption.

The main results of the survey are published and so are available to anybody interested in travel and transport.

Some facts and figures from the National Travel Survey

* Nowadays, people travel nearly four times as far, on average, as they did in 1950.

* On average people spend about as much on travel within Great Britain, as they do on housing - about 15p in every pound.

* In 1995/97, the average person spent over 2 weeks (or 1 hour a day) each year travelling within GB. About 9 days were spent in a car, about 3 days were spent walking and 2 days in total were spent on bus and train services.

* About two thirds of all households in Britain have the use of a car or light van.

* In 1994/96, adult men travelled over 9,000 miles on average each year compared to less than 6,000 miles for adult women. Children travelled an average of 3,800 miles a year.

* One car in thirteen (7%) in GB is a company car. In 1995/97, company cars were, on average, driven nearly 22,000 miles compared to just over 8,000 miles for private cars.

* In 1995/97 on average households spent 13% of their total expenditure on motoring costs. (£41 per week).

* The average distance walked per person per year fell from 255 miles in 1975/76 to 195 miles in 1995/97, a fall of about 24%.

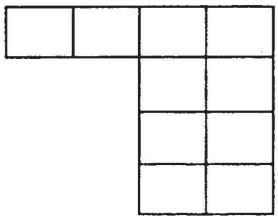
* The average distance cycled per person per year fell from 51 miles in 1975/76 to 37 miles in 1995/97.

* Figures for 1995/97 show that 81% of men and 57% of women held a full car licence compared with 63% of men and 21% of women in 1972.

How was your household chosen?

The households in the survey have been chosen by taking a representative national sample of addresses from the Postcode Address File, that is, the Post Office's own list of addresses. We then approach the people who happen to live at those addresses. To make sure that travelling done by all types of household is properly represented, **it is important that everyone selected helps us by giving the necessary information. To obtain a true picture we need to include people who make a lot of journeys, few journeys, or even no journeys at all.**

Area
Address
Household
Per. No.



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F

NATIONAL TRAVEL SURVEY

7 Day Pocket Diary

IN CONFIDENCE

Social Survey Division
ONS
1 Drummond Gate
London SW1V 2QQ

NTS DEC'96 V1

Travel week

START day _____

FINISH day _____

WHOSE DIARY _____

Include **all journeys by transport** (bus, train car, bike etc.). Include walks if 1 mile or more.

Day 1 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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 1

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

On this last day include **all walks** (even if they are less than 1 mile) as well as other journeys you do.

Day 7 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

Appendix C The allocation of Areas (PSUs) to quota months, 1999

Major stratum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
01	01003 01015	01007	01011	01005	01009	01001 01013	01012	01008	01004	01006	01002 01014	01010
02	02012	02004 02016	02008	02002 02014	02006 02018	02010	02009	02005 02017	02001 02013	02003 02015	02011	02007 02019
03	03007 03019	03011 03023	03003 03015	03009 03021	03001 03013	03005 03017	03004 03016	03012	03008 03020	03010 03022	03006 03018	03002 03014
04	04008 04020	04012	04004 04016	04010	04002 04014	04006 04018	04005 04017	04001 04013	04009 04021	04011	04007 04019	04003 04015
05		05003	05007	05001	05005	05009	05008	05004		05002		05006
06	06005		06001			06003	06002				06004	
07	07002	07006		07004	07008			07007	07003	07005	07001	
08	08012	08004	08008	08002 08014	08006	08010	08009	08005	08001 08013	08003	08011	08007
09	09006		09002			09004	09003		09007		09005	09001
10	10011	10003 10015	10007	10001 10013	10005 10017	10009	10008	10004 10016	10012	10002 10014	10010	10006
11	11001	11005		11003	11007			11006	11002	11004		
12	12006	12010	12002 12014	12008	12012	12004	12003 12015	12011	12007	12009	12005	12001 12013
13	13010	13002 13014	13006	13012	13004 13016	13008	13007	13003 13015	13011	13001 13013	13009	13005
14	14006	14010	14002	14008		14004	14003		14007	14009	14005	14001
15	15006	15010	15002	15008		15004	15003	15011	15007	15009	15005	15001
16	16008		16004	16010	16002	16006	16005	16001	16009	16011	16007	16003
17	17009	17001 17013	17005 17017	17011	17003 17015	17007 17019	17006 17018	17002 17014	17010	17012	17008 17020	17004 17016
18	18001	18005	18009	18003	18007	18011	18010	18006	18002	18004	18012	18008

Appendix D DETR and ONS reports and papers on the National Travel Survey

DETR reports on the National Travel Surveys

National Travel Survey 1985/86 Report, HMSO *1988*.
National Travel Survey 1989/91, HMSO, *1993*.
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Other ONS reports

Report on the pilot work for 1985/6 survey, *ONS*.
'The use of reinterviewing on the National Travel Survey pilot', Tricia Dodd, ONS. *SSD Survey Methodology Bulletin* No. 17, June 1985.
'The use of diaries in data collection' Butcher R and Eldridge J, ONS. *The statistician* (1990) 39 pp 25-41.
'The National Travel Survey Report of the 1991 Census-linked study of survey non-respondents', Diane Bushnell, 1994 *(unpublished)*.
'Weighting the National Travel Survey to compensate for non-response. An investigation into Census-based weighting schemes', Diane Bushnell, 1995 *(unpublished)*.
'Computer Assisted Personal Interviewing Techniques on the National Travel Survey', Wilmot A and Bateson B, *Survey Methodology Bulletin* No. 37, July 1995.
'Investigating stratification options for the National Travel Survey', Barton J, 1996, *(unpublished)*.
'Using a range of methods to collect travel data, the experience of the British National Travel Survey', Stephanie Freeth. Paper for the International Conference on Transport Survey Quality and Innovation, Grainau, Germany, May 1997.
National Travel Survey 1997 'Validation of Cycle Journeys', Beverley Jackson, 1998 *(unpublished)*.

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National Travel Survey

Technical Report 2000

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Jeremy Barton

Social Survey Division

Barbara Noble
Darren Williams
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Department for Transport, Local Government and the Regions

London: Office for National Statistics

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About the Office for National Statistics

The Office for National Statistics (ONS) is the government agency responsible for compiling, analysing and disseminating many of the United Kingdom's economic, social and demographic statistics, including the retail prices index, trade figures and labour market data, as well as the periodic census of the population and health statistics. The Director of ONS is also the National Statistician and the Registrar General for England and Wales, and the agency administers the statutory registration of births, marriages and deaths there.

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Chapter 1 Introduction

1.1 Background

The National Travel Survey (NTS) provides regular, up-to-date data on personal travel and monitors changes in travel behaviour over time. The first NTS was commissioned by the Ministry of Transport in 1965/66. Further periodic surveys were carried out in 1972/73, 1975/76, 1978/79 and 1985/86. In 1988 the NTS became a continuous survey with field work being carried out every month of the year.

Social Survey Division (SSD) of the Office for National Statistics (ONS) carried out the NTS in 1972/73 and 1985/86 and has been the contractor for the continuous NTS since its launch in 1988. SSD is responsible for questionnaire design, sample selection, data collection, data editing and data file production. Analysis and report production are carried out by the Department for Transport, Local Government and th Regions (DTLR), the commissioning department for the survey. An edited database is sent to DTLR every 3 months and is produced 2 months after the end of fieldwork.

This report describes the methodology of the 2000 NTS. It is intended as a working reference manual and describes the sample design, fieldwork methodology, data production and data file production.

1.2 Uses of the NTS

The NTS provides detailed information on different types of travel; where people travel from and to (at county level), distance, time, purpose and what kinds of people are doing the travelling and how often. The NTS is the only source of national information on subjects such as cycling and walking which provide a context for the results of more local studies.

The results of the survey are published by DTLR and are available to users both within and outside Government. Travel research institutes such as the Transport Research Laboratory (TRL) view the NTS as one of their major data sources and the NTS datasets are deposited at the Data Archive at the University of Essex. Details on the use of the NTS are presented in Figure 1.1.

1.3 Sequence of work on the NTS

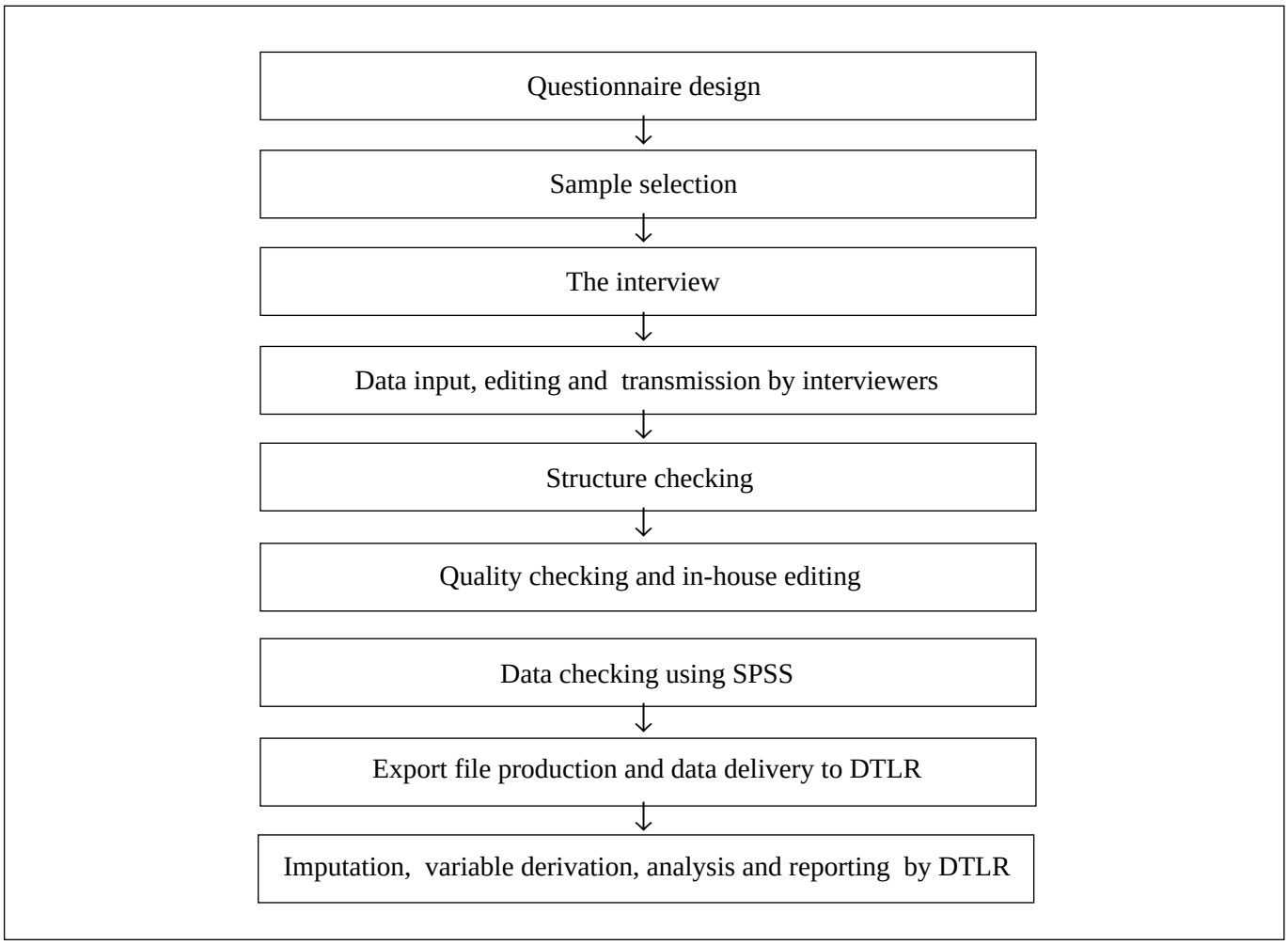
The NTS collects data using two methods: face-to-face interviewing carried out using computer assisted personal interviewing (CAPI) and seven day travel diary keeping. The sequence of tasks carried out on the 2000 NTS is summarised in this section and in Figure 1.2. Details on individual procedures are set out in the remainder of the report.

Figure 1.1 Uses of the NTS

The DTLR has used the NTS to:

- build up a general picture of changes in personal travel over time, for all modes including walking, cycling, car and public transport
- examine travel among special groups in the population such as children, the elderly or disabled
- estimate accident rates on the basis of exposure to accident risk for different groups in the population
- establish the level of take up of concessionary fares among those entitled to such fare schemes such as the elderly
- estimate annual mileage for cars (as opposed to other light vehicles such as taxis or vans); this information is used when road tax and fuel tax payments are under consideration
- estimate the effect that a change in this balance of road tax to fuel tax would have on different kinds of households
- examine changes over time in travel for different purposes, such as commuting, business, education, shopping and leisure
- collect information about whether people use leaded or unleaded petrol or diesel in their vehicles
- assess the extent to which tax concessions available to those with company cars encourage extra mileage
- examine the relationship between the level of car ownership and the level of bus patronage at regional level
- examine car ownership levels and the availability of bus services in rural areas.

Figure 1.2 Sequence of work



1.3.1 Sample selection

The NTS is based on a random **sample** of private households. The 2000 sample size was 5,796 addresses drawn from the **Postcode Address File**. The addresses selected were allocated into interviewer quotas in such a way that each quarter's sample was nationally representative.

1.3.2 The interview

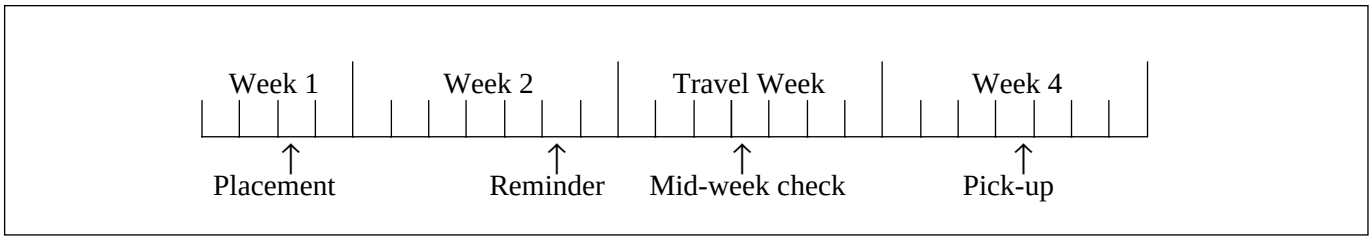
In advance of the interviewer's first call, letters were sent to the sampled addresses. These letters introduced the survey and explained that an interviewer would call shortly.

The NTS sampled allocation month ran from mid-month to mid-month. The interviewer would usually start to make contact with the household at the beginning of the calendar month in which the seven day diaries (travel records) would be kept. A **placement call** would be set up prior to the start of the record keeping week (**travel week)** specified for that household. At the placement call, the interviewer would conduct an interview. After the interview, the interviewer explained the travel record keeping procedure in detail.

The placement call was generally followed by a **reminder call**, just before the start of the travel week, to remind the household to begin their travel records, and by a **midweek checking call** during the travel week to check that the records were being completed correctly.

The interviewer made a **pick-up** call to collect the travel records and to check the information recorded with the informants. A few additional questions were also asked. The pick-up call was made within six days of the end of the travel week. Figure 1.3 summarises the calls made to a household.

Figure 1.3 The interview



1.3.3 Data input and editing during the field work period

Working at home, the interviewer transferred and coded the travel information from the **travel records** to the **computerised Journey Input System**. Any inconsistencies identified at this stage were corrected by the interviewer and, if necessary, checked with the informant.

The interviewer then ran the **journey checking program** (pre-specified consistency and plausibility checks) and made the appropriate amendments, again checking back with informants where necessary or referring to the interviewer instructions.

Throughout the field period SSD staff monitored the progress of interviewer's work and answered coding and technical queries.

On a weekly basis interviewers transmitted data to ONS office. Any paper documents were returned by post at the end of the field period. The final transmission and posting date was the 28th day of the month in which field work was completed.

1.3.4 Final data editing and checking and data file production

The transmitted data were structure checked to make sure that all the data transmitted by the interviewers had been received. All returned paper documents were also checked.

Some final coding and checking was then carried out in the office. Manual recodes and interviewer's notes were scrutinised. Quality checks were also made on selected interviewers on a rota basis.

The data were organised into seven record types and sent to DTLR on a quarterly basis. The seven record types consisted of: households, individuals, vehicles, long distance journeys made before start of the seven-day Travel Week (two records), journeys made during the Travel Week and stages of the journeys made during the Travel Week.

1.4 Response

Only households classed as 'fully co-operating' were included in the response calculations.[1] In 2000 a national response rate of 64 per cent was achieved.[2] Under the current contract, the DTLR measures response according to Achieved Sample Rates (ASRs). Unlike the usual SSD response measure, ASRs include sampled addresses classified as 'ineligible' in the denominator.[3] In 2000 a national Achieved Sample Rate of 57 per cent was achieved.

Notes

1. See 3.7.4 for a description of the term 'fully co-operating'.

2. The response data in this report are provisional figures produced from the ONS Field Case Management System. They may differ slightly from the final figures on the analysis database.

3. See Section 2.3.2 for the definition of an ineligible address.

Chapter 2 Sample Selection

2.1 The sample requirements

The survey is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Great Britain. The sample was designed to provide a representative sample of households in Great Britain. The NTS has an annual two-stage set sample of 5,796 addresses with each member of each household providing information about journeys made in a pre-selected seven day period (the travel week). As travel behaviour varies considerably depending on the month of the year or day of the week, interviewing and travel record keeping were spread evenly over the year. Most analysis are carried out on three years data combined, making the total set sample size similar to that of each of the previous periodic surveys. A base of over fifteen thousand provides the degree of precision required by DTLR.

2.2 Sample design

2.2.1 The sampling frame

The NTS is based on a random sample of private households. The sampling process is carried out by the Sampling Implementation Unit (SIU) at ONS. The sample is selected using the 'small user' Postcode Address File (PAF), as a sampling frame. The PAF is constructed by the Post Office as a list of all addresses (delivery points) in the country. The 'small user' Postcode Address File is the file of delivery points which receive fewer than 25 items of mail each day. By using the small user file most large institutions and businesses are excluded from the sample.[1] However, some small businesses receive fewer than 25 items of mail a day and are included in the small user PAF so they may have been sampled. These were recorded as ineligible addresses by the interviewers, although interviewers were asked to call at the sampled address in order to check that no private household could be found at the address.

The version of the small user PAF used for selecting the sample is up-dated twice yearly and is specially adapted for use by ONS. The adaptation involves adding information from the Central Postcode Directory (CPD) held at ONS. Examples of the information added are Local Authority codes, wards, grid references and data from the census. A match is also made with the National Health Service Users Postcode Directory (NHSUPD), also held at ONS, in order to add Health Authority codes. Addresses previously sampled for the NTS or for any other ONS social survey cannot be sampled for a period of three years.

2.2.2 Sampling procedures

In order to select the appropriate number of addresses, a stratified multi-stage random probability sample was used. There were two stages in the sample selection - the sampling of primary sampling units (PSUs) followed by the sampling of addresses within the selected PSUs. The PSUs were in the form of individual or groups of postcode sectors which contained an average of about 2,900 delivery points. Postal sectors south of the Caledonian Canal with less than 500 delivery points were grouped with contiguous sectors so that the minimum size of a group was 500 delivery points. The minimum size of a group of sectors north of the Caledonian Canal was 250.

Postal sectors covering Scottish Islands and the Isles of Scilly were excluded, as in other major Government surveys (see Table 2.1). The effect of this was to exclude 2.2 per cent of the delivery points in Scotland, and about 0.2 per cent of delivery points in the whole of Great Britain.

The sample is drawn biannually. 252 PSUs were selected in total in 2000, 21 per month; 23 addresses were drawn from each selected PSU.

A way of increasing the precision of a random sample is to stratify it. Before any selection takes place, the population is divided into a number of strata; then a random sample is selected independently within each strata. This ensures that different strata in the population e.g. regions, are correctly represented. This will also lead to a reduction in standard error.

The 2000 NTS sample was stratified using a regional variable and two PSU-level variables derived from the 1991 Census. The regional variable divides Great Britain into 20 regions. Wales forms one region, Scotland is split into two regions (Strathclyde and the remainder of Scotland), and there are 17 regions based on the nine Government Office Regions of England. In England, inner and outer London, and the former Metropolitan Counties are separately identified within the nine Government Office Regions. (Table 2.2).

Table 2.1 Areas omitted from the sample

Region	ONS code and Local Authority name	Name of areas excluded
Southwest	15UH Isles of Scilly	Isles of Scilly
Scotland	71UE Lochaber	Mallaig, Inverie, Soay, Eigg, Muck, Rhum, Canna.
	78UH Cunninghame	Arran, Great/Little Cumbrae.
	71UH Skye/Lochalsh	Whole authority.
	78UP Argyll/Bute	Bute, Oban/neighbouring islands, Gigha, Islay,
Jura/		Colonsay, Mull(pt).
	80UB Orkney	Whole authority.
	81UB Shetland	Whole authority.
	82UB Western Isles	Whole authority.

Table 2.2 The relationship of GOR6 to Government Office Regions (GOR)

GOR6 codes	Government Office Region	GOR codes	No. of PSUs
0	Exclusions (Scottish islands)	0	
1	North East Met	1	5
2	North East Non Met	1	6
3	North West Met	2	11
4	North West Non Met	2	12
5	Merseyside	3	6
6	Yorks and Humberside Met	4	14
7	Yorks and Humberside Non Met	4	7
8	East Midlands	5	18
9	West Midlands Met	6	11
10	West Midlands Non Met	6	11
11	Eastern Outer Met	7	10
12	Eastern Other	7	13
13	London Inner	8	18
14	London Outer	8	21
15	South East Outer Met	9	14
16	South East Other	9	19
17	South West	10	21
18	Wales	11	12
19	Strathclyde	12	10
20	Scotland excluding Strathclyde*	12	13

* Excludes Scottish Islands.Includes mainland North of Caledonian Canal.

Within each of the 18 regions the PSUs were ranked in order of the proportions of households with no car and then split into three bands. Within each band the PSUs were ranked in alternate descending/ascending order by the proportion of heads of households in socio-economic groups 1 to 5 and 13 (that is a professional employer or manager). The PSUs were then sampled using a form of systematic sampling to produce a stratified sample.

The number of postcode sectors sampled was fixed in London, but elsewhere, it was proportional to the size (number of delivery points) of the region and was obtained by means of the following formula:-

$$\frac{\text{No. of delivery points in the region*}}{\text{No. of delivery points in GB outside London}} 206$$

The aim was to give each household outside London an equal chance of selection. In London, the number of PSU selections was fixed at 15 in Inner London and 19 in Outer London. This 'over-sampling' in London was carried out in order to provide sufficient numbers for DTLR's particular analysis interest in the area, as response rates in London are lower than elsewhere.

In Great Britain as a whole around 24 million delivery points were available for possible selection with just under three million delivery points in the Greater London area. This means that nationally there was a one in 4,194 chance of an address being selected in the year; in Inner London a one in 3,383 chance of selection, and in Outer London a one in 4,092 chance.

If there is more than one household or business receiving mail at an address an adjustment will need to be made. The Post Office attaches an indicator (the Multi Occupancy Indicator or MOI) to show this. The MOI is intended to indicate the number of 'letter boxes' at the address. A shop with a flat above may have an MOI of two. In general, an MOI of three or more indicates a multi-household address. However, methodological work conducted within SSD has shown that this is only reliable in Scotland.[2] So in Scotland, addresses with an MOI of three or more were given a chance of selection equal to the MOI. In England and Wales the standard SSD multi-household procedures were used at addresses found to contain more than one household in order to ensure that all households were given an equal chance of selection.[3] These procedures were carried out by interviewers at the fieldwork stage. All SSD interviewers are carefully trained in the use of these procedures the details of which are described in Section 2.3.

2.2.3 The allocation of PSUs to interviewer quotas

To reduce unnecessary travelling between addresses by the interviewers, all the addresses selected in a PSU were allocated as a single quota of work for an interviewer. In order to obtain a nationally representative sample for each quarter of the year the PSUs were allocated to quota months such that:

- a total of 21 selections were assigned to a month
- the correct number of PSU selections were made in each major stratum over the year
- the number of PSUs selected per major stratum was as equal as possible from month to month.

A listing of the PSUs allocated to each of the twelve quota months can be found in Appendix C.

2.3 Field sampling procedures

2.3.1 Multi-household procedures

Section 2.2.2. mentioned that the 2000 NTS used the standard SSD multiple-household procedure to ensure that all households at multi-household addresses had an equal chance of selection. These procedures were the:

- pre-sampled multi-household procedure
- concealed multi-household procedure.

These procedures are described in full in the NTS Interviewer Instructions. The key points are summarised below.

The pre-sampled multi-household procedure
The pre-sampled multi-household procedure was used at addresses in Scotland with a Multi Occupancy Indicator (MOI) of more than two. Interviewers were instructed to use a selection grid which will select 1 in n households (n being the value of the MOI). Occasionally a pre-sampled multi-household address contained fewer households than the value of the MOI. In such cases, no household would be selected; the selection grid would indicate to the interviewer that no interview was to be completed at the address and the interviewer would return the address as 'directed not to sample any household at the address'.

The concealed multi-household procedure
The concealed multi-household procedure was used where interviewers came across multi-household addresses in England and Wales, and also at addresses in Scotland with an MOI of one. At these addresses interviewers were instructed to include all households up to a maximum of three. At addresses with more than three households interviewers used concealed multi-household selection grids to select three from the number present.

To limit the extent to which an interviewer's quota could be inflated by the occurrence of several concealed and/or pre-sampled multi-households, interviewers were instructed to interview at no more than four extra households from concealed and/or pre-sampled multi-household addresses. This approach may have introduced a very slight bias against households in concealed multi-household addresses but the effect of this is likely to be negligible.[3]

2.3.2 Ineligible addresses

Three types of addresses were classified as ineligible for the NTS:

- Non-residential addresses and institutions (i.e. residential addresses that did not contain a private household). An institution was defined as: 'an address at which four or more unrelated people slept; while they may not have eaten communally, the establishment must have been run by a person (or persons) employed for this purpose, or by the owner'. Private households with separate accommodation within an institution were included in the survey.

- Residential accommodation not used by a household as their main address (e.g. a holiday home or second home). This group was excluded to avoid double counting - households occupying these accommodation had already had a chance of selection at their permanent address.

- Addresses in the PAF that did not exist because they had been demolished, not yet been built, or perhaps two converted flats had been recombined into one house.

2.4 PSU level variables

Fourteen of the survey variables were measured at PSU level (P level). A value on a P-level variable applies to all households living within that PSU. The P-level is therefore the highest level at which the data of the continuous survey may be analysed, coming just above the H (Household) level in the analysis hierarchy. Unlike almost all other variables in the survey, the PSU variables were not derived from information provided by members of the sampled households. Details on the derivation of the variables are given in Table 2.3. A detailed description of the PSU-level variables is given in the 1997 NTS Technical Report.[4]

Table 2.3 Description of the P-level variables

Variable	Description
P1	The Area Number - identification number for the PSU laid down in the sample design.
P2	Describes the category of planning region (Scotland, Wales and the eight Standard Statistical Regions of England).
P3 - P4	Left blank for the use by DTLR.
P5	Type of area - P5 was constructed from a classification of urban areas derived by ONS and DTLR from the 1991 Census of Population.
P6	PSU population density derived from population density figures supplied by ONS.
P7	Local authority population density derived from population density figures supplied by ONS.
P8-P14	This information was obtained by DTLR from a questionnaire sent to all local authorities in Great Britain in 1995/96.*
P8	Availability of concessionary bus fares schemes for pensioners.
P9	Eligibility for concessionary bus fares schemes for pensioners.
P10	Type of concessionary bus fares schemes for pensioners.
P11	Membership fee for concessionary bus fares schemes for pensioners.
P12	Times available for concessionary bus fares schemes for pensioners.
P13	Geographical area covered by the concessionary bus fares schemes for pensioners.
P14	Additional modes of public transport covered by the concessionary fares scheme for pensioners.

* Concessionary fare schemes in Great Britain in 1995/96, DETR (1997).

Notes

1. The characteristics of the PAF as a sampling frame are described in the paper 'An evaluation of the PAF as a sampling frame and its use within OPCS' Wilson P and Elliot D, *The Journal of the Royal Statistics Society Series A (1987).*

2. 'Multi-household procedures for social survey', Barton J, *Survey Methodology Bulletin No. 40 (1997) ONS.*

3. 'Office and field procedures for dealing with multi-household addresses', Dodd T, *Survey Methodology Bulletin No. 5 (1979) ONS.*

4. National Travel Survey Technical Report, 1997, Stephanie Freeth et al, *ONS, 1999.* Alternatively see the website *www.statistic.gov.uk/nsbase/themes/transport/detr/personal/index.htm*

Chapter 3 Field Work procedures and response

3.1 Introduction

The 2000 NTS was a continuous survey with interviewing occurring every month of the year. In addition to the interview, all respondents were asked to keep a record of their travel over seven consecutive days. The travel recording period for each month (the quota month) ran from mid-month to mid-month (Table 3.1). Field work for each quota month of the survey started at the beginning of the month when interviewers contacted households to complete the interview and 'place' the travel records and was completed at the end of the following month when all the travel records had been collected and transferred by the interviewer to the computerised Journey Input System.

Since October 1994 the NTS interview has been conducted using Computer Assisted Personal Interviewing (CAPI). Blaise 4, a software system developed by Statistics Netherlands was used to write the 2000 questionnaire. On NTS, the household, individual and vehicle sections as well as the administration details were incorporated into a single Blaise data model. The Journey Input System was written in the database language 'Clipper' which was also used for data handling purposes by SSD. Both systems cross-referenced one another.[1]

3.2 Questionnaire discs and despatch of documents to interviewers

Each month the sampled address lists and paper documents, such as the travel records, were despatched to the relevant interviewers from ONS. Computerised details of the addresses to be interviewed were created and then transmitted to the interviewers via a system of direct communication using modems and dedicated telephone lines. Floppy discs containing the CAPI questionnaire were compiled and posted from ONS.

Technical queries from interviewers regarding the transmission of data were dealt with by a special unit set up to deal with such matters. Laptop maintenance was handled by a separate support unit.

3.3 Public Relations

It was important that informants had complete confidence in the survey and in the interviewer. In advance of the interviewer's call, SSD wrote to each sampled address to inform them of the visit and interview content. A special leaflet designed to explain the importance of the survey to informants, and to encourage more people to take part in the survey, was also included with the advance letter.

Table 3.1 2000 quota month end dates

MONTH	From		To	
January*	11	January	9	February
February	10	February	11	March
March	11	March	11	April
April	11	April	11	May
May	11	May	10	June
June	10	June	11	July
July	11	July	11	August
August	11	August	11	September
September	11	September	11	October
October	11	October	11	November
November	11	November	11	December
December	11	December	11	January

* The survey year ran from mid-January 2000 to mid-January 2001.

As with all other ONS surveys, the advance letter informed households at the selected addresses that the survey was not compulsory and relied on voluntary co-operation. Informants were also told that any information they gave would be treated in the strictest confidence.

Interviewers were notified of any refusal made to ONS headquarters as a result of the advance letter. These 'headquarters refusals' were included in the overall refusal rate but did not count against the interviewer on the individual interviewer response scores.

Before going into the field all ONS interviewers were issued with a photo identification card. Informants had the opportunity to call ONS headquarters to establish the validity of any interviewer.

3.4 Administering the placement pattern

The principle for assigning Travel Weeks was for interviewers to allocate the first address contacted from their quota list to the first date available on their allocation card, the second address to the second date and so on. In other words, as an interviewer progressed through their quota, the number of travel weeks available became less. If an address was ineligible, or the household refused to take part in the survey, their allocated date was not used.

Travel Weeks were spread across four periods, three of which were allocated five addresses and one allocated six addresses. In exceptional circumstances, such as not being able to contact a household or a household being away but willing to participate, interviewers used a 5th allocation period. This being the first allocation period of the following month. Each address was assigned one date for the start of the travel week which was selected at random by the computer.

3.5 The interview

The NTS interview at each household could be divided into a strict sequence of events:-

- the placement call
- the reminder call
- the mid-week checking call
- the pick-up call

The initial interview was carried out at what was termed the ‘placement call’. At this call the interviewer explained the purpose of the survey, ideally to the entire household, and gained the co-operation of the entire household. The interviewer then asked the head of household or partner questions about the household composition, the household’s vehicles and some general background information. Questions were then asked of each individual in the household including children and babies (although for children under the age of 11 the interviewer generally talked to the parent as well as the child). Questions were also asked about each household vehicle from the person best able to give that information (usually the main driver). The interviewer introduced and placed the seven-day Travel Record, and where appropriate, a chart to enter fuel and mileage details for each vehicle in the household and for long distance travel. Interviewers took time to explain in detail how to record journeys made during the travel week and talked the informants through some examples, explaining what to include and what not to include and described the survey definitions, for example, usual place of work, in course of work etc. Pocket size diaries were occasionally handed out to help informants record details of their journeys. In addition, an NTS pen was left for each household member to aid the completion of the fuel and mileage chart and an NTS fridge magnet was left with each household (for public relations purposes).

When there was a gap of more than a day or two between the placing call and the start of the travel week, the interviewer made a reminder call, either by telephone, post or in person to the household. Interviewers were encouraged to make the call in person where they were concerned about a particular household’s commitment to diary keeping.

Sometimes the interviewer would make an additional mid-week checking call on a household part way through the travel week to help with problems and encourage accurate record keeping. This call was made at the interviewer’s discretion when she/he judged that informants needed encouragement or assistance with record keeping. Again, interviewers were encouraged to call in person.

Pick-up calls were made within six days of the end of record keeping. Interviewers were instructed to target households where they were uncertain of the informant’s ability to maintain accurate records and make those pick-up calls within one or two days of the end of record keeping. The interviewer collected the travel record of each household member and checked the contents with the informant. The interviewer also asked some additional questions about any vehicles acquired since the placement interview, whether a

provisional or full driving licence or season ticket had been acquired and also about any long distance journeys made between placement and the start of the travel week. These questions were also asked using a Blaise CAPI questionnaire. Fuel and mileage charts were also collected and information about vehicle mileage and fuel gauge details were entered into the CAPI questionnaire either during the pick-up interview or later, by the interviewer at home.

3.6 The 2000 NTS questionnaire

3.6.1 Questionnaire structure

The structure of the 2000 questionnaire is set out in Figure 3.1. A maximum of 10 people, 10 vehicles and 40 long distance journeys per person could be included in any one household interview. When an interviewer encountered a household larger than this a second household would have been opened and the data stored separately to be merged after structure checking, back at the office.

The NTS continuous dataset is usually analysed in three year periods (1989/91, 1992/94, 1995/97, 1998/2000), so it has been convenient to introduce new variables at the start of each new three year period, in 1992, 1995, and 1998. Consequently there were few changes to the questionnaire in 2000.

The text of the 2000 questionnaire is set out in Appendix A. The key differences between the 2000 and 1999 questionnaires are set out below.

Individual level questions:

- Three new cycling questions were added which asked about ownership and where any bicycles were mainly used.

Household level questions:

- Addition of new harmonised accommodation questions.

Unitary Authorities

In April 1998 the final Unitary Authorities (UA) were introduced in England. The National Travel Survey now codes Unitary Authorities and type of area (classification of urban areas) as well as counties in England, Scotland and Wales on three different parts of the questionnaire: origin and destination codes for long distance journeys; place of work; and origin and destination on the diary journeys. Coding of county UA, and area type for these questions is done using a frame consisting of approximately 4500 place names. Places not contained within a new UA were coded with the county only for both fields.

3.6.2 Harmonised Questions

Harmonised questions were introduced to the NTS to allow users to compare NTS data with those from the other government social surveys[3]. These replaced similar questions previously used in the NTS. A number of harmonised questions are used in the 2000 NTS and are detailed in Figure 3.2.

3.7 Post interview coding and checking

After collecting the information and material from households at the pick up call, interviewers transferred the data from the travel records into the computerised Journey Input System, coded the occupation, industry and socio-economic group of each informant aged 16 and over and the interview outcome for each household.

3.7.1 Transferring the data from the travel records

At the interviewer's home the data from the travel records were transferred to the Journey Input System written in the database language Clipper. This was basically a straightforward data entry operation where the information was simply copied across onto the interviewer's laptop computer. The system was designed to match the travel records layout exactly. Any inconsistencies identified at this stage were corrected by the interviewer, if necessary checking with the informant. The interviewer then ran the journey checking program comprising pre-specified consistency and plausibility checks and made appropriate amendments, again checking back with informants where necessary or referring to coding instructions.

3.7.2 Socio-economic group and industry coding

The occupation of informants aged 16 or over and who had ever worked were coded using the Standard Occupational Classification (SOC) (1990). Industry information was coded using the Standard Industry Codes (SIC) (1992). Details of the classifications are set out in Table 3.2.

The NTS used the standard SSD closed census matrix which derives Socio-economic Groups (SEG) and Social Class from the standard occupation (SOC) and employment status codes. Where the combination of SOC and employment status was invalid, eg. self-

employed policeman, the matrix would impute the 'most likely' SEG and social class according to standard priority rules. A signal in the Blaise instrument indicated when the combination was invalid. If the signal was suppressed by the interviewer, SEG and social class would be automatically imputed.

3.7.3 Coding the outcome for each household

Households eligible for interview were divided into 3 categories for outcome coding purposes: fully co-operating households, partially co-operating households and non-responding households.

A household was coded as 'fully co-operating' if there was complete journey information for each individual in the household and the bulk of the rest of the information was present. The majority of all of the following sections should have been completed:

- the household section
- an individual section for each person listed in the household box
- a vehicle section for each vehicle listed in the vehicle grid
- all journeys for each person entered into the journey input system and checked fully.

A 'partially co-operating' household must have had at least a household questionnaire completed. A household would be included as 'partially co-operating' if any journeys were missing.

An eligible household was said to be 'non-responding' if the household had refused to take part in the survey or the household was away for the whole of the interviewing period and the interviewer was unable to make contact.

Figure 3.1 The structure of the questionnaire

Section	Subject
Household	Household box. Placement and Travel Week dates. Background questions. Availability of public transport. Access to amenities Number of household vehicles. Vehicle Grid.
Individual	Who interviewed and in what order. Disability section. Frequency of use of various methods of transport Driving licences and type of vehicle driven. Employment, Occupation and Industry details, Income. Place of work and travel to work. Season ticket details. Any long distance journeys made. Long distance journey information. Recall question.
Vehicle	Introduction. Registration details. Parking. Vehicle subsidies. Mileage. Pick-up questions from fuel and mileage chart.
Admin. block	Calls and contact information. Occuation, Industry and Outcome coding. Reasons for refusal.
Journey input and editing system	Journey data input and error checking program.

Interviewers also had to assign an outcome code (Table 3.3) to the households they had classified as ineligible using the criteria set out in Section 2.3.2. The code the interviewer would assign to an ineligible household was dependent on the reason for its ineligibility.

3.7.4 Interviewer query service

In the past one person would have closely supervised the office editing process thereby minimising coding and editing bias. Under CAPI interviewers carried out the editing procedure. In order to reduce variability

Figure 3.2 Harmonised questions used in the NTS

Harmonised question	NTS question name	Year introduced	Page
Sex	*Sex*	1998	22
Age	*AgeIf*	1998	22
Date of birth	*Birth*	2000	22
Marital Status	*MarStat*	1999	22
Living arrangements	*LiveWith*	1999	22
Length of residence	*Hlong*	1998	23
Relationship to head of household	*RelHoh*	1998	22
Accommodation type	*Accom*	2000	22
House type	*HseTyp*	2000	22
Flat type	*FltTyp*	2000	22
Other accommodation	*AccOth*	2000	22
Housing tenure	*Tenl*	1998	23
Tied accomodation	*Tied*	1998	23
Landlord	*Llord*	1998	23
Furnished	*Furn*	1998	23
Car ownership	*UseVcl*	1998	27
Vehicle Type	*TypeVcl*	1998	28
Company Car	*PrivVcl*	1998	28
In employment	*Wrking*	1998	34
Training scheme	*SchemeET*	1998	34
Away from work	*JbAway*	1998	34
Own business	*Ownbus*	1998	34
Relative business	*Relbus*	1998	34
Looking for work	*Looked*	1998	34
Starting work	*StartJ*	1998	35
Inactive	*YinAct*	1998	35
Industry	*IndD*	1998	35
Job title	*OccT*	1998	35
Job description	*OccD*	1998	35
Job status	*Stat*	1998	35
Paid employment	*EverWk*	1998	35
Date of leaving last job	*DtJbl*	1998	35
Management duties	*Manage*	1998	36
Organisation size	*EmpNo*	1998	36
Self-employed	*Solo*	1998	36
Number of employees	*SENo*	1998	36

and possible bias among interviewers a service was provided whereby interviewers could report queries relating to survey definitions or coding. The queries were handled by the NTS field co-ordinator who could obtain an overview of all interviewers' work. Any queries not covered by the instructions were referred to the research officer and displayed on the NTS electronic bulletin board. If necessary, the research officer would contact DTLR. The query service therefore ensured that central control was maintained over editing decisions.

3.8 Response

Tables 3.4, 3.5 and 3.6 show the national response rate for the period mid-January 2000 to mid-January 2001 and the London response rate for the same period.

During 2000 the NTS maintained a response rate nationally of 64 per cent. The response rate achieved in the Inner and Outer London areas were 50 per cent and 58 per cent respectively. The DTLR measured

Table 3.2A Socio-economic group

Description	Code
Employers: large establishment	1.1
Managers: large establishments	1.2
Employers: small establishments	2.1
Managers: small establishments	2.2
Professional workers: self-employed	3
Professional workers: employees	4
Ancillary workers, artists	5.1
Non-manual foremen, supervisors	5.2
Junior non-manual	6
Personal service workers	7
Manual foremen, supervisors	8
Skilled manual workers	9
Semi-skilled manual workers	10
Unskilled manual workers	11

Table 3.2B Industry type

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

Table 3.3 List of outcome codes

OUTCOME	Outcome codes
FULLY CO-OPERATING - all diaries present	11
PARTIALLY CO-OPERATING -:	20
- non contact with one or more elements	21
- refusal by one or more elements	22
- incomplete travel diary for one or more persons	23
REFUSAL	
- refusal to HQ letter	31
- refusal at introduction/before interview	32
- refusal during interview	33
- no interview - contact incapable / language problems	34
NON-CONTACT	
- no contact with any household member	41
- household away all field period	42
INELIGIBLE	
- no trace of address	51
- not yet built/under construction	52
- demolished/derelict	53
- vacant/empty/being refurbished	54
- non-residential/business only	55
- institution	56
- temporary accommodation/second home	57
- household contains only foreign diplomats or foreign servicemen living on base	58
- directed not to sample any household at the address	59
- household limit on quota (4) already achieved	60

Table 3.4 2000 NTS response figures: Great Britain

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	5796			
Additional households	81			
Total dealt with	5877	100		
Ineligible	574	10		
Eligible households	5303			100
Fully co-operating	**3372**	**57**		**64**
Partially co-operating	371	6	90%	7
Refusal to co-operate	1352	23		25
Non-contact	208	4		4

Note: Percentage figures may add up to 99 per cent or 101 per cent because of rounding.

Table 3.5 2000 NTS response figures: Inner London

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	414			
Additional households	39			
Total dealt with	453	100		
Ineligible	77	17		
Eligible households	376			100
Fully co-operating	**187**	**41**		**50**
Partially co-operating	45	10	83%	12
Refusal to co-operate	108	24		29
Non-contact	36	8		10

Note: Percentage figures may add up to 99 per cent or 101 per cent because of rounding.

Table 3.6 2000 NTS response figures: Outer London

	Achieved Sample Rates			ONS Response Rates
	No.	%		%
Set sample	483			
Additional households	5			
Total dealt with	488	100		
Ineligible	43	9		
Eligible households	445			100
Fully co-operating	**259**	**53**		**58**
Partially co-operating	29	6	91%	7
Refusal to co-operate	145	30		33
Non-contact	12	2		3

Note: Percentage figures may add up to 99 per cent or 101 per cent because of rounding.

response according to Achieved Sample Rates (ASRs) which included sampled addresses classified as 'ineligible' in the denominator. Achieved sample rate calculations are also shown in Tables 3.4 to 3.6.

Notes

1. A detailed description of the conversion to Computer Assisted Personal Interviewing and the development of the journey input and editing system is given in Chapter 3 of the 1994 NTS Technical Report.

2. All the NTS definitions are set out in the NTS Definitions Manual (copies available on request).

3. *Harmonised Concepts and Questions for Government Social Surveys*, Government Statistical Service, 1996, London, ONS and *Harmonised Concepts and Questions for Government Social Surveys – update December 1997*, Government Statistical Service, 1998, London, ONS.

Chapter 4 Data Processing

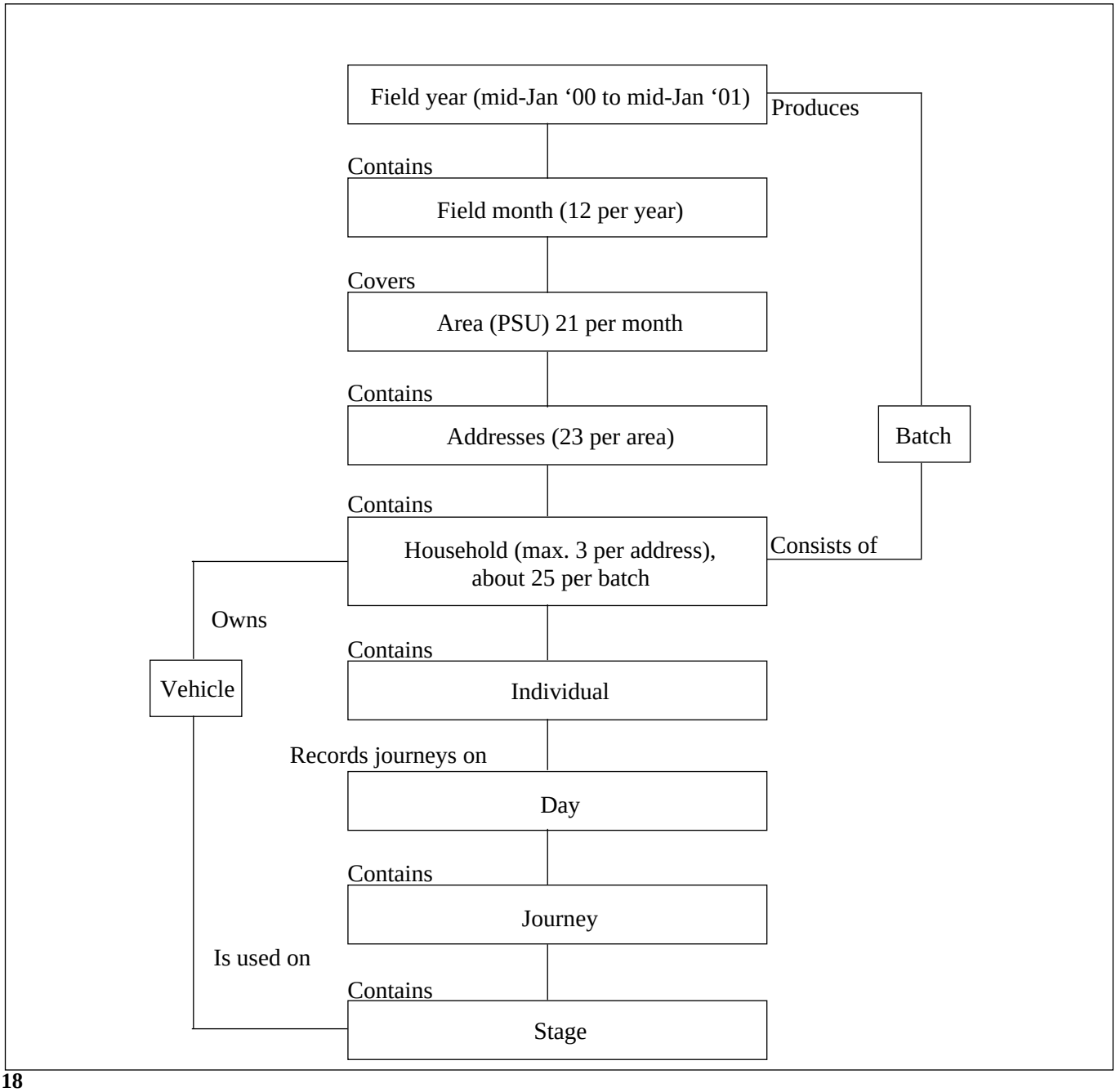
4.1 Data transmission and despatch of paper documents from interviewers

On a weekly basis interviewers transmitted data to ONS. To ensure security, the data were encoded before transmission. Any paper documents were posted to ONS at the end of the field period. The final transmission and posting date was the 28th of the month in which field work was completed.

4.2 Downloading and structure checking

In order to download data transmitted by interviewers into a single dataset, a program was run which unzipped, aggregated and added interview data together. A procedure for checking the data was then implemented. This procedure checked for blank, deleted and duplicated records and reported errors. It also carried out structure checking of the data to make sure that journey information had been coded in accordance with the household outcome coding. Data structure details are set out in Figure 4.1.

Figure 4.1 Data structure



4.3 Data editing

Following the move to CAPI, almost all of the old paper editing system was incorporated into the CAPI program and carried out by interviewers. Some follow-up work was, however, conducted after ONS had received the transmitted data using a separate Blaise program. A brief description of the in-house coding and editing procedure is given below. Further details of the checks and coding carried out by the editing staff are given in the NTS headquarters editing instructions.

4.3.1 Interviewer's notes and suppressed checks

At any time during the interview interviewers were able to open a note using the Blaise note book facility. All interviewer notes created in this way were printed on the NTS fact sheet accompanying each household. Most notes contained an explanation of why an interviewer had suppressed a particular error message and may not have required any action from the HQ editor. However, sometimes interviewers may have been unsure about how to code a question, for example, the type of season ticket or area travel card used, and would record the name of the ticket and further details in the Blaise notebook. The editors were then able to check the interviewer's coding or recode if necessary.

4.3.2 Coding

i) Re-coding

Wherever the interviewer had recorded an 'other specify' answer the editor would be required to either re-code to one of the pre-specified answers or leave in the 'other specify' category. A decision would be made based on information recorded by the interviewer in the Blaise note book or in a separate text variable.

ii) Make and model coding

Where a particular vehicle make and model was 'not listed' in the make and model coding frame editors were required to allocate a code back in the office.

iii) Fuel tank size coding

The fuel tank size for most vehicles was automatically coded using the vehicle's make and model information. Editors were only required to enter the exact size of the vehicle's fuel tank for vehicles not listed in the make and model coding frame or if the informant had been unable to provide the information.

iv) County, unitary authority and area type coding

Where interviewers had been unable to allocate a code for county, unitary authority or area type, for usual place of work or journey origin and destination, editors were required to allocate the correct code.

4.4 Data conversion

The data was organised into seven record types according to the requirements of DTLR (Table 4.1): households, individuals, vehicles, whether made long distance journeys, long distance journeys details, journeys and stages. Missing values were interpreted as 'no answers' (-8) and 'does not apply' (-9). Final checks were made by ONS research staff at the aggregate level using SPSS to ensure the accuracy of the data. The files were then converted to ASCII format and sent to DTLR by e-mail.

Table 4.1 Record types

Record type	Data	Level
Record 1	Households	Household
Record 2	Individuals	Individual
Record 3	Vehicles	Vehicle
Record 4	Whether made long distance journeys	Individual
Record 5	Long distance journeys (LDJ) made before the Travel Week	LDJ
Record 6	Journeys made during the Travel Week	Journey
Record 7	Stages of journeys made during the Travel Week	Stage

Chapter 5 Analysis Variables in the 1998/2000 NTS Database

5.1 Introduction

This chapter contains a detailed description of the variables on the 1998/2000 NTS database – part of the continuous survey dataset which dates back to July 1988. General advice on the structure of NTS variables is given in Section 2 of the Technical Guide to the 1985/86 NTS.[1] Changes between 1985/86 and 1998/2000 have been minor (see Chapter 6) and the Technical Guide for 1985/86 is, in most part, still valid.

The key points about the structure of the NTS database are summarised below:

- The data are held on computer as a set of data records, each providing information for the subject of the record type, such as a household, a person or a vehicle.

- There are about 200 main variables and these are held at one of eight levels: area, household, vehicle, individual, long-distance trip, day, trip and stage. Data from different levels can normally be linked together, though matching trip stages to household vehicles used in the stages can be difficult. Household vehicles are linked to main drivers, i.e. the individuals that drive the most mileage in the vehicle over a year.

- Some variables, called numerical variables, are unbanded. They include such data as age and stage distance. They may be used within tables to give estimates, e.g. of travel distance by mode of travel. They may also be used to create other banded or unbanded variables by recoding or by aggregation. Each numeric variable has an associated banded variable, (normally with a variable number 1 greater than the unbanded one) which holds the information in grouped form, e.g. j33 bands trip times in 14 categories from 'Less than 3 minutes' to '6 hours and over', whilst j32 is the numeric variable running from 1 minute upwards.

- There is no multi-coding on any main variable. Some variables, e.g. on suggestions for improving bus services or special tickets/passes, are spread over more than one variable for those giving two or more suggestions.

- Missing data are normally imputed, or patched, on the NTS, using procedures that were described in some detail within Section 4 of the 1985/86 Technical Guide.[1] Where patching is done by reference to the nearest record, this implies that region of residence and possibly type of area are also necessarily used in the imputation process. Thus, most 'Not available' (NA) categories for the variables listed below are shown as having a nil frequency. In unbanded variables, missing data generate zero values and so must be excluded from counts of the variable.

- Filters can be used in the specification of tables to restrict analyses to key records, e.g. those aged under 16.

- The only reweighting routinely carried out for analyses is that for short walk trips and short walk stages. This is because the information was only collected on the last day of the travel diary week and so the data must be reweighted by a factor of 7. Reweighting for known biases in the achieved sample are not currently carried out, as the biases have only a small effect on most variables. However, weighting is likely to be introduced from 2002, following the NTS Quality Review – see Chapter 9.

This chapter is structured as follows:

5.2 List of the main variables
5.3 Area or PSU variables
5.4 Household variables
5.5 Vehicle variables
5.6 Individual variables
5.7 Long-distance trip variables
5.8 Day variables
5.9 Trip variables
5.10 Stage variables
5.11 County and unitary authority list

The variables are discussed in Sections 3 to 11, grouped by topic within each hierarchical level of the database.

For each variable, the following information is given, if appropriate:

(i) Sources: for all derived NTS variables, the source variable reference numbers are listed. Note that generally derived variables have high sequence numbers, while original questionnaire data items have lower numbers.

(ii) Derivation: some variables are carried straight over from the questionnaires; others (the majority) are derived from more than one questionnaire data item. In most cases, the meaning of the variable categories is clear. Where this is not the case, however, some guidance is given on the interpretation made of the data in the derived variable. This includes brief descriptions of data sources for the area or PSU level variables which are based on information external to the survey.

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

(iv) Imputation: in order to simplify analysis, missing values have been imputed for many of the variables. In most cases, the proportion of records with missing data was below 2 per cent, and in these cases no details have been given about the imputation. In other cases, the imputation method is described.

(v) Unbanded variables: some variables are provided both in a banded and unbanded form. The reference numbers of unbanded variables are noted and, where necessary, the units of measurement are also mentioned.

5.2 List of main variables

Data from most variables are also available for earlier years of the continuous database. First available dates are noted below where applicable.

Primary sampling unit (PSU) variables

Area geography

P2	Government Office Region
P5	Type of area
P6	PSU population density
P7	LA population density
P15	County of residence (from 1992)

Concessionary fares schemes

P8	OAP bus scheme
P9	Eligibility for scheme
P10	Type of concession
P11	Membership fee
P12	Times available
P13	Areas available
P14	Modes additional to bus

Household variables

Address

H12	Address type
H51	Length of residence

Access to public transport

H13	Walk time to bus stop
H14	Frequency of bus service
H15	Walk time to railway station
H16	Bus time to railway station
H17	Type of railway station
H106	Main type of bus service (from 1993)

Access to services (from 1998)

H18/19	Walk/bus distance to Doctor
H20/21	Walk/bus distance to nearest Post Office
H22/23	Walk/bus distance to nearest Chemist
H24/25	Walk/bus distance to nearest Food Store
H26/27	Walk/bus distance to nearest Shopping Centre
H28/29	Walk/bus distance to nearest General Hospital

Household composition

H58	Number of people in household
H74	Number of adults
H75	Number of children
H59	Household structure (family)
H60	Household structure
H61	Household structure (NTS)
H62	Disabled (16+) in household

Social and economic

H50	Type of tenancy
H65	HoH/HRP economic status
H66	HoH/HRP employment status
H67	SEG of HoH/HRP
H68	HoH/HRP age/sex
H69	HoH/HRP industry
H70	Household income
H72	Origin of household income
H84i	Real h/hold income equivalent semi-decile (1998/2000)
H85i	Real h/hold income equivalent quintile (1998/2000)
H83	Employed in household
H108	ACORN classification (from 1996)
H121	Index of deprivation (from 1998)

Vehicle access

H35	Number of bicycles
H52	Number of household cars
H53	Number of h/hold motorcycles
H54	Number of h/hold vans/lorries
H55	Number of h/hold cars/light vans
H57	H/hold vehicle availability
H63	Persons with full car licence
H107	Number of household company cars

Period of travel

H7	Travel week end date (month)
H92	Calendar year

Attitudes to local bus services (from 1993)

H100	Local bus service satisfaction
H101	Encouraged to use local buses
H102	1st or only improvement mentioned
H103	2nd improvement mentioned
H104	3rd improvement mentioned
H105	4th improvement mentioned

Vehicle variables

Vehicle characteristics

V3	Type of vehicle
V15	Taxation class
V85	Vehicle registration
V86/87	Engine capacity
V88	Type of fuel
V130	Make and model (from 1992)
V154	Gender of main driver

Age

V89	Registration letter
V90	Year of first registration
V131	Month of first registration (from 1992)
V91	Vehicle age

Usage

V45/46	Estimate of annual mileage
V92	Rank of car in household
V93/94	Vehicle's total mileage
V95/96	Mileage in travel week
V97/98	Eligible mileage
V121	Ineligible mileage
V139/140	Annual vehicle commuting mileage
V141/142	Annual vehicle business mileage
V143/144	Annual vehicle other mileage

Fuel consumption

V99/100	Fuel purchased (litres)
V101/102	Fuel cost (pounds)
V134/135	Fuel consumed (litres) (from 1992)

Benefits and support for motoring costs

V103	Purchase/hire costs
V112	Company car summary
V133	Person no. company vehicle assigned to (from 1992)

Parking (from 1995)

V145	Overnight parking location
V146	Distance of parking from house
V147	Type of parking payment
V148/149	Annual parking fee

Individual variables

Personal characteristics

I2	Relationship to HoH/HRP
I3	Sex
I4	Legal marital status
I5/6	Age
I164	Age/sex
I269	Living arrangements

Social and economic

I177	Economic status (from 1998)
I78	SEG of individual
I79	Industry type
I178	Annual income

Travel difficulties

I165	Travel difficulties
I166	Difficulty going out on foot
I167	Walking aids
I168	Difficulty using a bus
I169	Bus difficulty - getting to stop
I170	Bus difficulty - waiting at stop
I171	Bus difficulty - getting on/off
I172	Bus difficulty - to/from seat
I174	Bus difficulty - other/ unspecified
I212	Disabled driver (from 1995)
I214	Years since last drove (from 1995)

Access to motor vehicles

I182	Driving licence
I183	Driving experience
I203	Access to car

Frequency of use of transport (from 1998)

I261	Frequency of bus use
I262	Frequency of express bus/coach use
I263	Frequency of surface rail use
I264	Frequency of taxi/minicab use
I265	Frequency of bicycle use
I266	Frequency of use of air flights within GB

Special tickets and passes

I185	1st ticket/pass type
I186	1st ticket/pass mode priority
I187	1st ticket/pass validity
I188/189	1st ticket/pass use
I205	1st ticket/pass cost

Travel to work

I92	Work place
I220	County of work (from 1992)
I267	Unitary of work (from 1999)
I180	Usual means of travel to work
I251	Type of workplace (from 1998)

Long-distance trip variables (from 1992)

Purpose

L7	Trip purpose to
L13	Trip purpose from
L12	Trip purpose

Travel distance and main mode

L9/10	Trip length
L8	Main mode of transport

Origin and destination

L5	Trip origin (county)
L6	Trip destination (county)

Travel period

L3	Travel month
L11	Travel week

Day variable

D1	Travel day

Trip variables

Structure

J14	Series of calls
J23	No. of stages (inc. short walks)
J37	Short walk trip

Purpose

J24	Trip purpose from
J26	Trip purpose to
J28	Trip purpose

Travel times

J29/30	Overall travelling time
J32/33	Overall trip time (minutes)
J31/54	Trip start time
J55/56	Trip mid-point time
J59/60	Trip finish time
J52	Day of week

Travel mode and distance

J34	Trip length (inc. short walk)
J36	Main mode of transport

Travel speed

J40	Overall speed
J41	Mean travel speed

Origin and destination (from 1992)

J57	Trip origin (county)
J58	Trip destination (county)

Stage variables

Mode

S2	Mode of transport
S24	Mode of travel
S28	Short walk
S41	Main stage

Travel time, distance and speed

S25/26	Length of stage
S27	Stage speed
S36/37	Travel time (minutes)

Occupancy

S7-8	Number in party

Public transport

S15/S38	Number of boardings
S29/30	Ticket cost (1)
S31/32	Ticket cost (2)
S33/34	Total cost (pence)
S35	Type of ticket

Private transport

S18	Private vehicle occupant
S19	Where parked
S21	Parking cost
S22	Whose vehicle?

5.3 Area or PSU variables

These variables describe the 752 postcode sectors (or sector groups) representing the primary sampling units (PSUs) from which the sample of households was selected.

Because the quota months run mid-month to mid-month (see section 3.1) there are some PSUs in the December quota which contain households with travel weeks in December of that year and others with travel weeks in January of the following year. For the calendar period 1998/2000 the breakdown of PSUs is:-
20 PSUs from December 1997 quota
240 PSUs from 1998 quota
240 PSUs from 1999 quota
252 PSUs from 2000 quota
giving a total of 752 PSUs.

A value on a PSU variable applies to all households living within that PSU. The PSU level is therefore the highest level at which data of the continuous survey may be analysed, coming above the household level in the analysis hierarchy. Unlike most other variables in the survey, the PSU variables were not derived from information provided by members of the sampled households.

5.3.1 Area geography

P2/ P2g/P2s Regions

Where appropriate, the metropolitan areas and remainders are distinguished within regions. Figure 5.1 (see end of chapter) shows the Government Office Regions (P2g) and the old Standard Statistical regions (P2s) in terms of the old English counties.

P2 Government Office Region

P2		%
1 North East Met	16	2.1
2 North East Non-Met	19	2.5
3 NW & Merseyside Met	53	7.0
4 NW & Merseyside Non-Met	34	4.5
5 Yorkshire & Humberside Met	43	5.7
6 Yorkshire & Humberside Non-Met	22	2.9
7 East Midlands	52	6.9
8 West Midlands Met	36	4.8
9 West Midlands Non-Met	32	4.3
10 Eastern	66	8.8
11 Greater London	111	14.8
12 South East	99	13.2
13 South West	63	8.4
14 Wales	37	4.9
15 Scotland Met	28	3.7
16 Scotland Non-Met	41	5.5
Total	752	100.0

P5 Type of area

This variable is based on the complex definition of urban areas used for analysis of the 1991 Population Census.[2] In simple terms, an urban area is a continuous built-up area, consisting of a minimum of four 1991 Census Enumeration Districts (EDs), with a minimum population of about 1,000 people. Each NTS PSU postcode sector was then assigned to the correct urban/ rural category according to the type of urban/ rural area which contained the greatest part of the sector's population.

P5			%
1	Inner London	49	6.5
2	Outer London built up areas	67	8.9
3	West Midlands built up areas	32	4.3
4	Greater Manchester built up areas	27	3.6
5	West Yorkshire built up areas	20	2.7
6	Glasgow built up areas	11	1.5
7	Liverpool built up areas	11	1.5
8	Tyneside built up areas	12	1.6
9	Other urban over 250K	94	12.5
10	Other urban over 100K to 250K	75	10.0
11	Other urban over 50K to 100K	80	10.6
12	Other urban over 25K to 50K	61	8.1
13	Other urban over 10K to 25K (from 1996)	92	12.2
14	Other urban over 3K to 10K (from 1996)	67	8.9
15	Small Urban 3k to 25k (pre-1996)	0	0.0
16	Rural	54	7.2
Total		752	100.0

P6 PSU population density

The very approximate estimate of the number of persons per hectare for the sector is taken from the OPCS sampling frame. The derivation of this estimate used the 1991 Census population count for EDs defined to be within the PSU. An approximate area in hectares for each PSU was derived from the Ordnance Survey grid references of the EDs within the PSU representing north, south, east and west extremities. Land use was ignored.

P6		%
1 Under 1	80	10.6
2 1 to 4.99	101	13.4
3 5 to 9.99	75	10.0
4 10 to 14.99	66	8.8
5 15 to 19.99	58	7.7
6 20 to 24.99	44	5.9
7 25 to 29.99	44	5.9
8 30 to 34.99	50	6.6
9 35 to 39.99	38	5.1
10 40 to 44.99	32	4.3
11 45 to 49.99	37	4.9
12 50 to 59.99	45	6.0
13 60 to 74.99	29	3.9
14 75 and over	53	7.0
Total	752	100.0

P7 LA population density

This estimate of persons per hectare in the local authority containing the sampled sector, is more reliable than the PSU density estimate in P6. However, it relates to a much larger area and is, therefore, less closely matched to the neighbourhoods of the sampled addresses.

P7		%
1 Under 1	67	8.9
2 1 to 1.99	74	9.8
3 2 to 3.49	69	9.2
4 3.50 to 4.99	50	6.6
5 5 to 9.99	109	14.5
6 10 to 14.99	64	8.5
7 15 to 19.99	47	6.3
8 20 to 24.99	50	6.6
9 25 to 34.99	68	9.0
10 35 to 44.99	89	11.8
11 45 and over	65	8.6
Total	752	100.0

P15 County of residence

See section 11 below for a listing of the counties used.

5.3.2 Concessionary fares schemes

A survey of local authorities was carried out by the Department of Transport in 1997[3] to determine the concessionary fares arrangements available to persons of pensionable age throughout Great Britain. The results were used to create variables P8 to P14 for each sampled PSU.

P8 OAP bus scheme

If a concessionary bus fares scheme for the elderly is not available in the administrative area which includes the PSU the remaining variables P9-14 are coded 'DNA'.

P8		%
1 Yes	737	98.0
2 No	15	2.0
Total	752	100.0

P9 Eligibility for scheme

The characteristics defining eligibility for the concessionary fares scheme relate to the elderly or retired:

- pensionable age: 60 for women, 65 for men.
- income restrictions include being in receipt of either housing or supplementary benefit or having earnings below a stated level.
- other conditions include restrictions on hours worked and on spouse's age.

P9		%
1 Pensionable age	647	87.8
2 Man 65+ / Woman 65+	4	0.5
3 Pensionable age & pension received	51	6.9
4 Pensionable age & income restriction	28	3.8
5 Other condition	7	0.9
Total	737	100.0
6 NA	0	
7 DNA	15	
Grand Total	752	

P10 Type of concession

In a number of cases, the concession varies for different types of people within the overall qualifying group. The category 'other reduced fare' includes schemes offering varying levels of fare reduction, as well as reductions not specified in other categories.

P10		%
1 Free fare	182	24.7
2 Flat fare	117	15.9
3 1/2 fare	237	32.2
4 2/3 fare	24	3.3
5 Other reduced fare	18	2.4
6 Tokens: up to £15	18	2.4
7 Tokens: £15.01 to £30	18	2.4
8 Tokens: over £30	13	1.8
9 Tokens: value unspecified/variable	0	0.0
10 Mixture of fares & tokens	86	11.7
11 Other type	24	3.3
Total	737	100.0
12 NA	0	
13 DNA	15	
Grand Total	752	

P11 Membership fee

P11		%
1 Nil	432	58.6
2 Up to £5	147	19.9
3 £5.01 to £10	98	13.3
4 £10.01 to £15	21	2.8
5 £15.01 to £25	39	5.3
6 £25.01 to £40	0	0.0
7 Over £40	0	0.0
8 Other fee	0	0.0
Total	737	100.0
9 NA	0	
10 DNA	15	
Grand Total	752	

P12 Times available

Peak hours are defined as 6.30-9.00 a.m. and 4.00-6.30 p.m. on Monday to Friday. Schemes which exclude travel in the morning peak period but permit travel throughout the afternoon and evening are coded as a mixture of peak, off-peak.

P12		%
1 Anytime	352	47.8
2 Peak hours only	0	0.0
3 Off-peak only	30	4.1
4 Mixture of peak, off peak	327	44.4
5 Other time restrictions	28	3.8
Total	737	100.0
6 NA	0	
7 DNA	15	
8 Grand Total	752	

P13 Areas available

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

P13		%
1 District only or less	114	15.5
2 Above District, not Countywide	36	4.9
3 Countywide	476	64.6
4 Above County	111	15.1
5 Other area restriction	0	0.0
Total	737	100.0
6 NA	0	
7 DNA	15	
Grand Total	752	

P14 Modes additional to bus

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

P14		%
1 None	172	23.4
2 Public services only	145	19.7
3 Private / voluntary services only	58	7.9
4 Both private/vol. & public	360	49.0
5 Other	0	0.0
Total	735	100.0
6 NA	2	
7 DNA	15	
Grand Total	752	

5.4 Household variables

General information about each of 9,390 households was collected at the initial interview from the head of household, spouse or, in exceptional circumstances, from another responsible adult, using the household questionnaire. Additional household variables were derived from information collected on the individual and vehicle questionnaires.

A household consists of one or more people who have the sampled address as their main residence and either share at least one main meal a day or share the living or sitting room. (This is the same definition as used in the 1985/86 NTS but note that in earlier NTSs there was a more restrictive definition of a household. For instance, in the 1978/79 survey people who shared the living accommodation would not have been treated as members of the same household unless they also

shared common stocks of basic foods). Where people have more than one address, they are included if the sampled address is their stated main residence. However, over-riding criteria for inclusion or exclusion are that: adult children who come home only for holidays are excluded; a household member (such as a sailor) away continuously for 6 months is excluded; anyone continuously in residence (such as an au-pair) for 6 months or more is included; and second homes are not counted as main residences.

5.4.1 Head of household and household reference person

The Household Reference Person (HRP) definition was introduced to update the Head of Household (HoH) definition used in most social surveys. The HoH definition is inherently sexist in that it selects men rather than women in most circumstances where a choice has to be made. The National Travel Survey adopted the HRP definition in 2000.
The HoH is defined as:

- in a household consisting of husband, wife (or cohabiting couple) and children all aged under 16, is defined as the husband (or male cohabitee).
- in other households the HoH is the person in whose name the accommodation is owned or rented.
- if the accommodation is in the joint names of persons of the same sex the eldest is HoH; and when they are of different sex the male is HoH

The new HRP definition is defined as:

- in households with a sole householder, that person is the household reference person
- in households with joint householders, the person with the highest income is the household reference person
- if two or more householders have exactly the same income, the older is the household reference person

5.4.2 Address

H12 Address type

(Harmonised from 2000)

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

H12 (1998 methodology)		%
1 Detached	1,359	22.4
2 Semi-detached	2,086	34.3
3 Terrace/ end terrace	1,597	26.3
4 Purpose built flat/maisonette	851	14.0
5 Flat in converted house	142	2.3
6 Rooms	17	0.3
7 Mobile home/caravan	23	0.4
8 Other	0	0.0
Total	6,075	100.0
9 NA	0	
10 2000 onwards	3,315	
Grand Total	9,390	

H12 (2000 methodology)		%
1 House/bungalow (detached)	790	23.8
2 House/bungalow (semi-detached)	1,046	31.6
3 House/bungalow (terrace/end terrace)	899	27.1
4 House/bungalow (type unknown)	0	0.0
5 Flat/maisonette (purpose built)	469	14.1
6 Flat/maisonette (non-purpose built)	98	3.0
7 Flat/maisonette (type unknown)	0	0.0
8 Other accomodation type	13	0.4
Total	3,315	100.0
9 NA	0	
10 Pre-2000	6,075	
Grand Total	9,390	

H51 Length of residence

This indicates the number of years the HoH/HRP has lived at the address and, where appropriate, the distance from their previous address.

H51		%
1 Under 1 yr (over mile)	628	6.7
2 Under 1 yr (under mile)	300	3.2
3 1 under 2 yrs	778	8.3
4 2 under 3 yrs	655	7.0
5 3 under 5 yrs	901	9.6
6 5 under 10 yrs	1,580	16.8
7 10 yrs plus	2,159	23.0
8 Always lived here	2,389	25.4
Grand Total	9,390	100.0

5.4.3 Access to public transport

H13-17 and H106 describe the neighbourhood in terms of the available public transport. Note that it is the nearest bus stop/station, not necessarily the one normally used. The variables were treated as measures of fact, not of opinion, which means that it was open to interviewers to make use of information other than that offered by the household if this gave a better indication of the true position.

H13 Walk time to bus stop

H13		%
1 3 mins. or less	5,278	56.2
2 4-6 mins.	2,870	30.6
3 7-13 mins.	911	9.7
4 14-26 mins.	222	2.4
5 27-43 mins.	42	0.4
6 44 mins or more	67	0.7
Total	9,390	100.0

H14 Frequency of bus service

H14		%
1 Less than once a day	131	1.4
2 At least once a day	782	8.3
3 At least 1 an hour	1,654	17.6
4 At least 1 every half hour	3,736	39.8
5 At least 1 every quarter hour	3,087	32.9
Total	9,390	100.0

H15 Walk time to railway station

H15		%
1 6 mins or less	629	6.7
2 7-13 mins	1,114	11.9
3 14-26 mins	2,066	22.0
4 27-43 mins	1,524	16.2
5 44 mins or longer	4,057	43.2
Total	9,390	100.0

H16 Bus time to railway station

H16 was not asked if the nearest station was within 6 minutes' walk of the household's address. All such cases (629) are counted in category 1 in the final database.

H16		%
1 No bus/quicker to walk	2,650	28.2
2 6 mins or less	748	8.0
3 7-13 mins	1,442	15.4
4 14-26 mins	2,095	22.3
5 27-43 mins	1,334	14.2
6 44 mins or longer	1,121	11.9
Total	9,390	100.0

H17 Type of railway station

H17		%
1 Freq service all day	8,126	86.5
2 Freq service rush hour only	461	4.9
3 Less freq service	803	8.6
Total	9,390	100.0

H106 Main type of bus service

H106		%
1 Mainly small buses (mini or midi)	2,890	31.2
2 Mainly large buses	2,939	31.7
3 A mixture of small and large	3,340	36.0
4 No local bus service	108	1.2
Total	9,277	100.0
5 Don't know/NA	113	
Grand Total	9,390	

5.4.4 Access to amenities (from 1998)

H18–H29 describe the neighbourhood in terms of the available amenities. Walking distances are measured assuming an average walk rate of 3 miles per hour. Similar questions were asked in the 1989–91 survey.

H18 Walk distance to Doctor

H18		%
1 6 mins. or less	1,609	17.4
2 7-13 mins.	1,847	20.0
3 14-26 mins.	2,746	29.8
4 27-43 mins.	1,347	14.6
5 44 mins or more	1,681	18.2
Total	9,230	100.0
6 NA	5	
7 DNA	30	
8 Pre-1998	125	
Grand Total	9,390	

H19 Bus distance to Doctor

H19		%
1 No bus service/quicker to walk	5,144	56.5
2 6 mins. or less	927	10.2
3 7-13 mins.	1,208	13.3
4 14-26 mins.	1,138	12.5
5 27-43 mins.	408	4.5
6 44 mins or more	272	3.0
Total	9,097	100.0
7 NA	13	
8 DNA	155	
9 Pre-1998	125	
Grand Total	9,390	

H20 Walk distance to nearest Post Office

H20		%
1 6 mins. or less	3,781	40.9
2 7-13 mins.	2,988	32.3
3 14-26 mins.	1,906	20.6
4 27-43 mins.	343	3.7
5 44 mins or more	229	2.5
Total	9,247	100.0
6 NA	3	
7 DNA	15	
8 Pre-1998	125	
Grand Total	9,390	

H21 Bus distance to nearest Post Office

H21		%
1 No bus service/quicker to walk	7,351	80.1
2 6 mins. or less	937	10.2
3 7-13 mins.	577	6.3
4 14-26 mins.	225	2.5
5 27-43 mins.	51	0.6
6 44 mins or more	39	0.4
Total	9,180	100.0
7 NA	6	
8 DNA	79	
9 Pre-1998	125	
Grand Total	9,390	

H22 Walk distance to nearest Chemist

H22		%
1 6 mins. or less	2,919	31.6
2 7-13 mins.	2,593	28.0
3 14-26 mins.	2,295	24.8
4 27-43 mins.	617	6.7
5 44 mins or more	822	8.9
Total	9,246	100.0
6 NA	3	
7 DNA	16	
8 Pre-1998	125	
Grand Total	9,390	

H23 Bus distance to nearest Chemist

H23		%
1 No bus service/quicker to walk	6,347	69.3
2 6 mins. or less	1,014	11.1
3 7-13 mins.	919	10.0
4 14-26 mins.	608	6.6
5 27-43 mins.	174	1.9
6 44 mins or more	103	1.1
Total	9,165	100.0
7 NA	7	
8 DNA	93	
9 Pre-1998	125	
Grand Total	9,390	

H24 Walk distance to nearest Food Store

H24		%
1 6 mins. or less	5,288	57.1
2 7-13 mins.	2,282	24.7
3 14-26 mins.	1,185	12.8
4 27-43 mins.	257	2.8
5 44 mins or more	245	2.6
Total	9,257	100.0
6 NA	2	
7 DNA	6	
8 Pre-1998	125	
Grand Total	9,390	

H25 Bus distance to nearest Food Store

H25		%
1 No bus service/quicker to walk	7,865	85.6
2 6 mins. or less	654	7.1
3 7-13 mins.	381	4.1
4 14-26 mins.	194	2.1
5 27-43 mins.	56	0.6
6 44 mins or more	42	0.5
Total	9,192	100.0
7 NA	6	
8 DNA	67	
9 Pre-1998	125	
Grand Total	9,390	

H26 Walk distance to nearest Shopping Centre

H26		%
1 6 mins. or less	837	9.0
2 7-13 mins.	1,378	14.9
3 14-26 mins.	2,735	29.6
4 27-43 mins.	1,685	18.2
5 44 mins or more	2,619	28.3
Total	9,254	100.0
6 NA	2	
7 DNA	9	
8 Pre-1998	125	
Grand Total	9,390	

H27 Bus distance to nearest Shopping Centre

H27		%
1 No bus service/quicker to walk	2,593	28.4
2 6 mins. or less	1,071	11.7
3 7-13 mins.	2,105	23.1
4 14-26 mins.	2,246	24.6
5 27-43 mins.	754	8.3
6 44 mins or more	356	3.9
Total	9,125	100.0
7 NA	7	
8 DNA	133	
9 Pre-1998	125	
Grand Total	9,390	

H28 Walk distance to nearest General Hospital

H28		%
1 6 mins. or less	151	1.6
2 7-13 mins.	266	2.9
3 14-26 mins.	1,033	11.2
4 27-43 mins.	1,234	13.4
5 44 mins or more	6,536	70.9
Total	9,220	100.0
6 NA	8	
7 DNA	37	
8 Pre-1998	125	
Grand Total	9,390	

H29 Bus distance to nearest General Hospital

H29		%
1 No bus service/quicker to walk	934	10.4
2 6 mins. or less	278	3.1
3 7-13 mins.	906	10.1
4 14-26 mins.	2,044	22.7
5 27-43 mins.	2,085	23.2
6 44 mins or more	2,749	30.6
Total	8,996	100.0
7 NA	22	
8 DNA	247	
9 Pre-1998	125	
Grand Total	9,390	

5.4.5 Household composition

All members of each household were required to complete a diary. The size of household is, therefore, equivalent to the number of responding individuals in the sample. The rules which determine the inclusion of an individual as the member of a sampled household are set out in McCrossan (1991).[4]

In household variables, a child is defined to be aged 0 to 15, an adult to be aged 16 and over. Adult children refer to children of the HoH/HRP aged 16 and over.

H58 Number of people in household

H58		%
1	2,704	28.8
2	3,463	36.9
3	1,402	14.9
4	1,296	13.8
5	376	4.0
6	109	1.2
7	24	0.3
8	6	0.1
9	3	0.0
10	6	0.1
11	1	0.0
12	0	0.0
13	0	0.0
14	0	0.0
Total	9,390	100.0

H74 Number of adults

H74		%
1	3,171	33.8
2	4,963	52.9
3	932	9.9
4	289	3.1
5	28	0.3
6	3	0.0
7 or more	4	0.0
Total	9,390	100.0

H75 Number of children

H75		%
1 0	6,780	72.2
2 1	1,119	11.9
3 2	1,090	11.6
4 3	300	3.2
5 4	83	0.9
6 5	13	0.1
7 6 or more	5	0.1
Total	9,390	100.0

Household structure variables characterise a household according to such features as the number of household members and their age, sex, marital status, working status and relationship to HoH/HRP. They are derived from I2–6 and I177.

H59 Household structure (family)

H59		%
1 2 adults yngst child 0-4	964	10.3
2 1 adult yngst child 0-4	199	2.1
3 2 adults yngst child 5-12	880	9.4
4 1 adult yngst child 5-12	210	2.2
5 2 adults yngst child 13-15	298	3.2
6 1 adult yngst child 13-15	58	0.6
7 Family adult child(ren)	977	10.4
8 Adults inc parent of HRP/HOH	69	0.7
9 Pensioner household	2,590	27.6
10 Other household	3,145	33.5
Total	9,390	100.0

H60 Household structure

H60		%
1 Single person under 65	1,397	14.9
2 Single person 65 and older	1,307	13.9
3 Two persons, HRP/Hoh under 30	388	4.1
4 Two persons, HRP/Hoh 30-64	1,921	20.5
5 Two persons, HRP/Hoh 65+	1,153	12.3
6 Three persons (1-2 children)	786	8.4
7 Three adults	616	6.6
8 Four persons 2-3 children	874	9.3
9 Four persons 1 child	201	2.1
10 Four adults	221	2.4
11 Five or more persons (3+ children)	353	3.8
12 Five or more persons (1-2 children)	151	1.6
13 Five or more adults	21	0.2
Total	9,389	100.0
14 NA	1	
Grand Total	9,390	

H61 Household structure (NTS)

H61		%
1 1 man under 65	703	7.5
2 1 man 65 and over	382	4.1
3 1 woman under 60	562	6.0
4 1 woman 60 and over	1,057	11.3
5 1 man, 1 child	21	0.2
6 1 woman, 1 child	224	2.4
7 1 man, 2+ children	15	0.2
8 1 woman, 2+ children	207	2.2
9 1 man, 1 woman (HRP/Hoh pensioner)	1,133	12.1
10 1 man, 1 woman (HRP/Hoh not pensioner)	1,878	20.0
11 2 men or 2 women	207	2.2
12 1 man, 1 woman, 1 child	595	6.3
13 2 men or 2 women, 1 child	36	0.4
14 1 man, 1 woman, 2 children	809	8.6
15 2 men or 2 women, 2 children	17	0.2
16 1 man, 1 woman, 3 children	222	2.4
17 2 men or 2 women, 3 children	2	0.0
18 2 adults, 4 children	55	0.6
19 2 adults, 5 children	7	0.1
20 2 adults, 6 children	1	0.0
21 2 adults, 7+ children	1	0.0
22 3 adults	616	6.6
23 3 adults, 1 child	201	2.1
24 3 adults, 2 children	83	0.9
25 3 adults, 3 children	21	0.2
26 3 adults, 4+ children	11	0.1
27 4 adults	221	2.4
28 4 adults, 1 child	36	0.4
29 4 adults, 2+ children	32	0.3
30 5 adults	18	0.2
31 5 adults, 1+ children	10	0.1
32 All other, no children	3	0.0
33 All other with children	4	0.0
Grand Total	9,390	100.0

H62 Disabled (16+) in household

Derived from I2, I5 and I165. The term ‘disabled’ is used to describe a person who has difficulty, for reasons of long-standing poor health or physical disability, in using buses or cars or in going out of the house on foot.

Under 16s were not asked these questions and are therefore not included in this classification.

H62 (1998 methodology)		%
1 Hoh only	1,015	16.7
2 Wife only	289	4.8
3 Child only	22	0.4
4 Parent only	37	0.6
5 Other person only	16	0.3
6 Hoh and wife	143	2.4
7 Other (2 or more)	39	0.6
8 None disabled	4,514	74.3
Total	6,075	100.0
9 NA	0	
10 2000 onwards	3,315	
Grand Total	9,390	

H62 (2000 methodology)		%
1 HRP only	534	16.1
2 Spouse/cohab. only	167	5.0
3 Child only	11	0.3
4 Parent only	23	0.7
5 Other person only	5	0.2
6 HRP and spouse/cohab.	90	2.7
7 Other (2 or more)	20	0.6
8 None disabled	2,465	74.4
Total	3,315	100.0
9 NA	0	
10 Pre-2000	6,075	
Grand Total	9,390	

5.4.6 Social and economic

H50 Type of tenancy

Owning/buying includes leasehold property on a lease of 21 years or longer. It also includes property rented from a Housing Association (HA) if a premium would have been returned to the household on leaving the property. ‘NT’ stands for New Town.

H50		%
1 Owns/buying	6,609	70.4
2 Rented council / NT	1,549	16.5
3 Rented private / HA furnished	337	3.6
4 Rented private / HA unfurnished	785	8.4
5 Rentfree council / NT	2	0.0
6 Rentfree private / HA	108	1.2
Total	9,390	100.0

H65–69 HoH/HRP variables

In these variables, the household is classified according to the characteristics or circumstances of the HoH/HRP. H65 (HoH/HRP working status) is derived from I177. Unemployed combines waiting for and looking for a job.

H65 HoH/HRP working status

H65		%
1 Full time	4,860	51.8
2 Part time	651	6.9
3 Unemployed	156	1.7
4 Retired/ Perm.sick	3,097	33.0
5 Student	81	0.9
6 Looking after home/ family	428	4.6
7 Other non- working	117	1.2
Total	9,390	100.0

H66 HoH/HRP employment status

Derived from I78 and I80. If I78 is coded 2, 4 or 16, employees are defined as managers; otherwise they are defined as other employees.

H66		%
1 Self employed	1,107	11.8
2 Employed manager	1,530	16.3
3 Other employee	6,485	69.1
4 Never worked	268	2.9
Total	9,390	100.0

H67 SEG of HoH/HRP

Derived from I78. (Does not apply (DNA) if the HoH/HRP had never worked).

H67		%
1 Employer: large	7	0.1
2 Manager: large	963	10.6
3 Employer: small	209	2.3
4 Manager: small	578	6.3
5 Profess.: self employed	129	1.4
6 Profess.: employee	525	5.8
7 Intermediate non-manual	943	10.4
8 Supervisor of non-manual	255	2.8
9 Junior non-manual	1,217	13.4
10 Personal service	324	3.6
11 Foreman of manual	498	5.5
12 Skilled manual	1,281	14.1
13 Semiskilled manual	1,011	11.1
14 Unskilled manual	443	4.9
15 Own account non-profess.	557	6.1
16 Farmer: employer/manager	24	0.3
17 Farmer: own account	23	0.3
18 Agric. worker	85	0.9
19 Armed forces	37	0.4
Total	9,109	100.0
20 NA	83	
21 DNA (Never worked)	198	
Grand Total	9,390	

H68 HoH/HRP age/sex

H68		%
1 Under 21 male	28	0.3
2 21-29 years male	573	6.1
3 30-39 years male	1,357	14.5
4 40-49 years male	1,312	14.0
5 50-59 years male	1,282	13.7
6 60-64 years male	545	5.8
7 65-69 years male	476	5.1
8 70-79 years male	789	8.4
9 80+ years male	234	2.5
10 Under 21 female	45	0.5
11 21-29 years female	290	3.1
12 30-39 years female	450	4.8
13 40-49 years female	382	4.1
14 50-59 years female	375	4.0
15 60-64 years female	178	1.9
16 65-69 years female	211	2.2
17 70-79 years female	529	5.6
18 80+ years female	334	3.6
Total	9,390	100.0

H69 HoH/HRP industry

H69 is derived from I79 (DNA if the HoH/HRP had never worked).

H69		%
1 Agriculture	175	1.9
2 Fishing	13	0.1
3 Mining, quarrying	167	1.8
4 Manufacturing	2,291	25.2
5 Energy, water	118	1.3
6 Construction	778	8.6
7 Wholesale, retail and motor trade	1,099	12.1
8 Hotels and restaurants	283	3.1
9 Transport, storage and communication	724	8.0
10 Financial	324	3.6
11 Real estate, renting & business activities	790	8.7
12 Public admin. and defence	620	6.8
13 Education	564	6.2
14 Health and social work	675	7.4
15 Other community, social and personal	394	4.3
16 Private hholds with employed persons	53	0.6
17 Extra-territorial organisations	9	0.1
18 Workplace outside UK	3	0.0
Total	9,080	100.0
19 NA	211	
20 DNA (never worked)	99	
Grand Total	9,390	

H70/72/84i/85i Household income

When the household contains only one adult, that person's individual income is the same as that of the household. When the household contains more than one adult, the income of the whole household is an estimate obtained from one member only – either HoH/HRP or HoH/HRP's spouse.

Where information was either refused or not available for some other reason, values were 'patched' by summing the individual incomes of the household members, the best estimate being the midpoint of the income band. When the individual incomes required for this process were missing they were first patched, by imputation from comparable cases for which income had been reported (see I178).

H70 Household income

To reflect the rise in incomes, the bands used by the interviewers to identify income were revised from the start of 1995.

H70		%
1 Less than £1,000	61	0.6
2 £1,000- £1,999	33	0.4
3 £2,000- £2,999	116	1.2
4 £3,000- £3,999	348	3.7
5 £4,000- £4,999	493	5.3
6 £5,000- £5,999	472	5.0
7 £6,000- £6,999	458	4.9
8 £7,000- £7,999	413	4.4
9 £8,000- £8,999	341	3.6
10 £9,000- £9,999	330	3.5
11 £10,000- £12,499	560	6.0
12 £12,500- £14,999	610	6.5
13 £15,000- £17,499	515	5.5
14 £17,500- £19,999	559	6.0
15 £20,000- £24,999	885	9.4
16 £25,000- £29,999	761	8.1
17 £30,000- £34,999	606	6.5
18 £35,000- £39,999	516	5.5
19 £40,000- £49,999	570	6.1
20 £50,000- £74,999	470	5.0
21 £75,000 or more	273	2.9
Total	9,390	100.0

H72 Origin of household income

H72		%
1 HRP/Wife estimte	8,043	85.7
2 Sum of inds. estimates	0	0.0
3 Imputed	1,347	14.3
4 Estimate not possible/NA	0	0.0
Total	9,390	100.0

H84i and H85i Real h/hold income equivalent level

The real household income equivalent (H86) is obtained by using household income equivalent scales to assign values to adults and children within a household and then dividing income by the sum of these values so that the household income relative to a household consisting of just one married couple can be obtained. These values are then deflated using the Tax and Price Index (TPI) and standardised so that the average value for households in 1990 was 100.0.

The values assigned to individuals within a household are derived from work done by the Department of Social Security. More details are given in Appendix A of *Focus on Personal Travel*.[5]

H84i Real h/hold income equivalent (semi-decile)

Households are assigned to one of twenty groups, each containing about 470 households, in ascending order of affluence. Households in income bands straddling two or more code bands are randomly allocated to one of the bands in the appropriate proportions.

H85i Real h/hold income equivalent quintile

H85i is derived from H84i.

H85I		%
1 Lowest real income	1,878	20.0
2 Second level	1,878	20.0
3 Third level	1,878	20.0
4 Fourth level	1,878	20.0
5 Highest real income	1,878	20.0
Total	9,390	100.0

H83 Employed in household

Derived from I177. Working students are counted as employed.

H83	%	
1 None	3,354	35.7
2 1 part time, no full	569	6.1
3 1 full time, no part	1,976	21.0
4 2 part time, no full	97	1.0
5 1 full time, 1 part time	1,213	12.9
6 2 full time, no part	1,476	15.7
7 1 full time, 2+ part time	109	1.2
8 2 full time, 1+ part time	280	3.0
9 3+ part time, no full	11	0.1
10 3+ full time, no part	234	2.5
11 3+ full time, 1+ part time	71	0.8
Total	9,390	100.0

H121 Index of Multiple Deprivation (from 1998)

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

H121		%
1 (most deprived)	1,090	13.8
2	1,076	13.6
3	850	10.7
4	830	10.5
5	806	10.2
6	640	8.1
7	598	7.6
8	555	7.0
9	703	8.9
10 (least deprived)	764	9.7
Total	7,912	100.0
Uncoded	1,478	
Grand Total	9,390	

5.4.7 Vehicle access

H35 Number of bicycles

This is a count of all non-motorised bicycles or tricycles (other than toy cycles) in the household's possession and used by members of the household aged 6 or more.

H35		%
1 No bikes	5,544	59.0
2 One bike	1,651	17.6
3 Two bikes	1,217	13.0
4 Three bikes	516	5.5
5 Four bikes	281	3.0
6 Five plus bikes	181	1.9
Total	9,390	100.0

H52–55 Numbers of household vehicles

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

Cars (H52) include 3-wheeled vehicles. Motorcycles (H53) include motor-scooters, sidecar combinations and mopeds. Vans/lorries (H54) include Landrovers, jeeps (or similar vehicles) and lorries. Cars/light vans (H55) include 3-wheeled vehicles, light vans, Landrovers, jeeps (or similar vehicles), minibuses, motor caravans and dormobiles.

H52 Number of household 3 and 4 wheeled cars

H52		%
1 None	2,799	29.8
2 One	4,424	47.1
3 Two	1,875	20.0
4 Three	257	2.7
5 Four	31	0.3
6 Five or more	4	0.0
Total	9,390	100.0

H53 Number of h/hold motorcycles

H53		%
1 None	9,137	97.3
2 One	217	2.3
3 Two	28	0.3
4 Three or more	8	0.1
Total	9,390	100.0

H54 Number of h/hold vans/lorries

H54		%
1 None	8,830	94.0
2 One	525	5.6
3 Two	33	0.4
4 Three	2	0.0
5 Four	0	0.0
6 Five or more	0	0.0
Total	9,390	100.0

H55 Number of h/hold cars/light vans

H55		%
1 None	2,672	28.5
2 One	4,243	45.2
3 Two	2,112	22.5
4 Three	313	3.3
5 Four	44	0.5
6 Five or more	6	0.1
Total	9,390	100.0

H57 Household vehicle availability

Derived from V3, V15 and H35. 3 or 4 wheeled vehicles include all such vehicles owned or in regular use by the household, except invalid cars and unusual vehicles such as buses and tractors (these make up other motor vehicles). The difference between categories 3 and 4 is whether the vehicle's taxation class was Private and Light Goods (PLG) or not.

H57		%
1 Three or more cars/vans	382	4.1
2 Two cars/vans	2,167	23.1
3 One car/van (private)	4,151	44.2
4 One car/van (not private)	36	0.4
5 Company pool car only	21	0.2
6 Two wheel motor vehs. only	17	0.2
7 Other motor vehs. only	8	0.1
8 One or more bicycles only	502	5.3
9 No vehicles	2,106	22.4
Total	9,390	100.0

H63 Persons with full car licence

Derived from I67. The count includes holders of licences for car only or for car and motorcycle.

H63		%
1 None	2,036	21.7
2 One	3,292	35.1
3 Two	3,554	37.8
4 Three	429	4.6
5 Four or more	79	0.8
Total	9,390	100.0

H107 Number of household company cars

Derived from V112.

H107		%
1 None	8,736	93.0
2 One	609	6.5
3 Two	43	0.5
4 Three	1	0.0
5 Four	1	0.0
Total	9,390	100.0

5.4.8 Period of travel

H7 Travel week end date (month)

This variable gives the month in which day 7 (last day) of the travel diary was recorded.

H7		%
1 January	867	9.2
2 February	756	8.1
3 March	786	8.4
4 April	749	8.0
5 May	794	8.5
6 June	735	7.8
7 July	828	8.8
8 August	798	8.5
9 September	743	7.9
10 October	819	8.7
11 November	732	7.8
12 December	783	8.3
Total	9,390	100.0

H92 Calendar year

H92		%
11 1998	2,935	31.3
12 1999	3,020	32.2
13 2000	3,435	36.6
Total	9,390	100.0

5.4.9 Attitudes to local bus services

H100 Local bus service satisfaction

H100		%
1 Very satisfied	1,297	13.8
2 Fairly satisfied	2,581	27.5
3 Neither satisfied nor dissatisfied	419	4.5
4 A little dissatisfied	819	8.7
5 Very dissatisfied	668	7.1
6 Don't use buses	3,597	38.3
7 Don't know/NA	9	0.1
Total	9,390	100.0

H101 Encouraged to use local buses

On giving an answer of yes or not sure to H101, the respondent was then asked to mention up to four ways in which the bus service could be improved. Variables H103–H105 have the same structure as H102.

H101		%
1 Yes	4,214	44.9
2 No	4,707	50.1
3 Not sure	469	5.0
Total	9,390	100.0

H102 1st or only improvement mentioned

H102		%
1 Better provision for disabled/elderly	672	14.4
2 Better prov for people with young children/shopping	413	8.9
3 Cheaper fares	1,158	24.8
4 Boarding point closer to home	244	5.2
5 Quicker journey time	297	6.4
6 More destinations/routes	541	11.6
7 More reliable/punctual service	467	10.0
8 More frequent services at weekends	261	5.6
9 More frequent evening services	186	4.0
10 More frequent day-time services	218	4.7
11 Better information about services	128	2.7
12 Other	80	1.7
Total	4,665	100.0
13 NA	0	
14 DNA	4,725	
Grand Total	9,390	

5.5 Vehicle variables

Details were collected about motor vehicles available for personal use by any member of the household during the travel period. These household vehicles include vehicles temporarily out of action but exclude any vehicle on loan to anyone outside the household for the period. Hired, leased or borrowed vehicles are included if available for the full period. Company cars, provided to employees for their own use as well as for firm purposes, are included, but company 'pool' cars, that is firm-owned cars not available for the sole use of one employee, are excluded.

The availability of a motor vehicle or vehicles was recorded at the first interview, on the household questionnaire, where the type of vehicle and the members of the household with access to the vehicle were also recorded. The main driver was asked to give details on the vehicle questionnaire both at the first interview and at the second (mileage and fuel information for travel week).

Although interviewers asked to see registration documents, these were used only for about one vehicle in five to record relevant details, including taxation class, engine capacity, age and registration year letter.

Ten electrically-operated vehicles were recorded, but the information collected about these vehicles was limited to type of vehicle, type of fuel, availability, main driver and person with daytime access, other variables being coded DNA.

The data listed below covers just primary vehicles, i.e. those believed to be available to the household at the start of the travel week. Vehicles acquired after this are treated as secondary vehicles and the data for these vehicles is kept separately and only used to analyse trip stages by household vehicles during the travel week. A full description of this refinement to the vehicle database was given in Appendix B of the 1991/93 NTS report.[7]

5.5.1 Vehicle characteristics

V3 Type of vehicle

From the household questionnaire. Four-wheeled cars include light vans (unladen weight not more than 1.5 tons) with rear side windows, Range Rovers, and 'people carriers'.

V3		%
1 4 wheel car	9,146	90.5
2 3 wheel car	5	0.0
3 Invalid car	3	0.0
4 M'cycle/Scooter with side car	15	0.1
5 M'cycle/Scooter	265	2.6
6 Moped	21	0.2
7 L'rover, Jeep	254	2.5
8 Light Van	335	3.3
9 Other Van / Lorry	15	0.1
10 M'bus, M'.C'van, Dormobile	27	0.3
11 Other	24	0.2
Total	10,110	100.0

V15 Taxation class

V15		%
1 Private & Light goods (1.5 tons or less)	9,725	96.4
2 Taxi (Hackney)	14	0.1
3 3 wheel car (Tricycle)	1	0.0
4 Disabled	43	0.4
5 Motorcycle, scooter, moped	301	3.0
6 Heavy Goods (over 1.5 tons)	2	0.0
7 Other	7	0.1
Total	10,093	100.0
8 NA	0	
9 DNA	17	
Grand Total	10,110	

V85 Vehicle registration

This records the relationship of the registered keeper of the vehicle to the household. A distinction is made between firm-registered vehicles where the firm employs a household member, vehicles hired, by an employer for an employee's use, cars hired by a household member and other firm-registered vehicles, hired or otherwise (for which no details coded). Hire includes hire and leasing.

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

V85		%
1 Employer	616	6.1
2 Other firm - employer hired	75	0.7
3 Own business	51	0.5
4 Other firm - own business hired	1	0.0
5 Other firm	23	0.2
6 Household member	9,250	91.5
7 Other firm - household hired	17	0.2
8 Other person - borrowed/loaned	52	0.5
9 Other person - no details	25	0.2
Total	10,110	100.0

V86–87 Engine capacity

Not collected for HGVs or electric vehicles. An exact estimate was sought, but only a banded estimate was given for some vehicles.

Unbanded values are in V86.

V87		%
1 Up to 50	42	0.4
2 51-125	43	0.4
3 126-250	20	0.2
4 251-700	119	1.2
5 701-1000	719	7.1
6 1001-1300	2,045	20.3
7 1301-1500	1,441	14.3
8 1501-1800	2,996	29.8
9 1801-2000	1,747	17.4
10 2001-2500	545	5.4
11 2501-3000	237	2.4
12 3001 and over	115	1.1
Total	10,069	100.0
13 NA	0	
14 DNA	41	
Grand Total	10,110	

V88 Type of fuel

V88		%
1 Unleaded petrol	7,220	71.4
2 Unleaded petrol and LRP	167	1.7
3 LRP	1,172	11.6
4 Leaded (classic cars)	131	1.3
5 Diesel	1,407	13.9
6 Electric	10	0.1
7 Other	2	0.0
Total	10,109	100.0
8 NA	0	
9 DNA	1	
Grand Total	10,110	

V130 Make and model

Make and model is only distinguished for 4-wheeled cars.

V130		%
1 Small Fiat	204	2.0
2 Small Ford	659	6.5
3 Small Nissan/Datsun	191	1.9
4 Small Rover/Austin	373	3.7
5 Other small car	1,310	13.0
6 Small/medium Ford	787	7.8
7 Small/medium Nissan/Datsun	127	1.3
8 Small/medium Peugeot/Talbot	212	2.1
9 Small/medium Rover/Austin	107	1.1
10 Small/medium Vauxhall	513	5.1
11 Small/medium VW/Audi	263	2.6
12 Other small/medium car	809	8.0
13 Medium Ford	532	5.3
14 Medium Rover/Austin	463	4.6
15 Medium Vauxhall	493	4.9
16 Other medium car	1,333	13.2
17 Large Ford	114	1.1
18 Large Rover/Austin	70	0.7
19 Other large car	557	5.5
20 Land Rover, Jeep, or similar	255	2.5
21 Light van	335	3.3
22 Other (m/cycle, lorry, etc.)	398	3.9
Total	10,105	100.0
23 NA	5	
Grand Total	10,110	

V154 Gender of main driver

This variable links gender data from the main driver's individual record to the vehicle record. Derived from V9 and I3.

V154		%
1 Male	6,161	61.0
2 Female	3,886	38.4
3 No main driver	60	0.6
Total	10,107	100.0
4 NA	3	
Grand Total	10,110	

5.5.2 Age

V89 Registration letter

This is the letter which denotes the year of registration. Numbers with no such year letter (including Q-registrations) and numbers with letters not representing the correct year are all coded as having no letter.

V89		%
1 A	1	0.0
2 B	4	0.0
3 C	3	0.0
4 D	10	0.1
5 E	1	0.0
6 F	14	0.1
7 G	7	0.1
8 H	6	0.1
9 J	3	0.0
10 K	10	0.1
11 L	15	0.1
12 M	12	0.1
13 N	7	0.1
14 P	12	0.1
15 R	15	0.1
16 S	21	0.2

17 T	16	0.2
18 V	18	0.2
19 W	34	0.3
20 X	39	0.4
21 Y	82	0.8
22 Prefix A	154	1.5
23 Prefix B	236	2.3
24 Prefix C	324	3.2
25 Prefix D	390	3.9
26 Prefix E	480	4.8
27 Prefix F	616	6.1
28 Prefix G	714	7.1
29 prefix H	639	6.3
30 prefix J	569	5.6
31 prefix K	622	6.2
32 prefix L	748	7.4
33 prefix M	730	7.2
34 prefix N	807	8.0
35 prefix P	746	7.4
36 prefix R	798	7.9
37 prefix S	384	3.8
38 prefix T	235	2.3
39 prefix V	154	1.5
40 prefix W	126	1.2
41 prefix X	25	0.2
97 No letter	264	2.6
Total	10,091	100.0
98 NA	16	
99 DNA	3	
Grand Total	10,110	

V90 Year of first registration

V90		%
1 1965 or earlier	44	0.4
2 1966	4	0.0
3 1967	1	0.0
4 1968	7	0.1
5 1969	8	0.1
6 1970	5	0.0
7 1971	6	0.1
8 1972	19	0.2
9 1973	8	0.1
10 1974	13	0.1
11 1975	9	0.1
12 1976	13	0.1
13 1977	20	0.2
14 1978	16	0.2
15 1979	21	0.2
16 1980	21	0.2
17 1981	38	0.4
18 1982	55	0.5
19 1983	76	0.8
20 1984	244	2.4
21 1985	287	2.8
22 1986	381	3.8
23 1987	425	4.2
24 1988	557	5.5
25 1989	716	7.1
26 1990	687	6.8
27 1991	617	6.1
28 1992	600	5.9
29 1993	690	6.8
30 1994	743	7.4
31 1995	780	7.7
32 1996	830	8.2
33 1997	875	8.7
34 1998	638	6.3
35 1999	437	4.3
36 2000	200	2.0
Total	10,091	100.0
98 NA	16	
99 DNA	3	
Grand Total	10,110	

V131 Month of first registration

V131		%
1 January	901	8.9
2 February	652	6.5
3 March	837	8.3
4 April	698	6.9
5 May	667	6.6
6 June	676	6.7
7 July	363	3.6
8 August	2,887	28.6
9 September	825	8.2
10 October	669	6.6
11 November	563	5.6
12 December	369	3.7
Total	10,107	100.0
13 NA	0	
14 DNA	3	
Grand Total	10,110	

V91 Vehicle age

V91		%
1 Up to 6 months	561	5.6
2 6 months to 1 year	405	4.0
3 Over 1 to 1.5 years	424	4.2
4 Over 1.5 to 2 years	389	3.9
5 Over 2 to 3 years	863	8.6
6 Over 3 to 4 years	735	7.3
7 Over 4 to 5 years	781	7.7
8 Over 5 to 6 years	708	7.0
9 Over 6 to 7 years	625	6.2
10 Over 7 to 8 years	583	5.8
11 Over 8 to 10 years	1,357	13.4
12 Over 10 to 13 years	1,448	14.4
13 Over 13 to 18 years	772	7.7
14 Over 18 years	439	4.4
Total	10,090	100.0
15 NA	0	
16 DNA	20	
Grand Total	10,110	

5.5.3 Usage

V45–46 Estimate of annual mileage

This is the main driver's estimate of the vehicle's total mileage in a year, including ineligible mileage. It is not collected for vehicles borrowed or hired for less than 12 months.

The unbanded estimates are held in V45.

V46		%
1 Under 500	72	0.7
2 500-999	109	1.1
3 1,000-1,999	382	3.8
4 2,000-2,999	506	5.1
5 3,000-3,999	619	6.2
6 4,000-4,999	596	6.0
7 5,000-6,999	1,865	18.8
8 7,000-8,999	1,335	13.4
9 9,000-11,999	1,699	17.1
10 12,000-14,999	1,172	11.8
11 15,000-17,999	558	5.6
12 18,000-20,999	405	4.1
13 21,000-29,999	299	3.0
14 30,000 miles and over	321	3.2
Total	9,938	100.0
15 NA	0	
16 DNA	172	
Grand Total	10,110	

V92 Rank of car in household

This refers to cars (3 or 4-wheeled), light vans, land rovers, jeeps, mini-buses, motor caravans and dormobiles ranked on annual mileage with highest ranked 1.

V92		%
1 First	2,465	25.6
2 Second	2,460	25.6
3 Third	384	4.0
4 Fourth	53	0.6
5 Fifth	6	0.1
6 Sixth or lower	1	0.0
7 Only car	4,243	44.1
Total	9,612	100.0
8 NA	0	
9 DNA	498	
Grand Total	10,110	

V93–94 Vehicle's total mileage

The estimate of total mileage is based on the milometer reading at the end of the travel week (or at the beginning if the end-week reading was not available), adjusted if the milometer was on the second cycle.

Since no other variable gives a reliable guide to total mileage, this variable was not patched when data were not available.

Unbanded values are in V93.

V94		%
1 Up to 2,000 miles	289	3.2
2 2,001- 4,000 miles	202	2.3
3 4,001- 6,000 miles	193	2.2
4 6,001- 8,000 miles	162	1.8
5 8,001- 10,000 miles	184	2.1
6 10,001- 15,000 miles	439	4.9
7 15,001- 20,000 miles	431	4.8
8 20,001- 25,000 miles	389	4.4
9 25,001- 30,000 miles	402	4.5
10 30,001- 40,000 miles	853	9.6
11 40,001- 50,000 miles	751	8.4
12 50,001- 60,000 miles	711	8.0
13 60,001- 75,000 miles	979	11.0
14 75,001- 100,000 miles	1,421	16.0
15 Over 100,000 miles	1,491	16.8
Total	8,897	100.0
16 NA	1,203	
17 DNA	10	
Grand Total	10,110	

V95–96 Mileage in travel week

The main driver recorded on a fuel and mileage sheet the milometer readings at the start and end of the travel week. The interviewer transferred these figures to the vehicle questionnaire and calculated the mileage during the week. Missing data for patched values were taken from eligible mileage (V97) except for vans, lorries, minibuses and similar vehicles, which were not patched.

Unbanded values are in V95.

V96		%
1 None	945	9.5
2 1- 9 miles	229	2.3
3 10- 29 miles	687	6.9
4 30- 49 miles	859	8.6
5 50- 74 miles	992	10.0
6 75- 99 miles	982	9.9
7 100- 149 miles	1,531	15.4
8 150- 199 miles	1,088	10.9
9 200- 299 miles	1,276	12.8
10 300- 399 miles	599	6.0
11 400- 499 miles	338	3.4
12 500- 749 miles	292	2.9
13 750 miles and over	130	1.3
Total	9,948	100.0
14 NA	102	
15 DNA	60	
Grand Total	10,110	

V97–98 Eligible mileage

The eligible mileage is calculated from the reported total mileage and ineligible mileage. Missing data for vans, lorries, minibuses and similar vehicles were not patched. For other vehicles, mileage was taken from V95 if available or from stage mileage.

Unbanded values are in V97.

V98		%
1 None	1,044	10.5
2 1- 9 miles	230	2.3
3 10- 29 miles	705	7.1
4 30- 49 miles	885	8.9
5 50- 74 miles	1,006	10.1
6 75- 99 miles	982	9.8
7 100- 149 miles	1,523	15.3
8 150- 199 miles	1,078	10.8
9 200- 299 miles	1,254	12.6
10 300- 399 miles	586	5.9
11 400- 499 miles	300	3.0
12 500- 749 miles	267	2.7
13 750 miles and over	110	1.1
Total	9,970	100.0
14 NA	80	
15 DNA	60	
Grand Total	10,110	

V121 Ineligible mileage

Ineligible mileage may be mileage driven by someone outside the household, driven to carry goods in course of work, driven off the public road, driven outside GB, or driven as a taxi or hire car. Values were missing for nearly 14 per cent of vehicles. Most vehicles were patched to category 1 (no ineligible mileage), the most likely value. The exceptions were vans, lorries, minibuses and similar vehicles which were not patched.

The unbanded values may be derived from V95 and V97.

V121		%
1 None	9,424	94.9
2 1- 9 miles	111	1.1
3 10- 29 miles	106	1.1
4 30- 49 miles	40	0.4
5 50- 74 miles	39	0.4
6 75- 99 miles	26	0.3
7 100- 149 miles	41	0.4
8 150- 199 miles	31	0.3
9 200- 299 miles	41	0.4
10 300- 399 miles	26	0.3
11 400- 499 miles	18	0.2
12 500- 749 miles	13	0.1
13 750 miles and over	12	0.1
Total	9,928	100.0
14 NA	102	
15 DNA	80	
Grand Total	10,110	

V139/140 Annual vehicle commuting mileage

Unbanded values are in V139.

V140		%
1 0	3,565	39.0
2 1-2499	2,402	26.3
3 2500-17999	3,075	33.6
4 18000+	104	1.1
Total	9,146	100.0
5 NA	0	
6 DNA	964	
Grand Total	10,110	

V141/142 Annual vehicle business mileage

Unbanded values are in V141.

V142		%
1 0	6,914	75.6
2 1-2499	1,121	12.3
3 2500-17999	901	9.9
4 18000+	210	2.3
Total	9,146	100.0
5 NA	0	
6 DNA	964	
Grand Total	10,110	

V143/144 Annual vehicle other mileage

Unbanded values are in V143.

V144		%
1 0	347	3.8
2 1-2499	2,444	26.7
3 2500-17999	6,290	68.8
4 18000+	65	0.7
Total	9,146	100.0
5 NA	0	
6 DNA	964	
Grand Total	10,110	

5.5.4 Fuel consumption

V99–100 Fuel purchased (litres)

The amount of fuel put in the tank during the travel week was recorded by the main driver on a fuel and mileage sheet and noted at the second interview (except for the electric vehicles). It was recorded in

whole litres, or gallons to the nearest tenth. If only the cost was provided, interviewers estimated the amount of fuel using available evidence on fuel prices. The amount of fuel recorded may be greater than that implied by the cost (V101) because some or all of it could have been provided free of charge.

Unbanded values are in V99 .

V100		%
1 None	4,536	45.1
2 1- 15 litres	1,009	10.0
3 Over 15- 30 litres	1,834	18.2
4 Over 30- 60 litres	2,064	20.5
5 Over 60- 120 litres	505	5.0
6 Over 120 litres	102	1.0
Total	10,050	100.0
7 NA	0	
8 DNA	60	
Grand Total	10,110	

V101/102 Fuel cost (pounds)

The cost of fuel put in the tank was recorded to the nearest £. This is the cost to the household only, and may understate the full cost since for some vehicles some or all fuel was provided free of charge. For individual vehicles, the unit will be inaccurate because of rounding in both source variables.

Unbanded values are in V101.

V102		%
1 None	4,732	47.1
2 £1 to £7	244	2.4
3 Over £7 to £15	1,495	14.9
4 Over £15 to £25	1,644	16.4
5 Over £25 to £55	1,629	16.2
6 Over £55	306	3.0
Total	10,050	100.0
7 NA	0	
8 DNA	60	
Grand Total	10,110	

V134/135 Fuel consumed (litres)

Questions are asked to ascertain the size of a vehicle's fuel tank and also to obtain fuel gauge readings at the start and at the end of the travel week. These readings are noted down on the fuel and mileage chart. The answers to these questions are combined with the fuel purchased during the travel week to estimate fuel consumption.

Unbanded values are in V135 .

V134		%
1 None	1,044	10.4
2 1 - 15 litres	3,764	37.5
3 Over 15 - 30 litres	2,613	26.0
4 Over 30 - 60 litres	1,852	18.4
5 Over 60 - 120 litres	640	6.4
6 Over 120 litres	129	1.3
Total	10,042	100.0
7 NA	5	
8 DNA	63	
Grand Total	10,110	

5.5.5 Benefits and support for motoring costs

A series of questions were used to discover the types of financial support (if any) received from household members' employers, or other firms or organisations, towards motoring costs. Neither the full cost of motoring, nor the support received, was quantified, though the distinction between full and partial payment was made for some types of support. In general, firm means a firm employing someone in the household, but not necessarily the main driver of the vehicle. Support is, in some cases, assumed for vehicles with a firm as registered keeper.

V103 Purchase/hire costs

Firm-paid includes the payment of any proportion of the purchase price. Firm-registered and firm-hired/ leased vehicles are assumed to be paid for by the firm. No information was collected for borrowed vehicles or vehicles registered to an organisation other than an employer or hire/lease firm; in these cases (code 4) it is unlikely that the household paid the purchase/hire costs.

V103		%
1 Firm paid (firm reg/hire)	691	6.8
2 Own business	52	0.5
3 Firm paid (private reg/hire)	133	1.3
4 Not firm paid (private reg/hire)	9,145	90.6
5 No inf. (prob. no cost to household)	75	0.7
Total	10,096	100.0
6 NA	0	
7 DNA	14	
Grand Total	10,110	

V112 Company car summary

A company car is a 4-wheeled car for which a firm pays part or all of the purchase cost, the main driver is not self-employed and the car is either in the firm's name or registered privately with the individual paying extra income tax. This differs from the DVLA definition which simply includes all cars registered to a company. The free fuel referred to in categories 1

and 2 relates to any fuel knowingly paid by the employer for private mileage done in the vehicle. Category 3 includes those cars for which the main driver is self-employed and income tax relief is claimed on the vehicle. Category 4 contains cars for which the employer makes some contribution to either the running costs or fuel costs for private mileage. Category 5 distinguishes cars which are used for work and the employer only makes a contribution towards the fuel costs incurred in the course of work and not any private running costs. Category 6 includes those which are used for business purposes but for which no allowance is received from the employer.

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

V112		%
1 Company car/ any free fuel	263	2.9
2 Company car/ no free fuel	439	4.8
3 Self-emp. business car	327	3.6
4 Employer pays some private costs	207	2.3
5 Used for work/ ICOW allowance only	706	7.7
6 Used for work/ no allowance	339	3.7
7 Not used for work/ 3 yrs old or less	1,437	15.7
8 Not used for work/ over 3 yrs old	5,435	59.3
9 Other non-company car	7	0.1
Total	9,160	100.0
10 DNA (not a 4-wheeled car)	950	
Grand Total	10,110	

V133 Person no. company vehicle assigned to

The assigned driver of a company car may not necessarily be the main driver.

V133		%
1 Person no.1	378	86.5
2 Person no.2	57	13.0
3 Person no.3	2	0.5
4 Person no.4	0	0.0
5 Person no.5	0	0.0
6 Person no.6	0	0.0
7 Person no.7	0	0.0
8 Person no.8	0	0.0
9 Person no.9	0	0.0
10 Assigned to more than one person	0	0.0
Total	437	100.0
11 NA	802	
12 DNA (no payment by firm)	8,871	
Grand Total	10,110	

5.5.6 Parking variables

Since 1995, questions have been asked about parking at home.

V145 Vehicle parking – overnight location

V145		%
1 Garage	2,633	26.1
2 Private property (not garaged)	4,794	47.5
3 Street	2,283	22.6
4 Other	306	3.0
5 Not near home	80	0.8
Total	10,096	100.0
6 NA	5	
7 DNA	9	
Grand Total	10,110	

V146 Vehicle parking – distance from house

V146		%
1 Outside	1,548	72.0
2 Less than 10 yards	470	21.9
3 10 - 34 yards	2	0.1
4 35 - 99 yards	1	0.0
5 100 yards or more (less than 10 min. walk)	111	5.2
6 100 yards or more (10 min. or more walk)	18	0.8
Total	2,150	100.0
7 NA (10 - 99 yards)	0	
8 NA (100 yards or more)	0	
9 NA	6	
10 DNA	7,954	
Grand Total	10,110	

V147 Type of parking payment

V147		%
1 Resident's parking permit	107	4.1
2 Other non-resident's parking permit	1	0.0
3 Hired garage	89	3.4
4 Other	11	0.4
5 No payment due	2,381	92.0
Total	2,589	100.0
6 NA	5	
7 DNA (parked on private premises)	7,516	
Grand Total	10,110	

V148/149 Annual parking fee

The unbanded variable is V148.

V149		%
1 Less than £35	37	18.5
2 £35 < £100	80	40.0
3 £100 < £200	31	15.5
4 £200 or more	52	26.0
Total	200	100.0
5 NA	5	
6 DNA	9,905	
Grand Total	10,110	

5.6 Individual variables

Fully-responding households on the 1998/2000 database contain 21,868 individuals of all ages. Demographic information about individuals was collected on the household questionnaire; the rest of the information about them was obtained on the individual questionnaire. Proxy information was accepted under certain circumstances, particularly if the person concerned was either aged under 11 or unable to provide the information themselves (e.g. because of mental illness or because they were away from home throughout the interview period).

A number of individual variables apply only to particular subgroups:

- travel difficulties caused by disability (aged 16 and over)
- driving licences, employment, income, trips to work (aged 16 and over)
- special passes/tickets (holders of these tickets).

5.6.1 Personal characteristics

I2 Relationship to HoH

(Harmonised from 2000)

From the household questionnaire. The definition of the Head of Household (HoH) and Household Reference Person (HRP) are given in the introduction to the household variables.

I2 (1998 methodology)		%
1 Hoh	6,075	43.1
2 Wife	3,583	25.4
3 Child of Hoh/Wife	4,048	28.7
4 Parent of Hoh/Wife	72	0.5
5 Other relation	174	1.2
6 Unrelated person	156	1.1
Total	14,108	100.0
7 NA	0	
8 2000 onwards	7,760	
Grand Total	21,868	

I2 (2000 methodology)		%
1 Household reference person	3,315	42.7
2 Spouse	1,738	22.4
3 Cohabitee	275	3.5
4 Son/daughter	2,165	27.9
5 Step-son/daughter	54	0.7
6 Foster child	10	0.1
7 Son/daughter-in-law	6	0.1
8 Parent/guardian	35	0.5
9 Step-parent	1	0.0
10 Foster parent	0	0.0
11 Parent-in-law	7	0.1
12 Brother/sister	29	0.4
13 Step-brother/sister	1	0.0
14 Foster brother/sister	0	0.0
15 Brother/sister-in-law	2	0.0
16 Grand-child	26	0.3
17 Grand-parent	0	0.0
18 Other relative	7	0.1
19 Other non-relative	89	1.1
Total	7,760	100.0
20 NA	0	
21 Pre-2000	14,108	
Grand Total	21,868	

I3 Sex

From the household questionnaire.

I3		%
1 Male	10,425	47.7
2 Female	11,443	52.3
Total	21,868	100.0

I4 Marital status

(Harmonised from 1999)

From 1999 this question was only asked to those aged 16 and over.

I4 (1998 methodology)		%
1 Married	3,160	44.2
2 Co-habiting	535	7.5
3 Single	2,584	36.1
4 Widowed	495	6.9
5 Divorced	274	3.8
6 Separated	108	1.5
Total	7,156	100.0
7 NA	0	
8 1999 onwards	14,712	
Grand Total	21,868	

I4 (1999 methodology)		%
1 Married and living with spouse	6,562	56.7
2 Seperated	209	1.8
3 Single	3,181	27.5
4 Divorced	759	6.6
5 Widowed	867	7.5
Total	11,578	100.0
6 NA	0	
7 DNA (under 16)	3,134	
8 Pre-1999	7,156	
Grand Total	21,868	

I5/6 Age

From the household questionnaire. For a very few missing values, age was imputed randomly but within constraints imposed by the interviewer's estimate (if any), ages of other household members (where appropriate) and evidence from the way age filters on the questionnaire had been applied.

The unbanded values are in I5.

I6		%
1 Less than 1 year	266	1.2
2 1 - 2 years	590	2.7
3 3 - 4 years	595	2.7
4 5 - 10 years	1,758	8.0
5 11 - 15 years	1,421	6.5
6 16 years	247	1.1
7 17 years	260	1.2
8 18 years	232	1.1
9 19 years	232	1.1
10 20 years	213	1.0
11 21 - 25 years	1,031	4.7
12 26 - 29 years	1,111	5.1
13 30 - 39 years	3,309	15.1
14 40 - 49 years	2,943	13.5
15 50 - 59 years	2,822	12.9
16 60 - 64 years	1,199	5.5
17 65 - 69 years	1,089	5.0
18 70 - 74 years	1,033	4.7
19 75 - 79 years	792	3.6
20 80 - 84 years	424	1.9
21 85 years or older	301	1.4
Total	21,868	100.0

I164 Age/Sex

Derived from I3 and I6.

I164		%
1 Under 5 years	1,451	6.6
2 5-10 years	1,758	8.0
3 11-15 years	1,421	6.5
4 Male 16-20 years	583	2.7
5 Male 21-29 years	968	4.4
6 Male 30-59 years	4,401	20.1
7 Male 60-64	587	2.7
8 Male 65 or over	1,586	7.3
9 Female 16-20 years	601	2.7
10 Female 21-29 years	1,174	5.4
11 Female 30-59 years	4,673	21.4
12 Female 60-64 years	612	2.8
13 Female 65 or over	2,053	9.4
Total	21,868	100.0

I269 Living arrangements

(Harmonised from 1998)

I269		%
1 Married	6,564	30.0
2 Cohabiting	1,029	4.7
3 Single	2,545	11.6
4 Seperated	179	0.8
5 Divorced	525	2.4
6 Widowed	848	3.9
Total	11,690	
7 NA	0	0.0
8 DNA	3,167	14.5
9 Pre-1999	7,011	32.1
Grand Total	21,868	100.0

5.6.2 Social and economic

I177 Economic status

(Harmonised from 1998)

Applying to all persons aged 16 and over, this is the person's working status in the previous week. Student means full-time student at school or college. Home or family indicates housewives (and other household members) not in paid employment but looking after the home.

I177		%
1 Employees: full-time	6,583	38.7
2 Employees: part-time	2,255	13.3
3 Self-employed: full-time	833	4.9
4 Self-employed: part-time	262	1.5
5 ILO unemployed	484	2.8
6 Economically inactive:retired	3,776	22.2
7 Economically inactive:student	501	2.9
8 Economically inactive: Looking after family/home	1,350	7.9 0.0
9 Economically inactive: Permanently sick/disabled	747	4.4 0.0
10 Economically inactive: Temporarily sick/injured	51	0.3 0.0
11 Economically inactive:Other	159	0.9
Total	17,001	100.0

12	NA	3
13	DNA	4,571
14	Pre-1998 methodology	293
Grand Total		21,868

I78 SEG of individual

Applying to all who had ever been in paid employment. The standard Socio-Economic Group (SEG) classification is used in population censuses and on most government household surveys. Information about the person's occupation, employment status (as manager, foreman/ supervisor, ordinary employee, or self-employed) and, for managers and the self-employed, the number of employees in the work establishment, is combined to define the SEG category for each individual (see OPCS, 1990).[8]

I78			%
1	Employer: large	12	0.1
2	Manager: large	1,268	7.9
3	Employer: small	282	1.7
4	Manager: small	940	5.8
5	Profess.: self-employed	159	1.0
6	Profess.: employee	684	4.2
7	Intermediate non-manual	1,860	11.5
8	Supervisor of non-manual	533	3.3
9	Junior non-manual	3,394	21.1
10	Personal service	963	6.0
11	Foreman of manual	643	4.0
12	Skilled manual	1,640	10.2
13	Semiskilled manual	1,836	11.4
14	Unskilled manual	881	5.5
15	Own account non-profess.	787	4.9
16	Farmer: employer/manager	34	0.2
17	Farmer: own account	30	0.2
18	Agric. worker	133	0.8
19	Armed forces	42	0.3
20	Occup. inad. desc.	0	0.0
Total		16,121	100.0
21	NA	245	
22	DNA (Never worked)	5,502	
Grand Total		21,868	

I79 Industry type

Applying to all who had ever been in paid employment, the categories in this variable are the Divisions of the Standard Industrial Classification 1992 (see CSO, 1992).[9]

I79			%
1	Agriculture etc.	273	1.7
2	Fishing	24	0.1
3	Mining, quarrying	193	1.2
4	Manufacturing	3,566	22.0
5	Energy, water	155	1.0
6	Construction	978	6.0
7	Wholesale, retail and motor trade	2,421	15.0
8	Hotels and restaurants	680	4.2
9	Transport, storage and communication	1,059	6.5
10	Financial	629	3.9
11	Real estate, renting & bus. activities	1,337	8.3
12	Public admin. and defence	990	6.1
13	Education	1,242	7.7
14	Health and social work	1,700	10.5
15	Other community, social and personal	796	4.9
16	Private hholds with employed person	112	0.7
17	Extra-territorial organisations	15	0.1
18	Workplace outside UK	4	0.0
Total		16,174	100.0
19	NA	1	
20	DNA (never worked)	5,693	
Grand Total		21,868	

I178 Annual income

Applying to all persons aged 16 and over. Respondents were asked about their sources of income and then for gross income from all sources before deduction of tax and national insurance. The information was requested only as a weekly or annual coded figure, selected from a show card. However, as in the past, income appears to be under-estimated.

In some cases, the answer was either not answered or was explicitly refused. In some of these cases income is estimated by subtraction of the income of other household members from that of the whole household (H70). In the others it is imputed from the nearest record, matching on age, sex, working status, SEG and relationship to HoH/HRP, with income known. By taking the nearest record of the sorted file the imputation is also by implication matching on region of residence and type of area.

To reflect the rise in incomes, the bands used by interviewers to identify income were revised from the start of 1995.

I178			%
1	Less than £1,000	1,308	7.6
2	£1,000- £1,999	713	4.1
3	£2,000- £2,999	942	5.5
4	£3,000- £3,999	1,187	6.9
5	£4,000- £4,999	1,295	7.5
6	£5,000- £5,999	1,169	6.8
7	£6,000- £6,999	884	5.1
8	£7,000- £7,999	947	5.5
9	£8,000- £8,999	615	3.6

10 £9,000- £9,999	726	4.2
11 £10,000- £12,499	1,280	7.4
12 £12,500- £14,999	1,203	7.0
13 £15,000- £17,499	1,006	5.8
14 £17,500- £19,999	823	4.8
15 £20,000- £24,999	1,253	7.3
16 £25,000- £29,999	677	3.9
17 £30,000- £34,999	401	2.3
18 £35,000- £39,999	244	1.4
19 £40,000- £49,999	229	1.3
20 £50,000- £74,999	200	1.2
21 £75,000 or more	136	0.8
Total	17,238	100.0
22 NA	0	
23 DNA (under 16)	4,630	
Grand Total	21,868	

5.6.3 Travel difficulties

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

The section applies only to individuals aged 16 and over.

I165 Travel difficulties

If any of the initial questions identifying travel difficulty were not answered, the editing procedure checked whether or not any subsequent variables dependent on that variable had been coded, and a value was imputed for I165: If no subsequent related variable was coded, then the difficulty was assumed not to exist for that individual. The consequence of this editing action may be a slight under-estimation of the number of people with travel difficulties.

I165		%
1 Foot and bus	1,534	8.9
2 Foot	1,024	5.9
3 Bus	151	0.9
4 Disabled (data NA)	0	0.0
5 No difficulties	14,529	84.3
Total	17,238	100.0
6 NA	0	
7 DNA (Under 16)	4,630	
Grand Total	21,868	

I166 Difficulty going out on foot

Degree of difficulty was examined through a series of questions requiring yes/no answers.

I166		%
1 Goes out on own	1,667	65.2
2 Goes out if helped	313	12.2
3 Health/other prevents - could on own	117	4.6
4 Health/other prevents - could if helped	173	6.8
5 Couldn't walk - uses wheelchair	146	5.7
6 Couldn't (health/other) - no wheelchair	142	5.6
Total	2,558	100.0
7 NA	0	
8 DNA	19,310	
Grand Total	21,868	

I167 Walking aids

The questions on which this variable was based asked about 'aids to walking or movement used when you go out on foot'. It was addressed to people who either said that they went out on foot or that they did not but could. They were asked about each of the aids in turn.

However, so that each person would be assigned to one category only, the aids were listed in descending order of the degree of severity of disability which they imply, and the person was coded to the first aid in this list that he or she used (e.g. a person who used crutches and callipers was coded to crutches since crutches came above callipers on the list). Walking frame includes tripod. Crutches include the use of one crutch. Other aids include a white stick for the blind and a shopping trolley used as an aid.

I167		%
1 Powered pavement vehicle	18	1.7
2 Wheelchair (inc. pow. pav. veh. pre-1995)	53	5.1
3 Walking frame	35	3.4
4 Crutches	42	4.1
5 Callipers	6	0.6
6 Walking stick	798	77.5
7 Other	63	6.1
8 No aids	15	1.5
Total	1,030	100.0
9 NA	1,240	
10 DNA	19,598	
Grand Total	21,868	

I168 Difficulty using a bus

I168		%
1 Not used/ health/ imposs.	465	27.7
2 Not used/ health/ need help	224	13.3
3 Not used/ health/ could manage	152	9.0
4 Used bus/ need help	170	10.1
5 Used bus/ can manage	442	26.3
6 Not used/ not health/ poor bus	113	6.7
7 Not used/ not health/ other	114	6.8
Total	1,680	100.0
8 NA disability	5	
9 DNA	20,183	
Grand Total	21,868	

I169-172/174 Bus difficulties

These variables apply to individuals with a travel difficulty using buses, but exclude those who do not use buses other than for health reasons.

Each variable describes difficulty with a different aspect of the physical task of using a bus.

I169 Bus difficulty – getting to stop

I169		%
1 Yes	926	63.7
2 No	527	36.3
Total	1,453	100.0
3 NA	23	
4 DNA	20,392	
Grand Total	21,868	

I170 Bus difficulty – waiting at stop

I170		%
1 Yes	1,030	70.9
2 No	423	29.1
Total	1,453	100.0
3 NA	23	
4 DNA	20,392	
Grand Total	21,868	

I171 Bus difficulty – getting on/off

I171		%
1 Yes	1,125	77.5
2 No	327	22.5
Total	1,452	100.0
3 NA	24	
4 DNA	20,392	
Grand Total	21,868	

I172 Bus difficulty – to/from seat

I172		%
1 Yes	943	65.0
2 No	507	35.0
Total	1,450	100.0
3 NA	26	
4 DNA	20,392	
Grand Total	21,868	

I174 Bus difficulty – other or unspecified

I174		%
1 Yes	308	21.2
2 No	1,145	78.8
Total	1,453	100.0
3 NA	5	
4 DNA	20,410	
Grand Total	21,868	

I212 Disabled diver

Respondents who hold driving licences, and also have difficulty going out on foot or using a bus are asked details of the car they drive.

I212		%
1 Disabled driver	1,087	40.2
2 No longer drives (disability)	257	9.5
3 No longer drives (other reason)	91	3.4
4 Never had a licence	1,267	46.9
Total	2,702	100.0
5 NA	7	
6 DNA	19,159	
Grand Total	21,868	

I214 Years since last drove

Disabled drivers who no longer drive are asked when they last drove a car.

I214		%
1 0-4 years	120	34.8
2 5-9 years	29	8.4
3 10-19 years	54	15.7
4 20+ years	142	41.2
Total	345	100.0
5 NA	7	
6 DNA	21,516	
Grand Total	21,868	

5.6.4 Access to motor vehicles

I182 Driving licence

It is applicable to all persons aged 16 and over.

Respondents were specifically asked about licences valid in Great Britain to drive cars, two-wheeled vehicles and invalid cars, distinguishing full and provisional licences, and the type or types of vehicle for which they were valid.

I182		%
1 Full car/ m'cycle	1,170	6.8
2 Full car only	10,752	62.4
3 Full car only (automatic)	87	0.5
4 Full car only (adapted)	4	0.0
5 Full m'cycle only	40	0.2
6 Full moped	3	0.0
7 Full invalid vehicle	0	0.0
8 Full no details	2	0.0
9 Prov. car m'cycle	131	0.8
10 Prov. car	905	5.3
11 Prov. invalid car	0	0.0
12 Prov. other	8	0.0
13 Prov. no details	0	0.0
14 None	4,133	24.0
Total	17,235	100.0
15 NA	0	
16 DNA (Under 16)	4,633	
Grand Total	21,868	

I183 Driving experience

It is applicable to all persons aged 16 and over.

I183		%
1 No licence (16+)	4,133	24.0
2 Prov. only	1,044	6.1
3 Full lic. under 2 years	287	1.7
4 Full lic. 2-3 years	382	2.2
5 Full lic. 4-5 years	465	2.7
6 Full lic. 6-7 years	481	2.8
7 Full lic. 8-10 years	940	5.5
8 Full lic. 11-14 years	1,288	7.5
9 Full lic. 15-19 years	1,478	8.6
10 Full lic. 20-24 years	1,418	8.2
11 Full lic. 25-29 years	1,260	7.3
12 Full lic. 30-39 years	2,328	13.5
13 Full lic. 40-49 years	1,155	6.7
14 Full lic. 50+ years	532	3.1
Total	17,191	100.0
15 NA	44	
16 DNA (Under 16)	4,633	
Grand Total	21,868	

I203 Access to car

Car means ordinary cars, jeeps, Land Rovers, light vans, minibuses and dormobiles. The main driver of a vehicle is the person who drives the most mileage in the car. In the case of company cars, this may not be the same person to whom the car has been assigned. A driver is the holder of a full licence valid for at least one household car. Some main drivers may be the main drivers of more than one household car.

I203		%
1 Main driver of company car	692	3.2
2 Other main driver	8,373	38.3
3 Not main driver of h/hold car	2,177	10.0
4 H/hold car but non driver	6,119	28.0
5 Driver but no car	773	3.5
6 Non driver and no car	3,734	17.1
Total	21,868	100.0

5.6.5 Frequency of use of transport (from 1998)

I261 Frequency of bus use

I261		%
1 3 or more times a week	3,780	17.6
2 Once or twice a week	2,287	10.6
3 Less than once per week, more than twice a month	801	3.7
4 Once or twice a month	1,889	8.8
5 Less than once a month, more than twice a year	1,572	7.3
6 Once or twice a year	2,022	9.4
7 Less than once a year or never	9,187	42.7
Total	21,538	100.0
8 NA	37	
9 DNA	0	
10 Pre-1998	293	
Grand Total	21,868	

I262 Frequency of express bus/coach use

I262		%
1 3 or more times a week	76	0.4
2 Once or twice a week	88	0.4
3 Less than once per week, more than twice a month	66	0.3
4 Once or twice a month	322	1.5
5 Less than once a month, more than twice a year	938	4.4
6 Once or twice a year	2,505	11.6
7 Less than once a year or never	17,546	81.5
Total	21,541	100.0
8 NA	34	
9 DNA	0	
10 Pre-1998	293	
Grand Total	21,868	

I263 Frequency of surface rail use

I263		%
1 3 or more times a week	620	2.9
2 Once or twice a week	493	2.3
3 Less than once per week, more than twice a month	439	2.0
4 Once or twice a month	1,733	8.0
5 Less than once a month, more than twice a year	2,829	13.1
6 Once or twice a year	4,288	19.9
7 Less than once a year or never	11,139	51.7
Total	21,541	100.0
8 NA	34	
9 DNA	0	
10 Pre-1998	293	
Grand Total	21,868	

I264 Frequency of taxi/minicab use

I264		%
1 3 or more times a week	744	3.5
2 Once or twice a week	2,110	9.8
3 Less than once per week, more than twice a month	868	4.0
4 Once or twice a month	2,886	13.4
5 Less than once a month, more than twice a year	2,981	13.8
6 Once or twice a year	3,359	15.6
7 Less than once a year or never	8,593	39.9
Total	21,541	100.0
8 NA	34	
9 DNA	0	
10 Pre-1998	293	
Grand Total	21,868	

I265 Frequency of bicycle use

Due to coding errors this breakdown is only available from July 1998 for bicycle use. Individuals sampled in the period January – June 1998 have been coded NA.

I265		%
1 3 or more times a week	1389	7.7
2 Once or twice a week	1201	6.6
3 Less than once per week, more than twice a month	432	2.4
4 Once or twice a month	950	5.2
5 Less than once a month, more than twice a year	620	3.4
6 Once or twice a year	646	3.6
7 Less than once a year or never	12900	71.1
Total	18,138	100.0
8 NA	3,435	
9 DNA	2	
10 Pre-1998	293	
Grand Total	21,868	

I266 Frequency of air flights use within GB

I266		%
1 3 or more times a week	14	0.1
2 Once or twice a week	34	0.2
3 Less than once per week, more than twice a month	21	0.1
4 Once or twice a month	105	0.5
5 Less than once a month, more than twice a year	369	1.7
6 Once or twice a year	1093	5.1
7 Less than once a year or never	19905	92.4
Total	21,541	100.0
8 NA	34	
9 DNA	0	
10 Pre-1998	293	
Grand Total	21,868	

5.6.6 Special tickets and passes

The variables in this section occur in three groups of six – one group for each ticket or pass held by the individual up to a maximum of three.

Only the first ticket details are given in variables I185 to I205 below. 325 individuals had second tickets (variables I191 to I196) and 11 individuals had a third ticket (variables I197 to I202).

I185 1st ticket/pass type

Derived from I105. Non-concessionary tickets and passes (codes 1–5) refer to schemes devised by operators for commercial reasons and offering reduced travel costs.

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

I185		%
1 Season ticket	346	9.1
2 Area travel card	408	10.7
3 Comb. season/ area	68	1.8
4 Railcard	137	3.6
5 Other non-concess.	76	2.0
6 OAP pass	1,818	47.7
7 Scholar pass	380	10.0
8 Disabled pass	140	3.7
9 Employee pass	116	3.0
10 Unemp. pass	0	0.0
11 Subs. tokens	166	4.4
12 Other concess.	156	4.1

Total	3,811	100.0
13 NA	0	
14 DNA	18,057	
Grand Total	21,868	

I186 1st ticket/pass mode priority

This gives the modes for which the ticket/pass is valid, listing first the mode used for the most mileage.

Missing information for this variable was due mainly to a failure to specify main mode when the ticket was valid for a mixture of modes. The imputed category for such tickets was found by first examining the stage records to identify the mode by which the longest distance was travelled using the ticket. If this was not well-defined, the value taken was that found in the nearest similar record with the same code on I106 and I186 completed. Where no modes were specified for the ticket, the imputed category was assigned by inspection.

I186		%
1 Surface Rail only	522	13.7
2 Surface Rail + Bus	80	2.1
3 Surface Rail + Underground	60	1.6
4 Surface Rail + bus, Underground	194	5.1
5 Surface Rail+ other	15	0.4
6 Underground/ metros only	26	0.7
7 Underground/ metros + Surface Rail	3	0.1
8 Underground/ metros + Surface Rail + Bus	62	1.6
9 Underground/ metros + Surface Rail + Bus	162	4.2
10 Underground + other	4	0.1
11 Bus only	1,664	43.7
12 Bus + Surface Rail	421	11.0
13 Bus + Underground	97	2.5
14 Bus + Surface Rail + Underground	321	8.4
15 Bus + Other	84	2.2
16 Other	97	2.5
Total	3,812	100.0
17 NA	0	
18 DNA	18,056	
Grand Total	21,868	

I187 1st ticket/pass validity

I187		%
1 One week	371	10.4
2 One month	312	8.7
3 3 months/ school term	115	3.2
4 6 months	13	0.4
5 1 year	1,389	38.9
6 More than 1 year	934	26.1
7 Unlimited	437	12.2
8 Other period	2	0.1
9 Tokens etc.	0	0.0
Total	3,573	100.0
10 NA	73	
11 DNA	18,222	
Grand Total	21,868	

I188/189 1st ticket/pass use

Not applicable to subsidised travel tokens (code 11 in I185) and a number of unspecified tickets (code 12) which cover a specific number of trips rather than a specific time period.

The unbanded value in I188 is the number of trips expressed as an annual rate.

I189		%
1 Less than 1 per year/ never	187	5.1
2 1-2 times per year	102	2.8
3 3-4 times per year	198	5.4
4 5-12 times per year	242	6.6
5 12+ times/yr - under 1/week	209	5.7
6 1-2 times per week	468	12.9
7 3-4 times per week	336	9.2
8 5-6 times per week	304	8.3
9 7-8 times per week	169	4.6
10 9-10 times per week	804	22.1
11 11-15 times per week	419	11.5
12 16-20 times per week	144	4.0
13 21+ times per week	59	1.6
Total	3,641	100.0
14 NA	0	
15 DNA	18,227	
Grand Total	21,868	

I205 1st ticket/pass weekly cost

Not applicable to subsidised travel tokens (code 11 in I185) and a number of unspecified tickets (in code 12) which cover a specific number of trips rather than a specific time period. The weekly cost of the ticket is calculated by dividing the total cost to the respondent by the number of weeks in the period of validity. A zero cost is coded for tickets valid for over a year or for an unlimited period.

For scholars' tickets, the weekly cost is the cost of three terms spread over 52 weeks.

The imputation distinguished three categories of ticket on the non-imputed value of I190. Tickets free to the respondent were coded as nil weekly cost; other missing values were either coded to category 2 (most likely value for I190=5-7) or they were patched from the nearest similar record of the same ticket type.

I205		%
1 Nil	2,324	63.5
2 1 to 49p	615	16.8
3 50 to 99p	84	2.3
4 £1 to £1.99	11	0.3
5 £2 to £2.99	14	0.4
6 £3 to £3.99	34	0.9
7 £4 to £4.99	34	0.9
8 £5 to £5.99	43	1.2
9 £6 to £7.99	93	2.5
10 £8 to £9.99	64	1.7
11 £10 to £14.99	93	2.5
12 £15 to £19.99	89	2.4
13 £20 and over	161	4.4
Total	3,659	100.0
14 NA	0	
15 DNA	18,209	
Grand Total	21,868	

5.6.7 Travel to work

I92 Work place

Applying to individuals who had been in paid employment in the previous week. A person's work place was defined as the place visited for work on at least two consecutive work days in a week or on at least one day in four consecutive weeks. If this definition produced two (or more) candidates for the work place, preference was given to the place visited most often or, if they were visited equally often, the one furthest away.

The definition of work place is linked to the classification of trips to and from work. Only people with a regular place of work away from their home, as defined by the first two categories of this variable, may classify trips to or from that place as work trips. All other work-related trips must be classified as in course of work.

I92		%
1 Same place	7,760	78.7
2 Same place least 2 consec.	781	7.9
3 Different places	964	9.8
4 Home/Same building as home	354	3.6
Total	9,859	100.0
5 NA	886	
6 DNA	11,123	
Grand Total	21,868	

I220/267 County/unitary of work

The counties and unitaries available are listed in section 11 below.

I180 Usual means of travel to work

Applies to individuals in paid employment in the previous week and working away from home (see I92). People using a mixture of methods were asked to choose one as the main method. Bus includes coach and works bus.

I180		%
1 Car/van driver	5,750	60.5
2 Car/van passngr.	782	8.2
3 Car/van either driver or passenger	228	2.4
4 Car no details	0	0.0
5 2 wheel motor vehicle	89	0.9
6 Bicycle	342	3.6
7 Bus	814	8.6
8 Surface Rail	354	3.7
9 LT Underground	179	1.9
10 Light rail(from 98)	20	0.2
11 Walk	904	9.5
12 Other	41	0.4
Total	9,503	100.0
13 NA	0	
14 DNA	12,365	
Grand Total	21,868	

I251 Usual type of work place

I251		%
1 Office	3,006	32.2
2 Factory	1,212	13.0
3 Other place	5,126	54.9
Total	9,344	100.0
4 NA	68	
5 DNA	12,163	
6 Pre-1998	293	
Grand Total	21,868	

5.7 Long-distance trip variables

Long-distance trips are trips which are of 50 miles or more and have been carried out in the three weeks prior to the travel week, in addition to those in the travel week.

5.7.1 Purpose

See 9.2 for a description of the various trip purposes.

L7 Trip purpose to

L7		%
1 Work	2,354	9.3
2 In course of work	2,258	8.9
3 Education	159	0.6
4 Food shopping	47	0.2
5 Non food shopping	371	1.5
6 Personal business medical	95	0.4
7 Personal business eat/drink	11	0.0
8 Personal business other	542	2.1
9 Eat/ drink	67	0.3
10 Visit friends	3,394	13.4
11 Other social	489	1.9
12 Entertain/ public activity	633	2.5
13 Sport: participate	201	0.8
14 Holiday: base	1,879	7.4
15 Day trip/ just walk	1,088	4.3
16 Other non-escort	22	0.1
17 Escort home	123	0.5
18 Escort work	21	0.1
19 Escort in course of work	31	0.1
20 Escort education	79	0.3
21 Escort shopping/pers. business	83	0.3
22 Other escort	291	1.2
23 Home	11,045	43.7
Total	25,283	100.0
24 NA	44	
Grand Total	25,327	

L13 Trip purpose from

L13		%
1 Work	2,416	9.6
2 In course of work	2,173	8.6
3 Education	179	0.7
4 Food shopping	41	0.2
5 Non food shopping	373	1.5
6 Personal business medical	91	0.4
7 Personal business eat/drink	16	0.1
8 Personal business other	525	2.1
9 Eat/ drink	103	0.4
10 Visit friends	3,192	12.6
11 Other social	433	1.7
12 Entertain/ public activity	601	2.4
13 Sport: participate	177	0.7
14 Holiday: base	1,808	7.2
15 Day trip/ just walk	1,064	4.2
16 Other non-escort	21	0.1
17 Escort home	95	0.4
18 Escort work	29	0.1
19 Escort in course of work	42	0.2
20 Escort education	95	0.4
21 Escort shopping/pers. business	90	0.4
22 Other escort	270	1.1
23 Home	11,448	45.3
Total	25,282	100.0
24 NA	45	
Grand Total	25,327	

L12 Trip purpose

L12		%
1 Commuting	3,947	15.6
2 Business	3,908	15.5
3 Other work	74	0.3
4 Education	273	1.1
5 Food shopping	70	0.3
6 Non food shopping	703	2.8
7 Personal business medical	171	0.7
8 Personal business eat/drink	18	0.1
9 Personal business other	982	3.9
10 Visit friends at private home	6,160	24.4
11 Eat/drink with friends	142	0.6
12 Other social	870	3.4
13 Entertain/ public activity	1,136	4.5
14 Sport: participate	347	1.4
15 Holiday: base	3,312	13.1
16 Day trip	1,987	7.9
17 Just walk	2	0.0
18 Other non-escort	40	0.2
19 Escort commuting	32	0.1
20 Escort business & other work	67	0.3
21 Escort education	144	0.6
22 Escort shopping/pers. business	157	0.6
23 Escort home (not own) & other escort	688	2.7
Total	25,230	100.0
24 NA	97	
Grand Total	25,327	

5.7.2 Travel distance and main mode

L9/10 Trip length

Unbanded values are in L9 in miles.

L10		%
1 50 to under 75 miles	10,630	42.0
2 75 to under 100 miles	4,733	18.7
3 100 to under 150 miles	4,816	19.0
4 150 to under 250 miles	3,696	14.6
5 250 to under 350 miles	1,041	4.1
6 350 miles and over	411	1.6
Total	25,327	100.0

L8 Main mode of transport

This refers to the mode for the longest stage in the trip. For a multi-stage trip, the main stage is defined as the longest in distance of all the stages in the trip; if the longest stage distance applies to two or more stages the last occurring is taken as the main stage.

L8		%
1 Walk, less than 1 mile	0	0.0
2 Walk, 1 mile or more	5	0.0
3 Bicycle	7	0.0
4 Private (hire) bus	500	2.0
5 Private car: driver	11,740	46.4
6 Private car: passenger	7,987	31.5
7 M-cycle/sctr/moped: driver	96	0.4
8 M-cycle/sctr/moped: passenger	24	0.1
9 Van/lorry: driver	796	3.1
10 Van/lorry: passenger	333	1.3
11 Other private transport	102	0.4
12 London stage bus	0	0.0
13 Other stage bus	16	0.1
14 Coach/Express bus	525	2.1
15 Excursion/Tour bus	362	1.4
16 LT Underground	3	0.0
17 Surface rail	2,572	10.2
18 Light rail	0	0.0
19 Air	132	0.5
20 Taxi	72	0.3
21 Minicab	39	0.2
22 Other public transport	9	0.0
Total	25,320	100.0
23 NA (public)	3	
24 NA (private)	0	
25 NA	4	
Grand Total	25,327	

5.7.3 Origin and destination

L5 Trip origin and L6 Trip destination

The counties available are listed in section 5.11.

5.7.4 Travel period

L3 Travel month

L3		%
1 January	1,654	6.5
2 February	2,010	7.9
3 March	1,794	7.1
4 April	1,903	7.5
5 May	2,114	8.4
6 June	2,209	8.7
7 July	2,682	10.6
8 August	2,850	11.3
9 September	2,360	9.3
10 October	2,209	8.7
11 November	1,763	7.0
12 December	1,767	7.0
Total	25,315	100.0
13 NA	12	
Grand Total	25,327	

L11 Travel week

L11		%
1 First week	6,320	25.0
2 Second week	5,807	22.9
3 Third week	5,046	19.9
4 Diary week	8,154	32.2
Total	25,327	100.0

5.8 Day variable

D1 Travel day

This denotes the day of the diary recording period. Short walks were recorded only on the seventh day (see J37 and S28). Variables dealing with travel time may understate the full travel time for any trip carried out on days 1 to 6.

D1		%
1 Day 1	16,330	14.6
2 Day 2	15,860	14.2
3 Day 3	15,843	14.2
4 Day 4	15,591	14.0
5 Day 5	15,453	13.8
6 Day 6	15,337	13.7
7 Day 7	17,344	15.5
Total	111,758	100.0

5.9 Trip variables

5.9.1 Structure

The database contains details of 357,547 trips for the 1998/2000 period.

J14 Series of calls

A trip is classified as a series of calls at the discretion of the interviewer. It refers to in course of work or shopping travel which is interrupted by many stops and is too difficult for the respondent and interviewer to subdivide reliably into a series of separate trips. Series of calls have the same purpose to and from, but not all such trips are necessarily classified as series of calls. For strict comparability with earlier surveys, series of calls are excluded from trip or stage counts (but not from analyses of distance travelled).

J14		%
1 Yes	1,101	0.3
2 No	356,446	99.7
Total	357,547	100.0

J23 Number of stages including short walks

On days 1 to 6, the number of stages excludes short walk stages which were not recorded.

J23		%
1 One	346,259	96.8
2 Two	7,999	2.2
3 Three	2,835	0.8
4 Four	377	0.1
5 Five	68	0.0
6 Six	8	0.0
7 Seven or more	1	0.0
Total	357,547	100.0

J37 Short walk trip

Short-walk trips now include all trips where the main mode was a short walk stage of less than 1 mile. It therefore includes a few multi-stage walk trips with an overall length of over 1 mile.

J37		%
1 Yes	12,742	3.6
2 No	344,805	96.4
Total	357,547	100.0

5.9.2 Purpose

A trip is defined by both purpose from variables and purpose to variables. The overall purpose of a trip is defined by what the person did at the end (unless it was to return home or occasionally to return to usual place of work, in which case it was the activity from which they were returning). Trip purpose describes an activity rather than the nature of the place in which it takes place.

Work is confined to trips to a place defined as the person's usual work place (see I92). If there is no such place, all travel to work is classified as in course of work.

In course of work applies to trips made for the purpose of moving to places of work other than a regular work place (as defined by I92). It excludes work-related travel mainly for the carriage of goods, or the movement or delivery of the vehicle used (if relevant) which is not eligible for inclusion in the survey.

Education applies to trips made by school children or students to their schools or colleges.

Shopping includes window-shopping as well as buying trips. In 1998 the shopping category was split to differentiate between food/grocery shopping and other types of shopping. Since people may often buy their food shopping on the same trip as they purchase other items, trips are categorised by the main shopping reason for the trip. Services such as opticians or hairdressers are excluded, being covered by personal business.

Personal business – medical this applies to trips made by the person to obtain medical consultation or treatment for himself from doctor, dentist, hospital, optician, chiropodist, etc. If the purpose is the medical care of other people, the purpose is coded as personal business - other.

Personal business – other includes visits to services such as a bank, dry-cleaners, estate agent, playgroup, day centre for the elderly, or church.

Eat/drink applies only if the main purpose of the trip is to eat or drink at the destination. If the main purpose is to take food or drink away or to socialise or to be entertained, then other codes would be appropriate.

Visit friends includes visiting relatives. This only applies if the visit is to the residence of the friend or relative. If the visit exceeds three nights, holiday base applies.

Other social covers visits to socialise with friends/ relatives away from their residence.

Entertainment/public activity includes visits to cinemas, political meetings, evening classes, football matches, to play indoor games like snooker, etc. Sport: participate covers all outdoor sports, also vigorous indoor sports such as badminton, swimming, judo. However, trips to play darts, snooker and table tennis, as well as all trips to watch sport, are treated as entertainment.

Holiday base applies to a stay of at least one night in a hotel, caravan, holiday cottage, and so on, for leisure or recreational purposes. It also refers to stays with friends or relatives of four nights or more.

Day trip/just walk refers to trips made for pleasure purposes within a single day for which other categories are not appropriate. Examples include taking the dog for a walk, jogging, a sight-seeing trip, or a spin on a bike.

Other includes learning to drive.

Sometimes the trip purpose is simply to escort someone else (for instance, a parent taking a child to school) or to accompany them (a child with its mother on a trip to the shops). The purpose of the person

being escorted determines which 'escort' category applies. For instance if a mother takes a child to school, the trip purpose for the child is education and for the mother it is escort-education. Escort home includes escorting a non-household member to their own home.

In variables J24 and J26, category 21 'Home' refers specifically to the address at which the respondent was living at the time of the initial interview – i.e. the address that was selected for the NTS. 'Home' is the respondent's home – not someone else's home.

J24 Trip purpose from

J24		%
1 Work	38,206	10.7
2 In course of work	9,026	2.5
3 Education	10,792	3.0
4 Food shopping	21,350	6.0
5 Non food shopping	19,405	5.4
6 Personal business medical	3,373	0.9
7 Personal business eat/drink	462	0.1
8 Personal business other	14,146	4.0
9 Eat/ drink with friends	5,759	1.6
10 Visit friends	28,030	7.8
11 Other social	3,124	0.9
12 Entertain/ public activity	7,769	2.2
13 Sport: participate	5,047	1.4
14 Holiday: base	3,120	0.9
15 Day trip/ just walk	8,824	2.5
16 Other non-escort	459	0.1
17 Escort home	2,032	0.6
18 Escort work	3,866	1.1
19 Escort in course of work	279	0.1
20 Escort education	7,681	2.1
21 Escort shopping/pers. business	6,907	1.9
22 Other escort	5,126	1.4
23 Home	152,764	42.7
Total	357,547	100.0

J26 Trip purpose to

J26		%
1 Work	38,592	10.8
2 In course of work	8,967	2.5
3 Education	10,967	3.1
4 Food shopping	21,381	6.0
5 Non food shopping	19,405	5.4
6 Personal business medical	3,420	1.0
7 Personal business eat/drink	441	0.1
8 Personal business other	14,375	4.0
9 Eat/ drink with friends	5,800	1.6
10 Visit friends	28,199	7.9
11 Other social	3,188	0.9
12 Entertain/ public activity	7,856	2.2
13 Sport: participate	5,124	1.4
14 Holiday: base	3,275	0.9
15 Day trip/ just walk	9,141	2.6
16 Other non-escort	468	0.1
17 Escort home	2,124	0.6
18 Escort work	3,909	1.1
19 Escort in course of work	290	0.1
20 Escort education	7,734	2.2
21 Escort shopping/pers. business	6,912	1.9
22 Other escort	5,133	1.4
23 Home	150,846	42.2
Total	357,547	100.0

J28 Trip purpose

The overall purpose is defined by the person's own purpose to, unless this is home (i.e. the sampled address), in which case it is defined by purpose from, or work for which special categories apply, or eat/ drink and day trip/just walk which have been modified. There are five special categories related to employment-related travel. Commuting includes trips from home to work and vice versa. Business trips includes all trips to in course or work and trips from in course of work back to work, home or escort home. Other work trips are all other trips to work and work to escort home. These few trips are often amalgamated with other personal business trips since they often involve returning to work after a visit to the shops, etc. Escort commuting and escort business and other work trips are the escort equivalents of the three categories described above. Because a trip is always one-way it can never be both from and to home.

Eat/drink trips from work, personal business or escort to eat/drink are included with 'personal business other'. The majority of the remainder (social, leisure and home trips to eat/drink, and all trips home from eat/drink) were allocated to the category eat/drink with friends.

J28		%
1 Commuting	63,494	17.8
2 Business	14,440	4.0
3 Other work	3,867	1.1
4 Education	20,034	5.6
5 Food shopping(from 98)	39,330	11.0
6 Non food shopping(inc. food	33,320	9.3
7 Personal business medical	5,937	1.7
8 Personal business eat/drink	626	0.2
9 Personal business other	24,816	6.9
10 Visit friends at private home	48,196	13.5
11 Eat/drink with friends	9,975	2.8
12 Other social	5,695	1.6
13 Entertain/ public activity	14,089	3.9
14 Sport: participate	9,367	2.6
15 Holiday: base	3,928	1.1
16 Day trip	7,822	2.2
17 Just walk	7,483	2.1
18 Other non-escort	801	0.2

19	Escort commuting	6,189	1.7
20	Escort business & other work	1,138	0.3
21	Escort education	13,334	3.7
22	Escort shopping/pers. business	11,786	3.3
23	Escort home (not own) & other escort	11,880	3.3
Total		357,547	100.0

5.9.3 Travel times

Travel time is the time actually spent on the mode of transport; trip time is the total time between the beginning and end of the trip including any waiting time and ineligible travel such as short walk stages on days 1 to 6 of the travel week.

J29/30 Overall travelling time

This is the accumulated travel time in minutes over all stages in the trip. On days 1 to 6 the times of short walk stages were not recorded.

Unbanded values are in J29.

J30		%
1	less than 3 mins	4,192	1.2
2	3 under 8 mins	67,531	18.9
3	8 under 15 mins	79,114	22.1
4	15 under 30 mins	121,642	34.0
5	30 under 45 mins	48,752	13.6
6	45 mins under 1 hour	15,250	4.3
7	1 under 1.5 hours	12,106	3.4
8	1.5 under 2 hours	3,911	1.1
9	2under 2.5 hours	2,052	0.6
10	2.5 under 3 hours	901	0.3
11	3 under 4 hours	1,029	0.3
12	4 under 5 hours	458	0.1
13	5 under 6 hours	265	0.1
14	6 hours and over	344	0.1
Total		357,547	100.0

J32–33 Overall trip time

This is the time in minutes between the start time and end time. It includes waiting time as well as ineligible travel (short walks on days 1–6, off the public highway, etc.).

Unbanded values are in J32.

J33		%
1	less than 3 mins	3,825	1.1
2	3 under 8 mins	64,289	18.0
3	8 under 15 mins	75,889	21.2
4	15 under 30 mins	120,451	33.7
5	30 under 45 mins	51,383	14.4
6	45 mins under 1 hour	16,618	4.6
7	1 under 1.5 hours	14,463	4.0
8	1.5 under 2 hours	4,666	1.3
9	2 under 2.5 hours	2,320	0.6
10	2.5 under 3 hours	1,034	0.3
11	3 under 4 hours	1,152	0.3
12	4 under 5 hours	588	0.2
13	5 under 6 hours	361	0.1
14	6 hours and over	508	0.1
Total		357,547	100.0

J31/J54 Trip start time

The time of day when the trip started is banded:

- in hours from 0000 to 0559;
- in half hours from 0600 to 0659, 0930 to 1629, and 1830 to 2359;
- in quarter hours from 0700 to 0929 and 1630 to 1829.

Unbanded values (J54) are in minutes from midnight.

J55/56 Trip mid-point time

This variable represents the time of day when half the trip time has elapsed, and is banded as J31.

Unbanded values (J55) are in minutes from midnight.

J59/60 Trip finish time

This new variable represents the time of day when trip finished, and is banded as J31.

Unbanded values are in J59 in minutes.

J52 Day of week

J52		%
1	Monday	50,722	14.2
2	Tuesday	53,130	14.9
3	Wednesday	53,357	14.9
4	Thursday	53,797	15.0
5	Friday	55,487	15.5
6	Saturday	51,274	14.3
7	Sunday	39,780	11.1
Total		357,547	100.0

5.9.4 Travel mode and distance

J34 Trip length (inc. short walk)

Derived from S25. This is the accumulated distance over all stages in the trip. For trips on days 1 to 6, trip distance may be understated because short walks were not recorded.

J34		%
1 Under 1 mile	34,477	9.6
2 1 to under 2 miles	76,295	21.3
3 2 to under 3 miles	50,093	14.0
4 3 to under 5 miles	62,324	17.4
5 5 to under 10 miles	64,898	18.2
6 10 to under 15 miles	26,838	7.5
7 15 to under 25 miles	21,294	6.0
8 25 to under 35 miles	7,635	2.1
9 35 to under 50 miles	5,594	1.6
10 50 to under 100 miles	5,246	1.5
11 100 to under 200 miles	2,152	0.6
12 200 miles and over	701	0.2
Total	357,547	100.0

J36 Main mode of transport

Derived from S24–26 and S28. This refers to the mode for the longest stage in the trip. For a single-stage trip the main mode of transport and stage mode of transport are equivalent, but with walks divided into long and short. For a multi-stage trip, the main stage is defined as the longest in distance of all the stages in the trip; if the longest stage distance applies to two or more stages the last occurring is taken as the main stage.

J36		%
1 Walk, less than 1 mile	12,742	3.6
2 Walk, 1 mile or more	26,080	7.3
3 Bicycle	6,726	1.9
4 Private (hire) bus	2,393	0.7
5 Private: car driver	167,784	46.9
6 Private: car passenger	94,235	26.4
7 M-cycle/ sctr/moped: driver	1,296	0.4
8 M-cycle/ sctr/moped: pass.	72	0.0
9 Van/lorry: driver	5,179	1.4
10 Van/lorry: passenger	1,507	0.4
11 Other private transport	898	0.3
12 London stage bus	5,457	1.5
13 Other stage bus	18,902	5.3
14 Express bus	354	0.1
15 Excursion/ tour bus	345	0.1
16 LT underground	2,792	0.8
17 Surface Rail	5,048	1.4
18 Light rail	401	0.1
19 Air	62	0.0
20 Taxi	3,625	1.0
21 Minicab	1,431	0.4
22 Other Public Transport	218	0.1
Total	357,547	100.0

5.9.5 Travel speed

J40 Overall speed

Derived from J33, S25–26 and S28. Not applicable to short walks. The sum of the stage lengths (including those imputed for S25–26) of all stages known not to be short walks, divided by the overall trip time (J33) and expressed in miles per hour.

J40		%
1 Under 5mph	44,428	12.9
2 5 under 7.5 mph	29,750	8.6
3 7.5 under 10 mph	26,313	7.6
4 10 under 12.5 mph	46,811	13.6
5 12.5 under 15 mph	18,503	5.4
6 15 under 17.5 mph	27,165	7.9
7 17.5 under 20 mph	25,560	7.4
8 20 under 25 mph	46,274	13.4
9 25 under 30 mph	20,536	6.0
10 30 under 35 mph	23,320	6.8
11 35 under 40 mph	13,018	3.8
12 40 under 45 mph	8,488	2.5
13 45 under 50 mph	5,171	1.5
14 50 mph or higher	9,451	2.7
Total	344,788	100.0
15 NA	0	
16 DNA (Short-walk journey)	12,759	
Grand Total	357,547	

J41 Mean travel speed

Derived from J39, S25–26 and S28. Not applicable to short walks. The sum of the stage lengths (including those imputed for S25–26) of all stages known not to be short walks, divided by the sum of the travel times on these same stages, expressed in miles per hour.

J41		%
1 Under 5 mph	39,310	11.4
2 5 under 7.5 mph	27,244	7.9
3 7.5 under 10 mph	25,912	7.5
4 10 under 12.5 mph	48,916	14.2
5 12.5 under 15 mph	18,848	5.5
6 15 under 17.5 mph	28,320	8.2
7 17.5 under 20 mph	26,794	7.8
8 20 under 25 mph	48,286	14.0
9 25 under 30 mph	21,098	6.1
10 30 under 35 mph	24,435	7.1
11 35 under 40 mph	13,708	4.0
12 40 under 45 mph	8,891	2.6
13 45 under 50 mph	5,528	1.6
14 50 mph or higher	7,498	2.2
Total	344,788	100.0
15 NA	0	
16 DNA (Short-walk journey)	12,759	
Grand Total	357,547	

5.9.6 Origin and destination

Trip origin and destination are collected at county level, using the listing in section 11 below.[10]

J57 Trip origin

J58 Trip destination

5.10 Stage variables

Trips comprise one or more consecutive stages. The 1998/2000 database contains details of 372,665 stages. The start and end of a stage is defined by a change of mode of transport or by a change of vehicle which required a change of ticket. Where more than one vehicle of the same type is used successively and no change of ticket is required, one continuous stage is counted but the change of vehicle is recorded in the number of boardings during the stage.

5.10.1 Mode

S2 Mode of transport

Walk includes only walking which is eligible for inclusion in the survey. On days 1–6, walks of less than one mile were not recorded. On day 7, walks of between 50 yards and a mile were recorded. Children's play in the streets was excluded but rides in prams, pushchairs and on toy bicycles are recoded as walk so long as they were on the public highway and satisfied the distance criteria above.

Bicycle covers the use of all forms of non-motorised bicycle and tricycle, other than circumstances described under walk above.

Private (hire) bus includes a bus (or minibus) which, for the trip concerned, is provided for use by a specific group of people and not for use by the general public. The use of works and school buses is generally included here though in some cases, where a normal stage service is also offered, a respondent may correctly regard them as an ordinary stage bus service (in which case one of the bus categories would be appropriate).

Car includes conventional 3 or 4-wheeled cars but excludes other body types (see below). Hire cars are included unless a driver is provided, in which case they are coded as taxis.

Motorcycle, scooter, moped comprises all two-wheeled motor vehicles.

Van/lorry refers to vans (motor vehicles with three or four wheels and with no side windows to the rear of the driver's seat), lorries, Landrovers and jeeps.

Other private includes dormobiles, motorised caravans, invalid carriages and private air travel.

London stage bus and other stage bus comprise buses operating on stage services and available to the general public for short-distance travel. Fast services to suburban areas, sometimes marketed as 'express' routes are generally included here. London buses include all local buses in London whether or not they are being run by London Transport. The express services to Heathrow fall into the coach/express bus category. Stage services in other parts of the country comprise other stage buses.

Coach/express bus includes regular services, available to the general public, designed for long-distance travel with few or no intermediate stops.

Excursion/tour bus refers to coach or bus excursions and tours by fare-paying members of the general public.

LT Underground is confined to train services operated by London Transport.

Surface rail consists of all train services, including the Waterloo-City and the Merseyside underground system, formerly operated by British Rail.

Air includes all domestic public air travel where the trip begins and ends within the area covered by the survey.

Taxi/minicab includes minicabs and other hire cars where a driver is provided.

Other public transport includes Glasgow underground, the Tyne and Wear Metro, the Docklands Light Railway, other light rail and tram routes and privately-run trains that provided a regular public service (round trips on private railways by enthusiasts do not qualify for inclusion in the survey).

S2		%
1 Walk, less than 1 mile	17,464	4.7
2 Walk, 1 mile or more	28,372	7.6
3 Bicycle	6,859	1.8
4 Private (hire) bus	2,460	0.7
5 Car	265,164	71.2
6 M'cycle, scooter, moped	1,373	0.4
7 Van/lorry	6,722	1.8
8 Other private	893	0.2
9 London stage bus	6,563	1.8
10 Other stage bus	19,966	5.4
11 Coach/ Express bus	371	0.1
12 Excursion/ Tour bus	365	0.1
13 LT Underground	4,135	1.1
14 Surface Rail	5,372	1.4

15	Light rail	553	0.1
16	Air	73	0.0
17	Taxi	4,058	1.1
18	Minicab	1,363	0.4
19	Other public	539	0.1
Total		372,665	100.0

S24 Mode of travel

Applicable to all stages; this variable is an extension of S2, distinguishing different uses of private vehicles according to type of vehicle, position in the vehicle (S18) and ownership of vehicle (see introductory notes on household vehicles).

S24			%
1	Walk, less than 1 mile	17,464	4.7
2	Walk, 1 mile or more	28,372	7.6
3	Bicycle	6,859	1.8
4	Private (hire) bus	2,460	0.7
5	Household car-driver	166,373	44.6
6	Non-h/hold car-driver	2,813	0.8
7	Household car-pass.	71,850	19.3
8	Non-h/hold car-pass.	23,977	6.4
9	Household m-cycle -driver	1,281	0.3
10	Non-h/hold m-cycle -driver	20	0.0
11	Household m-cycle-passenger	49	0.0
12	Non-h/hold m-cycle-passenger	23	0.0
13	Household van/ lorry-driver	4,026	1.1
14	Non-h/hold van/ lorry-driver	1,164	0.3
15	Household van/ lorry-pass.	641	0.2
16	Non-h/hold van/ lorry-pass.	881	0.2
17	Other private transport	904	0.2
18	London stage bus	6,563	1.8
19	Other stage bus	19,966	5.4
20	Public express bus/ coach	371	0.1
21	Excursion/ tour bus	365	0.1
22	LT Underground	4,135	1.1
23	Surface Rail	5,372	1.4
24	Light rail	553	0.1
25	Air	73	0.0
26	Taxi	4,060	1.1
27	Minicab	1,511	0.4
28	Other public transport	539	0.1
Total		372,665	100.0

S28 Short walk

Derived from D1 and S24–25. Short walks are walks of 50 yards or more and less than one mile and are recorded only on the last day of the travel week.

S28			%
1	Yes	17,464	4.7
2	No	355,201	95.3
Total		372,665	100.0

S41 Main stage

S41			%
1	Main stage	357,547	95.9
2	Other stage	15,118	4.1
Total		372,665	100.0

5.10.2 Travel time, distance and speed

S25/26 Length of stage

Applicable to all stages. Distance is understated because short walk stages were not recorded on days 1 to 6.

Unbanded values are in S25, held in units of one-tenth of a mile. A derived variable SD is generally used for estimating distance as it reweights short walk stages to compensate for those not recorded on days 1 to 6 of the travel week.

S26			%
1	Under 1 mile	40,103	10.8
2	1 to under 2 miles	80,597	21.6
3	2 to under 3 miles	52,053	14.0
4	3 to under 5 miles	64,406	17.3
5	5 to under 10 miles	66,010	17.7
6	10 to under 15 miles	27,147	7.3
7	15 to under 25 miles	21,151	5.7
8	25 to under 35 miles	7,619	2.0
9	35 to under 50 miles	5,591	1.5
10	50 to under 75 miles	3,615	1.0
11	75 to under 100 miles	1,562	0.4
12	100 to under 150 miles	1,505	0.4
13	150 to under 200 miles	635	0.2
14	200 miles and over	671	0.2
Total		372,665	100.0

S27 Stage speed

Derived from S2, S9 and S25. Applicable to all stages.

S27			%
1	Less than 5 mph	57,810	15.5
2	5 mph under 10 mph	56,424	15.1
3	10 mph under 20 mph	125,882	33.8
4	20 mph under 30 mph	70,511	18.9
5	30 mph under 40 mph	38,909	10.4
6	40 mph under 50 mph	14,851	4.0
7	50 mph and over	8,278	2.2
Total		372,665	100.0

S36/37 Travel time (minutes)

Applicable to all stages. Time is understated because short walk stages were not recorded on days 1 to 6.

Unbanded values are in S36.

S37		%
1 Less than 3 mins	5,540	1.5
2 3 under 8 mins	72,165	19.4
3 8 under 15 mins	83,820	22.5
4 15 under 30 mins	127,653	34.3
5 30 under 45 mins	49,550	13.3
6 45 mins under 1 hour	14,428	3.9
7 1 under 1.5 hours	11,175	3.0
8 1.5 under 2 hours	3,586	1.0
9 2 under 2.5 hours	1,954	0.5
10 2.5 under 3 hours	828	0.2
11 3 under 4 hours	964	0.3
12 4 under 5 hours	449	0.1
13 5 under 6 hours	227	0.1
14 6 hours and over	326	0.1
Total	372,665	100.0

5.10.3 Occupancy

S7/8 Number in party

A party is a group of people who decide to travel together, set out together and stay together for at least half the distance of the stage. For travel in private vehicles, the party comprises people using the same vehicle and is a measure of vehicle occupancy which may be used to estimate passenger-miles.

Unbanded values are in S7.

S8		%
1 One	140,612	37.7
2 Two	140,911	37.8
3 Three	40,551	10.9
4 Four	23,487	6.3
5 Five	19,042	5.1
6 Six	2,771	0.7
7 Seven or more	5,291	1.4
Total	372,665	100.0

5.10.4 Public transport

S15/38 Number of boardings

Applies to stages undertaken by a public mode of transport. This is the number of vehicles boarded during the stage. Only when the method and ticket remained the same and the person changed from one vehicle to another could there be more than one boarding in a stage.

Unbanded values are in S38.

S15		%
1	39,462	91.0
2	3,520	8.1
3	302	0.7
4	54	0.1
5	5	0.0
6	10	0.0
7	0	0.0
8	0	0.0
9	0	0.0
Total	43,353	100.0
10 NA	0	
11 DNA	329,312	
Grand Total	372,665	

S29/30 Ticket cost (1)

Applies to all public transport stages. This is the fare paid at the time of travel (e.g. at a rail booking office or on a bus) in the form of either money or travel tokens. No cost includes a handful of stages for which the price of the ticket was not recorded.

Unbanded values are in S29, recorded in pence.

S30		%
1 No cost	16,708	38.5
2 Under 10p	59	0.1
3 10p to under 15p	73	0.2
4 15p to under 20p	114	0.3
5 20p to under 30p	1,800	4.2
6 30p to under 50p	3,706	8.5
7 50p to under 75p	5,094	11.8
8 75p to under £1	3,746	8.6
9 £1 to under £1.50	3,814	8.8
10 £1.50 to under £2	2,088	4.8
11 £2 to under £3	2,278	5.3
12 £3 to under £5	1,850	4.3
13 £5 and over	2,018	4.7
Total	43,348	100.0
14 NA	0	
15 DNA (not public stage)	329,317	
Grand Total	372,665	

S31/32 Ticket cost (2)

This applies where a special pass was used, and refers to the estimated cost of a single use of a ticket which may be used for an unlimited number of trips.

The cost of a single stage was estimated from information obtained on the Individual questionnaire about the cost of the ticket/pass, the method of travel for which it was valid (or the methods if it was valid for more than one), how long it lasted for, and how

often it was used. The resulting estimate of stage cost was allocated to each stage where the ticket/pass was used, assuming that the cost for multi-mode trips was proportional to the length of the trip.

The use of travel tokens is recorded at S29 rather than here because they have an identifiable cost per token which was recorded on the trip schedule.

Unbanded values are in S31, recorded in pence.

S32		%
1 No cost	8,542	53.6
2 Under 10p	1,793	11.3
3 10p to under 15p	244	1.5
4 15p to under 20p	267	1.7
5 20p to under 30p	538	3.4
6 30p to under 50p	894	5.6
7 50p to under 75p	933	5.9
8 75p to under £1	654	4.1
9 £1 to under £1.50	768	4.8
10 £1.50 to under £2	430	2.7
11 £2 to under £3	480	3.0
1 £3 to under £5	212	1.3
13 £5 and over	169	1.1
Total	15,924	100.0
14 NA	0	
15 DNA	356,741	
Grand Total	372,665	

S33/34 Total cost (pence)

Applies to all public transport stages. Full cost of stage, including fare paid at time of travel and cost per stage of special ticket (if appropriate).

Unbanded values are in S33.

S34		%
1 No cost	10,202	23.5
2 Under 10p	1,355	3.1
3 10p to under 15p	258	0.6
4 15p to under 20p	360	0.8
5 20p to under 30p	2,271	5.2
6 30p to under 50p	4,517	10.4
7 50p to under 75p	5,950	13.7
8 75p to under £1	4,380	10.1
9 £1 to under £1.50	4,572	10.5
10 £1.50 to under £2	2,465	5.7
11 £2 to under £3	2,743	6.3
12 £3 to under £5	2,098	4.8
13 £5 and over	2,177	5.0
Total	43,348	100.0
14 NA	0	
15 DNA	329,317	
Grand Total	372,665	

S35 Type of ticket

Applies to all public transport stages.
Ordinary adult means the full adult fare for a single trip. Taxi fares were all entered here.

Ordinary child means the full child fare for a single trip.

Reduced ordinary adult, reduced ordinary child, special category reduced, and other (inc. free) are reduced-rate tickets for single or return trips representing reductions offered by the travel operator. Special categories able to travel free or at a reduced ticket in some areas include people of pensionable age, unemployed people, and policemen in uniform. Children under 5 are generally allowed free travel and would fall into this category. Other tickets include free travel available to the general public and tickets purchased as part of a larger package such as a combined hotel and travel booking.

For definitions of special ticket categories, see I185.

S35		%
1 Ordinary adult	19,476	44.9
2 Ordinary child	2,546	5.9
3 Reduced ord. adult	2,179	5.0
4 Reduced ord. child	743	1.7
5 Special category reduced	1,596	3.7
6 Other (inc. free)	1,224	2.8
7 Season ticket	3,480	8.0
8 Travel card	3,752	8.7
9 Combined season/travel card	850	2.0
10 Railcard	73	0.2
11 Other non concessionary	250	0.6
12 OAP pass	4,478	10.3
13 Scholar’s pass	1,468	3.4
14 Disabled person’s pass	569	1.3
15 Subsidised travel tokens	52	0.1
16 Concessionary- Employees	230	0.5
17 Concessionary- Unemployed	0	0.0
18 Other concessionary	384	0.9
Total	43,350	100.0
19 NA	0	
20 DNA (not public stage)	329,315	
Grand Total	372,665	

5.10.5 Private transport

S18 Private vehicle occupant

Applies to stages in private vehicles (other than hire buses). This indicates the type of use of private vehicles. Analyses confined to driver stages may be used to give estimates of vehicle-mileage.

S18		%
1 Front passenger	58,598	21.4
2 Rear passenger	39,417	14.4
3 Driver	176,142	64.2
Total	274,157	100.0
4 NA	0	
5 DNA	98,508	
Grand Total	372,665	

S19 Where parked

Applies to driver stages in private vehicles. This indicates where the vehicle is parked at the end of the stage. A separate category is provided for stages where the vehicle was not parked but driven off by someone other than the respondent. Street parking includes all parking on the road including parking on the road at home. Other codes are restricted to different forms of off-street parking.

S19		%
1 On own/friends premises	60,202	34.2
2 Firm/work car park	20,556	11.7
3 Other private car park	12,681	7.2
4 Park & ride car park	806	0.5
5 Public car park	26,389	15.0
6 Street	48,990	27.8
7 Not parked	5,541	3.1
8 Other	970	0.6
Total	176,135	100.0
9 NA	7	
10 DNA	196,523	
Grand Total	372,665	

S21 Parking cost

Applies to driver stages in private vehicles. If a lump sum was paid to cover all parking over a period of time, the cost was apportioned by the interviewer over parking episodes within that period to arrive at a stage parking cost.

S21		%
1 Nil	170,625	96.7
2 1p to 9p	79	0.0
3 10p to 19p	151	0.1
4 20p to 29p	351	0.2
5 30p to 39p	385	0.2
6 40p to 49p	378	0.2
7 50p to 99p	1,384	0.8
8 £1 to £1.49	1,390	0.8
9 £1.50 to £1.99	478	0.3
10 £2 and over	1,276	0.7
Total	176,497	100.0
11 NA	0	
12 DNA	196,168	
Grand Total	372,665	

S22 Whose vehicle

Applies to stages in private vehicles (other than hire buses). This identifies the household vehicle to which the stage relates. Vehicle reference numbers should not be taken as representing the relative importance of the vehicles concerned.

S22		%
1 Non-h/h veh.	29,381	10.7
2 H/h veh. 1	181,811	66.3
3 H/h veh. 2	54,207	19.8
4 H/h veh. 3	6,471	2.4
5 H/h veh. 4	1,156	0.4
6 H/h veh. 5	51	0.0
7 H/h veh. 6	0	0.0
8 H/h veh. 7	1	0.0
9 H/h veh. 8	0	0.0
10 H/h veh. 9	11	0.0
11 H/h veh. 10+	1,065	0.4
Total	274,154	100.0
12 NA	0	
13 DNA	98,511	
Grand Total	372,665	

5.11 County and unitary list

The county list shown below is that which existed before local government reorganisation, with an additional code for central London. It is used for variables P15, I220, L5, L6, J57, J58.

01. Avon
02. Bedfordshire
03. Berkshire
04. Buckinghamshire
05. Cambridgeshire
06. Cheshire
07. Cleveland
08. Cornwall
09. Cumbria
10. Derbyshire
11. Devon
12. Dorset
13. Durham
14. East Sussex

15. Essex
16. Gloucestershire
17. Greater Manchester
18. Hampshire
19. Hereford and Worcester
20. Hertfordshire
21. Humberside
22. Isle of Wight
23. Kent
24. Lancashire
25. Leicestershire
26. Lincolnshire
27. London Central
31. Other London not Central
32. Merseyside
33. Norfolk
34. Northamptonshire
35. Northumberland
36. North Yorkshire
37. Nottinghamshire
38. Oxfordshire
39. Shropshire
40. Somerset
41. South Yorkshire
42. Staffordshire
43. Suffolk
44. Surrey
45. Tyne and Wear
46. Warwickshire
47. West Midlands
48. West Sussex
49. West Yorkshire
50. Wiltshire
51. Clwyd
52. Dyfed
53. Gwent
54. Gwynedd
55. Mid Glamorgan
56. Powys
57. South Glamorgan
58. West Glamorgan
59. Border
60. Central
61. Dumfries and Galloway
62. Fife
63. Grampian
64. Highlands
65. Lothian
66. Strathclyde
67. Tayside

The unitary list shown below is that which existed after local government reorganisation. It is used for variable I267.

1 Bath and N.E. Somerset
2 Bedfordshire
3 Blackburn with Darwen
4 Blackpool
5 Bournemouth
6 Bracknell Forest
7 Brighton and Hove
8 Bristol, City of
9 Buckinghamshire
10 Cambridgeshire
11 Cheshire
12 Cornwall & Isles of Scilly
13 Cumbria
14 Darlington
15 Derby
16 Derbyshire
17 Devon
18 Dorset
19 Durham
20 East Riding of Yorkshire
21 East Sussex
22 Essex (area outside M25)
23 Essex (area within M25)
24 Gloucestershire
25 Greater Manchester
26 Halton
27 Hampshire
28 Hartlepool
29 Herefordshire
30 Hertfordshire (area outside M25)
31 Hertfordshire (area within M25)
32 Inner London
33 Isle of Wight
34 Kent (area outside M25)
35 Kent (area within M25)
36 Kingston upon Hull, City of
37 Lancashire
38 Leicester
39 Leicestershire
40 Lincolnshire
41 London Central
42 London Outer
43 Luton
44 Medway Towns
45 Merseyside
46 Middlesbrough
47 Milton Keynes
48 Newbury
49 Norfolk
50 North East Lincolnshire
51 North Lincolnshire
52 North Somerset
53 North Yorkshire
54 Northamptonshire
55 Northumberland
56 Nottingham
57 Nottinghamshire
58 Oxfordshire
59 Peterborough

60 Plymouth
61 Poole
62 Portsmouth
63 Reading
64 Redcar & Cleveland
65 Rutland
66 Shropshire
67 Slough
68 Somerset
69 South Gloucestershire
70 South Yorkshire
71 Southampton
72 Southend on Sea
73 Staffordshire
74 Stockton-on-Tees
75 Stoke -on Trent
76 Suffolk
77 Surrey (area outside M25)
78 Surrey (area within M25)
79 Swindon
80 The Wrekin
81 Thurrock
82 Torbay
83 Tyne and Wear
84 Warrington
85 Warwickshire
86 West Midlands
87 West Sussex
88 West Yorkshire
89 Wiltshire
90 Windsor & Maidenhead
91 Wokingham
92 Worcestershire
93 York
94 Aberdeen City
95 Aberdeenshire
96 Angus
97 Argyll and Bute
98 Clackmannanshire
99 Dumfries and Galloway
100 Dundee, City of
101 East Ayrshire
102 East Dunbartonshire
103 East Lothian
104 East Renfrewshire
105 Edinburgh, City of
106 Falkirk
107 Fife
108 Glasgow, City of
109 Highland
110 Inverclyde
111 Midlothian
112 Moray
113 North Ayrshire
114 North Lanarkshire
115 Orkney Islands
116 Perth and Kinross
117 Renfrewshire
118 Scottish Borders
119 Shetland Islands
120 South Ayrshire
121 South Lanarkshire
122 Stirling
123 West Dunbartonshire
124 West Lothian
125 Western Isles
126 Blaenau Gwent
127 Bridgend
128 Caerphilly
129 Cardiff
130 Carmarthenshire
131 Ceredigion
132 Conwy
133 Denbighshire
134 Flintshire
135 Gwynedd
136 Isle of Anglesey
137 Merthyr Tydfil
138 Monmouthshire
139 Neath and Port Talbot
140 Newport
141 Pembrokeshire
142 Powys
143 Rhondda, Cynon, Taff
144 Swansea
145 Torfaen
146 Vale of Glamorgan
147 Wrexham

Notes

1. *National Travel Survey* 1985/86 Report - part 2. HMSO (London: 1998).
2. For details, see *1991 Census Key Statistics for Urban and Rural areas Great Britain.* TSO (London 1997).
3. *Concessionary fares schemes in Great Britain in 1997, Department of Transport.* (London1997).
4. Liz McCrossan, *A Handbook for Interviewers.* Office of Population Censuses and Surveys, (London 1991).
5. *Focus on Personal Travel* TSO, (forthcoming).
6. *National Travel Survey, 1989/91.* HMSO (London 1993).
7. *National Travel Survey, 1991/93.* HMSO (London 1994).
8. For details, see *OPCS Standard Occupational Classification.* HMSO (London 1990).
9. For details, see *CSO Standard Industrial Classification of Ecomomic Activity*. HMSO (London 1992).
10. Frequency counts for journey origin and destination are avaliable on request from DTLR (020 7944 3097).

Figure 5.1: Correspondence between Standard Statistical Regions and Government Office Regions

Statistical Region (P2s)	County	Government Office Region (P2g)
North	Cleveland Durham Northumberland Tyne and Wear	North East
North West	Cumbria Cheshire Greater Manchester Lancashire Merseyside	North West
Yorkshire and Humberside	Humberside North Yorkshire South Yorkshire West Yorkshire	Yorkshire and the Humber
East Midlands	Derbyshire Leicestershire Lincolnshire Northamptonshire Nottinghamshire	East Midlands
West Midlands	Hereford and Worcester Shropshire Staffordshire Warwickshire West Midlands	West Midlands
East Anglia	Cambridgeshire Norfolk Suffolk	East of England
South East	Bedfordshire Essex Hertfordshire	East of England
	Greater London	London
	Berkshire Buckinghamshire East Sussex Hampshire Isle of Wight Kent Oxfordshire Surrey West Sussex	South East
South West	Avon Cornwall Devon Dorset Gloucestershire Somerset Wiltshire	South West

Chapter 6 Definitions Compared with Earlier Surveys

This chapter consists of two parts. The first part summarises the main differences between the current National Travel Survey (NTS) and earlier surveys. The second part is a fuller description on the changes made to the NTS over time.

6.1 Summary of differences for each NTS

The summaries below draw upon comparative analyses of past NTS data and highlight the main effects of the changes in definition, etc. given later in the more detailed descriptions.

The summaries below do not refer to the various treatments of multiple-stop trips, typically trips from shop to shop, known in this report as 'series of calls' trips. Starting with the 1985/86 NTS, a trip to the shops, around the shops and then back again was regarded as three trips with the trip around the shops being treated as a series of calls trip. Previously a trip around the shops was either omitted (1965 to 1975/76) or else included as part of the original trip to the shops (1978/79). When series of calls trips are excluded from analyses of the latest surveys, the number of trips on a shopping trip reverts to that in earlier surveys, i.e. two. It is assumed that the number of trips can therefore be directly compared on this basis, though it is possible that some series of calls-type trips may have been treated as two or more trips in some of the earlier surveys. Analyses of distance travelled normally include series of calls trips. However they are normally short trips and it is assumed that the omission of these trips from the 1975/76 and earlier NTSs does not lead to too much bias in the estimate of distance travelled for these surveys.

1965

a. Many differences with the 1998/2000 survey.

b. Information not held on computer files, so analyses restricted to those tabulations prepared immediately after the survey.

1972/73

a. Smallest sample size.

b. 30 per cent under-representation of London residents.

c. Trips by children under 3 not collected.

d. Database includes information from households that did not co-operate fully with the survey. Analyses are now restricted to fully co-operating households – the same basis as that for more recent survey results. This may lead to differences with figures given in earlier reports.

e. The number of trips recorded were too high relative to 1998/2000, mainly because trips were more 'broken up' in 1972/73 than in later surveys. In 1972/73, no guidance was given on subsidiary purposes to be ignored in defining trips. For example, stopping for a newspaper on the way to work is thought to have been often coded as two trips in 1972/73 and not one as in later surveys. Also, very short walks under 50 yards were included. The extra trips were mainly shopping trips under 1 mile, and education and entertainment trips of all lengths. For comparisons with 1998/2000, a rough guess would be that the number of trips of 1 mile and over should be reduced by about 10 per cent, those of less than 1 mile should be reduced by about 20 per cent and overall the number of trips should be reduced by about 15 per cent.

f. The number of escort trips were less than half that on the 1998/2000 survey, mainly because accompanying travellers took 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 were about one-third of that on more recent surveys, whilst day trips were correspondingly 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. No data are available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1975/76

a. No information about children under 3 collected.

b. 25 per cent under-representation of London residents.

c. Information on not fully-cooperating households held on the database. See 1972/73 d. above.

d. The number of trips recorded relative to 1998/2000 was about right, though there was some differences in coding of trip purpose (see e. and f. below).

e. Under-recording of escort trips. See 1972/73 f. above.

f. A short walk stage, i.e. over 50 yards, 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, possibly because interviewers misunderstood the advice to record them only if it was a final or only stage on the 7th day.

h. Unlike all other NTSs, works/school buses were regarded as being part of the public transport system. In all other NTSs they were treated as private transport. (Note: A new variable has been developed which allows 1975/76 data to be compared with those of other NTSs).

i. Total trip time and travelling time (though not start time) are unreliable because they were only collected on the 7th day of travel week.

j. Compared to the 1998/2000 survey, 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. Population density data not comparable with other NTSs.

l. Availability of numerical data severely limited. Only eligible vehicle mileage and journey stage distance, time and cost were available. No data available for health-related travel difficulties, fuel put into household vehicles and a few other topics.

1978/79

a. Very poor response rate. Car-owning households were badly under-represented.

b. 40 per cent under-representation of London residents.

c. The number of trips recorded was too high relative to 1998/2000. 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. Under-recording of escort trips. See 1972/73 f. above

e. Day trips under 1 mile, mostly of the 'just walk' category, were almost half that expected. Possibly this was 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 biased in favour of less densely populated areas. See 1975/76 j. above.

g. Population density data not comparable with other NTSs because derived from a special method to link the data with the 1971 Census.

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

1985/86 and continuous survey 1988 onwards

a. The sample designs and questionnaires of the 1985/86 ad hoc survey and the first years of the continuous survey (July 1988 to December 1991) were virtually identical.

b. About 14 per cent under-representation of London residents in 1985/86 and in 1989/91.

c. Some new questions were introduced from the start of 1992 and a few were dropped to accommodate these additions. Fieldwork and sampling arrangements were altered in 1992 in order to provide a more even spread of travel information throughout the year.

d. The sample of addresses in London was increased from January 1993 in order to compensate for the lower response rates in London. The sample for the rest of Great Britain was cut at the same time. Comparisons of London bus and LT Underground travel before and after January 1993 should therefore only be used with caution.

e. The introduction of Computer Assisted Personal Interviewing (CAPI) in October 1994.

f. To deal with continued falls in response, the overall sample size was increased in 2000. The size of primary sampling units (PSUs) was increased from 21 to 23 addresses, and the total number of PSUs was increased from 240 to 252. A disproportionate number of the additional PSUs were placed in London, thereby further 'boosting' the London sample, since response rates in London had again fallen further than those in the rest of Great Britain.

6.2 Detailed list of changes in procedure and definitions between the continuous survey and earlier surveys

I. 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 were given.

1972/73

Walking and travelling by vehicle was only included if on or by public roads. Interviewers' instructions did not advise whether, 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 opinion; others were the effects of minor objectives on trip time and on the route taken.

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.

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'.

II. 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 (for example, for trips from home to shops, shops to friends then friends to home) how outward was interpreted; neither is it clear, for example, for

trips from work to shops and back, how homeward was to be interpreted.

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.

Continuous survey

New overall trip purpose categories were introduced. '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.

III. 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, Continuous survey

As 1975/76, but see shopping trips overleaf.

IV. 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.

Continuous survey

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

V. Walking jobs

1965

Travel in the course of work by policeman 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, Continuous survey

As 1975/76.

VI. 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.

Continuous survey

As 1985/86.

VII. 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.

Continuous survey

As 1985/86.

VIII. 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'.

Continuous survey

As 1985/86.

IX. 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.

X. 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, Continuous survey

As 1978/79.

XI. 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, Continuous survey

As 1978/79.

XII. 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.

Continuous survey

As 1985/86 for years up to 1992. For 1993 onwards the 1991 Census was the basis for the definition of urban areas.

XIII. 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

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 is based on the Postcode Address File. Population figures were from the 1981 Census.

Continuous survey

As 1985/86 for years up to 1992. For 1993 onwards the population density figures were taken from the 1991 Census.

XIV. 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 full-time 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.

Continuous survey

As 1985/86.

XV. 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 him (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, Continuous survey

As 1975/76.

XVI. 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.

Continuous survey

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.

Changes introduced from 1992 to 1994

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 was 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.

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 B of the 1991/93 report.

Changes introduced in 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.

Changes introduced in 1998

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

Changes introduced in 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.

Changes introduced in 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. Details of these can be found in Figure 3.2 of this report.

New questions on cycling were also added during 2000.

Chapter 7 Comparison of 1998/2000 NTS data with other sources and with previous surveys

7.1 Age and sex of NTS respondents

In 1998/2000, the NTS slightly under-represented males overall, but particularly those between the ages of 21 and 39 (Table 7.1). The perennial problem of getting young males to respond to surveys was a little worse on the NTS than the General Household Survey (GHS),[1] possibly as a result of the time-consuming diary element to NTS. Between the ages of 21 to 29, the NTS had a deficiency of 27 per cent for males and 12 per cent for young females, which was worse than in 1995/97, when the deficiencies were 24 per cent and 8 per cent respectively. This particularly affects data on travel by bicycle and motorcycles, which are used more frequently by young men.

As in the GHS, children and the elderly were over represented in the NTS, although there was a small shortfall among the most elderly women.

7.2 Region of residence of NTS respondents

Table 7.2 gives details of response for the Government Office Regions of England, and for Scotland and Wales. The North East, South West and Wales were over represented, and the North West & Merseyside, East Midlands and West Midlands were under represented. Up until 1992, the NTS had a consistent shortfall in the number of respondents from London. To compensate for this, the number of sampling units in London was boosted from January 1993. Following further drops in response in the latter part of the 1990s, this boost was increased in 2000.

7.3 Vehicle stock

Table 7.3 gives estimates of vehicle stock from the NTS, compared with data from the Driver and Vehicle Licensing Agency (DVLA). In most years, the NTS estimate of vehicle stock was lower than the DVLA estimate, although the pattern has not been consistent.

Table 7.1 Comparison of the distribution of age and sex of the NTS sample with the mid-year population estimates

percentage

	1998/2000 NTS sample		Population estimate (average 1998–2000)		NTS Percentage over-representation	
	Male	Female	Male	Female	Male	Female
0–4	*3.2*	*3.5*	*3.1*	*3.0*	-	*17*
5–10	*4.1*	*4.0*	*4.0*	*3.8*	*1*	*4*
11–15	*3.3*	*3.2*	*3.2*	*3.1*	*3*	*4*
16–20	*2.7*	*2.7*	*3.1*	*2.9*	*-14*	*-7*
21–25	*2.1*	*2.6*	*3.2*	*3.0*	*-33*	*-14*
26–29	*2.3*	*2.8*	*3.1*	*2.9*	*-25*	*-4*
30–39	*7.2*	*7.9*	*8.1*	*7.8*	*-11*	*1*
40–49	*6.6*	*6.9*	*6.6*	*6.6*	*-1*	*4*
50–59	*6.3*	*6.6*	*5.9*	*6.0*	*7*	*11*
60–69	*5.0*	*5.5*	*4.4*	*4.8*	*12*	*15*
70 and over	*5.0*	*6.7*	*4.4*	*6.9*	*13*	*-3*
All ages	*47.7*	*52.3*	*49.2*	*50.8*	*-3*	*3*

Table 7.2 Comparison of region of residence of the NTS sample with mid-year population estimates

Percentage

	NTS sample					Population estimate (average of 1998-2000)	% over-representation of NTS sample group
	1995/1997	1998	1999	2000	1998/2000		
North East	*5*	*6*	*5*	*5*	*5*	*4*	*16*
North West and Merseyside	*12*	*11*	*12*	*11*	*11*	*12*	*-6*
Yorkshire and Humberside	*9*	*9*	*9*	*9*	*9*	*9*	*-1*
East Midlands	*7*	*7*	*7*	*7*	*7*	*7*	*-5*
West Midlands	*9*	*9*	*8*	*9*	*9*	*9*	*-5*
Eastern	*7*	*9*	*10*	*9*	*9*	*9*	*-*
London	*13*	*12*	*12*	*13*	*12*	*13*	*-3*
South East	*15*	*14*	*14*	*14*	*14*	*14*	*1*
South West	*9*	*9*	*9*	*10*	*9*	*9*	*7*
Wales	*5*	*5*	*6*	*5*	*6*	*5*	*8*
Scotland	*9*	*9*	*9*	*9*	*9*	*9*	*3*
All regions of Great Britain	*100*	*100*	*100*	*100*	*100*	*100*	*0*

Table 7.3 Average stock of household 4-wheeled cars: 1989–2000

Millions

	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
DVLA[1]	18.9	19.6	19.9	20.2	20.6	20.9	21.0	21.7	22.4	22.8	23.6	24.0[2]
NTS	18.6	19.5	20.4	20.4	20.3	20.3	21.5	21.7	22.1	22.9	23.0	23.4

1. Derived as shown in Table 7.4.
2. Provisional.

7.4 Car mileage estimates

The NTS provides two estimates of annual vehicle mileage - from travel in the diary week and from the main driver's estimate of the annual mileage. Table 7.4 describes the calculation which compares these two figures with that obtained from estimates of traffic derived from the National Traffic Census and estimates of vehicle stock from the DVLA. Table 7.5 gives comparisons for individual years of the continuous NTS and earlier ad hoc surveys.

The driver's estimate is confirmed as the best measure of car mileage from the NTS. These estimates were in close agreement with those derived from the DVLA data since the 1985/1986 survey, whereas the weekly milometer readings are over 10 per cent lower in recent years. The deficiency of the weekly milometer readings is thought to be mainly the result of the difficulty in placing travel diaries with people during periods when they are most active, such as Bank Holidays.

The table also shows annual figures derived from grossing data recorded for individual stages in travel diaries. These are lower than weekly milometer figures, as ineligible mileage is excluded, and there is more likely to be under recording when trips are missed.

Notes

1 See Appendix B of *Living in Britain*, results from the 1998 General Household Survey: The Stationery Office, 2000.

Table 7.4 Comparison of NTS car mileage estimate for 2000 with other sources

Estimated traffic of cars and taxis, GB 2000 (billion vehicle miles)		**235.4**
		(=378.7 bn km.)
less traffic of:		
non-household cars	16.9	
vehicles other than car body types	4.2	
foreign cars (IPS[1] 1999)	0.7	21.9
Total GB public highway mileage of household cars		**213.5**
Number of trips overseas using GB cars 2000 (thousands)	3,029	
Foreign mileage per trip	860	
Total foreign mileage (IPS[1] 1997)		2.6
Total mileage in GB off public highways		0.3
Total mileage of household 4-wheeled cars 2000		**216.4**
Stock of licensed Private and Light Goods:Cars 2000 (thousands)		**23,196**
plus cars exempt from licence fees		1,209
plus cars evading taxation		814
less non household cars, eg rental cars		1,207
Stock of household cars 2000		**24,012**
Implied average annual mileage per household car 2000		**9,010**
NTS FIGURES 2000		
Annual mileage per car, based on drivers' estimates of annual mileage		9,400
(Average annual mileage per car, based on weekly milometer readings		8,050)

1. International passenger survey.

Table 7.5 Comparison of NTS car mileage figures with traffic census-based figures for household cars

Miles

	Traffic census and DVLA stock figures[1]	NTS drivers annual estimates	NTS weekly - milometer readings	NTS driver stages from diary
April 1972 – March 1973	9,240	9,590	8,310	7,930
July 1975 – June 1976	8,330	9,210	7,960	7,540
May 1978 – May 1979	8,490	9,090	8,210	7,540
July 1985 – June 1986	8,970	8,900	7,650	7,400
Calendar years:				
1989	10,000	9,630	8,220	8,040
1990	9,790	9,860	8,350	8,100
1991	9,610	9,410	8,370	7,930
1992	9,380	9,550	8,590	8,010
1993	9,410	9,620	8,510	8,130
1994	9,400	9,580	8,430	8,070
1995	9,600	9,610	8,520	8,260
1996	9,600	9,460	8,600	8,490
1997	9,400	9,180	8,370	8,260
1998	9,440	9,500	8,170	8,340
1999	9,190	9,300	8,200	8,040
2000	9,010[2]	9,400	8,050	8,060

1. Derived as illustrated in Table 7.4.
2. Provisional.

Chapter 8 Sampling Errors

8.1 Introduction

Estimates of population values (e.g. means or proportions) made from a random sample survey are dependent upon the particular sample chosen – a different sample selected will produce different estimates of the population figures. The estimates deviate from the true population values by varying amounts; these deviations are known as the sampling error and are, in theory, randomly distributed. The likely size of the sampling error or precision is measured by calculating the *standard error* of the estimate. This precision can also be expressed in terms of a *confidence interval* about the sample estimate. A 95 per cent confidence interval is the range of values contained within 1.96 standard errors of the survey estimate. If the survey were repeated many times under the same circumstances we would expect such a confidence interval to contain the true value 95 per cent of the time. For example, the number of trips per person per year is estimated for 1998/2001 as 1,030 with a standard error of 7.3. Hence the 95 per cent confidence interval is [1,030 ± 1.96 x 7.3] or [1,016 to 1,044].

Survey estimates are usable only if the standard errors are small, or put another way, that the estimates have the necessary precision for the particular purposes to which they are put. The size of a standard error depends upon three factors: the size of the sample; the survey design; and the variability in the population of the attribute being measured.

In general, the larger the sample size the smaller the standard error of a generated statistic. The standard error reduces in proportion to the square root of the sample size – hence a four-fold increase in sample size causes a two-fold reduction in the standard error. For small sub-samples of the population (e.g. households, individuals and vehicles) the standard error is related to the size of the sub-sample. Therefore it is generally inadvisable to generate estimates of subsample parameters for sub-sample sizes of fewer than 100, while sub-samples of fewer than 300 should be used cautiously. For trip and stage estimates, even more caution should be exercised; sub-samples under 300 should not be used to generate estimates, whilst sub-samples of under 1,000 should be used cautiously.

8.2 Sampling error calculations and tables

Simple random sample (SRS) designs[1] are costly in terms of the travelling times of interviewers, as the sampled addresses would be spread evenly across the whole of Great Britain. So the NTS, like most other household surveys, uses a multi-stage design which groups addresses on the sampling frame into clusters of relatively small areas before sample selection. These areas, known as primary sampling units (PSUs) can economically be covered as one interviewer's quota of work. The PSUs on the NTS are postcode sectors, or groupings of sectors. This design tends to lead to larger standard errors than an SRS would, because the PSUs are usually more homogeneous than the population as a whole. This is offset to some extent by the stratification of the sampling frame (see section 2.2.2).

Sampling errors can be calculated for all the estimates derived from the National Travel Survey. However, the multi-stage design of the survey makes computation of sampling errors more complicated than if the survey was a simple random sample. The NTS analysis system requires two additional pieces of information for the calculation of sampling errors: the five-digit area number can be used to identify and arrange the PSU selections in the correct order; the first two digits of the area number identify the major strata (region). Once the PSUs have been ordered within major strata they are paired with the following PSU to form minor strata.[2] The formula used to calculate the standard error of an NTS estimate, r, is as follows:

$$SE(r) = \sqrt{\sum_{pair} \frac{a}{(a-1)\,x^2} \sum_{i=1}^{a} (z_i - \bar{z})^2}$$

Where;

r	=	statistic being considered, i.e. the mean or proportion.
a	=	no. of PSUs
z_i	=	$y_i - rx_I$
$\bar{z}$	=	minor strata mean
y_i	=	the sum of the statistic in PSU *i* i.e. The total if r is a mean or the number of occurrences if r is a proportion
x_i	=	sample size in PSU *i*
x	=	$\sum x_i$

Full mathematical details were given within Section 6 in Part 2 of the 1985/86 NTS Report.[3]

The effect of the sample design on the standard error of an estimate is calculated as the complex standard error divided by the standard error that would be achieved with an SRS, and is called the Design Factor (DEFT). The size of the DEFT varies from one estimate to another depending on the relative homogeneity of households (or individuals) within PSUs with respect to the estimates being measured. DEFT increases with average PSU size. Therefore DEFT tends to be particularly large for trip and stage data, since there are many more trips and stages in a PSU than there are households and individuals. Also, the trips made by a household tend to be similar. Thus the precision of the trip - and stage-level estimates is considerably less than might be supposed from their total sample size.

The 95 per cent confidence limits and DEFT are given for each estimate shown in the tables on the following pages, together with the sample size,[4] or base, on which the estimate was based. For a quick estimate of the confidence limits for any estimate not shown below, use the sample size and estimate which best approximates to the one required. Adjust as necessary, bearing in mind that the standard error, and hence the 95 per cent confidence limits, are proportional to $1/\sqrt{n}$, where n equals the size of the sample being considered.

Notes

1. A sample where each selection is statistically independent and made in the same way, has a fixed sample size, and gives each population element the same chance of selection.

2. Sometimes a 'pair' will contain 3 PSUs if there is an odd number of PSUs within the major stratum.

3. *National Travel Survey 1985/86 Report.* HMSO, 1988.

4. For trip and stage estimates, weighted sample sizes are shown (weighted for short walk trips).

Table 8.1 Proportions for Households

Households/percentage

	Base	Estimate	95% confidence range	DEFT
0 cars	9,390	*28.5*	*1.0*	1.12
1 car	9,390	*45.2*	*1.0*	1.03
2 cars	9,390	*22.5*	*1.0*	1.13
3 or more cars	9,390	*3.9*	*0.4*	0.98
Owns one or more bicycles	9,390	*41.0*	*1.1*	1.13
Walk time to bus stop is 6 minutes or less	9,390	*86.8*	*0.8*	1.21
Walk time to railway station is 27 mins. or more	9,390	*59.4*	*2.4*	2.37
HHs in GB within 13 mins. walk of an hourly bus service	9,390	*88.1*	*1.4*	2.09
Single person household	9,390	*28.8*	*1.0*	1.08
Pensioner household	9,390	*27.6*	*1.0*	1.12
One or more full-time workers	9,390	*57.1*	*1.1*	1.12

Table 8.2 Means for households

Vehicles/individuals

	Base	Estimate	95% confidence range	DEFT
Number of vehicles per household	9,390	*1.077*	*0.021*	1.13
Number of cars per household	9,390	*1.040*	*0.019*	1.13
Number of bicycles per household	9,390	*0.816*	*0.029*	1.17
Number of individuals per household	9,390	*2.329*	*0.028*	1.09

Table 8.3 Proportions for Cars

Vehicles/percentage

	Base	Estimate	95% confidence range	DEFT
Company cars[1]	9,146	*7.6*	*0.6*	1.11
Engine capacity of 1,550cc or more	10,110	*55.6*	*1.1*	1.10
Use diesel	10,110	*13.9*	*0.7*	1.11
Less than 3 years old	10,110	*26.1*	*1.1*	1.29

1. Of 4-wheel cars only.

Table 8.4 Means for 4-wheeled cars

Annual vehicle mileage *Vehicles/miles*

	Base	Estimate	95% confidence range	DEFT
All 4-wheel cars	9,146	*9,278*	*162*	1.09
Company cars	699	*21,417*	*782*	0.94
Engine capacity of 1,550cc or more	5,066	*10,744*	*226*	1.00
Use petrol	8,098	*8,769*	*169*	1.15
Use diesel	1,047	*13,220*	*568*	0.96
Less than 3 years old	2,369	*12,231*	*362*	0.98

Table 8.5 Proportions for Individuals

Individuals/percentage

	Base	Estimate	95% confidence range	DEFT
17 year olds or over				
Holder of full car driving licence	16,991	*70.7*	*0.8*	1.17
Male holder of full car driving licence	7,993	*82.2*	*0.9*	1.05
Female holder of full car driving licence	8,998	*60.5*	*1.1*	1.08
Main driver of household car	21,868	*41.5*	*0.7*	1.07
No household car	21,868	*20.6*	*0.9*	1.77
Children aged 0–15	21,868	*21.2*	*0.7*	1.20
Men aged 16–59	21,868	*27.2*	*0.5*	0.81
Women aged 16–59	21,868	*29.5*	*0.5*	0.76
Aged 60 and over	21,868	*22.1*	*0.8*	1.47
16 year olds and over				
Employed full-time	17,238	*43.0*	*0.9*	1.21
Employed part-time	17,238	*14.6*	*0.6*	1.07
Retired/permanently sick	17,238	*26.2*	*0.8*	1.28
Usual means of travel to work[1]				
Walk	9,933	*8.9*	*0.7*	1.20
Bicycle	9,933	*3.4*	*0.4*	1.09
Car/van driver	9,933	*56.8*	*1.1*	1.13
Car/van passenger	9,933	*10.0*	*0.7*	1.06
Two-wheeled motor vehicle	9,933	*0.9*	*0.2*	1.05
Bus	9,933	*8.1*	*0.7*	1.18
London Underground	9,933	*2.0*	*0.4*	1.44
British Rail	9,933	*3.5*	*0.5*	1.42
Other	9,933	*0.4*	*0.2*	1.14
Work at home	9,933	*3.5*	*0.4*	1.14
Unavailable	9,933	*2.4*	*0.4*	1.26

1. Of those employed part or full-time.

Table 8.6 Means for Individuals (part 1)

Trips per person per year[1,2] *Individuals/trips*

	Base	Estimate	95% confidence range	DEFT
Main driver of household car	9,065	1,247	16	1.18
No household car	4,507	755	25	1.35
Children	4,630	892	24	1.43
Men aged 16–59	5,952	1,134	18	1.14
Women aged 16–59	6,448	1,184	21	1.18
Elderly	4,838	827	21	1.12
London Boroughs	2,574	1,012	42	1.66
Metropolitan built-up areas	3,043	990	38	1.62
Other urban over 250K	2,791	1,034	42	1.68
Other urban over 25K to 250K	6,506	1,035	26	1.59
Other urban over 10K to 25K	3,017	1,071	46	1.81
Other urban over 3K to 10K	2,160	1,038	53	1.87
Rural	1,777	1,016	39	1.32
All individuals	21,868	1,030	14	1.61

Mileage per person per year[2] *Individuals/miles*

	Base	Estimate	95% confidence range	DEFT
Main driver of household car	9,065	10,361	223	1.16
No household car	4,507	2,638	159	1.26
Children	4,630	3,948	190	1.41
Men aged 16–59	4,995	10,509	293	1.12
Women aged 16–59	6,448	7,190	207	1.16
Elderly	4,838	4,642	196	1.18
London Boroughs	2,574	5,462	437	1.81
Metropolitan built-up areas	3,043	5,537	434	1.69
Other urban over 250K	2,791	6,274	526	1.78
Other urban over 25K to 250K	6,506	6,502	289	1.54
Other urban over 10K to 25K	3,017	7,699	468	1.63
Other urban over 3K to 10K	2,160	8,882	596	1.49
Rural	1,777	9,293	618	1.45
All individuals	21,868	6,843	163	1.54

1. Excluding series of calls trips.
2. After reweighting for short walk trips.

Table 8.7 Means for Individuals (part 2)

Trips per person per year[1,2] *Individuals/trips*

	Base	Estimate	95% confidence range	DEFT
GOR:				
North East	1,091	1,035	105	2.22
North West	2,484	1,006	41	1.59
Yorkshire and the Humber	1,873	1,032	43	1.44
East Midlands	1,512	998	45	1.32
West Midlands	1,998	1,039	50	1.69
East of England	2,045	1,058	46	1.62
London	2,634	1,007	42	1.67
South East	3,131	1,084	38	1.61
South West	1,971	1,001	38	1.34
Wales	1,203	957	39	1.08
Scotland	1,926	1,058	56	1.80
All individuals	21,868	1,030	14	1.61

Mileage per person per year [2] *Individuals/miles*

	Base	Estimate	95% confidence range	DEFT
GOR:				
North East	1,091	5,994	725	1.69
North West	2,484	5,985	398	1.38
Yorkshire and the Humber	1,873	6,553	677	1.88
East Midlands	1,512	6,791	593	1.43
West Midlands	1,998	6,336	632	1.88
East of England	2,045	8,184	504	1.32
London	2,634	5,467	432	1.79
South East	3,131	8,144	400	1.33
South West	1,971	7,592	569	1.48
Wales	1,203	6,278	636	1.55
Scotland	1,926	7,210	583	1.55
All individuals	21,868	6,843	163	1.54

1. Excluding series of calls trips.
2. After reweighting for short walk trips.

Table 8.8 Proportions for Trips[1,2]

Trips/percentage

	Base	Estimate	95% confidence range	DEFT
Main purpose:				
Commuting	356,446	*15.7*	*0.4*	3.45
Business	356,446	*3.5*	*0.2*	3.99
Education	356,446	*6.6*	*0.4*	5.06
Escort education	356,446	*4.7*	*0.4*	5.84
Shopping	356,446	*21.0*	*0.4*	3.37
Other personal business and escort	356,446	*17.8*	*0.4*	3.89
Social/entertainment	356,446	*23.6*	*0.5*	3.67
Holiday/other	356,446	*7.3*	*0.4*	5.52
Main mode:				
Walk	356,446	*26.3*	*0.8*	6.12
Bicycle	356,446	*1.6*	*0.1*	4.02
Car/van driver	356,446	*39.9*	*0.7*	4.47
Car/van passenger	356,446	*22.2*	*0.4*	3.45
Motorcycle	356,446	*0.3*	*0.1*	3.59
London stage bus	356,446	*1.3*	*0.2*	5.12
Other stage bus	356,446	*4.4*	*0.3*	4.67
LT Underground	356,446	*0.6*	*0.1*	4.75
Surface rail	356,446	*1.2*	*0.1*	3.72
Taxi/minicab	356,446	*1.2*	*0.1*	2.86

1. Excluding series of calls trips.
2. After reweighting for short walk trips.

Table 8.9 Means for Trips

Mean length of trip[1] *Trips/miles*

	Base	Estimate	95% confidence range	DEFT
Trip Purpose:[2]				
Commuting	63,494	*8.4*	*0.3*	2.99
Business	13,921	*19.5*	*1.2*	1.94
Education	20,034	*2.9*	*0.2*	2.08
Escort education	13,334	*2.0*	*0.2*	1.94
Shopping	72,090	*4.2*	*0.1*	2.37
Other personal business and escort	66,218	*4.8*	*0.2*	2.14
Social/entertainment	87,321	*7.7*	*0.3*	2.05
Holiday/other	20,034	*11.5*	*0.8*	1.95
All trips	356,446	*6.6*	*0.2*	2.76
Main mode:				
Walk[2]	38,242	*0.60*	*0.02*	2.47
Bicycle	6,696	*2.4*	*0.2*	2.42
Car/van driver	172,509	*8.6*	*0.2*	2.47
Car/van passenger	95,719	*8.8*	*0.3*	2.15
Motorcycle	1,366	*9.3*	*2.0*	2.40
London stage bus	5,456	*3.5*	*0.3*	3.21
Other stage bus	18,900	*4.5*	*0.2*	2.79
LT Underground	2,792	*7.8*	*0.6*	2.68
Surface rail	5,048	*34.2*	*3.0*	2.15
Taxi/minicab	5,056	*4.7*	*0.6*	2.06

Mean overall trip time *Trips/minutes*

	Base	Estimate	95% confidence range	DEFT
Trip purpose:[2]				
Commuting	63,494	*24.4*	*0.6*	3.15
Business	13,921	*37.7*	*1.9*	2.00
Education	20,034	*19.0*	*0.7*	2.86
Escort education	13,334	*11.6*	*0.5*	2.59
Shopping	72,090	*17.0*	*0.3*	2.47
Other personal business and escort	66,218	*16.2*	*0.4*	2.32
Social/entertainment	87,321	*21.3*	*0.4*	2.12
Holiday/other	20,034	*35.4*	*1.5*	2.33
All trips	356,446	*21.0*	*0.3*	2.97
Main mode:				
Walk[2]	38,242	*15.4*	*0.4*	3.27
Bicycle	6,696	*18.7*	*1.1*	2.02
Car/van driver	172,509	*20.2*	*0.3*	2.19
Car/van passenger	95,719	*21.0*	*0.4*	2.10
Motorcycle	1,366	*23.5*	*3.8*	2.03
London stage bus	5,456	*36.2*	*1.8*	2.88
Other stage bus	18,900	*29.4*	*0.7*	2.34
LT Underground	2,792	*50.1*	*4.2*	2.67
British Rail	5,048	*79.3*	*3.9*	2.07
Taxi/minicab	5,056	*17.4*	*1.1*	1.68

1. Excluding series of calls trips. 2. After reweighting for short walk trips.

Table 8.10 Proportions for Stages[1]

In general, proportions and means for stage statistics have similar standard errors and DEFTs to the equivalent trip statistic

Stages/percentage

	Base	Estimate	95% confidence range	DEFT
Mode:				
Walk[2]	371,564	*31.3*	*0.9*	6.03
Bicycle	371,564	*1.4*	*0.1*	3.58
Car/van driver	371,564	*36.6*	*0.7*	4.50
Car/van passenger	371,564	*20.5*	*0.4*	3.34
Motorcycle	371,564	*0.3*	*0.1*	3.18
London stage bus	371,564	*1.4*	*0.2*	4.45
Other stage bus	371,564	*4.2*	*0.3*	4.03
LT Underground	371,564	*0.9*	*0.1*	3.77
Surface rail	371,564	*1.1*	*0.1*	3.29
Taxi/minicab	371,564	*1.1*	*0.1*	2.37

1. Stages which form part of series of calls trips are excluded.
2. After reweighting for short walk trips.

Chapter 9 National Travel Survey Quality Review 2000

This chapter reproduces the main report to the National Statistician of the NTS Quality Review.

See paragraph 5 below for details of the full report.

Introduction

1. The National Travel Survey (NTS) is commissioned by the Department of Transport, Local Government and the Regions (DTLR). It is a household survey that provides users with information on personal travel within Great Britain, by residents of GB. Respondents complete a detailed seven-day travel diary. Outputs include annual publications and fact sheets containing details on how and why people in different groups of the population travel, and a database used to answer ad hoc enquiries.

2. The NTS has run continuously since mid-1988 with no major changes in structure or sample size. In 2000, the set sample was about 5,800 households. The sample size was designed to produce reliable estimates of the main survey variables at GB level by the aggregation of data over a three-year period.

3. The fieldwork is currently conducted by the Social Survey Division of the Office for National Statistics (ONS), but analysis and publication of results are the responsibility of DTLR. The current fieldwork contract with the ONS expires at the end of 2001, which provides an opportunity to consider if changes are needed so that the survey meets its users' needs in the most cost effective way.

4. The NTS was one of the first outputs under the 'Transport, Travel and Tourism' (TTT) theme of National Statistics to be subject to a Quality Review. The main components of this review were:

   - a project definition document (Annex A in full report);
   - consultation on customers' needs (Annexes B to D);
   - a methodology review (Annex E);
   - the response by DTLR to the consultation and methodology review (Annex F).

5. This report and the detailed main annexes associated with the Review are also available at **www.statistics.gov.uk/nsbase/methods_quality/quality_review/transport.asp**

Scope of the Review

6. The overall **aims of the Review** were to identify the following:

   - coverage of the NTS (particularly to make sure there are no gaps in provision of travel data that could be filled by the NTS);
   - fitness for purpose of the NTS outputs;
   - to consider the sample size;
   - appropriateness of the survey methodology;
   - methods of dissemination.

7. The work of the Review Study Team has been overseen by a **Project Board/Steering Group**, consisting of

   - Mike Hughes, Transport Statistics (DTLR Head of Profession)
   - Professor Kay Axhausen, ETH, Zurich (external academic advisor)
   - Professor Peter Jones, University of Westminster (external user)
   - Bronwyn Hill (to Dec 2000), Transport Strategy Division (internal user)
   - Mike Walsh (from Jan 2001), EcLTG Division (internal user)
   - Caroline Bustard, ONS (Quality Assurance Programme Manager)

8. Until December 2000, the review was managed by Peter Capell, Head of TSPT Division of the former DETR (Department of the Environment, Transport and the Regions). Hilary Hillier took over this role in January 2001.

9. The review was carried out by a **review study team**, consisting of:

   - Barbara Noble, NTS Statistician, DTLR

- Dave Elliott/Charles Lound, Methodologists, ONS
- Drew Hird, Assistant Statistician, DTLR

Consultation on customers' needs

10. Internal users of the NTS were initially consulted on their needs in a general review of Transport Statistics, which reported in November 1999. Further consultation on their needs for personal travel data took place early in 2000, and internal users were also able to take part in the external consultation if they wished.

11. The DTLR issued about 200 copies of a **questionnaire** (Annex B) to external users in August 2000. This was also made available on the NS website within the TTT theme. Replies were received from 61 people, including 17 from transport consultants, 9 from academics, 14 from central government users, and 16 from local government. Glyn Rhys-Tyler of the Transport Research Laboratory helped with the analysis of the replies as a representative of the Transport Statistics Users' Group (TSUG). The questionnaire covered the following topics:

    - respondent's details and current use of NTS;
    - current format of NTS;
    - survey methodology details;
    - questionnaire topics;
    - diary format;
    - data processing;
    - data access;
    - dissemination of results.

12. In addition, a seminar for users was held on 6 September 2000, under the auspices of DTLR and TSUG. Fifty external users and a number of internal users attended.

13. The main themes emerging from the questionnaire and seminar are listed below.

    - Almost all users wanted the National Travel Survey (NTS) to continue in a broadly similar form, with all members of a household completing a seven-day travel diary.
    - The inclusion of students in halls of residence would be welcomed, as would travel by non-GB residents.
    - Many users wanted to be able to disaggregate data to finer geographic detail, or by single years. These needs could be met by increasing the sample size of the survey.
    - A number of suggestions for new questionnaire topics and extra diary details were made. In particular, the collection of short walk data on more days was frequently mentioned.
    - Designing a set of core questions to be asked every year, with rotating questions on other topics was welcomed by a majority of users.
    - Some users wanted more information on origins and destinations of journeys, including geocoding and land use.
    - The use of questionnaire data from 'partially responding' households who failed to complete diaries was favoured.
    - A number of users considered a non-response survey to be important, and that some form of weighting to overcome non-response bias was necessary.
    - The possibility of running tables from a web-based interface was welcomed.
    - No overwhelming need to use new technologies was expressed, but the possibility of a web-based diary, or a diary on a hand-held personal computer could appeal to younger users, who were more difficult to motivate.

14. Detailed reports are available of the seminar in Annex C, and the consultation in Annex D, which also contains a list of organisations that attended the seminar and/or responded to the consultation.

Methodology review

15. This review (Annex E) was carried out by Dave Elliot of ONS, with the assistance of Charles Lound. The main areas considered were:

    - sample size and design;
    - diary length and placing pattern;
    - non-response and weighting.

16. The recommendations of the Review are listed below. Those marked * depended on the sample size increasing.

    a. The Department should consider making more use of rolling 3-year aggregates when assessing change or reporting trends.
    b. The Department should assess the relative importance of estimates of current level and change, then consider introducing a panel element into the design.*
    c. The Department should reconsider the size of the current London boost and should post-stratify the sample to the correct regional distribution.

d. The Department should repeat the assessment of optimal stratifiers once the 2001 Census data become available.
e. The Department should consider (a) reinstating the population density and car-to-work stratifiers or (b) deep geographical stratification to improve small area estimates.*
f. The current use of postcode sectors or similar-sized areas as primary sampling units should be retained. Some variation in sample size within sectors could be countenanced.
g. The Department should apply weights to correct the bias against multi-household addresses.
h. The Department should retain the current placing pattern but keep it under review by collecting relevant response data.
i. The Department should retain the current mid-month to mid-month field periods, unless this significantly increases their costs or limits their output options. A more thorough analysis of the impact should be undertaken before any change is made.
j. If the decline in response rates continues, the Department should consider a range of measures including incentive payments, the use of a shorter diary and a switch to retrospective recall to eliminate the need for diaries completely.
k. The Department should introduce non-response weighting on the survey, taking note of the recommendations of the GSS Task Force on Weighting.
l. If possible, the Department should commission ONS to repeat the Census-based assessment of non-response bias after 2001.
m. The Department should continue to investigate the potential use of data from partially-responding households with a view to using as much of this data as possible in NTS estimates.
n. The Department should assess the quality and impact of its imputations and the use of other statistical approaches.

Response to consultation and methodology review

17. The full DTLR response is given in Annex F. All the recommendations listed in section 16 above have been accepted. A programme of work to implement these changes has started. A number of changes will be made to the NTS from January 2002. The most significant is that Ministerial approval has been given to increase the set sample size considerably, to about 15 thousand households per year. Work will continue on detailed implementation, such as weighting and revised imputation, until the first results of the new NTS are available in autumn 2003. More details of this programme of work are given in the last section of this report.

18. Most of the requirements expressed by users will be met, subject to practicality and cost. In summary, the following requirements have been accepted:

- the same basic survey design, but with an increased sample size;
- the addition of students living in halls of residence to the sample frame, subject to a satisfactory pilot study;
- geocoding of diary details, for Day 7 only to reduce the burden on respondents;
- the addition of simple diary details of long distance journeys made outside GB, subject to satisfactory pilot study;
- non-response survey, and weighting to remove some of the effects of non-response bias;
- inclusion of interview data from partially-responding households;
- analysis of tours data, in addition to current analysis by trip and stage;
- early availability of web-based interface for customers to run their own tables;
- core/rotating questionnaire design, including some suggested new topics.

19. Other requirements could not be met. These are listed below.

- The inclusion of non-household residents (except students – see above), such as temporary visitors in hotels, or residents of other communal establishments. It was not considered practicable to include these, because no sampling frame exists, and it is likely that responses would be poor.
- The recording of short walks in diaries for more than one day. We consider that the current practice provides ample data for analysis, and a further increase would place an unnecessary burden on respondents.

Timetable for further work

20. Some aspects of development work need to be in place ready for a dress rehearsal in the autumn of 2001. Other developments will be taken forward and tested over a longer period, for implementation when the final 2002 database is constructed in spring 2003.

Future arrangements for consultation

21. A small Steering Group will be set up, to allow consultation during 2001 on the various new aspects of the 2002 survey that have not yet been finalised.

22. This group will be chaired by the head of the TSPT division, and will include two internal and two external representatives (Professor Peter Jones and one other).

23. The group will continue to meet once a year in the autumn, to agree plans for the coming year.

Table 9.1 Timetable for further work

Area of work/dates	Tasks
IMPUTATION Jan 2001 onwards	Documentation of existing procedures. Review of current practice, with decisions on change, possibly to include more than is currently done, such as imputing for missing diary data in partially-responding households. Implementation of new procedures.
WEIGHTING Dec 2000 onwards	Preliminary work to gauge likely effects and direction. Development of calibration weighting system using existing data. Possible use of data from non-response survey (see below). Setting up production of final weighted data.
NON-RESPONSE Spring 2001	Development of non-response survey, based on suggestions from tenderers, with possible academic input. Testing on pre-pilot and/or dress rehearsal. Feed into weighting work.
PARTIAL RESPONSES Summer 2001	Planning of exactly how data will be combined, and what will be available/used when. Setting up database according to scheme.
QUESTIONS Spring/ summer 2001	Further consultation with users. Decide on core questions, and rotation scheme. Prioritise remaining/new questions for time of data availability. Testing on pre-pilot and/or dress rehearsal.
STRATIFICATION Spring 2001	Decisions for 2002-2003, when sample size is known. Work on 2001 Census data, to consider further changes for 2004.
STUDENTS IN HALLS OF RESIDENCE Spring 2001	Test proposed collection method using existing survey. Implement in time for 2002.
TOURS Spring 2001	Development of tours database.
WEB-BASED DATA ACCESS Spring 2001	Make available web interface for data.

Appendix A Household Questionnaire

QID

ASK IF: Data accessed in office

Area (Area)

1..50000

ASK IF: Data accessed in office

Address (Address)

1..30

ASK IF: Data accessed in office

HHold (Household)

1..3

QHHINFO

ASK ALWAYS:

IntInf INTERVIEWER: FOR INFORMATION: YOU ARE IN THE QUESTIONNAIRE FOR

ADDRESS NUMBER: ^QID Address HOUSEHOLD NUMBER: ^QID.HHOLD

IF YOU HAVE ENTERED THIS QUESTIONNAIRE BY MISTAKE, PRESS <CTRL+ENTER> TO ESCAPE THEN SELECT 'QUIT FORM OTHERWISE PRESS <ENTER> TO CONTINUE.

(1) Continue

ASK IF: NOT (TravData.SEARCH (LDMDUMKEY)

TravDate Enter travel week start date.

DATE

Record always:

AllocO Enter the original Travel Week allocation period.

1..4

ASK ALWAYS:

AllocF Enter the final Travel Week allocation period.

The original Travel Week allocation period was ^AllocO.

1..5

ASK ALWAYS:

TravChk INTERVIEWER : BEFORE YOU CONTINUE IN THIS QUESTIONNAIRE MAKE SURE THE TRAVEL WEEK DATE DISPLAYED BELOW IS CORRECT.

IF NOT CORRECT PRESS <CTRL+ ENTER> TO ESCAPE AND START AGAIN OR PRESS 1 TO CONTINUE

STARTDATE : ^TravDate

1..1

ASK 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 NEXT QUESTION.

YOU CANNOT GO BACK TO CODE '1' ONCE YOU HAVE CODED '2'

(1) Placement interview
(2) Pick-up interview

Record always:

Quota Quota month

1..12

ASK IF: StatusQ =place

DateChk Is this

(1) The first time you have opened this questionnaire
(2) or the second or later time?

ASK ALWAYS:

Qnames

ASK ALWAYS:

WhoHere Who normally lives at this address?

(1) PRESS ENTER TO CONTINUE

ASK ALWAYS:

Name RECORD THE NAME (OR A UNIQUE IDENTIFIER) FOR HOH, THEN A NAME/IDENTIFIEER FOR EACH MEMBER OF THE HOUSEHOLD HELP<F9>

WHEN ALL HOUSEHOLD MEMBERS HAVE BEEN ENTERED, PRESS PgDn

STRING[12]

ASK ALWAYS:

Sex** (1) Male
(2) Female

ASK ALWAYS:

Birth** What is your date of birth?
FOR DAY NOT GIVEN ENTER 15.
FOR MONTH NOT GIVEN ENTER 6.

ASK ALWAYS:

Age if** What was your age last birthday?
98 or more = CODE 97 (HELP<F9>)

0..97

ASK IF: AGE >=16

MarStat** Are you/is name married, living together as a couple, single, widowed, divorced or separated?

(1) Single/never married
(2) married
(3) Separated
(4) Divorced
(5) Widowed

ASK IF: AGE >=16
AND: MarStat <> MarrLiv

LiveWith** 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

ASK ALWAYS:

RelHoh** INTERVIEWER: Code relationship to HOH

(1) Head of household
(2) Spouse/partner/cohabitee
(3) Child of HoH or spouse
(4) Parent of HoH or spouse
(5) Other relative
(6) Other non-relative

QAccom

ASK ALWAYS:

Accom** Is this household's accommodation:

(1) a house or bungalow
(2) a flat or maisonette
(3) a room/rooms
(4) or something else?

ASK IF: Accom = Hse:

HseType** Is this house/bungalow:

(1) detached
(2) semi-detached
(3) or terraced/end of terrace?

ASK IF: Accom = Flat

FltTyp** Is this flat/maisonette:

(1) a purpose-built block
(2) a converted house/some other kind of building?

ASK IF: Accom = Other

AccOth** Is this accommodation a:

(1) caravan, mobile home or houseboat
(2) or some other kind of accommodation?

** Double asterisk denotes a harmonised question.

QTenure

ASK ALWAYS:

Ten1**

In which of these ways do you occupy this accommodation? SHOW PROMPT CARD AA MAKE SURE ANSWER APPLIES TO HoH (^DMNAMES[LDMHoHnum]) (HELP<F9>)

(1) Own outright
(2) Buying it with the help of a mortgage or loan
(3) Pay part rent and part mortgage (shared ownership)
(4) Rent it
(5) Live here rent-free (including rent-free in relative's/friend's property; excluding squatting)
(6) Squatting

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Tied**

Does the accommodation go with the job of anyone in the household?

(1) Yes
(2) No

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

LLord**

Who is your landlord?...(HELP<F9>) CODE FIRST THAT APPLIES

(1) the local authority/council/ New Town Development/ Scottish Homes
(2) a housing association or co-operative or charitable trust
(3) employer (organisation) of a household member
(4) another organisation
(5) relative/friend (before you lived here) of a household member
(6) employer (individual) of a household member
(7) another individual private landlord?

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Furn**

Is the accommodation provided: ... (HELP<F9>)

(1) furnished
(2) partly furnished (eg carpets and curtains only)
(3) or unfurnished?

QResLen

ASK ALWAYS:

HLong**

RECORDED for HoH (^LDMInt Name) ONLY

How long have you (has ^LDMInt Name) lived at this address? ... (HELP<F9>)

(1) Less than 12 months
(2) 12 months but less than 2 years
(3) 2 years but less than 3 years
(4) 3 years but less than 5 years
(5) 5 years but less than 10 years
(6) 10 years but less than 20 years
(7) 20 years or more

ASK IF: HLong = less than 12 months

HMnths

How many months have you (has ^LDMIntName) lived here?

1..12

ASK IF: HLong = less than 12 months

OldAdd

Is your (is ^LDMIntName)'s old address more than one mile from here or less than that?

(1) More than one mile
(2) One mile or less

QLocServ

ASK ALWAYS:

SatServ

[*]
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?

SHOW PROMPT CARD A

(1) Very satisfied
(2) Fairly satisfied
(3) Neither satisfied nor dissatisfied
(4) A little dissatisfied
(5) Very dissatisfied
(6) Don't use buses

** Double asterisk denotes a harmonised question.

ASK ALWAYS:

EncRage Would you be encouraged to use local buses more often if improvements were made to the bus services?

(1) Yes
(2) No
(3) Not sure

ASK IF: ((EncRage = Yes) OR (EncRage = NtSure)) OR (EncRage = DONTKNOW)

Improv Which do you think are the main ways in which the services could be improved? Please use this card as a guide and mention up to four.

INTERVIEWER: SHOW PROMPT CARD B.....SEPARATE CODES WITH . OR -

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES SET [4] OF

(1) Better provision for the disabled/elderly
(2) Better provision for people with young children or heavy shopping
(3) Cheaper fares
(4) Boarding point closer to home
(5) Quicker journey time
(6) More destinations or routes
(7) More reliable or punctual services
(8) More frequent services at weekends
(9) More frequent evening services
(10) More frequent day-time services
(11) Better information about services
(12) Other (SPECIFY IN A NOTE)

ASK ALWAYS:

BusProv Which is the main type of bus provided locally. Is it...

RUNNING PROMPT

(1) mainly small buses (mini-buses or midi-buses)
(2) mainly large buses
(3) OR an equal mixture of both small and large buses?
(4) No local bus service

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: IF INFORMANT GIVES A RANGE eg. 25-30 MINS THEN CODE LOWEST GROUP ie. 4

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

ASK ALWAYS:

GetBus How often would I be able to get a bus from that bus stop during the day?

PROMPT AS NECESSARY IF VARIES' TAKE WEEK DAY OFF-PEAK FREQUENCY

(1) Less than once a day
(2) At least once a day
(3) At least once an hour
(4) At least once every half-hour
(5) At least once every quarter-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, ex-BR) or underground station? Again it is the NEAREST one I am interested in, even if it is not the main one or the one you use.

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

ASK IF: ((NearSta IN [min13 .. min44]) OR (NearSta = DONTKNOW)) OR (NearSta = REFUSAL)

BusSta Can I just check....
How long would it take ME to get to the station by bus?
Include walking to and from the bus stop but assume there is no waiting time.

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

DescTa Would you tell me which description is most like your nearest railway (or underground) station? Is it a...

RUNNING PROMPT:

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

QAmenity
ASK ALWAYS:

IntroA I would now like to ask you some questions about how long it would take to WALK from here to each of the following places.

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocWalk How long would it take ME to walk to your doctor's surgery?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

POWalk How long would it take ME to walk to the nearest Post Office?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

ChemWalk How long would it take ME to walk to the nearest chemist to get a prescription?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

GrocWalk How long would it take ME to walk to the nearest shop selling groceries?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

SCenWalk How long would it take ME to walk to the nearest main shopping centre?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

HospWalk How long would it take ME to walk to the nearest hospital providing general treatment?

IF TOO FAR TO WALK, CODE AS '44 MINUTES OR LONGER'

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

ASK ALWAYS:

IntroB I would now like to ask you how long it would take ME to get to each of those places BY BUS?

INCLUDE WALKING TO AND FROM THE BUS STOPS BUT ASSUME THERE IS NO WAITING TIME

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocBus How long would it take ME to go by bus to your doctor's surgery?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

POBus How long would it take ME to go by bus to the nearest Post Office?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

ChemBus How long would it take ME to go by bus to the nearest chemist to get a prescription?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

GrocBus How long would it take ME to go by bus to the nearest shop selling groceries?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

SCenBus How long would it take ME to go by bus to the nearest main shopping centre?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

ASK ALWAYS:

HospBus How long would it take ME to go by bus to the nearest hospital providing general treatment?

(1) No bus service/quicker to walk
(2) 6 minutes or less
(3) 7-13 minutes
(4) 14-26 minutes
(5) 27-43 minutes
(6) 44 minutes or longer

QIfBike

ASK ALWAYS:

IfBike I would now like to ask about bicycles.

Does your household have any bicycles which are used by adults or older children (that is children aged 6 years or older)?

(1) Yes
(2) No

ASK IF: IfBike = Yes

NoBike How many bicycles does your household have?

1..9

QVehNum

ASK ALWAYS:

IchEmp INTERVIEWER: ASK OR RECORD

I would now like to ask about vehicles but first of all, may I just check....is anyone in this household (are you) in paid employment?

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

ASK IF: IchEmp = Yes

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?

(1) Yes
(2) No

ASK ALWAYS:

UseVcl** Do you/does your household at present own or have continuous use of any motor vehicles?
INCLUDE COMPANY CARS - UNLESS NO PRIVATE USE ALLOWED
SHOW PROMPT CARD C (EXAMPLES OF MOTOR VEHICLES)

(1) Yes
(2) No

ASK ALWAYS:

BrokenV And are there any (other) 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

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

Noplveh NUMBER OF VEHICLES ^LVehNum1
INTERVIEWER: EXCLUDE COMPANY POOL CARS

0..10

ASK IF: StatusQ = PickUp

NewVeh When we completed the main interview together on ^QDates.Pl you told me about vehicles that your household had regular use of:
(May I just check), have you acquired the use of any other vehicles since ^QDATES.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION
SEE HELP SCREEN <F9> FOR HOUSEHOLD VEHICLE DEFINITION....(HELP<F9>)

(1) Yes
(2) No

** Double asterisk denotes a harmonised question.

ASK IF:StatusQ = PickUp
AND: NewVeh = Yes

NewNo How many other vehicles have you acquired since ^QDates.Pl?
ENTER ANSWER THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

1..10

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

NumVeh PRECODED. PRESS ENTER TO CONTINUE

0..10

ASK IF: StatusQ = PickUp

WhenAcq When did you acquire the use of your ^LTVehTab1[LTLooper] additional vehicle?

Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: (WhenAcq = During) OR (WhenAcq = DONTKNOW)

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

ASK ALWAYS:

Make Enter description of the make of the vehicle.
E.G. FORD, VAUXHALL, RENAULT

STRING[20]

ASK ALWAYS:

Model ENTER DESCRIPTION OF THE MODEL
E.G FIESTA, CLIO, MICRA

STRING[20]

ASK IF: Model = RESPONSE

ModSpec ENTER ANY MODEL TYPE OR SPECIFICATION HERE
E.G 1.6, XR2i, TURBO

IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

STRING[20]

ASK ALWAYS:

VehUse CODE WHETHER the ^Make ^Model...

(1) is in regular use
(2) may begin to be used in the next month
(3) vehicle acquired since placement
(ONLY APPLICABLE AT PICK-UP INTERVIEW)

ASK ALWAYS:

TypeVcl** Is the ^Make ^Model (HELP<F9>)

CAR INCLUDES MINIBUSES, MOTOR CARAVANS, 'PEOPLE CARRIERS' AND 4-WHEEL DRIVE PASSENGER VEHICLES. LIGHT VAN INCLUDES PICKUPS AND THOSE 4-WHEEL DRIVE VEHICLES, LAND ROVERS AND JEEPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER

(1) a car?
(2) a light van?
(3) a motorcycle?
(4) or some other motor vehicle?

ASK IF: TypeVcl = car

CarType ASK OR RECORD
Is the ^Make ^Model a...

(1) 4-wheel car
(2) 3-wheel vehicle
(3) Invalid car
(4) Other

ASK IF: TypeVcl = MotorB

BikeType ASK OR RECORD
Is the ^Make ^Model a...

(1) motorcycle/scooter with sidecar
(2) motorcycle/scooter
(3) moped

ASK IF: (TypeVcl = OtherV) OR (CarType = OtherC)

OthType ASK OR RECORD
Is the ^Make ^Model a...

(1) landrover, jeep (or similar)
(2) light van
(3) other van or lorry
(4) minibus, motor caravan, dormobile etc
(5) Other (SPECIFY IN A NOTE)

ASK IF: TypeVcl = car

PrivVcl** Is the ^Make ^Model ... (HELP<F9>)

(1) privately owned?
(2) or is it a company car?

ASK IF: TypeVcl = car
AND: PrivVcl = Company

CompCar Can I just check which business mileage band does the car belong to for tax purposes?

(1) 1-2,499 business miles
(2) 2,500-17,999 business miles
(3) 18,000 business miles or more
(4) NONE OF BANDS APPLY (SPECIFY DETAILS IN NOTE)

ASK ALWAYS

HmnDriv Who drives the most mileage in the ^Make ^Model (taken over the year as a whole)?
IF MAIN DRIVER NOT H'HLD MEMBER, ENTER 89

1..89

ASK IF: StatusQ = PickUp

StillGot INTERVIEWER: CODE OR ASK: Does the household still have the ^Make ^Model?

ENTER THE RESPONSE THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

** Double asterisk denotes a harmonised question.

ASK IF: StatusQ = PickUp
AND: StillGot = No

WhenDis RUNNING PROMPT
Was the ^Make ^Model disposed of...

(1) before the start of the travel week,
(2) during the travel week,
(3) or after the end of the travel week?

ASK IF: StatusQ = PickUp
AND: StillGot = No
AND: (WhenDis = During) OR (WhenDis = DONTKNOW)

DateDis Can you tell me the date on which you disposed of the ^Make ^Model?

DATE

Appendix A Individual Questionnaire

QWhoInt

ASK ALWAYS:

WhoInt Enter the number of the person you want to interview (or record as not available) from the list below
^LTWhoInt1

0..10

ASK ALWAYS:

IndQn Code whether face to face interview, proxy interview, or person not available.

(1) Face to face
(2) Proxy
(3) Not available

QTDISAB

ASK IF: AGE > 15

Diffoot [*]
First of all I want to ask some questions about any health problem or physical disability that affects travelling.

Do you have any physical disability or other long standing health problem that makes it difficult for you to go out on foot?

(1) Yes
(2) No

ASK IF: Age > 15

Difbus [*]
Do you have a physical disability or long standing health problem that makes it difficult for you to use buses or coaches?

(1) Yes
(2) No

ASK IF: Diffoot = Yes

Footout [*]
Do you go out on foot at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: Footout = No

GoOut [*]
Is it impossible for you to go out on foot or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Diffoot = Yes
AND: Footout = No
AND: GoOut = Imposs

WhChair Do you use a wheelchair at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

ManageW Do/could you manage this on your own or do/would you need someone to help you?

(1) Manage on own
(2) Need someone to help

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

WlkAid95 Do you use any aids to walking or movement when you go out on foot such as.....
CODE FIRST THAT APPLIES

(1) a powered pavement vehicle
(2) a wheelchair
(3) a walking frame
(4) crutches
(5) callipers
(6) a walking stick
(7) or any other kind of walking aid?
(SPECIFY IN A NOTE)
(8) NO WALKING AIDS USED

ASK IF: Difbus = Yes

BusOut Do you use buses or coaches nowadays?

TREAT COACHES AS BUSES

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusHelp When you travel by bus do you usually need someone to help you or can you manage on your own?

(1) Needs help
(2) Can manage

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusDF15 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTIES USING BUSES?
IF 'YES': IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE <CTRL-M>

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No

BusPrb95 CODE FIRST THAT APPLIES
Is it because of a disability or health problems or because he bus service is poor or for some other reasons?

(1) Disability or health problem
(2) Poor bus service
(3) Other INTERVIEWER SPECIFY IN NOTE

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Busdf25 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTY ABOUT USING BUSES?
IF 'YES' IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE

(1) Yes (SPECIFY)
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

BusImp Is it impossible for you to use the bus or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health
AND: BusImp = Diffic

ManageB If you were to use the bus would you need someone to help you or could you manage on your own?

(1) Needs help
(2) Could manage

ASK IF: IndQn = Face OR Proxy

IntroC 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.

PRESS 1 TO CONTINUE

1..1

ASK IF: IndQn = Face OR Proxy

OrdBus How frequently do you use an ordinary bus?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Coach How frequently do you use an express bus or coach within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Train How frequently do you use a privatised (formerly BR) train?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

TaxiCab How frequently do you use a taxi/ minicab?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Plane How frequently do you use an air flight within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

Bicycle How frequently do you use a bicycle?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO

(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 IF: IndQn = Face OR Proxy

GenCycle The next few questions are about cycling. Excluding exercise bikes, do you . . .

(1) own a bicycle yourself,
(2) have use of a bicycle owned by someone else in the household,
(3) have use of a bicycle owned by someone outside the household,
(4) have no use of a bicycle?

ASK IF: IndQn = Face OR Proxy

Cycle12 May I just check, have you ridden a bicycle during the last 12 months [year]?

(1) Yes
(2) No
(3) Don't know/can't remember

ASK IF: IndQn = Face OR Proxy and Cycle12 = Yes

CycRoute Which one of the following statements best describes the type of route you usually took when you cycled in the last 12 months. Did you usually cycle . . .

(1) mainly on the road,
(2) mainly on the pavements, cycle paths or cycle lanes that were not part of the road,
(3) mainly off the road in parks, open country, or private land
(4) on a variety of different surfaces?

ASK IF: IndQn = Face OR Proxy

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

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND (Dlfull = No)

DLFnew Have you acquired a full driving licence since I last interviewed you on ^QDATES.Pl

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF (Dlfull = Yes) OR (DLFnew = Yes)

Dltyp95 Is it for a car only, a motorcycle only or for both, or is it for a car with appropriate adaptations or an invalid car?
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
THE SECOND SET OF CODES APPLIES TO LICENCES ISSUED AFTER JUNE 1990

(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 appropriate adaptations (A restricted,B)
(6) Invalid vehicle (J) / (B1)
(7) Moped (E) / (P)

ASK IF: Dltyp95 = CarMot

CarMot95 May I just check, have you actually passed a test to drive a motorcycle of over 125CC?

(1) Yes
(2) No

ASK IF: Diffoot = Yes OR (Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))

Drive95 Do you drive

RUNNING PROMPT. CODE ONE ONLY.....CODE AUTOMATIC CAR AS AN ORDINARY CAR
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) an ordinary car (without special adaptions for people with disabilities)
(2) an ordinary car with special adaptations for people with disabilities
(3) an invalid car
(4) or some other kind of vehicle (SPECIFY)?
(5) No longer drive

ASK IF: Diffoot = Yes OR.(Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = OthVeh

XOthVeh INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE
STRING[40]

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: (((Drive95 = OrdCar) OR (Drive95 = OrdAdp)) OR (Drive95 = InvCar)) OR (Drive95 = OthVeh)

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

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

1..89

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = NoDrv

Nodriv95 Is that because of a disability or health problem or for some other reason?

(1) Disability or health problem
(2) Other (SPECIFY)

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Nodriv95 = Other

XNodriv INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

STRING[40]

ASK IF: Dlfull = No OR (Dltyp95 = Mcycle) OR (Dltyp95 = Moped) AND Difbus = Yes OR Diffoot = Yes

EvDlic95 Have you ever held a full driving licence valid in Great Britain to drive a car?

(1) Yes
(2) No

ASK IF:Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes

Nolic95 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)

ASK IF: Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes
AND: Nolic95 = Other

XNoLic95 INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

STRING[50]

ASK IF: Drive95 = NoDrv OR EvDlic95 = Yes

LastDr95 How old were you when you last drove?

12..99

ASK IF: Dlfull = Yes OR DLFnew = Yes

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

12..99

ASK IF: Dlfull = No AND EvDlic95 <> Yes

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND Dlfull = No AND DLFnew = No AND Dlprov = No AND (EvDlic95 <> Yes)

DLNPro Have you acquired a provisional driving licence since I last interviewed you on ^QDates.PlDay, ^QDates.Pl?

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF: (Dlprov = Yes) OR (DLNPro = Yes)

Protyp95 Is it for a car only, a car and motorcycle, a car with appropriate adaptations, an invalid car or something else?

CODE FIRST THAT APPLIES

(1) Car only
(2) Car and motorcycle
(3) Car with special adaptations
(4) Invalid car
(5) Something else
INTERVIEWER SPECIFY IN NOTE

ASK IF: Age > 15

Wrking** Did you do any paid work in the 7 days ending Sunday the ^DMDLSUN, either as an employee or as self-employed? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (Women aged < 63) OR Men aged < 65)

SchemeET** Were you on a government scheme for employment training?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)

JbAway** Did you have a job or business that you were away from? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)

OwnBus** Did you do any unpaid work in that week for any business that you own? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)
AND: OwnBus = No

RelBus** ...or that a relative owns(HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: RelBus = No
AND: JbAway = No

Looked** Thinking of the 4 weeks ending Sunday the ^DMDLSUN, were you looking for any kind of paid work or government training scheme at any time in those 4 weeks? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: ((Looked = Yes) OR (Looked = Wait)) OR (JbAway = Waiting)

StartJ**

If a job or a place on a government scheme had been available in the week ending Sunday the ^DMDLSUN, would you have been able to start within 2 weeks?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (Looked = No) OR (StartJ = No)

YInAct**

What was the main reason you did not seek any work in the last 4 weeks/ would not be able to start in the next 2 weeks? (HELP<F9>)

(1) Student
(2) Looking after the family/home
(3) Temporarily sick or injured
(4) Long-term sick or disabled
(5) Retired from paid work
(6) None of these

ASK IF: Age > 15

Educ

Are you at present attending a school or college?

(1) Yes
(2) No

ASK IF: Educ = Yes

EducFT

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

(1) Yes
(2) No

ASK IF: NOT Economically inactive

Everwk**

Have you ever had a paid job, apart from casual or holiday work?

(1) Yes
(2) No

ASK IF: Everwk = Yes

DtJbL**

When did you leave your last PAID job?

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

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

(HELP<F9>)

DATE

QMainJb

ASK IF: In employment OR Everwk = Yes

IndD**

CURRENT OR LAST JOB

What did the firm/organisation you worked for mainly make or do (at the place where you worked)?HELP<F9>

DESCRIBE FULLY - PROBE MANUFACTURING or PROCESSING or DISTRIBUTING ETC. AND MAIN GOODS PRODUCED, MATERIALS USED, WHOLESALE or RETAIL ETC.

STRING[80]

ASK IF: In employment OR Everwk = Yes

OccT**

JOBTITLE CURRENT OR LAST JOB

What was your (main) job (^LMainJb3 ^DMDLSUN)? HELP<F9>

STRING[30]

ASK IF: In employment OR Everwk = Yes

OccD**

CURRENT OR LAST JOB

What did you mainly do in your job?

CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB

STRING[80]

ASK IF: In employment OR Everwk = Yes

Stat**

Were you working as an employee or were you self-employed HELP<F9>?

(1) Employee
(2) Self-employed

** Double asterisk denotes a harmonised question.

ASK IF: Stat = Emp

Manage** Did you have any managerial duties, or were you supervising any other employees?
ASK OR RECORD HELP<F9>

(1) Manager
(2) Foreman/supervisor
(3) Not manager/supervisor

ASK IF: Stat = Emp

EmpNo** How many employees were there at the place where you worked?
HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: Stat = SelfEmp

Solo** Were you working on your own or did you have employees?

(1) On own/with partner(s) but no employees
(2) With employees

ASK IF: Stat = SelfEmp
AND: Solo = WithEmp

SENo** How many people did you employ at the place where you worked?
HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: In employment OR Everwk = Yes

FtPtWk In your (main) job were you working..... HELP<F9>

(1) full time?
(2) part-time?

ASK IF: Age > 15

Incme This card shows a number of possible sources of income. Can you tell me which different kinds of income you personally receive?

INTERVIEWER: SHOW PROMPT CARD D

SEE 'HELP'(F9) FOR SOURCES OF INCOME SHOWN ON CARD D
CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES
CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME
....HELP<F9>

(1) Income received
(2) No source of income

ASK IF:Incme <> Noinc

Incgrp INTERVIEWER: SHOW PROMPT CARD E

Could you please look at this card and tell me which group 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.

1..21

ASK IF: (RelHoh = HOH) ot (RelHoh = partner)
AND: (Numadult >1) AND (Incgrp <>REFUSAL)

HincGrp SHOW PROMPT CARD E
INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION (INCGRP)

And now think of the income of the household as a whole.
Which group on this card represents the gross income of the WHOLE household?

1..21

** Double asterisk denotes a harmonised question.

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkPlace When you go to work do you.... HELP<F9>

(1) go to the same place every time?
(2) OR go to the same place on at least 2 days running each week?
(3) OR go to different places?
(4) OR work at home or in the same building as your home?

ASK IF: [Wrking = Yes) OR (SchemeET = Yes)
AND: WkPlace IN (SameEv, SameUse)

WkCode Where do you go to work?

INTERVIEWER: TYPE IN THE FIRST FEW LETTER OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE, INCLUDING COUNTY OR NEAREST LARGE TOWN, IN NOTE.

1..98

ASK IF: Work place is not predefined major urban area

WKTown Is it within (towncentre)

(1) Within
(2) Not within

ASK IF: Work place is Central London

WKLon Is it within the area bounded by the main railway stations including Kings Cross, Paddington, Vauxhall and Fenchurch Street?
SHOW CHECK CARD E FOR MAP OF THIS AREA

(1) Within
(2) Not within

ASK IF: Work place is not pre-defined major urban area

WorkUrb INTERVIEWER:RECORD OR ASK Is this an urban area

(1) Yes
(2) No

ASK IF: WorkUrb = Yes

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

(1) Within
(2) Not within

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkType Is your usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: StatusQ = PickUp
AND: WkType = RESPONSE

JobChg When we completed the main interview on ^QDates.Pl, you told me that your usual place of work was ^LWkMove1.
(May I just check), has your type of work place changed since ^QDates.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: WkType = DONTKNOW

JobChg2 (May I just check), has your type of work place changed since we completed the main interview on ^QDATES.Pl?
ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

WhenJob When did you change your work place? Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)
AND: (WhenJob = During) OR (WhenJob = DONTKNOW)

DateChg Can you tell me the date on which you changed your work place?

DATE

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

NewType Is your new usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>
PRESS <ENTER> & <END> TO GO TO NEXT PICK-UP QUESTION

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: WkPlace IN [SameEv, SameUse, Differ]

WkTrav How do you usually travel to work?
PROBE FOR MAIN METHOD

(1) Car/van (include minibus/ works van)
(2) Motorbike/Moped/Scooter
(3) Bicycle
(4) Bus (include coach, private bus)
(5) Train (formerly part of B.R.)
(6) L.T Underground
(7) Light Rail
(8) Walk
(9) Other

ASK IF: WkTrav = Other

XWkTrav INTERVIEWER: Please record how informant usually travels to work. Remember to recode WkTrav 1 to 7 where possible: HELP<F9>

STRING[40]

ASK IF: WkTrav = Car

WkDrive RUNNING PROMPT: When travelling to work are you..

(1) usually the driver
(2) usually the passenger
(3) or sometimes driver and sometimes passenger?

ASK IF: WkTrav IN [Car, Mbike]

WkVEH Is the vehicle you travel to work in, one that your household owns or has regular use of?
IF MORE THAN ONE, PROBE FOR MAIN VEHICLE

(1) Yes
(2) No

ASK IF: WkTrav IN [Bike]

WkBike Where do you usually park the bicycle when you use it to travel to work?

(1) Enclosed parking facilities provided by employer
(2) Inside workplace building - no special facilities
(3) Outside parking facilities provided by employer
(4) In the open on work premises - no special facilities
(5) Public parking facilities not on work premises
(6) In a public place - no special facilities
(7) Other/not sure (SPECIFY IN A NOTE)

ASK IF: (WkPlace = SameEv) OR (WkPlace = SameUse)) OR (WkPlace = Differ)

WkHome Can I just check, in the week ending Sunday the ^DMDLSUN did you work at home on any of the weekdays (i.e. Monday - Friday) INSTEAD of travelling to your usual place of work? HELP<F9>

(1) Yes
(2) No

ASK IF: WkHome = Yes

HomeDay On which weekdays did you work at home?
CODE ALL THAT APPLY

SET [5] OF

(1) Monday
(2) Tuesday
(3) Wednesday
(4) Thursday
(5) Friday

ASK IF: (WkPlace = Home) OR (WkHome = Yes)

EquipH And do you use any of the following equipment when you work at home?
CODE ALL THAT APPLY

SEPARATE CODES WITH . OR -

SET [3] OF

(1) a laptop computer?
(2) a stand alone computer?
(3) a fax machine?
(4) NONE OF EQUIPMENT USED

ASK IF: (WkPlace = Home) OR (WkHome = Yes) AND: (Comput IN EquipH) OR (Laptop IN EquipH)

Modem Do you have a modem link to your office/place of work?

(1) Yes
(2) No

Notick

ASK IF: (IndQn = Face) OR (IndQn = Proxy)

StckT Do you have a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind?
EXCLUDE ONE DAY TRAVEL CARDS. ASK TO SEE TICKET.

(1) Yes
(2) No

ASK IF: StatusQ = PickUp

StckPic Have you acquired a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind since I interviewed you on ^QDates.Pl?
^LTNoTick1

(1) Yes
(2) No

ASK IF: (StckT = Yes) AND (StckPic = Yes)

IfRep Is the season ticket acquired since ^QDates.Pl a replacement for the old ticket or is it a different ticketpass?

(1) Replacement for old ticket
(2) Different ticket

ASK IF: (StckT = Yes) OR (StckPic = Yes)

NoTckt ^LTNoTick1
How many season tickets/area travel cards valid for a week or longer or travel tokens or special passes of any kind do you have?

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TckT TO RECORD DETAILS OF TICKET NUMBER ^LTTicket1
PRESS <ENTER> AND CONTINUE

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

SpecTk TICKET NUMBER: ^LTTicket1
TYPE OF SPECIAL TICKET
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) NON-CONCESSIONARY Season ticket
(2) NON-CONCESSIONARY Area travel card
(3) NON-CONCESSIONARY Combined season/area travel card
(4) NON-CONCESSIONARY Railcard
(5) Other NON-CONCESSIONARY ticket (SPECIFY IN NOTE)
(6) CONCESSIONARY OAP Pass
(7) CONCESSIONARY Scholar's pass
(8) CONCESSIONARY Disabled person's pass
(9) CONCESSIONARY Subsidised travel tokens
(10) Other CONCESSIONARY ticket (SPECIFY IN NOTE)
(11) NON-CONCESSIONARY Employee's special pass

ASK IF: SpecTk = OthCon

XSpecTk INTERVIEWER: Please describe what kind of other concessionary ticket the informant has.

STRING[30]

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TkMode TICKET NUMBER: ^LTTicket1
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
What forms of transport does the ticket cover?

(1) Train (formerly part of BR)
(2) LT underground/Tyne and Wear Metro/ Glasgow underground
(3) Bus
(4) Other single method
(5) Combined (ex-BR) train & underground
(7) Combined (ex-BR) train & bus (NOT IN LONDON)
(8) Combined underground/bus
(9) Combined (ex-BR) train & underground & bus
(10) Other combination of methods

ASK IF: TkMode = 5-10

MoMls TICKET NUMBER: ^LTTicket1
When you use your combined ticket, on which method of transport do you travel the most mileage?

(1) Train (formerly part of British Rail)
(2) Underground
(3) Bus
(4) DK/Other

ASK IF: SpecTk <> Subsidy

TKTime TICKET NUMBER: ^LTTicket1
How long does the ticket 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
(8) Other

ASK IF: TKTime = Other

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

STRING[30]

ASK IF: SpecTk <> Subsidy

TkCst TICKET NUMBER: ^LTTicket1
What was the actual (net) cost to you of the ticket?
ENTER AMOUNT IN £ AND PENCE
IF NIL ENTER 0

0.00..9999.97

ASK IF: SpecTk <> Subsidy

NumJrn TICKET NUMBER: ^LTTicket1
How many (main method) journeys per week would you expect to use the ticket for?
Please count each single trip as one journey & each return trip as two

IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0

0..99

ASK IF: NumJrn = 0

YrNum TICKET NUMBER: ^LTTicket1
SHOW PROMPT CARD F
Could you look at this card and tell me on about how many (main method) journeys you use the ticket?
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

ASK IF: SpecTk <> Subsidy

TkTPay TICKET NUMBER: ^LT Ticket1
When you use the ticket do you usually have to pay anything at the time of travel, or do you travel free?

(1) Pay something
(2) Travel free

ASK IF: (StatusQ = Place) AND (QDates.Rec <= QDates.PL)

AnyLDJ1 Now I'd like to ask you about long distance journeys you may have made. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away].
Have you made any journeys within Great Britain of 50 miles or more since/between QDates.RecDay, ^QDates.Rec ?

(1) Yes
(2) No

ASK IF: AnyLDJ1 = No

Longest What was the longest journey you made since ^QDates.RecDay, ^QDates.Rec?
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'.

0..49

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.

AnyLDJ2 (Now I'd like to ask you about long distance journeys you may have made between ... and ^QDates.Rec2day, ^QDates.Rec2. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away]).
Have you made any journeys within Great Britain of 50 miles
or more between ^LWhoLDJ1 and ^QDates.Rec2Day, ^QDates.Rec2?

(1) Yes
(2) No

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.
AND: (AnyLDJX = No) AND (AnyLDJ2 = No)

Long2 Have you made a longer journey than the one of ^Longestx miles that you mentioned at the first interview?
IF THE JOURNEY WAS 50 MILES OR MORE, ENTER 'YES' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: (AnyLDJ1 = Yes)) OR (AnyLDJ2 = Yes)

LDJInt INTERVIEWER: DO YOU WANT TO ENTER THE JOURNEYS MADE BY ^LDMIntname NOW OR LATER?

(1) Now
(2) Later

ASK IF: LDJInt = Now

LDJDate Thinking of the first/next journey you made of 50 miles or more ...
Can you tell me on what date you made your first/next long distance journey?

DATE

ASK IF: Ask aways

RepJ IF REPEAT ENTER JOURNEY NUMBER
OTHERWISE ENTER 0

0..39

ASK IF: NOT (RepJ IN [1 .. 39])

DupP IF DUPLICATE ENTER PERSON NUMBER
OTHERWISE ENTER 0

0..10

ASK IF: DupP IN [1 .. 10]

DupJ ENTER NUMBER OF ^QNames.QBNames[QTWhoInt [LDMPAIR]. QWhoInt[Dupp]. WhoInt]. Name 's JOURNEY

1..39

ASK ALWAYS:

Orig From where did your journey begin?
INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE IN A NOTE.

1..98

OrigUA Unitary Authority code of origin

000..980

ASK ALWAYS:

PurpTo What was the purpose of your journey?
INTERVIEWER: ENTER PURPOSE TO.

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose to: home
(2) Purpose to: work
(3) Purpose to: in course of work
(4) Purpose to: education
(5) Purpose to: food/grocery shopping
(6) Purpose to: 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
(12) Other social
(13) Entertainment or public activity
(14) Sport (participate)
(15) Holiday base
(16) (Day) Trip/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 or personal business
(23) Other escort

ASK ALWAYS:

PurpFro INTERVIEWER: ESTABLISH AND CODE JOURNEY PURPOSE ' FROM' (i.e. purpose of previous journey)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose from: home
(2) Purpose from: work
(3) Purpose from: in course of work
(4) Purpose from: education
(5) Purpose from: food/grocery shopping
(6) Purpose from: 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
(12) Other social
(13) Entertainment or public activity
(14) Sport (participate)
(15) Holiday base
(16) (Day) Trip/just walk
(17) Other non-escort/P
(18) Escort - home (not own)
(19) Escort - work
(20) Escort - in course of work
(21) Escort - education
(22) Escort - shopping or personal business
(23) Other escort

ASK ALWAYS:

Dest Where did your journey end?
INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE IN A NOTE.

1..98

DestUA Unitary Authority code of destination

000..980

ASK ALWAYS:

Dist IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE
How far did you travel (in total on this journey)?

50..997

ASK ALWAYS:

Meth95 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)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(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 (formerly part of B.R)
(14) Aircraft (public)
(15) Taxi
(16) Minicab
(17) Other public
(18) Private (unspecified)
(19) Public (unspecified)

ASK IF: Meth95 IN [Car, MCycle, VanLorry, OthPriv]

DriPas Were you the driver of this vehicle or the passenger?

(1) Driver
(2) Passenger

ASK ALWAYS:

More Did you make any other long distance journeys since ...

(1) Yes
(2) No

ASK IF: Age > 15
AND: StatusQ = PickUp

RcNowlat INTERVIEWER: DO YOU WANT TO ASK THE RECALL QUESTION NOW OR LATER?
ENTER RESPONSE AND PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Now
(2) Later

RcNowlat = Now

ReCall2 That's the end of (your part/the main part) of the interview. May I just check...

We may want to contact you again in future, would this be all right?

(1) Yes
(2) No

ASK IF: (ReCall2 = Yes)

GiveTel Please may I have a telephone number, so we can contact you?

(1) Yes
(2) No
(3) No phone

ASK IF: GiveTel = Yes

TelNo INTERVIEWER
RECORD TELEPHONE NUMBER

STRING[15]

Appendix A Vehicle Section

VehInt

ASK FOR EACH VEHICLE:

Intro This is the start of the vehicle questionnaire for the ...
INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?
^PickTxt

(1) Now
(2) Later

ASK IF: Intro = Now

FuelTyp What fuel does the ...'s engine use?

(1) Petrol (INLCUDES LEAD FREE AND TWO STROKE)
(2) Diesel
(3) Electric vehicle
(4) Other (SPECIFY IN A NOTE)

ASK IF: FuelTyp = Petrol

Leaded ASK OR RECORD
Is the petrol

(1) always unleaded (with no additives)
(3) always leaded (classic cars only),
(4) always lead replacement (LRP or 4 star),
(5) sometimes unleaded, sometimes lead replacement (LRP),
(6) always unleaded with AWA (Anti-Wear Additive)
(7) other (SPECIFY IN A NOTE)

Vehmake

ASK IF: FuelTyp <> Electric

LogBook I need to obtain details about the ... which are given in the registration document (or log book).

(1) Seen by interviewer
(2) Consulted by informant
(3) Not seen /consulted

ASK IF: FuelTyp <> Electric

Denote May I just check, does the letter in the registration number denote the year?

(1) Yes
(2) No

ASK IF: Denote = Yes

Letter Which letter denotes the year?

INTERVIEWER: ENTER THE LETTER

STRING[1]

ASK IF: Letter = A,B,C,D,E,F,G,H,J,K,L,M,N,P,R,S,T

Numba Does the letter come before the number or after the number?

ASK OR RECORD AND CHECK

(1) Letter before number
(2) Letter after number

ASK IF: FuelTyp <> Electric

RegYear ASK OR RECORD AND CHECK. Could you tell me the exact year and month in which the vehicle was first registered?

INTERVIEWER: SEE INTERVIEWER CHECK CARD D. ENTER YEAR HERE

0..99

ASK IF: FuelTyp <> Electric

RegMon MONTH OF FIRST REGISTRATION

1..12

ASK IF: FuelTyp <> Electric
AND: (Letter = DONTKNOW) OR (Denote = DONTKNOW)

RegNo INTERVIEWER: ENTER REGISTRATION NUMBER (confidential to ONS)
THEN RECODE DENOTE, LETTER & NUMBA, WHERE POSSIBLE.

STRING[10]

ASK IF: FuelTyp <> Electric

TaxCl ASK OR RECORD AND CHECK
To which of the following taxation classes does the ... belong?

(1) Private and Light Goods(1.5 tons or less)
(3) Taxi (HACKNEY)
(4) 3 wheel car (TRICYCLE)
(5) Disabled (DISABLED)
(6) Motorcycle, scooter, moped (BICYCLE)
(7) Heavy goods (more than 1.5 tons)
(8) Other (SPECIFY IN A NOTE)

EngFTS

ASK IF: TaxCl IN [Private .. MotoBike, Other]) OR (TaxCl <> RESPONSE)

EnSize ASK OR RECORD AND CHECK
What is the size of the ...'s engine in cc's?
(1 litre = 1000 cc)
PROBE IF ANSWER IS GIVEN TO NEAREST 100cc HELP<F9>:

0..9997

ASK IF: EnSize = DONTKNOW

Bensize SHOW PROMPT CARD G
Could you tell me in which of these bands on this card 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 1500cc (1.3 to 1.5 litres)
(8) 1501 to 1800cc (1.5 to 1.8 litres)
(9) 1801 to 2000cc (1.8 to 2.0 litres)
(10) 2001 to 2500cc (2.0 to 2.5 litres)
(11) 2501 to 3000cc (2.5 to 3.0 litres)
(12) 3001cc and over (3 litres and over)

ASK IF: (Numba = Before) OR (Regyear < 84) OR Denote = No, DON'T KNOW, REFUSAL) OR Vmake = '99'

IntQust Can you tell me the exact size of the vehicle's fuel tank in litres or gallons?

(1) Amount given in litres
(2) Amount given in gallons

ASK IF: IntQust = Litres

TankLtr ENTER THE AMOUNT IN LITRES

0..997

ASK IF: IntQust = Gallons

TankGal1 ENTER THE AMOUNT IN GALLONS.
GIVE ANSWER TO ONE DECIMAL PLACE

0.0..99.0

Park

ASK IF: Intro = Now

WherePk RUNNING PROMPT
Can you tell me where the ... is usually parked overnight?
Is it usually parked overnight...

(1) in the garage (at this address),
(2) not garaged but still on the property of this address,
(3) on the street/public highway,
(4) or elsewhere (at or near your home)? (SPECIFY IN A NOTE)
(5) DOES NOT USUALLY PARK AT/NEAR HOME

ASK IF: WherePk IN [Street, Other]

HowFar RUNNING PROMPT
Approximately how far from the boundary of your property is the vehicle usually parked overnight?
INTERVIEWER: BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
e.g. GATE OR DOOR IF NO GARDEN
FOR THE PURPOSE OF THIS QUESTION 1 METRE IS THE SAME AS 1 YARD
NOTE THE LENGTH OF A FORD ESCORT IS APPROXIMATELY 5 YARDS

(1) right outside,
(2) not right outside but less than 10 yards/metres away,
(3) 10 yards but less than 100 yards/ metres away,
(4) 100 yards/metres away or more?

ASK IF: HowFar = Less100

HowFar2 How many yards/metres away from the boundary of your property is the vehicle usually parked?

BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
E.G. GATE OR DOOR IF NO GARDEN
A FORD ESCORT IS ABOUT 5 YARDS LONG

10..99

ASK IF: HowFar = More100

HowFrMin How long does it take you to walk from the boundary of your property to the place where the vehicle is usually parked?

GIVE THE ANSWER TO THE NEAREST MINUTE

1..60

ASK IF: WherePk IN [Street, Other]

IfPay Do you have to make any payment for parking the vehicle in this place?

(1) Yes
(2) No

ASK IF: IfPay = Yes

TypePay What is the payment for?

(1) Residents parking permit
(2) Other non-residents parking permit
(3) A hired garage
(4) Something else (SPECIFY)

ASK IF: TypePay = Other

XTyppay INTERVIEWER: Describe the type of payment made for parking the vehicle

STRING[40]

ASK IF: IfPay = Yes

Annfee How much is the annual parking fee that you pay?
INTERVIEWER: ENTER THE ANNUAL FEE TO THE NEAREST £. IF PAID MONTHLY, WORK OUT WHAT THIS WOULD BE ANNUALLY.

0..997

QComCar

ASK IF: FuelTyp <> Electric

WhoReg (May I just check) In whose name is the ... registered?
INTERVIEWER: UNREGISTERED & YET-TO-BE REGISTERED VEHICLES SHOULD BE CODED TO THE APPROPRIATE OWNER.

(1) Household member
(2) Someone outside household
(3) Employer/firm for whom household member works
(4) Own business
(5) Other firm or organization

ASK IF: (WhoReg = OutHH) OR (WhoReg = DONTKNOW)

WhoOwn 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

ASK IF: (WhoOwn = OutHH) OR (WhoOwn = DONTKNOW)

WhyUse 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 in a note

ASK IF: (WhoReg IN [OthFirm]) OR (WhoOwn IN [OthFirm])

VehHire Is the vehicle on hire or lease, or not?
IF 'NO' SPECIFY WHY NOT IN A NOTE

(1) Yes
(2) No

ASK IF: VehHire = Yes

WhoHire Who has hired or leased the vehicle?

(1) Household member
(2) Employer/firm for whom household member works
(3) Own business

ASK IF: (WhoHire = Hhmem) OR (WhoHire = DONTKNOW))

CostHir Are any of the costs of hiring or leasing paid for by the employer of a member of your household?

(1) Yes
(2) No

ASK IF: (WhoReg IN [HHmem]) OR (WhoOwn IN [HHmem])

VehCost Were any of the purchase costs of the vehicle paid for by a firm or organization?

(1) Yes
(2) No

ASK IF: VehCost = Yes

ComTax95 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

ASK IF: Privately owned vehicle AND (((WhoOwn = OwnBus) OR (WhoReg = OwnBus)) OR (WhoHire = OwnBus))) OR (((VehCost <> Yes) OR (ComTax95 = No)) AND (Stat = SelfEmp) AND (HmnDriv = RESPONSE)

CapAll (May I check) Can you claim capital allowances for your vehicle and/or tax refunds for costs of business mileage?

(1) Yes
(2) No

ASK IF: (ComTax95 = Yes) OR (CapAll = Yes)) OR (WhoOwn = Firm)) OR (WhoReg = Firm)) OR (WhoHire = Employ))

Assign Does employer/firm/organisation think of this vehicle as specifically 'assigned' to anyone in the household?

(1) Yes
(2) No

ASK IF: Assign = Yes

WhoAss To whom has (your firm/the employer,firm,organisation) assigned it?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (Assign = No) OR (Assign = DONTKNOW)) OR (WhoAss = 89)) OR (WhoAss = DONTKNOW)

WhoBus (May I check) Who does the most business mileage in the vehicle?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (DMPRIVCO = Private) AND (Cartype = Wheel4 OR LightVan) AND (IchEmp = Yes)) AND (((WhoReg = HHmem) OR (WhoOwn = HHmem)) OR (WhoHire = Hhmem))) AND (ComTax95 <> Yes))) OR ((((WhoReg = OwnBus) OR (WhoOwn = OwnBus)) OR (WhoHire = OwnBus)) AND (CapAll = No))

CourWk95 (May I check) do you/does ... use the vehicle in the course of your work?

(1) Yes
(2) No

ASK IF: (DMPRIVCO = Company) OR (WhoOwn = Firm) OR (WhoReg = Firm)) OR (WhoHire = Employer)) OR (ComTax95 = Yes) OR (CostHir = Yes)) AND ((Cartype = Wheel4) OR LightVan)

PrivMi95 (May I check) for your private mileage, including commuting mileage, do you receive any free fuel?

(1) Yes
(2) No

ASK IF: PrivMi95 = Yes

FTax95 (May I check) do you pay the tax on free fuel?

(1) Yes
(2) No

ASK IF: (DMPRIVCO= Private) AND (WhoOwn = HHmem) OR (WhoReg = HHmem) OR (WhoHire = Hhmem) AND (CourWk95 = Yes)) AND (DMVEHTYPE= Wheel4 OR LightVan) AND (IchEmp = Yes)

Allow95 For the mileage 'you' do in course of work do 'you' receive

(1) a mileage allowance only
(2) a mileage allowance and some other allowance
(3) or do you receive nothing and have to pay yourself?
(4) Other.

ASK IF: (Allow95 = OthAll) OR (Allow95 = Other)

XAllow95 INTERVIEWER: PLEASE DESCRIBE IN DETAIL EXACTLY WHAT KIND OF ASSISTANCE THE INFORMANT RECEIVES FOR MILEAGE DONE 'IN COURSE OF WORK'.

STRING[60]

ASK IF: (WhyUse = Borrowed) OR (VehHire = Yes)

BorHire Is your vehicle borrowed or hired for less than one year or for one year or more?

(1) Less than 1 year
(2) 1 year or more

QMileag

ASK IF: (FuelTyp <> Electric) AND (BorHire <> LessYear)

AnMiles I would like to get a figure for the approximate annual mileage of the .... Can you please estimate for me the total miles the vehicle is driven in a year?

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

0..99999

ASK IF: AnMiles = DONTKNOW

BAnMiles SHOW PROMPT CARD H
Could you tell me in which of these bands on this card is the approximate total MILES this vehicle is driven in a year?

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

ASK IF: (AnMiles > 0)

KmOrMile INTERVIEWER ASK OR CODE: WAS THE ANSWER TO ANMILES' IN MILES OR KILOMETRES?

(1) Miles
(2) Kilometres

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE= Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))

UsualWk 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

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

CoursWk 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

0..99999

ASK IF: (CoursWk > 0)

GoodsWk And can you estimate how many of these ^CoursWk miles are driven by anyone in the household whilst carrying goods in the course of work
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE = Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))
AND: (((AnMiles = RESPONSE) AND (UsualWk = RESPONSE)) AND (CoursWk = RESPONSE)) AND (AnMiles >= (UsualWk + CoursWk))

Othmile So that means that the vehicle is driven about ^OtherM miles a year for all other journey's.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))
AND: (IchEmp = Yes) AND (KmOrMile = Km)

UsualKm 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

0..99999

ASK IF (KmOrMile = Km)

CoursKm 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

0..99999

ASK IF: (CoursKm > 0)

GoodsKM ^DMVEH[LTLooper]

And can you estimate how many of these ^Courskm kilometres are driven by anyone in the household whilst carrying goods
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND (KmOrMile = Km)
AND: (((AnMiles = RESPONSE) AND (UsualKm = RESPONSE)) AND (CoursKm = RESPONSE)) AND (AnMiles >= (UsualKm + CoursKm))

Othkm So that means that the vehicle is driven about ^otherkm kilometres a year for all other journeys.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))

SecCyc May I check about the milometer in the vehicle.
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 IF: BorHire <> LessYear

MiloRep Has the milometer been replaced since the vehicle was new?

(1) Yes
(2) No

QTVPickU

ASK IF: (QSignIn.StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND (WhenDis <> Bfore) OR (StillGot = Yes))

FuelNow 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 THE INFORMANT SOME EXTRA QUESTIONS

(1) Now
(2) Later

ASK IF: FuelNow = Now

AnyFuel 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

ASK IF: AnyFuel = Fuelin

IntQust1 TOTAL WITH INFORMANT. FIRST CODE IF AMOUNT IN LITRES OR GALLONS

(1) Litres
(2) Gallons

ASK IF: IntQust1 = Litres

FuelLtr Quantity of fuel put in in litres (to nearest whole litre)

0..999

ASK IF: IntQust1 = Gallons

FuelGal Quantity of fuel put in gallons (to one decimal point)

0.0..99.9

ASK IF: AnyFuel = Fuelin

FuelPds Enter amount household paid in pounds and pence for this fuel and check sum with informant

0.00..999.99

ASK IF: FuelNow = Now

FGauge CHECK 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

ASK IF: FGauge IN [Gauge .. Estim]

FFGRead ENTER 'FIRST' FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FuelNow = Now

LGauge CHECK 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

ASK IF: LGauge IN [Gauge .. Estim]

LFGRead ENTER LAST FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FFGRead = 9

StikFul (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

ASK IF: FFGRead = 1

Stikem1 (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

ASK IF: LFGRead = 9

StikFu2 (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

ASK IF: LFGRead = 1

StikEm2 (In some vehicles the fuel gauge indicator shows 'empty' when there is still quite a lot of fuel in the tank.)
I notice that your tank was 'empty' or 'nearly empty' at the end of your travel week. So far as you can remember, was there enough fuel left to do at least another 20 miles?

(1) Yes
(2) No
(3) DK/Can't remember

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND WhenDis <> Bfore) OR (StillGot = Yes))

IntQust2 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 IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

FMilo CHECK MILOMETER READING IN FUEL AND MILEAGE CHART. FIRST' MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesF Enter the 'first' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmF Enter the 'first' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

LMilo LAST MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesL Enter the 'last' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmL Enter the 'last' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (MilesF = RESPONSE) AND (MilesL = RESPONSE)

TotalMl TOTAL MILEAGE DURING TRAVEL WEEK:

0..99999

ASK IF: (KmF = RESPONSE) AND (KmL = RESPONSE)

TotalKm TOTAL NUMBER OF KILOMETRES DRIVEN DURING TRAVEL WEEK:

0..99999

RECORD IF: (Miles F = RESPONSE) AND (MilesL = RESPONSE) OR (KmF = RESPONSE) AND (KmL = RESPONSE)

LVPickU1 INTERVIEWER: ENTER WHETHER THE VEHICLE WAS DRIVEN IN THE TRAVEL WEEK

(1) Yes
(2) No

ASK IF: **LVPickU1** = 2

WhyNUse 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 QUESTIONNIARE 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
(6) Other (SPECIFY IN NOTE)

ASK IF: **LVPickU1** = 1

InElm1 May I just check:
Were any of the mileage driven by someone outside the household?

(1) Yes
(2) No

ASK IF: InElm1 = Yes

InElmA1 How many miles were driven by someone outside the household?

0..9999

ASK IF: **LVPickU1** = 1

InElm2 Were any of the mileage driven in order to carry goods in course of work?

(1) Yes
(2) No

ASK IF: InElm2 = Yes

InElmA2 ^DMVEH[LTLooper]

How many miles were driven in order to carry goods in the course of work?

0..9999

ASK IF: **LVPickU1** = 1

InElm3 Were any of the mileage driven off the public road?

(1) Yes
(2) No

ASK IF: InElm3 = Yes

InElmA3 How many miles were driven off the public road?

0..9999

ASK IF: **LVPickU1** = 1

InElm4 Were any of the mileage driven outside Great Britain?

(1) Yes
(2) No

ASK IF: InElm4 = Yes

InElmA4 How many miles were driven outside Great Britain?

0..9999

ASK IF: **LVPickU1** = 1

InElm5 Were any of the mileage driven using the vehicle as a taxi or hire car?

(1) Yes
(2) No

ASK IF: InElm5 = Yes

InElmA5 How many miles 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

0..9999

ASK IF: ANY(InElmA1-InElmA5 = RESPONSE) OR (ANY (InElm1- InElm5 = No)

TotInel Total ineligible mileage: Ineligible mileage
ENTER THE NUMBER SHOWN AS THE RESPONSE

0..9999

Appendix A Journey Input System

PersNo (*Ask for every journey)*
Person number

1..21

TravDay *(Ask for every journey)*
Travel day

1..7

JourNo ***(Ask for every journey)***
Journey number

1..30

PurFrom *(Ask for every journey*)
Purpose from

INTERVIEWER: ESTABLISH AND ENTER JOURNEY PURPOSE 'FROM'
(i.e. purpose of previous journey):

1 Home
2 Work
3 In course of work
4 Education
5 Food and grocery shopping
6 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
12 Other social
13 Entertainment/public activity
14 Sport (participate)
15 Holiday base
16 (Day) Trip/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
23 Other escort

PurTo *(Ask for every journey)*
Purpose to

INTERVIEWER: ESTABLISH THE PURPOSE OF THIS JOURNEY

1 Home
2 Work
6 In course of work
7 Education
8 Food and grocery shopping
6 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
12 Other social
13 Entertainment/public activity
14 Sport (participate)
15 Holiday base
16 (Day) Trip/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
23 Other escort

LeftHrs *(Ask for every journey)*
Time departed (hours)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

LeftMin *(Ask for every journey)*
Time departed (minutes)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

ArrHrs *(Ask for every journey)*
Time arrived (hours)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

ArrMins *(Ask for every journey)*
Time arrived (minutes)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

Origin *(Ask for every journey)*
Origin of journey

10..58, 60..78, 89

Destin *(Ask for every journey)*
Destination of journey

10..58, 60..78, 89

Series *(Ask for every journey)*
Whether or not the journey consisted of a series of calls

0 *Not series of calls* (default setting)
1 *Series of calls journeys*

NextDay *(Ask for every journey)*
Whether or not the arrival time is past midnight on the next day

0 *Arrival time not past midnight* (default setting)
1 *Arrival time past midnight*

NumStag *(Ask for every journey)*
Number of stages

1..20

IntDis *(Ask for every journey)*
Interviewer discovered journey

0 *Not interviewer discovered journey* (default setting)
1 *Interviewer discovered journey*

Inelig *(Ask for every stage)*
Whether or not the journey is ineligible

0 *Eligible journey* (default setting)
1 *Ineligible journey*

RepJrnD Repeat journey (same person, another time)
Enter Travel day of original journey

1..7

RepJrnJ Repeat journey (same person, another time)
Enter journey number of original journey

1..29

DupJrnP Duplicate journey (another person, same day)
Enter person number of original journey

1..8

DupJrnJ Duplicate journey (another person, same day)
Enter journey number of original journey

1..29

Stages

Stage *(Pre-filled for each stage)*

Method *(Ask for every stage)*
Method of travel

1 Walk
2 Bicycle
3 Private (hire) bus
4 Car
5 Motorcycle, moped etc.
6 Van, lorry
7 Other private
8 Ordinary bus - in London
9 Ordinary bus - elsewhere
10 Coach, express bus
11 Excursion/tour bus
12 LRT underground
13 Train (British Rail)
14 Light rail
15 Aircraft (public)
16 Taxi
17 Minicab
18 Other Public
19 Unspecified private
20 Unspecified public

Distance *(Ask for every stage)*
Distance in miles

1..999

PtMiles *(Ask for each stage)*
Fractions of miles

1..9

PartyNo *(Ask for each stage)*
Number in party

1..99

TravMin *(Ask for each stage)*
Travel time in minutes

1..999

CostPds *(Ask for each stage involving public transport: Method = ordinary bus - London, ordinary bus - elsewhere, coach, express bus, excursion/tour bus, LRT underground, Train (British Rail), Aircraft (public), taxi, minicab, other public, unspecified public)*

Stage cost in pounds

0..999

CostPen *(Routing as for costpds)*
Stage cost in pence

0..99

NoBoard *(Routing as for costpds)*
Number of boardings

0..9

Tcktype *(Routing as for costpds)*
Type of ticket used

1 Special ticket 1
2 Special ticket 2
3 Special ticket 3
4 Ordinary adult
5 Ordinary child
6 Reduced (off peak) adult
7 Reduced (off peak) child
8 Reduced special category
9 Other special category

WhichV *(Ask for car; motorcycle; moped; van, lorry; other private vehicle)*
Vehicle number

1..8, 89

DriPas *(Routing as for WhichV)*
Whether driver or passenger

1 Driver
2 Front Passenger
3 Rear Passenger

Parked *(Ask if method - car; motorcycle, moped; van, lorry; other private vehicle and DriPas = Driver)*

Where parked

1 Own/friend's premises
2 Firm/work car park
3 Other private car park
4 Park-and-ride car park
5 Public car park
6 Street
7 Not parked
8 Other

ParkPds *(Routing as for Parked)*
Parking cost in pounds

0..99

ParkPen *(Routing as for Parked)*
Parking cost in pence

0..99

Appendix A Admin Block Paper Questionnaire

ASK IF: (Choice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm])
AND: Q10.HHold = 1

NofHH How many households at this address?

0..3

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)

Hout1 ENTER FINAL OUTCOME ....
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

PLEASE NOTE: CODE 35 IS NOT A VALID CODE FOR THE NTS

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

- (11) AllCoOp
  FULLY CO-OPERATING HH
  All diaries present
- (20) PartUnSp
  PARTIALLY CO-OPERATING HH - USE ONLY if codes 21, 22 and 23 don't apply
- (21) PartNC
  PARTIALLY CO-OPERATING HH - non-contact with 1 or more elements
- (22) PartRef
  PARTIALLY CO-OPERATING HH - refusal by 1 or more elements
- (23) NoEnd
  PARTIALLY CO-OPERATING HH - incomplete travel diary for one or more persons
- (31) RefHQLet
  Refusal to HQ letter
- (32) RefBefor
  Refusal at introduction/before placement interview
- (33) RefInInt
  Refusal during interview
- (34) ContOnly
  No interview - contact incapable
- (41) NoContac
  NON-CONTACT - with any HH member
- (42) AwayAll
  NON-CONTACT - HH away all field period
- (97) NotHout1
  CODES 11 - 42 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1

Hout2 Final Outcome Codes...
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

- (51) NoSuch INELIGIBLE - no trace of address
- (52) UnbltHse - not yet built
- (53) DerelHse - demolished/derelict
- (54) EmptyHse - empty
- (55) NonResid - non-residential
- (56) NoPrvHH - institution
- (57) TempAccm - temp accommodation /second home
- (58) NonUkHH - household of foreign diplomat or foreign servicemen living on the base
- (59) NoSample - DIRECTED not to sample at address
- (60) QuotaLim HH limit on quota (4) already reached
- (97) NotHout2 CODES 51 - 60 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2

HoutTemp Final Outcome Codes...
FOR TEMPORARY USE ONLY - MUST BE RECORDED IN RANGE 11- 60... USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

CODES 71-79 ARE FOR OFFICE USE ONLY - REACHED VIA CODE 97 AT THIS QUESTION

- (81) TelNoUn - Tel no currenTly unobtainable
- (82) TeltoFTF - HH reissued from TEL to FTF
- (83) ForReall - For re-allocation
- (97) ToOffUse - NOT FOR INTERVIEWER USE
  Use this code to reach OFF USE outcomes 71-76

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2
AND: HoutTemp = ToOffUse

HoutOU Final Outcome Codes FOR OFFICE USE ONLY..
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(71) CorruptD FULL INTERVIEW ACHIEVED BUT - disk corrupted/lost in transmission
(72) PartD PARTIAL INTERVIEW ACHIEVED BUT - disk corrupted/lost in transmission
(73) DelDataF - FULL:informant demanded that data be deleted
(74) DelDataP - PARTIAL:informant demanded that data be deleted
(75) StoDiskF - FULL:disk stolen and not transmitted
(76) StoDiskP - PARTIAL:disk stolen and not transmitted
(97) HQonly Final HQ code if nothing else applies

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PlaceAdm, PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR nrx := 1 TO 10

IndQn Whether individual questionnaire completed for this person.
IF PARTIAL PLEASE GIVE JUDGED REASON FOR NON-RESPONSE OR WHY PERSON WAS NOT SEEN IN A NOTE <CTRL + M>

(1) Complete
Fully or partially completed (in person/by parent)
(2) Proxy
Proxy on behalf of adult
(3) Nodata
No data

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

Voutcome Vehicle questionnaire is .....

(1) Full
Fully or partly completed
(2) NoData
No data
(3) Invalid
Not valid household vehicle

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

BlankV Give reasons why vehicle questionnaire is blank.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

JSchedR Has journey data been input for this person?

(1) Complete
Journey data completed for all eligible journeys in Travel Week period
(2) Partial
Journey data completed for some but not all eligible journeys in Travel Week period
(3) Nojourn
No data - no journey made in Travel Week (ie full information)
(4) Poss
No data - journeys possibly made (ie missing information)

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10
AND: JSchedR = Nojourn

Reason Give reasons why no journeys were made during Travel Week.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

TrecPl Travel record was .....

(1) Inperson
placed in person
(2) Byprox
placed by proxy
(3) Notplac
not placed

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum [X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)

SOCNow

INTERVIEWER
DO YOU WANT TO DO OCCUPATION CODING FOR ^LDMIntName:

(1) Now
(2) or later?

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SOC ^LDMIntName
Standard Occupational Classification

Job Title : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[X]].OccT

Job Description:
^QTMainJb[LDMpairnum[x]].
QMainJb[LDMlinenum[x]].OccD

Industry : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[x]].IndD

Employment status : ^vempstat

REVIEW OCCUPATIONAL DETAILS AND ASSIGN 3-DIGIT S.O.C. CODE

0..999

SIC90 ^LDMIntName
REVIEW INDUSTRY DETAILS AND ASSIGN 3-DIGIT SIC CODE

^QTMainJb[LDMpairnum[x]].
QMainJb[LDMlinenum[X]].IndD

0..999

Appendix B NTS Documents

Documents held by ONS and DETR

1. Paper questionnaire (see Appendix A)
2. Interviewer instructions
3. Editing instructions
4. Definition manual
5. Technical report

Documents issued to interviewer

1. Interviewer instructions
2. Definition manual
3. Paper questionnaire
4. Long distance travel record (see page 138)
5. Travel record (see page 139)
6. Extra journey sheet
7. Fuel and mileage chart (see page 145)
8. Pocket diary (see page 147)
9. Purpose leaflet (see page 149)
10. Interviewer check cards
11. Reminder card
12. Advance letter
13. Disclaimer note
14. Despatch note
15. Allocation card (1 per month)

Interviewers are also issued with NTS fridge magnets and pens.

IN CONFIDENCE

Area | Add | H | P

LONG DISTANCE TRAVEL RECORD

Between today's date (/ /) and the date on which you begin your travel diary (/ /), you may wish to keep a note of any journeys you make of 50 miles or longer. Our interviewer will be asking a few more questions on these long distance journeys when he/she returns to collect your travel diary.

Journey No.1
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

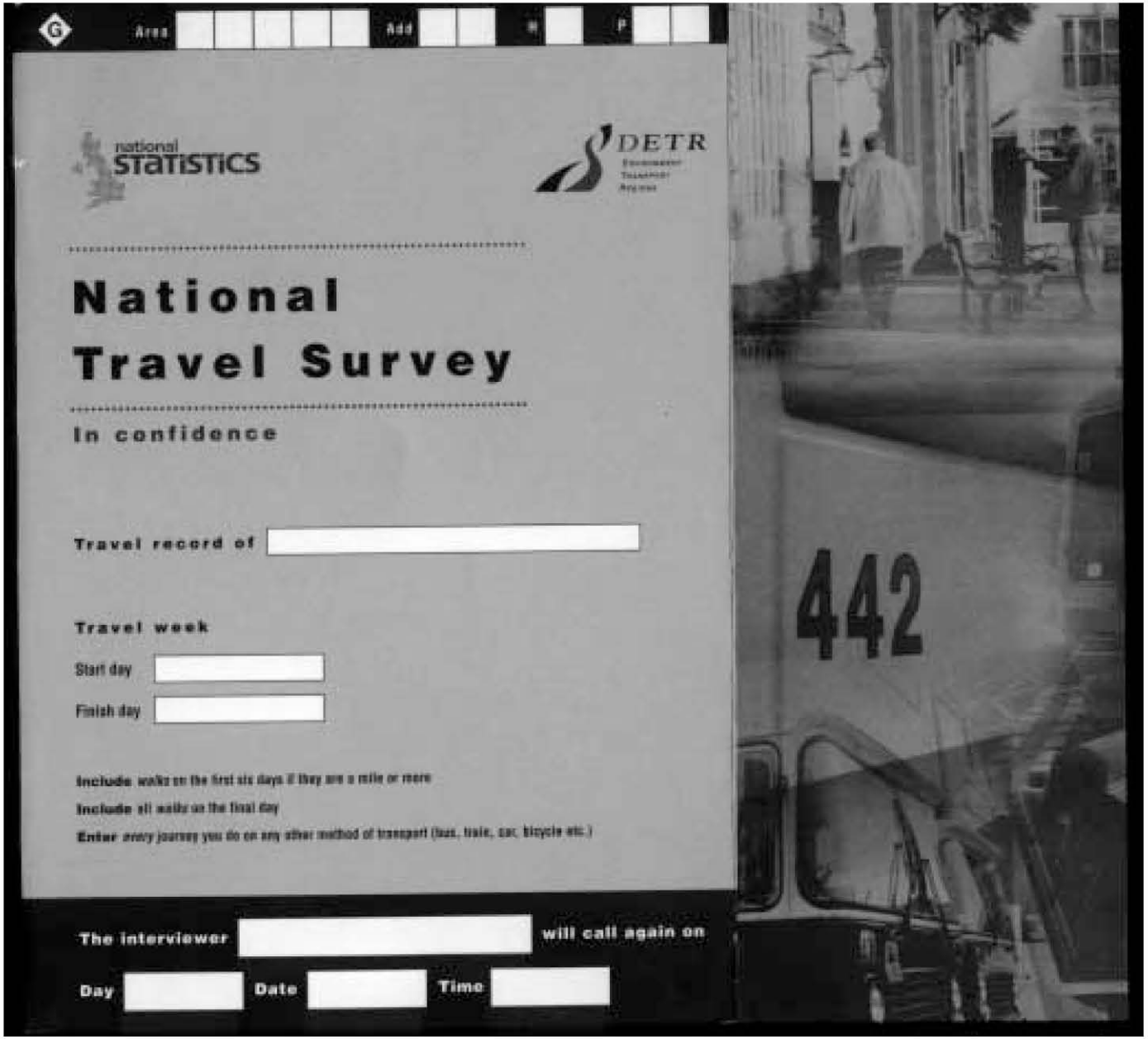
Journey No.2
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

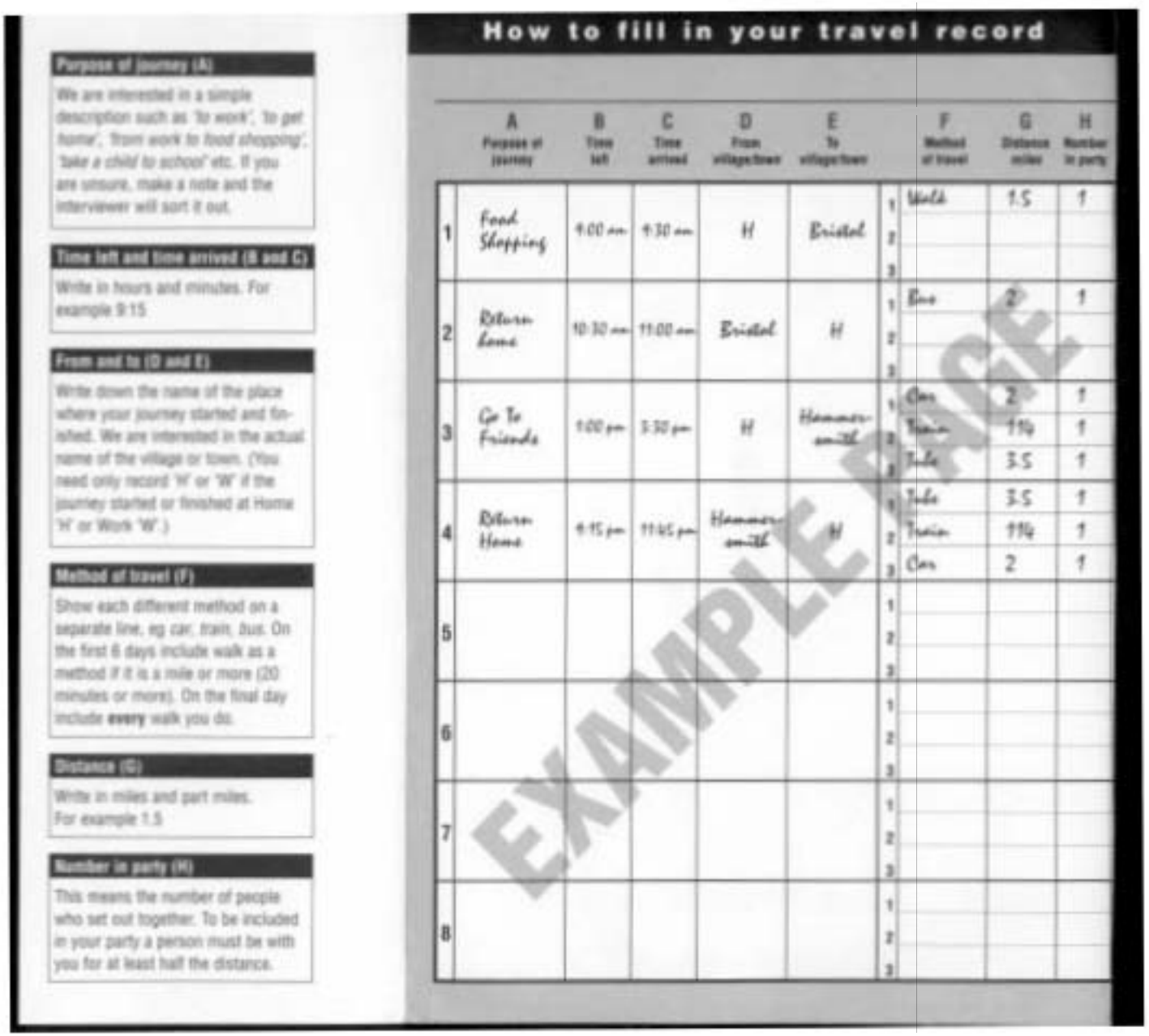
Journey No.3
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.4
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.5
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

VC30/3 11/97


G
Area
Add
national
STATISTICS
DETR
National
Travel Survey
In confidence
Travel record of
Travel week
Start day
Finish day
Include walks on the first six days if they are a mile or more
Include all walks on the final day
Enter every journey you do on any other method of transport (bus, train, car, bicycle etc.)
The interviewer
will call again on
Day
Date
Time
442



How to fill in your travel record

Purpose of journey (A)

We are interested in a simple description such as *'to work'*, *'to get home'*, *'from work to food shopping'*, *'take a child to school'* etc. If you are unsure, make a note and the interviewer will sort it out.

Time left and time arrived (B and C)

Write in hours and minutes. For example 9:15

From and to (D and E)

Write down the name of the place where your journey started and finished. We are interested in the actual name of the village or town. (You need only record 'H' or 'W' if the journey started or finished at Home 'H' or Work 'W'.)

Method of travel (F)

Show each different method on a separate line, eg *car, train, bus*. On the first 6 days include walk as a method if it is a mile or more (20 minutes or more). On the final day include **every** walk you do.

Distance (G)

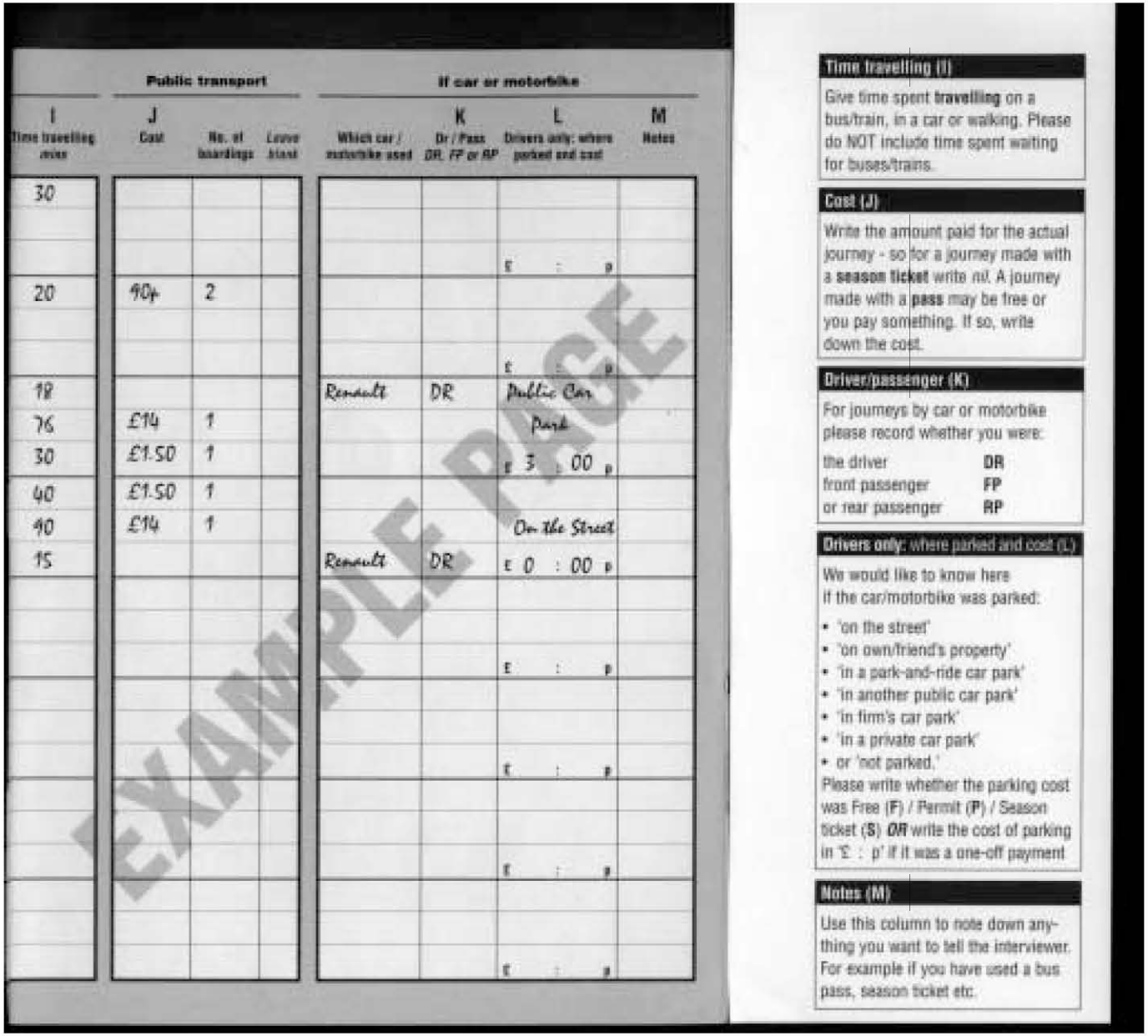
Write in miles and part miles. For example 1.5

Number in party (H)

This means the number of people who set out together. To be included in your party a person must be with you for at least half the distance.

	A Purpose of journey	B Time left	C Time arrived	D From village/town	E To village/town		F Method of travel	G Distance miles	H Number in party
1	Food Shopping	9:00 am	9:30 am	H	Bristol	1	Walk	1.5	1
						2			
						3			
2	Return home	10:30 am	11:00 am	Bristol	H	1	Bus	2	1
						2			
						3			
3	Go To Friends	1:00 pm	3:30 pm	H	Hammer-smith	1	Car	2	1
						2	Train	11¼	1
						3	Tube	3.5	1
4	Return Home	9:15 pm	11:45 pm	Hammer-smith	H	1	Tube	3.5	1
						2	Train	11¼	1
						3	Car	2	1
5						1			
						2			
						3			
6						1			
						2			
						3			
7						1			
						2			
						3			
8						1			
						2			
						3			

EXAMPLE PAGE



Time travelling (I)

Give time spent **travelling** on a bus/train, in a car or walking. Please do NOT include time spent waiting for buses/trains.

Cost (J)

Write the amount paid for the actual journey - so for a journey made with a **season ticket** write *nil*. A journey made with a **pass** may be free or you pay something. If so, write down the cost.

Driver/passenger (K)

For journeys by car or motorbike please record whether you were:

the driver	**DR**
front passenger	**FP**
or rear passenger	**RP**

Drivers only: where parked and cost (L)

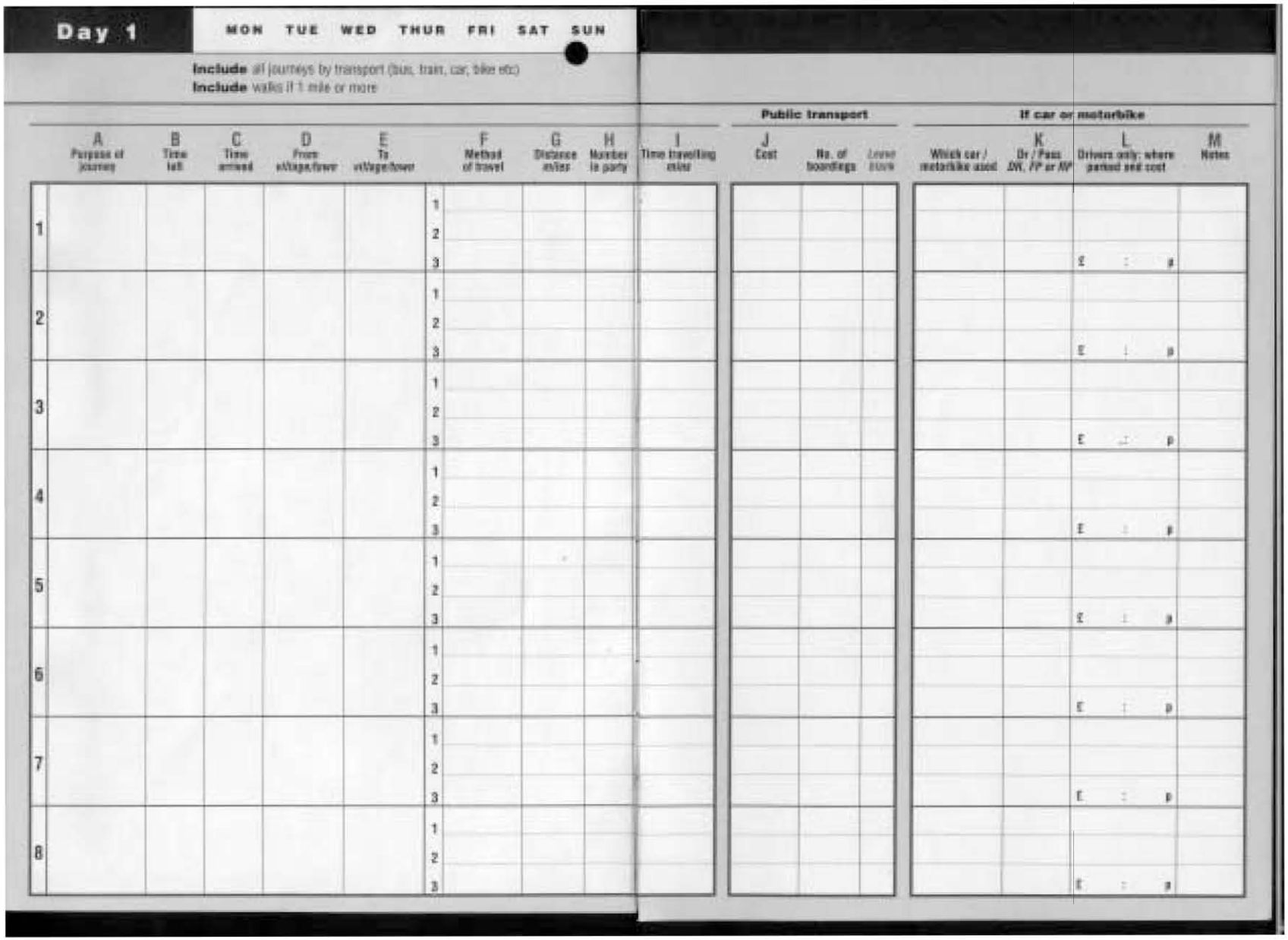
We would like to know here if the car/motorbike was parked:

- 'on the street'
- 'on own/friend's property'
- 'in a park-and-ride car park'
- 'in another public car park'
- 'in firm's car park'
- 'in a private car park'
- or 'not parked.'

Please write whether the parking cost was Free (**F**) / Permit (**P**) / Season ticket (**S**) ***OR*** write the cost of parking in '£ : p' if it was a one-off payment

Notes (M)

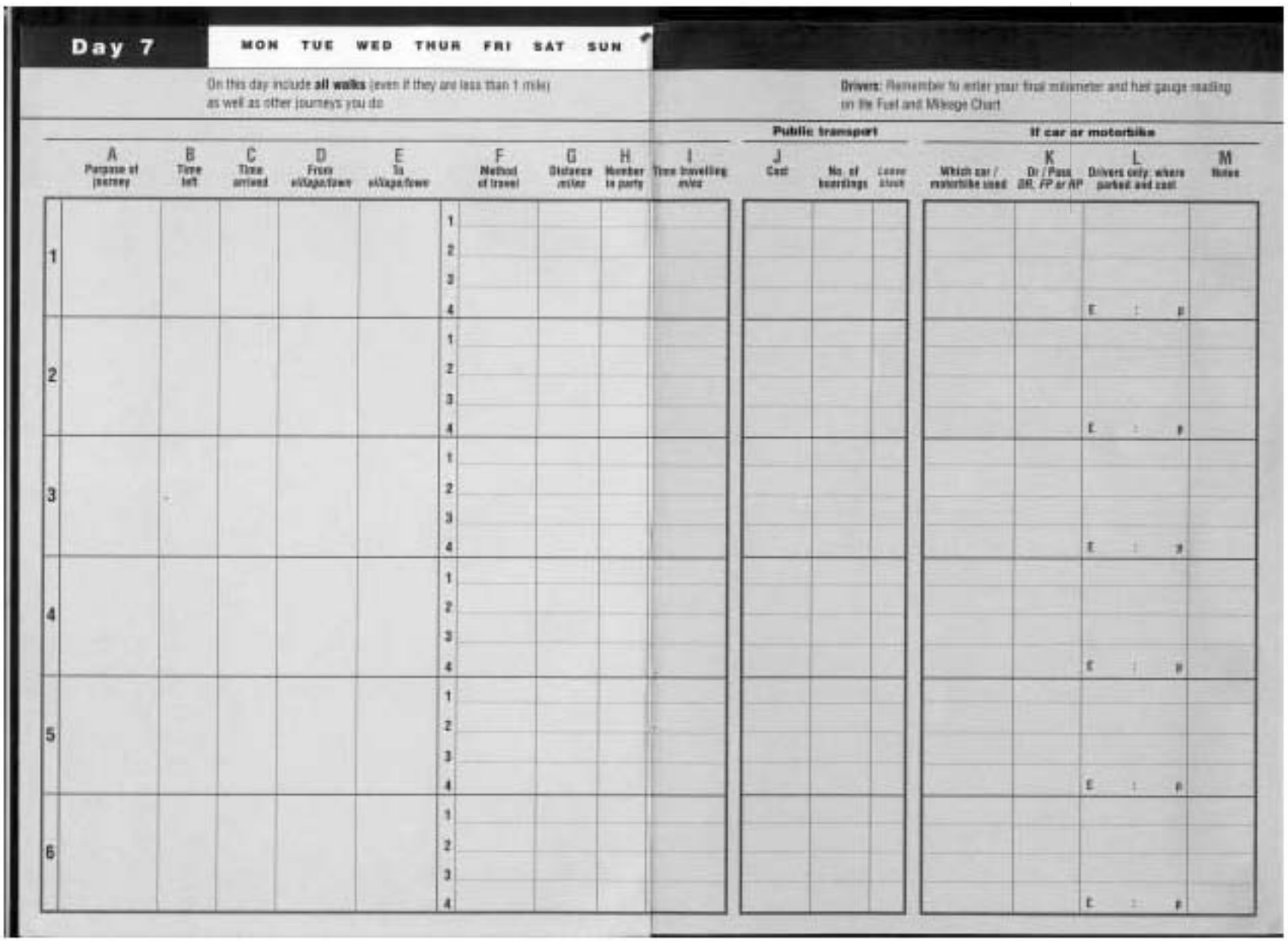
Use this column to note down anything you want to tell the interviewer. For example if you have used a bus pass, season ticket etc.



Day 1 MON TUE WED THUR FRI SAT SUN

Include all journeys by transport (bus, train, car, bike etc)
Include walks if 1 mile or more

	A Purpose of journey	B Time left	C Time arrived	D From village/town	E To village/town		F Method of travel	G Distance miles	H Number in party	I Time travelling mins	Public transport: J Cost	Public transport: No. of boardings	Public transport: Leave blank	If car or motorbike: Which car / motorbike used	If car or motorbike: K Dr / Pass DN, FP or NP	If car or motorbike: L Drivers only: where parked and cost	M Notes
1						1										£ : p	
						2											
						3											
2						1										£ : p	
						2											
						3											
3						1										£ : p	
						2											
						3											
4						1										£ : p	
						2											
						3											
5						1										£ : p	
						2											
						3											
6						1										£ : p	
						2											
						3											
7						1										£ : p	
						2											
						3											
8						1										£ : p	
						2											
						3											



Day 7 MON TUE WED THUR FRI SAT SUN

On this day include **all walks** (even if they are less than 1 mile) as well as other journeys you do

Drivers: Remember to enter your final milometer and fuel gauge reading on the Fuel and Mileage Chart

	A Purpose of journey	B Time left	C Time arrived	D From village/town	E To village/town		F Method of travel	G Distance miles	H Number in party	I Time travelling mins	Public transport: J Cost	Public transport: No. of boardings	Public transport: Leave blank	If car or motorbike: Which car / motorbike used	If car or motorbike: K Dr / Pass BR, FP or AP	If car or motorbike: L Drivers only: where parked and cost	If car or motorbike: M Notes
1						1										£ : p	
						2											
						3											
						4											
2						1										£ : p	
						2											
						3											
						4											
3						1										£ : p	
						2											
						3											
						4											
4						1										£ : p	
						2											
						3											
						4											
5						1										£ : p	
						2											
						3											
						4											
6						1										£ : p	
						2											
						3											
						4											

national STATISTICS

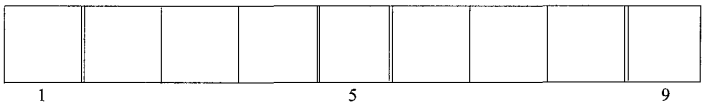
Area | Add | H | Veh

National Travel Survey FUEL & MILEAGE CHART

Reading before first use on .....

MILOMETER ..... Miles/Kilometres (Delete one)

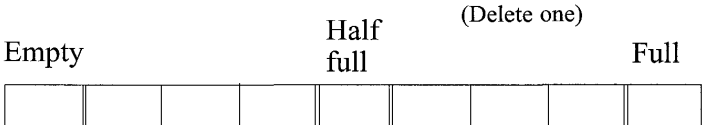
FUEL GAUGE (mark with cross position of indicator)



Reading after last use on .....

MILOMETER ..... Miles/Kilometres (Delete one)

FUEL GAUGE (mark with cross position of indicator)



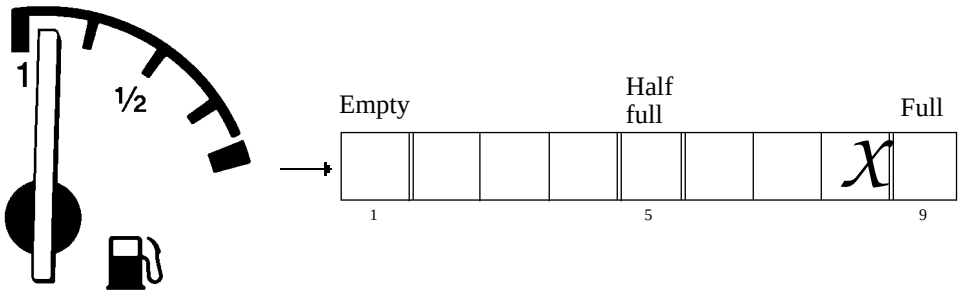
FUEL put in vehicle in these seven days

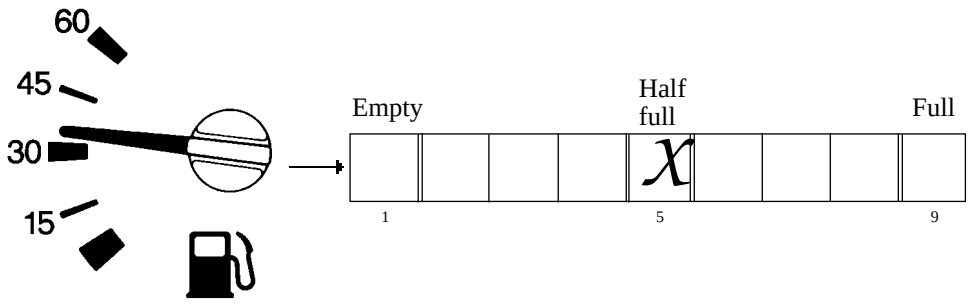
Day of week	Number of litres (or gallons)	Price per litre (or gallon)	Total cost
			£
			£
			£
			£
			£

ONS
1 Drummond Gate
London
SW1V 2QQ

B0233 4/00

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.

Area
Address
Household
Per. No.

national STATISTICS

F

NATIONAL TRAVEL SURVEY

7 Day Pocket Diary

IN CONFIDENCE

Social Survey Division
ONS
1 Drummond Gate
London SW1V 2QQ

NTS Dec'96 V1

Travel week

START day _____

FINISH day _____

WHOSE DIARY _____

Include **all journeys by transport** (bus, train car, bike etc.). Include walks if 1 mile or more.

Day 1 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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 1

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

APPENDIX B

On this last day include **all walks** (even if they are less than 1 mile) as well as other journeys you do.

Day 7 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

Is the survey confidential?

Yes. The Office for National Statistics (ONS) and the main users of the data, the Statistics Division of the Department for the Environment, Transport and the Regions (DETR), are bound by the same code of confidentiality. No information which could identify you or your household will be passed on to other parts of DETR, other government organisations, local authorities, commercial organisations or to the press.

national STATISTICS

The National Statistics logo shows that the statistics meet recognised standards of reliability and quality.

What is the Office for National Statistics ?

ONS is the government Department which was formed in April 1996 by the merger of the Office of Population Censuses and Surveys with the Central Statistical Office. It gathers together and publishes a range of statistics about the society in which we live and the economy.

The Social Survey Division of ONS carries out many important government surveys throughout Great Britain, providing information on the cost of living, health, housing, and many other matters of public interest.

If you wish to contact us for more information about this survey please write to:

National Travel Survey, 01/15, Office for National Statistics
1 Drummond Gate, London SW1V 2QQ

Or telephone: **020 7533 5474**

Further information on National Statistics can be viewed on our website at http://www.statistics.gov.uk

Information on travel and transport statistics can be viewed on the DETR website at http://www.detr.gov.uk/Tsindex.htm, or telephone 020 7944 3097 for enquires related to travel statistics.

National Travel Survey

A survey carried out by the Social Survey Division of the Office for National Statistics on behalf of the Department for the Environment, Transport and the Regions (DETR).

national STATISTICS

DETR

What is the survey about?

The government makes many decisions about travel and transport services and to do this it needs up-to-date and reliable information. The best way to do this is to ask people themselves about their travel and the National Travel Survey has been doing this since 1965.

The questions which you and several thousand other households answer each year, give important information on different kinds of transport people use, distances travelled, where people travel to and why they travel.

Why have we come to you?

The households selected have been chosen by taking a representative national sample of addresses from the Post Office's own list. We then approach the people who live at those addresses. To make sure that travelling done by all households is represented, it is important that everyone selected helps us by giving the necessary information.

To obtain a true picture we need to include people who make a lot of journeys, few journeys or no journeys, and people from all age groups.

How is the information used?

The National Travel Survey is used to build up details of different kinds of traveller such as car users or bus users, and to examine travel among particular groups of people in the community such as working people, schoolchildren, the elderly or the disabled.

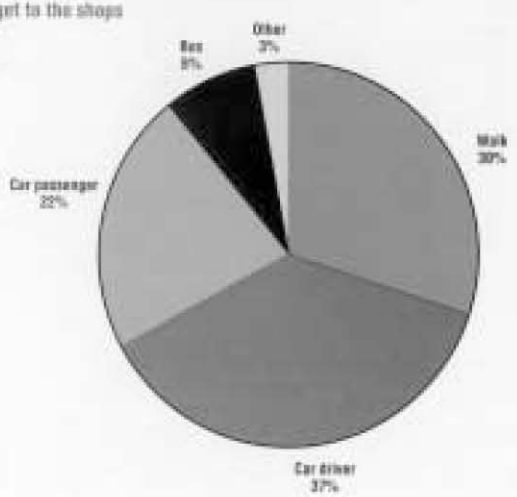
The survey also helps to find out the transport needs of people in getting to the shops, to the doctor, and for social purposes such as visiting friends and relatives.

Because the survey is carried out during every week of the year, seasonal changes in travel behaviour can be measured. It is the only source of national information on subjects such as cycling and walking.

How can you help us?

The information detailed overleaf was produced with the assistance of people just like **you**, based on their travelling experiences. Now is your chance for your travel needs to be recognised. We rely on your voluntary co-operation and all information given to us is strictly confidential. The information collected from you will be used to help produce statistics on travelling in Britain and will help with future transport and environment plans and policies.

How we get to the shops



Did you know...

- Nowadays, people travel nearly four times as far as they did in 1950.
- Men in their early 60s make a quarter of their trips on foot, compared to a third of trips for those in their late 60s.
- People over 60 use buses more often than children or those of working age. About half have a senior citizens bus pass.
- The average journey to work takes 23 minutes, but for those working in Central London the average is 48 minutes – twice as long.
- The average distance walked per person has fallen from about 250 miles a year to under 200 miles a year over the last 20 years.
- 4 out of 5 men and 3 out of 5 women now hold a full driving licence, compared with 3 in 5 men and 1 in 5 women in 1972.

These are just some of the facts collected by the National Travel Survey over the last few years with the help of the public.

Appendix C The allocation of Areas (PSUs) to quota months, 2000

Major stratum	Feb	Apr	Jun	Aug	Oct	Dec
01		01002		01005		01004
02	02006		02005			
03		03003	03011	03006	03001	03005
04	04001	04004	04012	04007	04002	04006
05	05001	05004			05002	05006
06	06007	06010	06006	06001 06013	06008	06012
07	07005		07004		07006	
08	08010	08001 08013	08009	08004 08016	08011	08003 08015
09	09004	09007	09003	09010	09005	09009
10	10005	10008	10004	10011	10006	10010
11	11006	11009	11005		11007	
12	12008	12011	12007	12002	12009	12001 12013
13	13007	13010	13006 13018	13001 13013	13008	13012
14	14001 14013	14004 14016	14012	14007 14019	14002 14014	14006 14018
15	15004	15007	15003	15010	15005	15009
16	16002 16014	16005 16017	16001 16013	16008	16003 16015	16007 16019
17	17007 17019	17010	17006 17018	17001 17013	17008 17020	17012
18	18010	18001	18009	18004	18011	18003
19	19010	19001	19009	19004		19003
20	20012	20003	20011	20006	20001 20013	20005

Appendix D DTLR and ONS reports and papers on the National Travel Survey

DTLR reports on the National Travel Surveys

National Travel Survey 1985/86 report HMSO 1988.
Reports on the continuous survey (publication date in brackets):
National Travel Survey 1989/91 (1993), 1991/93 (1994), 1992/94 (1995), 1993/95 (1996), 1994/96 (1997) (all HMSO).
Focus on Personal Travel (TSO) 1998 (also forthcoming 2001 edition).
Bulletins: National Travel Survey updates 1996/98 (DETR, 1999), 1997/99 (DETR, 2000), 1998/2000 (DTLR, 2001).
Articles: each edition of *Transport Trends* from 1998 to 2000 (TSO) has articles on aspects of personal travel, using NTS data.
Factsheets: a series of 11 factsheets on different NTS topics are available on www.transtat.dtlr.gov.uk/personal. Printed copies are available on request from national.travelsurvey@dtlr.gov.uk or from 020 7944 3097.

NTS Technical reports

Bob Butcher. *National Travel Survey Technical Report 1985/86. Office of Population Censuses and Surveys.*
Amanda Wilmot. *National Travel Survey Technical Report, July 1988-December 1991. Office of Population Censuses and Surveys (London: 1993).*
Amanda Wilmot. *National Travel Survey Technical Report 1992. Office of Population Censuses and Surveys (London: 1994).*
Amanda Wilmot. *National Travel Survey Technical Report 1994. Office of Population Censuses and Surveys (London: 1995).*
Amanda Wilmot. *National Travel Survey Technical Report 1995. Office for National Statistics (London: 1996).*
Stephanie Freeth. *National Travel Survey Technical Report 1996. Office for National Statistics (London: 1997).*
Stephanie Freeth, *Jeremy Barton, Barbara Noble, Chris Sullivan and Darren Williams. National Travel Survey Technical Report 1997. Office for National Statistics (London: 1999).*
Stephanie Freeth. *National Travel Survey Technical Report 1998. Office for National Statistics (London: 1999).*
Ashley Kershaw. *National Travel Survey Technical Report 1999. Office for National Statistics (London: 2000).*

Other ONS reports

Office for National Statistics. *Report on the pilot work for 1985/6 survey.*
Tricia Dodd. 'The use of reinterviewing on the National Travel Survey pilot' in *SSD Survey Methodology Bulletin* No 17, June 1985.
Butcher R and Eldridge J. The use of diaries in data collection. *The statistician* 39 (1990), 25-41.
Diane Bushnell. 'The National Travel Survey Report of the Census-linked study of survey non-respondents.' Unpublished, 1994.
Diane Bushnell. Weighting the National Travel Survey to compensate for non-response. An investigation into Census-based weighting schemes. Unpublished, 1995.
Wilmot A and Bateson B. 'Computer Assisted Personal Interviewing Techniques on the National Travel Survey' in SSD *Survey Methodology Bulletin* No 37, July 1995.
Barton J. 'Investigating stratification options for the National Travel Survey.' Unpublished, 1996.
Stephanie Freeth. *Using a range of methods to collect travel data, the experience of the British National Travel Survey.* Paper for the International Conference on Transport Survey Quality and Innovation, Grainau, Germany, May 1997.
Beverley Jackson. 'National Travel Survey 1997 Validation of Cycle Journeys.' Unpublished, 1998.
National Statistics Quality Review of the National Travel Survey (Published 2001) www.statistics.gov.uk/methods-quality/quality-review/transport.asp.

Great Britain

Ashley Kershaw

National Travel Survey

Technical Report 2001

London: Office for National Statistics

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(minicom: 01633 812399)
E-mail: info@statistics.gov.uk
Fax: 01633 652747
Letters: Room D115,
Government Buildings, Cardiff Road
Newport NP10 8XG

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Chapter 1 Introduction

1.1 Background

The National Travel Survey (NTS) provides regular, up-to-date data on personal travel and monitors changes in travel behaviour over time. The first NTS was commissioned by the Ministry of Transport in 1965/66. Further periodic surveys were carried out in 1972/73, 1975/76, 1978/79 and 1985/86. In 1988 the NTS became a continuous survey with field work being carried out every month of the year.

Social Survey Division (SSD) of the Office for National Statistics (ONS) carried out the NTS in 1972/73 and 1985/86 and has been the contractor for the continuous NTS since its launch in 1988. SSD is responsible for questionnaire design, sample selection, data collection, data editing and data file production. Analysis and report production are carried out by the Department for Transport (DfT) (formerly DTLR), the commissioning department for the survey. An edited database is sent to DfT every 3 months and is produced 2 months after the end of fieldwork.

This report describes the methodology of the 2001 NTS. It is intended as a working reference manual and describes the sample design, fieldwork methodology, data production and data file production.

1.2 Uses of the NTS

The NTS provides detailed information on different types of travel; where people travel from and to (at county level), distance, time, purpose and what kinds of people are doing the travelling and how often. The NTS is the only source of national information on subjects such as cycling and walking which provide a context for the results of more local studies.

The results of the survey are published by DfT and are available to users both within and outside Government. Travel research institutes such as the Transport Research Laboratory (TRL) view the NTS as one of their major data sources and the NTS datasets are deposited at the Data Archive at the University of Essex. Details on the use of the NTS are presented in Figure 1.1.

1.3 Sequence of work on the NTS

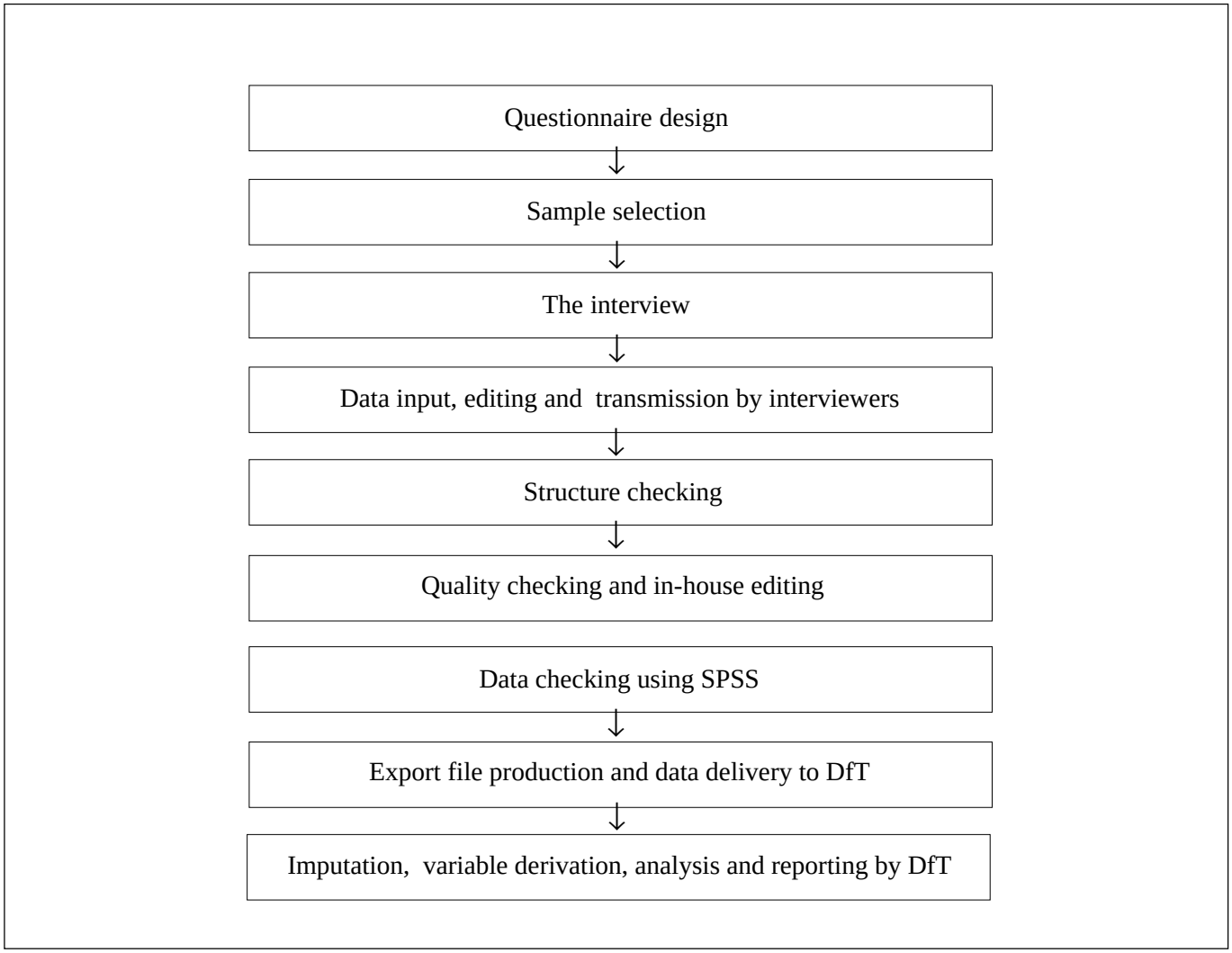
The NTS collects data using two methods: face-to-face interviewing carried out using computer assisted personal interviewing (CAPI) and seven day travel diary keeping. The sequence of tasks carried out on the 2001 NTS is summarised in this section and in Figure 1.2. Details on individual procedures are set out in the remainder of the report.

Figure 1.1 Uses of the NTS

The DfT has used the NTS to:

- build up a general picture of changes in personal travel over time, for all modes including walking, cycling, car and public transport;
- examine travel among special groups in the population such as children, the elderly or disabled;
- estimate accident rates on the basis of exposure to accident risk for different groups in the population;
- establish the level of take up of concessionary fares among those entitled to such fare schemes such as the elderly;
- estimate annual mileage for cars (as opposed to other light vehicles such as taxis or vans); this information is used when road tax and fuel tax payments are under consideration;
- estimate the effect that a change in this balance of road tax to fuel tax would have on different kinds of households;
- examine changes over time in travel for different purposes, such as commuting, business, education, shopping and leisure;
- collect information about whether people use petrol or diesel in their vehicles;
- assess the extent to which tax concessions available to those with company cars encouraged extra; mileage;
- examine the relationship between the level of car ownership and the level of bus patronage at regional level; and
- examine car ownership levels and the availability of bus services in rural areas.

Figure 1.2 Sequence of work



1.3.1 Sample selection

The NTS is based on a random **sample** of private households. The 2001 sample size was 5,796 addresses drawn from the **Postcode Address File**. The addresses selected were allocated into interviewer quotas in such a way that each quarter's sample was nationally representative (See Section 2.2.3).

1.3.2 The interview

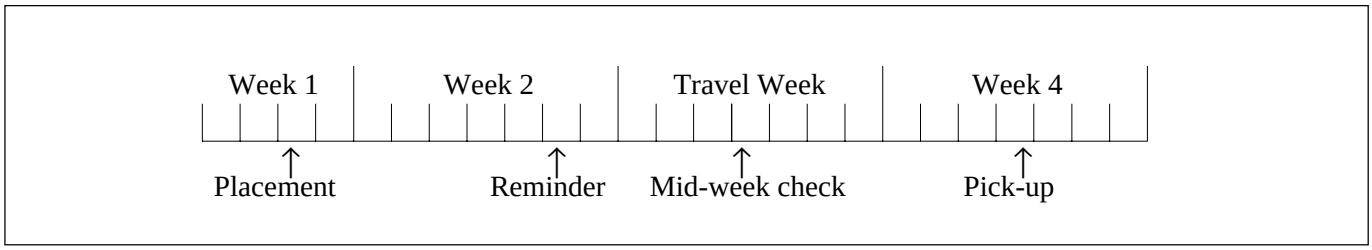
In advance of the interviewer's first call, letters were sent to the sampled addresses. These letters introduced the survey and explained that an interviewer would call shortly.

The NTS sampled allocation month ran from mid-month to mid-month. The interviewer would usually start to make contact with the household at the beginning of the calendar month in which the seven day diaries (travel records) would be kept. A **placement call** would be set up prior to the start of the record keeping week (**travel week)** specified for that household. At the placement call, the interviewer would conduct an interview. After the interview, the interviewer explained the travel record keeping procedure in detail.

The placement call was generally followed by a **reminder call**, just before the start of the travel week, to remind the household to begin their travel records, and by a **midweek checking call** during the travel week to check that the records were being completed correctly.

The interviewer made a **pick-up call** to collect the travel records and to check the information recorded with the informants. A few additional questions were also asked. The pick-up call was made within six days of the end of the travel week. Figure 1.3 summarises the calls made to a household.

Figure 1.3 The interview



1.3.3 Data input and editing during the field work period

Working at home, the interviewer transferred and coded the travel information from the **travel records** to the **computerised Journey Input System**. Any inconsistencies identified at this stage were corrected by the interviewer and, if necessary, checked with the informant.

The interviewer then ran the **journey checking program** (pre-specified consistency and plausibility checks) and made the appropriate amendments, again checking back with informants where necessary or referring to the interviewer instructions.

Throughout the field period SSD staff monitored the progress of interviewers' work and answered coding and technical queries.

On a weekly basis interviewers transmitted data to ONS office. Any paper documents were returned by post at the end of the field period. The final transmission and posting date was the 28th day of the month in which field work was completed.

1.3.4 Final data editing and checking and data file production

The transmitted data were structure checked to make sure that all the data transmitted by the interviewers had been received. All returned paper documents were also checked.

Some final coding and checking was then carried out in the office. Manual recodes and interviewers' notes were scrutinised. Quality checks were also made on selected interviewers on a rota basis.

The data were organised into seven record types and sent to DfT on a quarterly basis. The seven record types consisted of: households, individuals, vehicles, long distance journeys made before start of the seven-day Travel Week (two records), journeys made during the Travel Week and stages of the journeys made during the Travel Week.

1.4 Response

Only households classed as 'fully co-operating' were included in the response calculations.[1] In 2001 a national response rate of 65% was achieved.[2] Under the current contract, the DfT measures response according to Achieved Sample Rates (ASRs). Unlike the usual SSD response measure, ASRs include sampled addresses classified as 'ineligible' in the denominator.[3] In 2001 a national ASR of 59% was achieved.[2]

Notes

1. See 3.7.3 for a description of the term 'fully co-operating'.

2. See Table 3.4. The response data in this report are provisional figures produced from the ONS Field Case Management System. They may differ slightly from the final figures on the analysis database.

3. See Section 2.3.2 for the definition of an ineligible address.

Chapter 2 Sample Selection

2.1 The sample requirements

The survey is required to provide a comprehensive picture of personal travel behaviour by people living in private households in Great Britain. The sample was designed to provide a representative sample of households in Great Britain. The NTS has an annual two-stage set sample of 5,796 addresses with each member of each household providing information about journeys made in a pre-selected seven day period (the travel week). As travel behaviour varies considerably depending on the month of the year or day of the week, interviewing and travel record keeping were spread evenly over the year. Most analysis are carried out on three years data combined, making the total set sample size similar to that of each of the previous periodic surveys. A base of over fifteen thousand provides the degree of precision required by DfT. From 2002 the sample size is being tripled and the majority of results will be available for single years.

2.2 Sample design

2.2.1 The sampling frame

The NTS is based on a random sample of private households. The sampling process is carried out by the Sampling Implementation Unit (SIU) at ONS. The sample is selected using the 'small user' Postcode Address File (PAF), as a sampling frame. The PAF is constructed by the Post Office as a list of all addresses (delivery points) in the country. The 'small user' Postcode Address File is the file of delivery points which receive fewer than 25 items of mail each day. By using the small user file most large institutions and businesses are excluded from the sample.[1] However, some small businesses receive fewer than 25 items of mail a day and are included in the small user PAF so they may have been sampled. These were recorded as ineligible addresses by the interviewers, although interviewers were asked to call at the sampled address in order to check that no private household could be found at the address.

The version of the small user PAF used for selecting the sample is up-dated twice yearly and is specially adapted for use by ONS. The adaptation involves adding information from the Central Postcode Directory (CPD) held at ONS. Examples of the information added are Local Authority codes, wards, grid references and data from the census. A match is also made with the National Health Service Users Postcode Directory (NHSUPD), also held at ONS, in order to add Health Authority codes. Addresses previously sampled for the NTS or for any other ONS social survey cannot be sampled for a period of three years.

2.2.2 Sampling procedures

In order to select the appropriate number of addresses, a stratified multi-stage random probability sample was used. There were two stages in the sample selection – the sampling of primary sampling units (PSUs) followed by the sampling of addresses within the selected PSUs. The PSUs were in the form of individual or groups of postcode sectors which contained an average of about 2,900 delivery points. Postal sectors south of the Caledonian Canal with less than 500 delivery points were grouped with contiguous sectors so that the minimum size of a group was 500 delivery points. The minimum size of a group of sectors north of the Caledonian Canal was 250.

Postal sectors covering Scottish Islands and the Isles of Scilly were excluded, as in other major Government surveys (see Table 2.1). The effect of this was to exclude 2.2% of the delivery points in Scotland, and about 0.2% of delivery points in the whole of Great Britain.

The sample is drawn biannually. 252 PSUs were selected in total in 2001, 21 per month; 23 addresses were drawn from each selected PSU.

A way of increasing the precision of a random sample is to stratify it. Before any selection takes place, the population is divided into a number of strata; then a random sample is selected independently within each strata. This ensures that different strata in the population eg regions, are correctly represented. This will also lead to a reduction in standard error.

The 2001 NTS sample was stratified using a regional variable and two PSU-level variables derived from the 1991 Census. The regional variable divides Great Britain into 20 regions. Wales forms one region, Scotland is split into two regions (Strathclyde and the remainder of Scotland), and there are 17 regions based on the nine Government Office Regions of England. In England, inner and outer London, and the former

Table 2.1 Areas omitted from the sample

Region	ONS code and Local Authority name	Name of areas excluded
Southwest	15UH Isles of Scilly	Isles of Scilly
Scotland	71UE Lochaber	Mallaig, Inverie, Soay, Eigg, Muck, Rhum, Canna.
	78UH Cunninghame	Arran, Great/Little Cumbrae
	71UH Skye/Lochalsh	Whole authority
	78UP Argyll/Bute	Bute, Oban/neighbouring islands, Gigha, Islay,
Jura/		Colonsay, Mull(pt)
	80UB Orkney	Whole authority
	81UB Shetland	Whole authority
	82UB Western Isles	Whole authority

Metropolitan Counties are separately identified within the nine Government Office Regions. (Table 2.2).

Within each of the 18 regions the PSUs were ranked in order of the proportions of households with no car and then split into three bands. Within each band the PSUs were ranked in alternate descending/ascending order by the proportion of heads of households in socio-economic groups 1 to 5 and 13 (that is a professional employer or manager). The PSUs were then sampled using a form of systematic sampling to produce a stratified sample.

The number of postcode sectors sampled was fixed in London, but elsewhere it was proportional to the size (number of delivery points) of the region and was obtained by means of the following formula:

$$\frac{\text{No. of delivery points in the region} * 206}{\text{No. of delivery points in GB outside London}}$$

The aim was to give each household outside London an equal chance of selection. In London, the number of PSU selections was fixed at 18 in Inner London and 21 in Outer London. This ‘over-sampling’ in London

Table 2.2 The relationship of NTS Regions to Government Office Regions (GOR)

NTS Regional codes	Government Office Region	GOR codes	Number of PSUs
0	Exclusions (Scottish islands)	0	
1	North East Met	1	5
2	North East Non Met	1	6
3	North West Met	2	11
4	North West Non Met	2	12
5	Merseyside	3	6
6	Yorks and Humberside Met	4	14
7	Yorks and Humberside Non Met	4	7
8	East Midlands	5	17
9	West Midlands Met	6	12
10	West Midlands Non Met	6	11
11	Eastern Outer Met	7	10
12	Eastern Other	7	13
13	London Inner	8	18
14	London Outer	8	21
15	South East Outer Met	9	14
16	South East Other	9	19
17	South West	10	21
18	Wales	11	12
19	Strathclyde	12	10
20	Scotland excluding Strathclyde	12	13

Excludes Scottish Islands. Includes mainland North of Caledonian Canal.

was carried out in order to provide sufficient numbers for DfT's particular analysis interest in the area, as response rates in London are lower than elsewhere.

In Great Britain as a whole around 24 million delivery points were available for possible selection with just under three million delivery points in the Greater London area. This means that nationally there was a one in 4,210 chance of an address being selected in the year; in Inner London a one in 3,411 chance of selection, and in Outer London a one in 4,102 chance.

If there is more than one household or business receiving mail at an address an adjustment will need to be made. The Post Office attaches an indicator (the Multi Occupancy Indicator or MOI) to show this. The MOI is intended to indicate the number of 'letter boxes' at the address. A shop with a flat above may have an MOI of two. In general, an MOI of three or more indicates a multi-household address. However, methodological work conducted within SSD has shown that this is only reliable in Scotland.[2] So in Scotland, addresses with an MOI of three or more were given a chance of selection equal to the MOI. In England and Wales the standard SSD multi-household procedures were used at addresses found to contain more than one household in order to ensure that all households were given an equal chance of selection.[3] These procedures were carried out by interviewers at the fieldwork stage. All SSD interviewers are carefully trained in the use of these procedures the details of which are described in Section 2.3.

2.2.3 The allocation of PSUs to interviewer quotas

To reduce unnecessary travelling between addresses by the interviewers, all the addresses selected in a PSU were allocated as a single quota of work for an interviewer. In order to obtain a nationally representative sample for each quarter of the year the PSUs were allocated to quota months such that:

- a total of 21 selections were assigned to a month;
- the correct number of PSU selections were made in each major stratum over the year; and
- the number of PSUs selected per major stratum was as equal as possible from month to month.

A listing of the PSUs allocated to each of the twelve quota months can be found in Appendix C.

2.3 Field sampling procedures

2.3.1 Multi-household procedures

Section 2.2.2. mentioned that the 2001 NTS used the standard SSD multiple-household procedure to ensure that all households at multi-household addresses had an equal chance of selection. These procedures were the:

- pre-sampled multi-household procedure; and
- concealed multi-household procedure.

These procedures are described in full in the NTS Interviewer Instructions. The key points are summarised below.

The pre-sampled multi-household procedure
The pre-sampled multi-household procedure was used at addresses in Scotland with a Multi Occupancy Indicator (MOI) of more than two. Interviewers were instructed to use a selection grid which will select 1 in n households (n being the value of the MOI). Occasionally a pre-sampled multi-household address contained fewer households than the value of the MOI. In such cases, no household would be selected; the selection grid would indicate to the interviewer that no interview was to be completed at the address and the interviewer would return the address as 'directed not to sample any household at the address'.

The concealed multi-household procedure
The concealed multi-household procedure was used where interviewers came across multi-household addresses in England and Wales, and also at addresses in Scotland with an MOI of one. At these addresses interviewers were instructed to include all households up to a maximum of three. At addresses with more than three households interviewers used concealed multi-household selection grids to select three from the number present.

To limit the extent to which an interviewer's quota could be inflated by the occurrence of several concealed and/or pre-sampled multi-households, interviewers were instructed to interview at no more than four extra households from concealed and/or pre-sampled multi-household addresses. This approach may have introduced a very slight bias against households in concealed multi-household addresses but the effect of this is likely to be negligible.[3]

2.3.2 Ineligible addresses

Three types of addresses were classified as ineligible for the NTS:

- Non-residential addresses and institutions (i.e. residential addresses that did not contain a private household). An institution was defined as: 'an address at which four or more unrelated people slept; while they may not have eaten communally, the establishment must have been run by a person (or persons) employed for this purpose, or by the owner'. Private households with separate accommodation within an institution were included in the survey.

- Residential accommodation not used by a household as their main address (eg a holiday home or second home). This group was excluded to avoid double counting - households occupying these accommodation had already had a chance of selection at their permanent address.

- Addresses in the PAF that did not exist because they had been demolished, not yet been built, or perhaps two converted flats had been recombined into one house.

2.4 PSU level variables

Fourteen of the survey variables were measured at PSU level (P level). A value on a P-level variable applies to all households living within that PSU. The P-level is therefore the highest level at which the data of the continuous survey may be analysed, coming just above the H (Household) level in the analysis hierarchy. Unlike almost all other variables in the survey, the PSU variables were not derived from information provided by members of the sampled households. Details on the derivation of the variables are given in Table 2.3. A detailed description of the PSU-level variables is given in the 2000 NTS Technical Report.[4]

Table 2.3 Description of the P-level variables

Variable	Description
P1	The Area Number – identification number for the PSU laid down in the sample design.
P2	Describes the category of planning region (Scotland, Wales and the eight Government Office Regions of England).
P3–P4	Left blank for the use by DfT.
P5	Type of area (urban/rural area classification) – P5 was constructed from a classification of urban areas derived by ONS and DfT from the 1991 Census of Population.
P6	PSU population density derived from population density figures supplied by ONS.
P7	Local authority (district) population density derived from population density figures supplied by ONS.
P8–P14	This information was obtained by DfT from a questionnaire sent to all local authorities in Great Britain in 1995/96.*
P8	Availability of concessionary bus fares schemes for pensioners.
P9	Eligibility for concessionary bus fares schemes for pensioners.
P10	Type of concessionary bus fares schemes for pensioners.
P11	Membership fee for concessionary bus fares schemes for pensioners.
P12	Times available for concessionary bus fares schemes for pensioners.
P13	Geographical area covered by the concessionary bus fares schemes for pensioners.
P14	Additional modes of public transport covered by the concessionary fares scheme for pensioners.

* *Concessionary fare schemes in Great Britain in 1995/96*, DETR (1997).

Notes

1. The characteristics of the PAF as a sampling frame are described in the paper 'An evaluation of the PAF as a sampling frame and its use within OPCS' Wilson P and Elliot D, *The Journal of the Royal Statistics Society Series A (1987)*.

2. 'Multi-household procedures for social survey', Barton J, *Survey Methodology Bulletin No. 40 (1997) ONS.*

3. 'Office and field procedures for dealing with multi-household addresses', Dodd T, *Survey Methodology Bulletin No. 5 (1979) ONS*.

4. Ashley Kershaw *et al*, (2001). *National Travel Survey Technical Report*, 2000. Office for National Statistics: London. Alternatively see the website *www.statistic.gov.uk/nsbase/themes/transport/dft/personal/index.htm*

Chapter 3 Field Work procedures and response

3.1 Introduction

The 2001 NTS was a continuous survey with interviewing occurring every month of the year. In addition to the interview, all respondents were asked to keep a record of their travel over seven consecutive days. The travel recording period for each month (the quota month) ran from mid-month to mid-month (Table 3.1). Field work for each quota month of the survey started at the beginning of the month when interviewers contacted households to complete the interview and 'place' the travel records and was completed at the end of the following month when all the travel records had been collected and transferred by the interviewer to the computerised Journey Input System.

Since October 1994 the NTS interview has been conducted using Computer Assisted Personal Interviewing (CAPI). Blaise 4, a software system developed by Statistics Netherlands was used to write the 2001 questionnaire. On NTS, the household, individual and vehicle sections as well as the administration details were incorporated into a single Blaise data model. The Journey Input System was written in the database language 'Clipper' which was also used for data handling purposes by SSD. Both systems cross-referenced one another. [1]

3.2 Questionnaire discs and despatch of documents to interviewers

Each month the sampled address lists and paper documents, such as the travel records, were despatched to the relevant interviewers from ONS. Computerised details of the addresses to be interviewed were created and then transmitted to the interviewers via a system of direct communication using modems and dedicated telephone lines. Floppy discs containing the CAPI questionnaire were compiled and posted from ONS.

Technical queries from interviewers regarding the transmission of data were dealt with by a special unit set up to deal with such matters. Laptop maintenance was handled by a separate support unit.

3.3 Public Relations

It was important that informants had complete confidence in the survey and in the interviewer. In advance of the interviewer's call, SSD wrote to each sampled address to inform them of the visit and interview content. A special leaflet designed to explain the importance of the survey to informants, and to encourage more people to take part in the survey, was also included with the advance letter.

Table 3.1 2001 quota month end dates

Month	From		To	
January*	11	January	9	February
February	10	February	11	March
March	12	March	11	April
April	12	April	11	May
May	12	May	10	June
June	11	June	11	July
July	12	July	10	August
August	11	August	11	September
September	12	September	11	October
October	12	October	11	November
November	12	November	11	December
December	12	December	11	January

* The survey year ran from mid-January 2001 to mid-January 2002.

As with all other ONS surveys, the advance letter informed households at the selected addresses that the survey was not compulsory and relied on voluntary co-operation. Informants were also told that any information they gave would be treated in the strictest confidence.

Interviewers were notified of any refusal made to ONS headquarters as a result of the advance letter. These 'headquarters refusals' were included in the overall refusal rate but did not count against the interviewer on the individual interviewer response scores.

Before going into the field all ONS interviewers were issued with a photo identification card. Informants had the opportunity to call ONS headquarters to establish the validity of any interviewer.

3.4 Administering the placement pattern

The principle for assigning Travel Weeks was for interviewers to allocate the first address contacted from their quota list to the first date available on their allocation card, the second address to the second date and so on. In other words, as an interviewer progressed through their quota, the number of travel weeks available became less. If an address was ineligible, or the household refused to take part in the survey, their allocated date was not used.

Travel Weeks were spread across four periods, three of which were allocated 5 addresses and one 6 addresses. In exceptional circumstances, such as not being able to contact a household or a household being away but willing to participate, interviewers used a 5th allocation period, this being the first allocation period of the following month. Each address was assigned one date for the start of the travel week which was selected at random by the computer.

3.5 The interview

The NTS interview at each household could be divided into a strict sequence of events:

- the placement call
- the reminder call
- the mid-week checking call
- the pick-up call

The initial interview was carried out at what was termed the ‘placement call’. At this call the interviewer explained the purpose of the survey, ideally to the entire household, and gained the co-operation of the entire household. The interviewer then asked the head of household or partner questions about the household composition, the household’s vehicles and some general background information. Questions were then asked of each individual in the household including children and babies (although for children under the age of 11 the interviewer generally talked to the parent as well as the child). Questions were also asked about each household vehicle from the person best able to give that information (usually the main driver). The interviewer introduced and placed the seven-day Travel Record, and where appropriate, a chart to enter fuel and mileage details for each vehicle in the household and for long distance travel. Interviewers took time to explain in detail how to record journeys made during the travel week and talked the informants through some examples, explaining what to include and what not to include and described the survey definitions,[2] for example, usual place of work, in course of work etc. Pocket size diaries were occasionally handed out to help informants record details of their journeys. In addition, an NTS pen was left for each household member to aid the completion of the fuel and mileage chart and an NTS fridge magnet was left with each household (for public relations purposes).

When there was a gap of more than a day or two between the placing call and the start of the travel week, the interviewer made a reminder call, either by telephone, post or in person to the household. Interviewers were encouraged to make the call in person where they were concerned about a particular household’s commitment to diary keeping.

Sometimes the interviewer would make an additional mid-week checking call on a household part way through the travel week to help with problems and encourage accurate record keeping. This call was made at the interviewer’s discretion when she/he judged that informants needed encouragement or assistance with record keeping. Again, interviewers were encouraged to call in person.

Pick-up calls were made within six days of the end of record keeping. Interviewers were instructed to target households where they were uncertain of the informant’s ability to maintain accurate records and make those pick-up calls within one or two days of the end of record keeping. The interviewer collected the travel record of each household member and checked the contents with the informant. The interviewer also asked some additional questions about any vehicles acquired since the placement interview, whether a provisional or full driving licence or season ticket had been acquired and also about any long distance journeys made between placement and the start of the travel week. These questions were also asked using a

Blaise CAPI questionnaire. Fuel and mileage charts were also collected and information about vehicle mileage and fuel gauge details were entered into the CAPI questionnaire either during the pick-up interview or later, by the interviewer at home.

3.6 The 2001 NTS questionnaire

3.6.1 Questionnaire structure

The structure of the 2001 questionnaire is set out in Figure 3.1. A maximum of 10 people, 10 vehicles and 40 long distance journeys per person could be included in any one household interview. When an interviewer encountered a household larger than this a second household was opened and the data stored separately to be merged after structure checking, back at the office.

The NTS continuous dataset is usually analysed in three year periods (1989/91, 1992/94, 1995/97, 1998/2000), so it has been convenient to introduce new variables at the start of each new three year period, in 1992, 1995, and 1998. Consequently there were a number changes to the questionnaire in 2001.

The text of the 2001 questionnaire is set out in Appendix A. The key differences between the 2001 and 2000 questionnaires are set out below.

Individual level questions:

- Addition of an ethnic group question.
- Questions about the reliability and frequency of local services such as buses and trains.
- Questions about the use of vehicles for making deliveries.
- Questions about the use of vehicles for travel outside of Great Britain.

In April 1998 the final Unitary Authorities (UA) were introduced in England. The National Travel Survey now codes Unitary Authorities and type of area (classification of urban areas) as well as counties in England, Scotland and Wales on three different parts of the questionnaire: origin and destination codes for long distance journeys; place of work; and origin and destination on the diary journeys. Coding of county UA, and area type for these questions is done using a frame consisting of approximately 4500 place names. Places not contained within a new UA were coded with the county only for both fields.

3.6.2 Harmonised Questions

Harmonised questions were introduced to the NTS to allow users to compare NTS data with those from the other government social surveys [3]. These replaced similar questions previously used in the NTS. A number of harmonised questions are used in the 2001 NTS and are detailed in Figure 3.2.

3.7 Post interview coding and checking

After collecting the information and material from households at the pick up call, interviewers transferred the data from the travel records into the computerised Journey Input System, coded the occupation, industry and socio-economic group of each informant aged 16 and over and the interview outcome for each household.

3.7.1 Transferring the data from the travel records

At the interviewer's home the data from the travel records were transferred to the Journey Input System written in the database language Clipper. This was basically a straightforward data entry operation where the information was simply copied across onto the interviewer's laptop computer. The system was designed to match the travel records layout exactly. Any inconsistencies identified at this stage were corrected by the interviewer, if necessary checking with the informant. The interviewer then ran the journey checking program comprising pre-specified consistency and plausibility checks and made appropriate amendments, again checking back with informants where necessary or referring to coding instructions.

3.7.2 Socio-economic classification

The occupation of informants aged 16 or over and who had ever worked were coded using the Standard Occupational Classification (SOC2000). From 2001 the National Statistics Socio-economic Classification (NS-SEC) has been used for all official surveys, replacing Social Class based on occupation. The NS-SEC is an occupation-based classification and is created using the unit groups of SOC2000 and details of employment status. Industry information was coded using the Standard Industry Codes (SIC) (1992). Details of the classifications are set out in Tables 3.2A and 3.2B.

3.7.3 Coding the outcome for each household

Households eligible for interview were divided into 3 categories for outcome coding purposes: fully co-operating households, partially co-operating households and non-responding households.

A household was coded as 'fully co-operating' if there was complete journey information for each individual in the household and the bulk of the rest of the information was present. The majority of all of the following sections should have been completed:

- the household section;
- an individual section for each person listed in the household box;
- a vehicle section for each vehicle listed in the vehicle grid; and
- all journeys for each person entered into the journey input system and checked fully.

A 'partially co-operating' household must have had at least a household questionnaire completed. A household would be included as 'partially co-operating' if any journeys were missing.

An eligible household was said to be 'non-responding' if the household had refused to take part in the survey or the household was away for the whole of the interviewing period and the interviewer was unable to make contact.

Interviewers also had to assign an outcome code (Table 3.3) to the households they had classified as ineligible using the criteria set out in Section 2.3.2. The code the interviewer would assign to an ineligible household was dependent on the reason for its ineligibility.

3.7.4 Interviewer query service

In the past one person would have closely supervised the office editing process thereby minimising coding and editing bias. Under CAPI interviewers carried out

Figure 3.1 The structure of the questionnaire

Section	Subject
Household	Household box. Placement and Travel Week dates. Background questions. Availability of public transport. Access to amenities Number of household vehicles. Vehicle Grid.
Individual	Who interviewed and in what order. Disability section. Frequency of use of various methods of transport Driving licences and type of vehicle driven. Employment, Occupation and Industry details, Income. Place of work and travel to work. Season ticket details. Any long distance journeys made. Long distance journey information. Recall question.
Vehicle	Introduction. Registration details. Parking. Vehicle subsidies. Mileage. Pick-up questions from fuel and mileage chart.
Admin. block	Calls and contact information. Occupation, Industry and Outcome coding. Reasons for refusal.
Journey input and editing system	Journey data input and error checking program.

the editing procedure. In order to reduce variability and possible bias among interviewers a service was provided whereby interviewers could report queries relating to survey definitions or coding. The queries were handled by the NTS field co-ordinator who could obtain an overview of all interviewers' work. Any queries not covered by the instructions were referred to the research officer and displayed on the NTS electronic bulletin board. If necessary, the research officer would contact DfT. The query service therefore ensured that central control was maintained over editing decisions.

Figure 3.2 Harmonised questions used in the NTS

Harmonised question	NTS question name	Year introduced	Page
Sex	*Sex*	1998	26
Age	*AgeIf*	1998	26
Date of birth	*Birth*	2000	26
Marital Status	*MarStat*	1999	26
Living arrangements	*LiveWith*	1999	26
Ethnic Group	*EthGroup*	2001	26
Length of residence	*Hlong*	1998	28
Relationship to head of household	*RelHoh*	1998	27
Accommodation type	*Accom*	2000	27
House type	*HseTyp*	2000	27
Flat type	*FltTyp*	2000	27
Other accommodation	*AccOth*	2000	27
Housing tenure	*Tenl*	1998	27
Tied accomodation	*Tied*	1998	27
Landlord	*Llord*	1998	27
Furnished	*Furn*	1998	27
Car ownership	*UseVcl*	1998	36
Vehicle Type	*TypeVcl*	1998	37
Company Car	*PrivVcl*	1998	37
In employment	*Wrking*	1998	44
Training scheme	*SchemeET*	1998	44
Away from work	*JbAway*	1998	44
Own business	*Ownbus*	1998	44
Relative business	*Relbus*	1998	44
Looking for work	*Looked*	1998	44
Starting work	*StartJ*	1998	44
Inactive	*YinAct*	1998	44
Industry	*IndD*	1998	44
Job title	*OccT*	1998	44
Job description	*OccD*	1998	44
Job status	*Stat*	1998	44
Paid employment	*EverWk*	1998	44
Date of leaving last job	*DtJbl*	1998	44
Supervising employees	*SVise*	2001	46
Supervision responsibilities	*SViseDesc*	2001	46
Organisation size	*EmpNo*	1998	46
Self-employed	*Solo*	1998	46
Number of employees	*SENo*	1998	46

3.8 Response

Tables 3.4, 3.5 and 3.6 show the national response rate for the period mid-January 2001 to mid-January 2002 and the London response rate for the same period.

During 2001 the NTS maintained a response rate nationally of 65%. The response rate achieved in the Inner and Outer London areas were 46% and 58% respectively. The DTLR measured response according to Achieved Sample Rates (ASRs) which included sampled addresses classified as 'ineligible' in the denominator. Achieved sample rate calculations are also shown in the Table 3.4 to 3.6.

Table 3.2A National Statistics Socio-economic Classification (NS-SEC)

Description	Code
Large employers and higher managerial occupations	1.1
Higher professional occupations	1.2
Lower managerial and professional occupations	2
Intermediate occupations	3
Small employers and own account workers	4
Lower supervisory and technical occupations	5
Semi-routine occupations	6
Routine occupations	7
Never worked and long-lerm unemployed	8

Table 3.2B Industry type

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

Table 3.3 List of outcome codes

Outcome	Outcome codes
FULLY CO-OPERATING – all diaries present	11
PARTIALLY CO-OPERATING	20
– non contact with one or more elements	21
– refusal by one or more elements	22
– incomplete travel diary for one or more persons	23
REFUSAL	
– refusal to HQ letter	31
– refusal at introduction/before interview	32
– refusal during interview	33
– no interview - contact incapable / language problems	34
NON-CONTACT	
– no contact with any household member	41
– household away all field period	42
INELIGIBLE	
– no trace of address	51
– not yet built/under construction	52
– demolished/derelict	53
– vacant/empty/being refurbished	54
– non-residential/business only	55
– institution	56
– temporary accommodation/second home	57
– household contains only foreign diplomats or foreign servicemen living on base	58
– directed not to sample any household at the address	59
– household limit on quota (4) already achieved	60

Table 3.4 2001 NTS response figures
Great Britain

	Achieved Sample Rates			ONS Response Rates
	Number	**Percentage**		**Percentage**
Set sample	5,796			
Additional households	94			
Total dealt with	5,890	100		
Ineligible	532	9		
Eligible households	5,358			100
Fully co-operating	**3,485**	**59**		**65**
Partially co-operating	367	6	91%	7
Refusal to co-operate	1,307	22		24
Non-contact	197	3		4

Note: Percentage figures may add up to 99% or 101% because of rounding.

Table 3.5 2001 NTS response figures
Inner London

	Achieved Sample Rates			ONS Response Rates
	Number	**Percentage**		**Percentage**
Set sample	414			
Additional households	35			
Total dealt with	449	100		
Ineligible	52	12		
Eligible households	397			100
Fully co-operating	**182**	**41**		**46**
Partially co-operating	39	9	88%	10
Refusal to co-operate	127	28		32
Non-contact	48	11		12

Note: Percentage figures may add up to 99% or 101% because of rounding.

Table 3.6 2001 NTS response figures
Outer London

	Achieved Sample Rates			ONS Response Rates
	Number	**Percentage**		**Percentage**
Set sample	483			
Additional households	4			
Total dealt with	487	100		
Ineligible	43	9		
Eligible households	444			100
Fully co-operating	**257**	**53**		**58**
Partially co-operating	36	7	91%	8
Refusal to co-operate	133	27		30
Non-contact	18	4		4

Note: Percentage figures may add up to 99% or 101% because of rounding.

Notes

1. A detailed description of the conversion to Computer Assisted Personal Interviewing and the development of the journey input and editing system is given in Chapter 3 of the 1994 NTS Technical Report.

2. All the NTS definitions are set out in the NTS Definitions Manual (copies available on request).

3. Government Statistical Service (1996), *Harmonised Concepts and Questions for Government Social Surveys*, and Government Statistical Service (1998) *Harmonised Concepts and Questions for Government Social Surveys – update December 1997*, Office for National Statistics: London.

Chapter 4 Data Processing

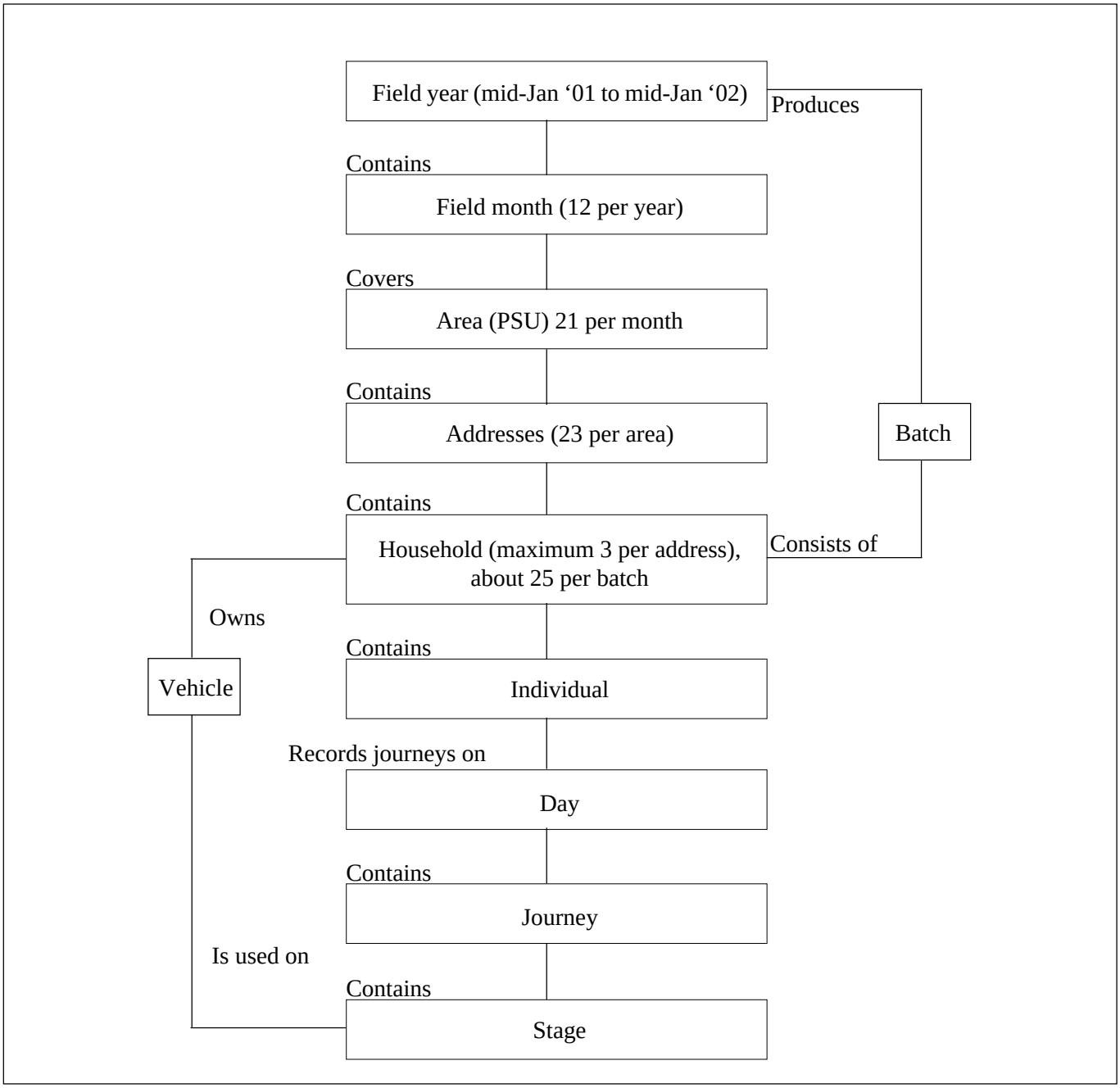
4.1 Data transmission and despatch of paper documents from interviewers

On a weekly basis interviewers transmitted data to ONS. To ensure security, the data were encoded before transmission. Any paper documents were posted to ONS at the end of the field period. The final transmission and posting date was the 28th of the month in which field work was completed.

4.2 Downloading and structure checking

In order to download data transmitted by interviewers into a single dataset, a program was run which unzipped, aggregated and added interview data together. A procedure for checking the data was then implemented. This procedure checked for blank, deleted and duplicated records and reported errors. It also carried out structure checking of the data to make sure that journey information had been coded in accordance with the household outcome coding. Data structure details are set out in Figure 4.1.

Figure 4.1 Data structure



4.3 Data editing

Following the move to CAPI, almost all of the old paper editing system was incorporated into the CAPI program and carried out by interviewers. Some follow-up work was, however, conducted after ONS had received the transmitted data using a separate Blaise program. A brief description of the in-house coding and editing procedure is given below. Further details of the checks and coding carried out by the editing staff are given in the NTS headquarters editing instructions.

4.3.1 Interviewer's notes and suppressed checks

At any time during the interview interviewers were able to open a note using the Blaise note book facility. All interviewer notes created in this way were printed on the NTS fact sheet accompanying each household. Most notes contained an explanation of why an interviewer had suppressed a particular error message and may not have required any action from the HQ editor. However, sometimes interviewers may have been unsure about how to code a question, for example, the type of season ticket or area travel card used, and would record the name of the ticket and further details in the Blaise notebook. The editors were then able to check the interviewer's coding or recode if necessary.

4.3.2 Coding

i) Re-coding

Wherever the interviewer had recorded an 'other specify' answer the editor would be required to either re-code to one of the pre-specified answers or leave in the 'other specify' category. A decision would be made based on information recorded by the interviewer in the Blaise note book or in a separate text variable.

ii) Make and model coding

Where a particular vehicle make and model was 'not listed' in the make and model coding frame editors were required to allocate a code back in the office.

iii) Fuel tank size coding

The fuel tank size for most vehicles was automatically coded using the vehicle's make and model information. Editors were only required to enter the exact size of the vehicle's fuel tank for vehicles not listed in the make and model coding frame or if the informant had been unable to provide the information.

iv) County, unitary authority and area type coding

Where interviewers had been unable to allocate a code for county, unitary authority or area type, for usual place of work or journey origin and destination, editors were required to allocate the correct code.

4.4 Data conversion

The data was organised into seven record types according to the requirements of DfT (Table 4.1): households, individuals, vehicles, whether made long distance journeys, long distance journeys details, journeys and stages. Missing values were interpreted as 'no answers' (-8) and 'does not apply' (-9). Final checks were made by ONS research staff at the aggregate level using SPSS to ensure the accuracy of the data. The files were then converted to ASCII format and sent to DfT by e-mail.

Table 4.1 Record types

Record type	Data	Level
Record 1	Households	Household
Record 2	Individuals	Individual
Record 3	Vehicles	Vehicle
Record 4	Whether made long distance journeys	Individual
Record 5	Long distance journeys (LDJ) made before the Travel Week	LDJ
Record 6	Journeys made during the Travel Week	Journey
Record 7	Stages of journeys made during the Travel Week	Stage

Chapter 5 Analysis Variables in the 1999/2001 NTS Database

5.1 Introduction

This chapter contains a summary description of the variables on the 1999/2001 NTS database - part of the continuous survey dataset which dates back to July 1988. General advice on the structure of NTS variables is given in Section 2 of the Technical Guide to the 1985/86 NTS.[1]Changes between 1985/86 and 1999/2001 have been minor (see 3.6 and Technical Report 2000[2] Chapter 6) and the Technical Guide for 1985/86 is, in most part, still valid.

The key points about the structure of the NTS database are summarised below:

- The data are held on computer as a set of data records, each providing information for the subject of the record type, such as a household, a person or a vehicle.

- There are about 200 main variables and these are held at one of eight levels: area, household, vehicle, individual, long-distance trip, day, trip and stage. Data from different levels can normally be linked together, though matching trip stages to household vehicles used in the stages can be difficult. Household vehicles are linked to main drivers, i.e. the individuals that drive the most mileage in the vehicle over a year.

- Some variables, called numerical variables, are unbanded. They include such data as age and stage distance. They may be used within tables to give estimates, eg of travel distance by mode of travel. They may also be used to create other banded or unbanded variables by recoding or by aggregation. Each numeric variable has an associated banded variable, (normally with a variable number 1 greater than the unbanded one) which holds the information in grouped form, eg j33 bands trip times in 14 categories from 'Less than 3 minutes' to '6 hours and over', whilst j32 is the numeric variable running from 1 minute upwards.

- There is no multi-coding on any main variable. Some variables, eg on suggestions for improving bus services or special tickets/passes, are spread over more than one variable for those giving two or more suggestions.

- Missing data are normally imputed, or patched, on the NTS, using procedures that were described in some detail within Section 4 of the 1985/86 Technical Guide.1 Where patching is done by reference to the nearest record, this implies that region of residence and possibly type of area are also necessarily used in the imputation process. Thus, most 'Not available' (NA) categories for variables are shown as having a nil frequency. In unbanded variables, missing data generate zero values and so must be excluded from counts of the variable.

- Filters can be used in the specification of tables to restrict analyses to key records, eg those aged under 16.

- The only re-weighting routinely carried out for analyses is that for short walk trips and short walk stages. This is because the information was only collected on the last day of the travel diary week and so the data must be re-weighted by a factor of 7. Re-weighting for known biases in the achieved sample are not currently carried out, as the biases have only a small effect on most variables. However, weighting is likely to be introduced for data from 2002, following the NTS Quality Review – see *Technical Report 2000*,[2] Chapter 9.

5.2 List of main variables

Data from most variables are also available for earlier years of the continuous database. First available dates are noted below where applicable. Where questions were asked for the first time in 2001, availability of data will be very limited until 2002 data are available. Detailed descriptions for each variable (except those new in 2001) can be found in the *Technical Report 2000*,[2] Chapter 5.

Primary sampling unit (psu) variables

Area geography

P2	Government Office Region
P5	Type of area
P6	PSU population density
P7	LA (district) population density
P15	County of residence (from 1992)

Concessionary fares schemes

P8	OAP bus scheme
P9	Eligibility for scheme
P10	Type of concession
P11	Membership fee
P12	Times available
P13	Areas available
P14	Modes additional to bus

Household variables

Address

H12	Address type
H51	Length of residence

Access to public transport

H13	Walk time to bus stop
H14	Frequency of bus service
H15	Walk time to railway station
H16	Bus time to railway station
H17	Type of railway station
H106	Main type of bus service (from 1993)

Transport ratings (from 2001)

H122/123	Frequency/reliability of local buses
H124/125	Frequency/reliability of local trains/Underground/Metro
H126	Condition of pavements locally
H127	Condition of cycle lanes/paths locally

Access to services (from 1998)

H18/19	Walk/bus distance to Doctor
H20/21	Walk/bus distance to nearest Post Office
H22/23	Walk/bus distance to nearest Chemist
H24/25	Walk/bus distance to nearest Food Store
H26/27	Walk/bus distance to nearest Shopping Centre
H28/29	Walk/bus distance to nearest General Hospital

Household composition

H58	Number of people in household
H74	Number of adults
H75	Number of children
H59	Household structure (family)
H60	Household structure
H61	Household structure (NTS)
H62	Disabled (16+) in household

Social and economic

H50	Type of tenancy
H65	HoH/HRP economic status
H66	HoH/HRP employment status
H67	SEG of HoH/HRP
H68	HoH/HRP age/sex
H69	HoH/HRP industry
H70	Household income
H72	Origin of household income
H84i	Real h/hold income equivalent semi-decile (1998/2000)
H85i	Real h/hold income equivalent quintile (1998/2000)
H83	Employed in household
H108	ACORN classification (from 1996)
H121	Index of deprivation (from 1998)

Travel difficulties (from 2001)

H128	Any journey difficulties
H129	Difficulties in travelling to and from work
H130	Difficulties in travelling to and from town centre shops
H131	Difficulties in travelling to and from visiting friends

Vehicle access

H35	Number of bicycles
H52	Number of household cars
H53	Number of h/hold motorcycles
H54	Number of h/hold vans/lorries
H55	Number of h/hold cars/light vans
H57	H/hold vehicle availability
H63	Persons with full car licence
H107	Number of household company cars

Period of travel

H7	Travel week end date (month)
H92	Calendar year

Attitudes to local bus services (from 1993)

H100	Local bus service satisfaction
H101	Encouraged to use local buses
H102	1st or only improvement mentioned
H103	2nd improvement mentioned
H104	3rd improvement mentioned
H105	4th improvement mentioned

Vehicle variables

Vehicle characteristics

V3	Type of vehicle
V15	Taxation class
V85	Vehicle registration
V86/87	Engine capacity
V88	Type of fuel
V130	Make and model (from 1992)
V154	Gender of main driver

Age

V89	Registration letter
V90	Year of first registration
V131	Month of first registration (from 1992)
V91	Vehicle age

Usage

V45/46	Estimate of annual mileage
V92	Rank of car in household
V93/94	Vehicle's total mileage
V95/96	Mileage in travel week
V97/98	Eligible mileage
V121	Ineligible mileage
V139/140	Annual vehicle commuting mileage
V141/142	Annual vehicle business mileage
V143/144	Annual vehicle other mileage

Fuel consumption

V99/100	Fuel purchased (litres)
V101/102	Fuel cost (pounds)
V134/135	Fuel consumed (litres) (from 1992)

Benefits and support for motoring costs

V103	Purchase/hire costs
V112	Company car summary
V133	Person no. company vehicle assigned to (from 1992)

Parking (from 1995)

V145	Overnight parking location
V146	Distance of parking from house
V147	Type of parking payment
V148/149	Annual parking fee

Individual variables

Personal characteristics

I2	Relationship to HoH/HRP
I3	Sex
I4	Legal marital status
I5/6	Age
I164	Age/sex
I269	Living arrangements

Social and economic

I177	Economic status (from 1998)
I79	Industry type
I178	Annual income
I274	Standard Occupational Classification (SOC2000) (from 2001)
I275	Ethnic group (from 2001)

Travel difficulties

I165	Travel difficulties
I166	Difficulty going out on foot
I167	Walking aids
I168	Difficulty using a bus
I169	Bus difficulty – getting to stop
I170	Bus difficulty – waiting at stop
I171	Bus difficulty – getting on/off
I172	Bus difficulty – to/from seat
I174	Bus difficulty – other/ unspecified
I212	Disabled driver (from 1995)
I214	Years since last drove (from 1995)

Access to motor vehicles

I182	Driving licence
I183	Driving experience
I203	Access to car

Frequency of use of transport (from 1998)

I261	Frequency of bus use
I262	Frequency of express bus/coach use
I263	Frequency of surface rail use
I264	Frequency of taxi/minicab use
I265	Frequency of bicycle use
I266	Frequency of use of air flights within GB

Special tickets and passes

I185	1st ticket/pass type
I186	1st ticket/pass mode priority
I187	1st ticket/pass validity
I188/189	1st ticket/pass use
I205	1st ticket/pass cost

Travel to work

I92	Work place
I220	County of work (from 1992)
I267	Unitary of work (from 1999)
I180	Usual means of travel to work
I251	Type of workplace (from 1998)

Long-distance trip variables (from 1992)

Purpose

L7	Trip purpose to
L13	Trip purpose from
L12	Trip purpose

Travel distance and main mode

L9/10	Trip length
L8	Main mode of transport

Origin and destination

L5	Trip origin (county)
L6	Trip destination (county)

Travel period

L3	Travel month
L11	Travel week

Day variable

D1	Travel day

Trip variables

Structure

J14	Series of calls
J23	No. of stages (inc. short walks)
J37	Short walk trip

Purpose

J24	Trip purpose from
J26	Trip purpose to
J28	Trip purpose

Travel times

J29/30	Overall travelling time
J32/33	Overall trip time (minutes)
J31/54	Trip start time
J55/56	Trip mid-point time
J59/60	Trip finish time
J52	Day of week

Travel mode and distance

J34	Trip length (inc. short walk)
J36	Main mode of transport

Travel speed

J40	Overall speed
J41	Mean travel speed

Origin and destination (from 1992)

J57	Trip origin (county)
J58	Trip destination (county)

Stage variables

Mode

S2	Mode of transport
S24	Mode of travel
S28	Short walk
S41	Main stage

Travel time, distance and speed

S25/26	Length of stage
S27	Stage speed
S36/37	Travel time (minutes)

Occupancy

S7–8	Number in party

Public transport

S15/S38	Number of boardings
S29/30	Ticket cost (1)
S31/32	Ticket cost (2)
S33/34	Total cost (pence)
S35	Type of ticket

Private transport

S18	Private vehicle occupant
S19	Where parked
S21	Parking cost
S22	Whose vehicle?

Notes

1. Office for National Statistics (1998) *National Travel Survey 1985/86 Report - part 2*, HMSO: London.
2. Ashley Kershaw *et al* (2001) *National Travel Survey Technical Report*, 2000, Office for National Statistics: London.

Chapter 6 Additional information available from NTS Technical Report 2000

Every three years a more detailed Technical Report is produced. The last one was the Technical Report 2000.[1] This contains the following additional information.

Chapter 5

Information for each variable, where appropriate, on source, derivation, definitions, imputation, unbanded variables.

Chapter 6

Definitions compared with earlier surveys (to 2000).

Chapter 7

Comparison of 1998/2000 NTS data with other sources and with previous surveys.

Chapter 8

Sampling errors for 1998/2000.

Chapter 9

The main report to the National Statistician on the NTS Quality Review.

Notes

1 Ashley Kershaw *et al*, (2001). *National Travel Survey Technical Report*, 2000. Office for National Statistics: London. Alternatively see the website *www.statistic.gov.uk/nsbase/themes/transport/dft/personal/index.htm.*

Appendix A Household Questionnaire

QID

ASK IF: Data accessed in office

Area (Area)

1..50000

ASK IF: Data accessed in office

Address (Address)

1..30

ASK IF: Data accessed in office

HHold (Household)

1..3

QHHINFO

ASK ALWAYS:

IntInf INTERVIEWER: FOR INFORMATION: YOU ARE IN THE QUESTIONNAIRE FOR

ADDRESS NUMBER: ^QID Address HOUSEHOLD NUMBER: ^QID.HHOLD

IF YOU HAVE ENTERED THIS QUESTIONNAIRE BY MISTAKE, PRESS <CTRL+ENTER> TO ESCAPE THEN SELECT 'QUIT FORM OTHERWISE PRESS <ENTER> TO CONTINUE.

(1) Continue

ASK IF: NOT (TravData.SEARCH (LDMDUMKEY)

TravDate Enter travel week start date.

DATE

Record always:

AllocO Enter the original Travel Week allocation period.

1..4

ASK ALWAYS:

AllocF Enter the final Travel Week allocation period.

The original Travel Week allocation period was ^AllocO.

1..5

ASK ALWAYS:

TravChk INTERVIEWER : BEFORE YOU CONTINUE IN THIS QUESTIONNAIRE MAKE SURE THE TRAVEL WEEK DATE DISPLAYED BELOW IS CORRECT.

IF NOT CORRECT PRESS <CTRL+ ENTER> TO ESCAPE AND START AGAIN OR PRESS 1 TO CONTINUE

STARTDATE : ^TravDate

1..1

ASK 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 NEXT QUESTION.

YOU CANNOT GO BACK TO CODE '1' ONCE YOU HAVE CODED '2'

(1) Placement interview
(2) Pick-up interview

Record always:

Quota Quota month

1..12

ASK IF: StatusQ =place

DateChk Is this

(1) The first time you have opened this questionnaire
(2) or the second or later time?

ASK ALWAYS:

Qnames

ASK ALWAYS:

WhoHere Who normally lives at this address?

(1) PRESS ENTER TO CONTINUE

ASK ALWAYS:

Name RECORD THE NAME (OR A UNIQUE IDENTIFIER) FOR HOH, THEN A NAME/IDENTIFIEER FOR EACH MEMBER OF THE HOUSEHOLD HELP<F9>

WHEN ALL HOUSEHOLD MEMBERS HAVE BEEN ENTERED, PRESS PgDn

STRING[12]

ASK ALWAYS:

Sex** (1) Male
(2) Female

ASK ALWAYS:

Birth** What is your date of birth?
FOR DAY NOT GIVEN ENTER 15.
FOR MONTH NOT GIVEN ENTER 6.

ASK ALWAYS:

Age if** What was your age last birthday?
98 or more = CODE 97 (HELP<F9>)

0..97

ASK IF: AGE >=16

MarStat** Are you/is name married, living together as a couple, single, widowed, divorced or separated?

(1) Single/never married
(2) married
(3) Separated
(4) Divorced
(5) Widowed

ASK IF: AGE >=16
AND: MarStat <> MarrLiv

LiveWith** 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

ASK ALWAYS:

EthGroup** INTERVIEWER: SHOW PROMPT CARD A
To which of these ethnic groups do you consider you belong? Please choose from this card . . .

(1) 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) Other

ASK IF: EthGroup=OthWhite

OthWht Please specify other White backgound

STRING[20]

ASK IF: EthGroup=MixedOth

OthMxd Please specify other Mixed backgound

STRING[20]

ASK IF: EthGroup=OthAsn

OthAsn Please specify other Asian backgound

STRING[20]

ASK IF: EthGroup=OthBlk

OthBlk Please specify other Black backgound

STRING[20]

ASK IF: EthGroup=AnyOth

OthEth Please specify other ethnic group

STRING[20]

** Double asterisk denotes a harmonised question.

ASK ALWAYS:

RelHoh** INTERVIEWER: Code relationship to HOH

(1) Head of household
(2) Spouse/partner/cohabitee
(3) Child of HoH or spouse
(4) Parent of HoH or spouse
(5) Other relative
(6) Other non-relative

QAccom

ASK ALWAYS:

Accom** Is this household's accommodation:

(1) a house or bungalow
(2) a flat or maisonette
(3) a room/rooms
(4) or something else?

ASK IF: Accom = Hse:

HseType** Is this house/bungalow:

(1) detached
(2) semi–detached
(3) or terraced/end of terrace?

ASK IF: Accom = Flat

FltTyp** Is this flat/maisonette:

(1) a purpose–built block
(2) a converted house/some other kind of building?

ASK IF: Accom = Other

AccOth** Is this accommodation a:

(1) caravan, mobile home or houseboat
(2) or some other kind of accommodation?

QTenure

ASK ALWAYS:

Ten1** In which of these ways do you occupy this accommodation? SHOW PROMPT CARD B MAKE SURE ANSWER APPLIES TO HoH (^DMNAMES[LDMHoHnum]) (HELP<F9>)

(1) Own outright
(2) Buying it with the help of a mortgage or loan
(3) Pay part rent and part mortgage (shared ownership)
(4) Rent it
(5) Live here rent–free (including rent–free in relative's/friend's property; excluding squatting)
(6) Squatting

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Tied** Does the accommodation go with the job of anyone in the household?

(1) Yes
(2) No

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

LLord** Who is your landlord?...(HELP<F9>) CODE FIRST THAT APPLIES

(1) the local authority/council/New Town Development/ Scottish Homes
(2) a housing association or co–operative or charitable trust
(3) employer (organisation) of a household member
(4) another organisation
(5) relative/friend (before you lived here) of a household member
(6) employer (individual) of a household member
(7) another individual private landlord?

ASK IF: (Ten1 = Rent) OR (Ten1 = Rent free)

Furn** Is the accommodation provided: ... (HELP<F9>)

(1) furnished
(2) partly furnished (eg carpets and curtains only)
(3) or unfurnished?

QResLen

ASK ALWAYS:

HLong** RECORDED for HoH (^LDMInt Name) ONLY

How long have you (has ^LDMInt Name) lived at this address? ... (HELP<F9>)

(1) Less than 12 months
(2) 12 months but less than 2 years
(3) 2 years but less than 3 years
(4) 3 years but less than 5 years
(5) 5 years but less than 10 years
(6) 10 years but less than 20 years
(7) 20 years or more

ASK IF: HLong = less than 12 months

HMnths How many months have you (has ^LDMIntName) lived here?

1..12

ASK IF: HLong = less than 12 months

OldAdd Is your (is ^LDMIntName)'s old address more than one mile from here or less than that?

(1) More than one mile
(2) One mile or less

QLocServ

ASK ALWAYS:

SatServ [*]
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?

SHOW PROMPT CARD A

(1) Very satisfied
(2) Fairly satisfied
(3) Neither satisfied nor dissatisfied
(4) A little dissatisfied
(5) Very dissatisfied
(6) Don't use buses

ASK ALWAYS:

EncRage Would you be encouraged to use local buses more often if improvements were made to the bus services?

(1) Yes
(2) No
(3) Not sure

ASK IF: ((EncRage = Yes) OR (EncRage = NtSure)) OR (EncRage = DONTKNOW)

Improv Which do you think are the main ways in which the services could be improved? Please use this card as a guide and mention up to four.

INTERVIEWER: SHOW PROMPT CARD B.....SEPARATE CODES WITH . OR -

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES SET [4] OF

(1) Better provision for the disabled/elderly
(2) Better provision for people with young children or heavy shopping
(3) Cheaper fares
(4) Boarding point closer to home
(5) Quicker journey time
(6) More destinations or routes
(7) More reliable or punctual services
(8) More frequent services at weekends
(9) More frequent evening services
(10) More frequent day-time services
(11) Better information about services
(12) Other (SPECIFY IN A NOTE)

ASK ALWAYS:

BusProv Which is the main type of bus provided locally. Is it...

RUNNING PROMPT

(1) mainly small buses (mini-buses or midi-buses)
(2) mainly large buses
(3) OR an equal mixture of both small and large buses?
(4) No local bus service

ASK IF: (BusProv = MnSmall) OR (BusProv = MnLarge) OR (BusProv = Equal)

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: IF INFORMANT GIVES A RANGE eg. 25-30 MINS THEN CODE LOWEST GROUP ie. 4

0..98

ASK IF: NearBus = DONTKNOW

NearBand INTERVIEWER: SHOW PROMPT CARD C

Could you tell me which of these bands is the approximate time that it would 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 IF: (BusProv = MnSmall) OR (BusProv = MnLarge) OR (BusProv = Equal)

GetBus How often would I be able to get a bus from that bus stop during the day?

PROMPT AS NECESSARY IF VARIES' TAKE WEEK DAY OFF-PEAK FREQUENCY

(1) Less than once a day
(2) At least once a day
(3) At least once an hour
(4) At least once every half-hour
(5) At least once every quarter-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, ex-BR) or underground station? Again it is the NEAREST one I am interested in, even if it is not the main one or the one you use.

0..98

ASK IF: NearSta = DONTKNOW

BanRail INTERVIEWER: SHOW PROMPT CARD C

Could you tell me which of these bands is the approximate time that it would take ME to walk to your nearest railway or underground 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 IF: (BusProv = MnSmall) OR (BusProv = MnLarge) OR (BusProv = Equal)

BusSta Can I just check....
How long would it take ME to get to the station by bus?
Include walking to and from the bus stop but assume there is no waiting time.

0..98

ASK IF: BusSta = DONTKNOW

BanBus INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of these bands on this card is the approximate time that it would take ME to get to the nearest station by bus?

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
(6) No bus service
(7) Quicker to walk

ASK ALWAYS:

DescTa Would you tell me which description is most like your nearest railway (or underground) station? Is it a...

RUNNING PROMPT:

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

QAmenity

ASK ALWAYS:

IntroA I would now like to ask you some questions about how long it would take to WALK from here to each of the following places.

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocWalk How long would it take ME to walk to your doctor's surgery?

0..98

ASK IF: DocWalk = DONTKNOW

BanDoc INTERVIEWER: SHOW PROMPT CARD C

Could you tell me in which of these bands on this card is the approximate time that it would take ME to walk to your doctor's surgery?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer

ASK ALWAYS:

POWalk How long would it take ME to walk to the nearest Post Office?

0..98

ASK IF: POWalk = DONTKNOW

BanPO INTERVIEWER: SHOW PROMPT CARD C

Could you tell me in which of these bands on this card is the approximate time that it would take ME to walk to the nearest Post office?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer

ASK ALWAYS:

ChemWalk How long would it take ME to walk to the nearest chemist to get a prescription?

0..98

ASK IF: ChemWalk = DONTKNOW

BanChem INTERVIEWER: SHOW PROMPT CARD C

Could you tell me in which of these bands on this card is the approximate time that it would take ME to walk to the nearest chemist?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer

ASK ALWAYS:

GrocWalk How long would it take ME to walk to the nearest shop selling groceries?

0..98

ASK IF: GrocWalk = DONTKNOW

BanGroc INTERVIEWER: SHOW PROMPT CARD C

Could you tell me in which of these bands on this card is the approximate time that it would take ME to walk to the nearest shop selling groceries?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer

ASK ALWAYS:

SCenWalk How long would it take ME to walk to the nearest main shopping centre?

0..98

ASK IF: SCenWalk = DONTKNOW

BanSCen INTERVIEWER: SHOW PROMPT CARD C

Could you tell me in which of these bands on this card is the approximate time that it would take ME to walk to the nearest Shopping centre?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer

ASK ALWAYS:

HospWalk How long would it take ME to walk to the nearest hospital providing general treatment?

0..98

ASK IF: HospWalk = DONTKNOW

BanHosp INTERVIEWER: SHOW PROMPT CARD C

Could you tell me in which of these bands on this card is the approximate time that it would take ME to walk to the nearest hospital?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer

ASK ALWAYS:

IntroB I would now like to ask you how long it would take ME to get to each of those places BY BUS?

INCLUDE WALKING TO AND FROM THE BUS STOPS BUT ASSUME THERE IS NO WAITING TIME

PRESS 1 TO CONTINUE

1..1

ASK ALWAYS:

DocBus How long would it take ME to go by bus to your doctor’s surgery?

0..98

ASK IF: DocBus = DONTKNOW

BanDocB INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of these bands on this card is the approximate time that it would take ME to go by bus to the nearest doctor's surgery?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer
(6) No bus service
(7) Quicker to walk

ASK ALWAYS:

POBus How long would it take ME to go by bus to the nearest Post Office?

0..98

ASK IF: POBus = DONTKNOW

BanPOB INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of the bands on this card is the approximate time that it would take ME to go by bus to the nearest Post Office?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer
(6) No bus service
(7) Quicker to walk

ASK ALWAYS:

ChemBus How long would it take ME to go by bus to the nearest chemist to get a prescription?

0..98

ASK IF: ChemBus = DONTKNOW

BanChemB INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of the bands on this card is the approximate time that it would take ME to go by bus to the nearest Chemist?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer
(6) No bus service
(7) Quicker to walk

ASK ALWAYS:

GrocBus How long would it take ME to go by bus to the nearest shop selling groceries?

0..98

ASK IF: GrocBus = DONTKNOW

BanGrocB INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of the bands on this card is the approximate time that it would take ME to go by bus to the nearest shop selling groceries?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer
(6) No bus service
(7) Quicker to walk

ASK ALWAYS:

SCenBus How long would it take ME to go by bus to the nearest main shopping centre?

0..98

ASK IF: SCenBus = DONTKNOW

BanSCenB INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of the bands on this card is the approximate time that it would take ME to go by bus to the nearest shopping centre?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer
(6) No bus service
(7) Quicker to walk

ASK ALWAYS:

HospBus How long would it take ME to go by bus to the nearest hospital providing general treatment?

0..98

ASK IF: HospBus = DONTKNOW

BanHospB INTERVIEWER: SHOW PROMPT CARD D

Could you tell me in which of the bands on this card is the approximate time that it would take ME to go by bus to the nearest hospital?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) 6 minutes or less
(2) 7–13 minutes
(3) 14–26 minutes
(4) 27–43 minutes
(5) 44 minutes or longer
(6) No bus service
(7) Quicker to walk

QAttitud

ASK ALWAYS:

AttIntro Only some of the questions relate to local areas/services. Local would be defined as whatever the respondent thinks of as his/her local area?

(1) PRESS ENTER TO CONTINUE

ASK ALWAYS:

ReliaBus INTERVIEWER: SHOW PROMPT CARD E

First of all, how would you rate the reliability of local buses?

(1) Very reliable
(2) Fairly reliable
(3) Neither reliable nor unreliable
(4) Fairly unreliable
(5) Very unreliable
(6) No local service
(7) Do not use
(8) No opinion/don't know

ASK IF: ((ReliaBus = Vgood) OR (ReliaBus = Fgood)) OR (ReliaBus = Neither) OR (ReliaBus = Fpoor)) OR (ReliaBus = Vpoor)) OR (ReliaBus = Notuse)

FrqBus INTERVIEWER: SHOW PROMPT CARD F

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 ALWAYS:

RelMetro INTERVIEWER: SHOW PROMPT CARD E

How would you rate the reliability of the trains/underground/metro, if you use the services?

(1) Very reliable
(2) Fairly reliable
(3) Neither reliable nor unreliable
(4) Fairly unreliable
(5) Very unreliable
(6) No local service
(7) Do not use
(8) No opinion/don't know

ASK IF: ((RelMetro = Vgood) OR (RelMetro = Fgood)) OR (RelMetro = Neither) OR (RelMetro = Fpoor)) OR (RelMetro = Vpoor)) OR (RelMetro = Notuse)

FrqMetro INTERVIEWER: SHOW PROMPT CARD F

How would you rate the frequency of the trains/underground/metro, if you use the services?

(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 ALWAYS:

Integr Are combined rail and bus tickets available in your area?

(1) Yes
(2) No
(3) Don't know
(4) No local service

ASK ALWAYS:

CycLane INTERVIEWER: SHOW PROMPT CARD G

How would you rate the provision of cycle lanes/paths locally (WITHIN 5 MILES OF THE RESPONDENT'S Home)?

(1) Very good
(2) Fairly good
(3) Neither good nor poor
(4) Fairly poor
(5) Very poor
(6) No cycle lanes
(7) Do not use
(8) No opinion/don't know

ASK ALWAYS:

Pavement INTERVIEWER: SHOW PROMPT CARD H

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

(1) Very good
(2) Fairly good
(3) Neither good nor poor
(4) Fairly poor
(5) Very poor
(6) Not many pavements in the area
(7) Do not use
(8) No opinion/don't know

ASK ALWAYS:

IntDiff I am going to ask a few questions about whether you NORMALLY experience difficulties making different types of journeys and why.

PRESS ENTER TO CONTINUE

(1) PRESS ENTER TO CONTINUE

DiffJy

ASK ALWAYS:

DiffJy Which, if any, of these journeys do any of you (in the household) NORMALLY experience difficulties with, or do not make at all, because of the lack of transport or poor transport services in your area?
CODE ALL THAT APPLY

SET[3] OF

(1) Travelling to or from work
(2) Travelling to or from town centre shops
(3) Visiting friends, relatives or leisure/recreational facilities
(4) None of these

ASK IF: DiffWork IN DiffJy

Probs1 Why do you have difficulties in travelling to or from work?
CODE ALL THAT APPLY

SET[15] OF

(1) No car available
(2) No suitable public transport
(3) Unreliable
(4) Cost of using car
(5) Cost of using public transport
(6) Lack of parking facilities
(7) Poor information about public transport services
(8) Poor connections
(9) Personal disability
(10) Concerns over personal safety
(11) Traffic congestion
(12) Roadworks
(13) Finds public transport unpleasant
(14) Other
(15) Not applicable

ASK IF: DiffWork IN DiffJy
AND: Other IN Probsl

OthProb1 Please specify other reasons
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

STRING [60]

ASK IF: DiffShop IN DiffJy

Probs2 Why do you have difficulties in travelling to or from town centre shops?
CODE ALL THAT APPLY

SET[15] OF

(1) No car available
(2) No suitable public transport
(3) Unreliable
(4) Cost of using car
(5) Cost of using public transport
(6) Lack of parking facilities
(7) Poor information about public transport services
(8) Poor connections
(9) Personal disability
(10) Concerns over personal safety
(11) Traffic congestion
(12) Roadworks
(13) Finds public transport unpleasant
(14) Other
(15) Not applicable

ASK IF: DiffShop IN DiffJy
AND: Other IN Probs2

OthProb2 Please specify other reasons
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

STRING [60]

ASK IF: DiffFrnd IN DiffJy

Probs3 Why do you have difficulties in travelling to or from visiting friends etc?
CODE ALL THAT APPLY

SET[15] OF

(1) No car available
(2) No suitable public transport
(3) Unreliable
(4) Cost of using car
(5) Cost of using public transport
(6) Lack of parking facilities
(7) Poor information about public transport services
(8) Poor connections
(9) Personal disability
(10) Concerns over personal safety
(11) Traffic congestion
(12) Roadworks
(13) Finds public transport unpleasant
(14) Other
(15) Not applicable

ASK IF: DiffFrnd IN DiffJy
AND: Other IN Probs3

OthProb3 Please specify other reasons
TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

STRING [60]

QIfBike

ASK ALWAYS:

IfBike I would now like to ask about bicycles.

Does your household have any bicycles which are used by adults or older children (that is children aged 6 years or older)?

(1) Yes
(2) No

ASK IF: IfBike = Yes

NoBike How many bicycles does your household have?

1..9

QVehNum

ASK ALWAYS:

IchEmp INTERVIEWER: ASK OR RECORD

I would now like to ask about vehicles but first of all, may I just check....is anyone in this household (are you) in paid employment?

(1) Yes (Someone in household working)
(2) No–one in household working

ASK IF: IchEmp = Yes

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?

(1) Yes
(2) No

ASK ALWAYS:

UseVcl** Do you/does your household at present own or have continuous use of any motor vehicles?
INCLUDE COMPANY CARS - UNLESS NO PRIVATE USE ALLOWED
SHOW PROMPT CARD I (EXAMPLES OF MOTOR VEHICLES)

(1) Yes
(2) No

ASK ALWAYS:

BrokenV And are there any (other) 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

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

Noplveh NUMBER OF VEHICLES ^LVehNum1
INTERVIEWER: EXCLUDE COMPANY POOL CARS

0..10

ASK IF: StatusQ = PickUp

NewVeh When we completed the main interview together on ^QDates.Pl you told me about vehicles that your household had regular use of:
(May I just check), have you acquired the use of any other vehicles since ^QDATES.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK–UP QUESTION
SEE HELP SCREEN <F9> FOR HOUSEHOLD VEHICLE DEFINITION....(HELP<F9>)

(1) Yes
(2) No

ASK IF:StatusQ = PickUp
AND: NewVeh = Yes

NewNo How many other vehicles have you acquired since ^QDates.Pl?
ENTER ANSWER THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

1..10

ASK IF: ((UseVcl = Yes) OR (BrokenV = Yes)) OR (NewVeh = Yes)

NumVeh PRECODED. PRESS ENTER TO CONTINUE

0..10

ASK IF: StatusQ = PickUp

WhenAcq When did you acquire the use of your ^LTVehTab1[LTLooper] additional vehicle?

Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: (WhenAcq = During) OR (WhenAcq = DONTKNOW)

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

ASK ALWAYS:

Make Enter description of the make of the vehicle.
E G FORD, VAUXHALL, RENAULT

STRING[20]

ASK ALWAYS:

Model ENTER DESCRIPTION OF THE MODEL
E.G FIESTA, CLIO, MICRA

STRING[20]

ASK IF: Model = RESPONSE

ModSpec ENTER ANY MODEL TYPE OR SPECIFICATION HERE
E.G 1.6, XR2i, TURBO

IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

STRING[20]

** Double asterisk denotes a harmonised question.

ASK ALWAYS:

VehUse CODE WHETHER the ^Make ^Model...

(1) is in regular use
(2) may begin to be used in the next month
(3) vehicle acquired since placement (ONLY APPLICABLE AT PICK-UP INTERVIEW)

ASK ALWAYS:

TypeVcl** Is the ^Make ^Model (HELP<F9>)

CAR INCLUDES MINIBUSES, MOTOR CARAVANS, 'PEOPLE CARRIERS' AND 4-WHEEL DRIVE PASSENGER VEHICLES. LIGHT VAN INCLUDES PICKUPS AND THOSE 4-WHEEL DRIVE VEHICLES, LAND ROVERS AND JEEPS THAT DO NOT HAVE SIDE WINDOWS BEHIND THE DRIVER

(1) a car?
(2) a light van?
(3) a motorcycle?
(4) or some other motor vehicle?

ASK IF: TypeVcl = car

CarType ASK OR RECORD
Is the ^Make ^Model a...

(1) 4-wheel car
(2) 3-wheel vehicle
(3) Invalid car
(4) Other

ASK IF: TypeVcl = MotorB

BikeType ASK OR RECORD
Is the ^Make ^Model a...

(1) motorcycle/scooter with sidecar
(2) motorcycle/scooter
(3) moped

ASK IF: (TypeVcl = OtherV) OR (CarType = OtherC)

OthType ASK OR RECORD
Is the ^Make ^Model a...

(1) landrover, jeep (or similar)
(2) light van
(3) other van or lorry
(4) minibus, motor caravan, dormobile etc
(5) Other (SPECIFY IN A NOTE)

ASK IF: TypeVcl = car

PrivVcl** Is the ^Make ^Model ... (HELP<F9>)

(1) privately owned?
(2) or is it a company car?

ASK IF: TypeVcl = car
AND: PrivVcl = Company

CompCar Can I just check which business mileage band does the car belong to for tax purposes?

(1) 1–2,499 business miles
(2) 2,500 – 17,999 business miles
(3) 18,000 business miles or more
(4) NONE OF BANDS APPLY (SPECIFY DETAILS IN NOTE)

ASK ALWAYS

HmnDriv Who drives the most mileage in the ^Make ^Model (taken over the year as a whole)?
IF MAIN DRIVER NOT H'HLD MEMBER, ENTER 89

1..89

ASK IF: StatusQ = PickUp

StillGot INTERVIEWER: CODE OR ASK: Does the household still have the ^Make ^Model?

ENTER THE RESPONSE THEN PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: StillGot = No

WhenDis RUNNING PROMPT
Was the ^Make ^Model disposed of...

(1) before the start of the travel week,
(2) during the travel week,
(3) or after the end of the travel week?

ASK IF: StatusQ = PickUp
AND: StillGot = No
AND: (WhenDis = During) OR (WhenDis = DONTKNOW)

DateDis Can you tell me the date on which you disposed of the ^Make ^Model?

DATE

** Double asterisk denotes a harmonised question.

Appendix A Individual Questionnaire

QWhoInt

ASK ALWAYS:

WhoInt Enter the number of the person you want to interview (or record as not available) from the list below
^LTWhoInt1

0..10

ASK ALWAYS:

IndQn Code whether face to face interview, proxy interview, or person not available.

(1) Face to face
(2) Proxy
(3) Not available

QTDISAB

ASK IF: AGE > 15

Diffoot [*]
First of all I want to ask some questions about any health problem or physical disability that affects travelling.

Do you have any physical disability or other long standing health problem that makes it difficult for you to go out on foot?

(1) Yes
(2) No

ASK IF: Age > 15

Difbus [*]
Do you have a physical disability or long standing health problem that makes it difficult for you to use buses or coaches?

(1) Yes
(2) No

ASK IF: Diffoot = Yes

Footout [*]
Do you go out on foot at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: Footout = No

GoOut [*]
Is it impossible for you to go out on foot or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Diffoot = Yes
AND: Footout = No
AND: GoOut = Imposs

WhChair Do you use a wheelchair at all?

(1) Yes
(2) No

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

ManageW Do/could you manage this on your own or do/would you need someone to help you?

(1) Manage on own
(2) Need someone to help

ASK IF: Diffoot = Yes
AND: ((Footout = Yes) OR (GoOut = Diff)) OR (GoOut <> RESPONSE)

WlkAid95 Do you use any aids to walking or movement when you go out on foot such as.....
CODE FIRST THAT APPLIES

(1) a powered pavement vehicle
(2) a wheelchair
(3) a walking frame
(4) crutches
(5) callipers
(6) a walking stick
(7) or any other kind of walking aid? (SPECIFY IN A NOTE)
(8) NO WALKING AIDS USED

ASK IF: Difbus = Yes

BusOut Do you use buses or coaches nowadays?

TREAT COACHES AS BUSES

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusHelp When you travel by bus do you usually need someone to help you or can you manage on your own?

(1) Needs help
(2) Can manage

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

Bdf1495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = Yes

BusDF15 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTIES USING BUSES?
IF 'YES': IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE <CTRL-M>

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No

BusPrb95 CODE FIRST THAT APPLIES
Is it because of a disability or health problems or because he bus service is poor or for some other reasons?

(1) Disability or health problem
(2) Poor bus service
(3) Other INTERVIEWER SPECIFY IN NOTE

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2195 (What do you find difficult about using buses): getting to the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2295 (What do you find difficult about using buses): standing waiting at the bus stop?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2395 (What do you find difficult about using buses): getting on or off buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Bdf2495 (What do you find difficult about using buses): getting to and from the seat on buses?

(1) Yes
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

Busdf25 INTERVIEWER: HAS INFORMANT MENTIONED SOME OTHER DIFFICULTY ABOUT USING BUSES?
IF 'YES' IF POSSIBLE, RECODE TO ONE OF THE PREVIOUS QUESTIONS
OTHERWISE SPECIFY WHAT THESE ARE IN A NOTE

(1) Yes (SPECIFY)
(2) No

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health

BusImp Is it impossible for you to use the bus or could you manage it but with difficulty?

(1) Impossible
(2) Difficult

ASK IF: Difbus = Yes
AND: BusOut = No
AND: BusPrb95 = Health
AND: BusImp = Diffic

ManageB If you were to use the bus would you need someone to help you or could you manage on your own?

(1) Needs help
(2) Could manage

ASK IF: IndQn = Face OR Proxy

IntroC 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.

PRESS 1 TO CONTINUE

1..1

ASK IF: IndQn = Face OR Proxy

OrdBus How frequently do you use an ordinary bus?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO
SHOW PROMPT CARD J

(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 IF: IndQn = Face OR Proxy

Coach How frequently do you use an express bus or coach within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO
SHOW PROMPT CARD J

(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 IF: IndQn = Face OR Proxy

Train How frequently do you use a privatised (formerly BR) train?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO
SHOW PROMPT CARD J

(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 IF: IndQn = Face OR Proxy

TaxiCab How frequently do you use a taxi/ minicab?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO
SHOW PROMPT CARD J

(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 IF: IndQn = Face OR Proxy

Plane How frequently do you use an air flight within Great Britain?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO
SHOW PROMPT CARD J

(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 IF: IndQn = Face OR Proxy

Bicycle How frequently do you use a bicycle?
PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO
SHOW PROMPT CARD J

(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 IF: IndQn = Face OR Proxy

GenCycle The next few questions are about cycling. Excluding exercise bikes, do you . . .

(1) own a bicycle yourself,
(2) have use of a bicycle owned by someone else in the household,
(3) have use of a bicycle owned by someone outside the household,
(4) have no use of a bicycle?

ASK IF: IndQn = Face OR Proxy

Cycle12 May I just check, have you ridden a bicycle during the last 12 months [year]?

(1) Yes
(2) No
(3) Don't know/can't remember

ASK IF: IndQn = Face OR Proxy and Cycle12 = Yes

CycRoute Which one of the following statements best describes the type of route you usually took when you cycled in the last 12 months. Did you usually cycle . . .

(1) mainly on the road,
(2) mainly on the pavements, cycle paths or cycle lanes that were not part of the road,
(3) mainly off the road in parks, open country, or private land
(4) on a variety of different surfaces?

ASK IF: IndQn = Face OR Proxy

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

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND (Dlfull = No)

DLFnew Have you acquired a full driving licence since I last interviewed you on ^QDATES.Pl

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF (Dlfull = Yes) OR (DLFnew = Yes)

Dltyp95 Is it for a car only, a motorcycle only or for both, or is it for a car with appropriate adaptations or an invalid car?
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
THE SECOND SET OF CODES APPLIES TO LICENCES ISSUED AFTER JUNE 1990

(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 appropriate adaptations (A restricted,B)
(6) Invalid vehicle (J) / (B1)
(7) Moped (E) / (P)

ASK IF: Dltyp95 = CarMot

CarMot95 May I just check, have you actually passed a test to drive a motorcycle of over 125CC?

(1) Yes
(2) No

ASK IF: Diffoot = Yes OR (Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))

Drive95 Do you drive

RUNNING PROMPT. CODE ONE ONLY.....CODE AUTOMATIC CAR AS AN ORDINARY CAR
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) an ordinary car (without special adaptions for people with disabilities)
(2) an ordinary car with special adaptations for people with disabilities
(3) an invalid car
(4) or some other kind of vehicle (SPECIFY)?
(5) No longer drive

ASK IF: Diffoot = Yes OR.(Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = OthVeh

XOthVeh INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE
STRING[40]

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: (((Drive95 = OrdCar) OR (Drive95 = OrdAdp)) OR (Drive95 = InvCar)) OR (Drive95 = OthVeh)

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

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

1..89

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Drive95 = NoDrv

Nodriv95 Is that because of a disability or health problem or for some other reason?

(1) Disability or health problem
(2) Other (SPECIFY)

ASK IF: Diffoot = Yes OR Difbus = Yes) AND (((((Dltyp95 = Car) OR (Dltyp95 = Auto)) OR (Dltyp95 = CarRes)) OR (Dltyp95 = Invalid)) OR (CarMot95 = RESPONSE))
AND: Nodriv95 = Other

XNodriv INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

STRING[40]

ASK IF: Dlfull = No OR (Dltyp95 = Mcycle) OR (Dltyp95 = Moped) AND Difbus = Yes OR Diffoot = Yes

EvDlic95 Have you ever held a full driving licence valid in Great Britain to drive a car?

(1) Yes
(2) No

ASK IF:Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes

Nolic95 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)

ASK IF: Dlfull = No OR Dltyp95 = Mcycle OR Dltyp95 = Moped AND Difbus = Yes OR Diffoot = Yes
AND: EvDlic95 = Yes
AND: Nolic95 = Other

XNoLic95 INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

STRING[50]

ASK IF: Drive95 = NoDrv OR EvDlic95 = Yes

LastDr95 How old were you when you last drove?

12..99

ASK IF: Dlfull = Yes OR DLFnew = Yes

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

12..99

ASK IF: Dlfull = No AND EvDlic95 <> Yes

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

(1) Yes
(2) No

ASK IF: StatusQ = PickUp AND Dlfull = No AND DLFnew = No AND Dlprov = No AND (EvDlic95 <> Yes)

DLNPro Have you acquired a provisional driving licence since I last interviewed you on ^QDates.PlDay, ^QDates.Pl?

ENTER RESPONSE AND PRESS <END> TO GO TO NEXT QUESTION.

(1) Yes
(2) No

ASK IF: (Dlprov = Yes) OR (DLNPro = Yes)

Protyp95 Is it for a car only, a car and motorcycle, a car with appropriate adaptations, an invalid car or something else?

CODE FIRST THAT APPLIES

(1) Car only
(2) Car and motorcycle
(3) Car with special adaptations
(4) Invalid car
(5) Something else
INTERVIEWER SPECIFY IN NOTE

ASK IF: Age > 15

Wrking** Did you do any paid work in the 7 days ending Sunday the ^DMDLSUN, either as an employee or as self-employed? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (Women aged < 63) OR Men aged < 65)

SchemeET** Were you on a government scheme for employment training?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)

JbAway** Did you have a job or business that you were away from? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)

OwnBus** Did you do any unpaid work in that week for any business that you own? (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (JbAway = No) OR (JbAway = Waiting)
AND: OwnBus = No

RelBus** ...or that a relative owns (HELP<F9>)

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: RelBus = No
AND: JbAway = No

Looked** Thinking of the 4 weeks ending Sunday the ^DMDLSUN, were you looking for any kind of paid work or government training scheme at any time in those 4 weeks? (HELP<F9>)

(1) Yes
(2) No
(3) Waiting to take up a new job/ business already obtained

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: ((Looked = Yes) OR (Looked = Wait)) OR (JbAway = Waiting)

StartJ** If a job or a place on a government scheme had been available in the week ending Sunday the ^DMDLSUN, would you have been able to start within 2 weeks?

(1) Yes
(2) No

ASK IF: Wrking = No
AND: (LILO1 = 1) OR (SchemeET = No)
AND: (Looked = No) OR (StartJ = No)

YInAct** What was the main reason you did not seek any work in the last 4 weeks/ would not be able to start in the next 2 weeks? (HELP<F9>)

(1) Student
(2) Looking after the family/home
(3) Temporarily sick or injured
(4) Long-term sick or disabled
(5) Retired from paid work
(6) None of these

ASK IF: Age > 15

Educ Are you at present attending a school or college?

(1) Yes
(2) No

ASK IF: Educ = Yes

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

(1) Yes
(2) No

ASK IF: NOT Economically inactive

Everwk** Have you ever had a paid job, apart from casual or holiday work?

(1) Yes
(2) No

ASK IF: Everwk = Yes

DtJbL** When did you leave your last PAID job?

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

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

(HELP<F9>)

DATE

QMainJb

ASK IF: In employment OR Everwk = Yes

IndD** CURRENT OR LAST JOB

What did the firm/organisation you worked for mainly make or do (at the place where you worked)?HELP<F9>

DESCRIBE FULLY - PROBE MANUFACTURING or PROCESSING or DISTRIBUTING ETC. AND MAIN GOODS PRODUCED, MATERIALS USED, WHOLESALE or RETAIL ETC.

STRING[80]

ASK IF: In employment OR Everwk = Yes

OccT** JOBTITLE CURRENT OR LAST JOB

What was your (main) job (^LMainJb3 ^DMDLSUN)? HELP<F9>

STRING[30]

ASK IF: In employment OR Everwk = Yes

OccD** CURRENT OR LAST JOB

What did you mainly do in your job?

CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB

STRING[80]

ASK IF: In employment OR Everwk = Yes

Stat** Were you working as an employee or were you self-employed HELP<F9>?

(1) Employee
(2) Self-employed

ASK IF: Stat = Emp

SVise ** In your job, did you have formal responsibility for supervising the work of other employees?

DO NOT INCLUDE PEOPLE WHO ONLY SUPERVISE:

– children, eg teachers, nannies, childminders
– animals
– security of buildings eg caretakers, security guards

(1) Yes
(2) No

ASK IF: Stat = Emp
AND: SVise = Yes

SViseDesc** Please describe the type of responsibility you have for supervising the work of other employees?

INTERVIEWER: PROBE FOR WHO AND WHAT IS BEING SUPERVISED

STRING [60]

EmpNo** How many employees were there at the place where you worked? HELP<F9>

(1) 1-24
(2) 25 or more

ASK IF: Stat = SelfEmp

Solo** Were you working on your own or did you have employees?

(1) On own/with partner(s) but no employees
(2) With employees

ASK IF: Stat = SelfEmp
AND: Solo = WithEmp

SENo** How many people did you employ at the place where you worked? HELP<F9>

(1) 1–24
(2) 25 or more

ASK IF: In employment OR Everwk = Yes

FtPtWk In your (main) job were you working..... HELP<F9>

(1) full time?
(2) part-time?

ASK IF: Age > 15

Incme This card shows a number of possible sources of income. Can you tell me which different kinds of income you personally receive?

INTERVIEWER: SHOW PROMPT CARDK

SEE 'HELP'(F9) FOR SOURCES OF INCOME SHOWN ON CARD D
CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES
CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME
....HELP<F9>

(1) Income received
(2) No source of income

ASK IF:Incme <> Noinc

Incgrp INTERVIEWER: SHOW PROMPT CARDL

Could you please look at this card and tell me which group 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.

1..21

ASK IF: (RelHoh = HOH) ot (RelHoh = partner)
AND: (Numadult >1) AND (Incgrp <>REFUSAL)

HincGrp SHOW PROMPT CARD L
INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION (INCGRP)

And now think of the income of the household as a whole.
Which group on this card represents the gross income of the WHOLE household?

1..21

** Double asterisk denotes a harmonised question.

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkPlace When you go to work do you.... HELP<F9>

(1) go to the same place every time?
(2) OR go to the same place on at least 2 days running each week?
(3) OR go to different places?
(4) OR work at home or in the same building as your home?

ASK IF: [Wrking = Yes) OR (SchemeET = Yes)
AND: WkPlace IN (SameEv, SameUse)

WkCode Where do you go to work?

INTERVIEWER: TYPE IN THE FIRST FEW LETTER OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE, INCLUDING COUNTY OR NEAREST LARGE TOWN, IN NOTE.

1..98

ASK IF: Work place is not predefined major urban area

WKTown Is it within (towncentre)

(1) Within
(2) Not within

ASK IF: Work place is Central London

WKLon Is it within the area bounded by the main railway stations including Kings Cross, Paddington, Vauxhall and Fenchurch Street?
SHOW CHECK CARD E FOR MAP OF THIS AREA

(1) Within
(2) Not within

ASK IF: Work place is not pre-defined major urban area

WorkUrb INTERVIEWER:RECORD OR ASK Is this an urban area

(1) Yes
(2) No

ASK IF: WorkUrb = Yes

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

(1) Within
(2) Not within

ASK IF: (Wrking = Yes) OR (SchemeET = Yes)

WkType Is your usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: StatusQ = PickUp
AND: WkType = RESPONSE

JobChg When we completed the main interview on ^QDates.Pl, you told me that your usual place of work was ^LWkMove1.
(May I just check), has your type of work place changed since ^QDates.Pl?

ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: WkType = DONTKNOW

JobChg2 (May I just check), has your type of work place changed since we completed the main interview on ^QDATES.Pl?
ENTER RESPONSE THEN PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

WhenJob When did you change your work place? Was it...

(1) before the start of the Travel Week
(2) during the Travel Week
(3) or after the end of the Travel Week

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)
AND: (WhenJob = During) OR (WhenJob = DONTKNOW)

DateChg Can you tell me the date on which you changed your work place?

DATE

ASK IF: StatusQ = PickUp
AND: (JobChg = Yes) OR (JobChg2 = Yes)

NewType Is your new usual place of work.....

SEE HELP SCREEN (F9) FOR DEFINITION OF TYPE OF WORK PLACE HELP<F9>
PRESS <ENTER> & <END> TO GO TO NEXT PICK-UP QUESTION

(1) an office
(2) a factory
(3) or some other type of place?

ASK IF: WkPlace IN [SameEv, SameUse, Differ]

WkTrav How do you usually travel to work?
PROBE FOR MAIN METHOD

(1) Car/van (include minibus/works van)
(2) Motorbike/Moped/Scooter
(3) Bicycle
(4) Bus (include coach, private bus)
(5) Train (formerly part of B.R.)
(6) L.T Underground
(7) Light Rail
(8) Walk
(9) Other

ASK IF: WkTrav = Other

XWkTrav INTERVIEWER: Please record how informant usually travels to work. Remember to recode WkTrav 1 to 7 where possible: HELP<F9>

STRING[40]

ASK IF: WkTrav = Car

WkDrive RUNNING PROMPT: When travelling to work are you..

(1) usually the driver
(2) usually the passenger
(3) or sometimes driver and sometimes passenger?

ASK IF: WkTrav IN [Car, Mbike]

WkVEH Is the vehicle you travel to work in, one that your household owns or has regular use of?
IF MORE THAN ONE, PROBE FOR MAIN VEHICLE

(1) Yes
(2) No

ASK IF: WkTrav IN [Bike]

WkBike Where do you usually park the bicycle when you use it to travel to work?

(1) Enclosed parking facilities provided by employer
(2) Inside workplace building – no special facilities
(3) Outside parking facilities provided by employer
(4) In the open on work premises – no special facilities
(5) Public parking facilities not on work premises
(6) In a public place – no special facilities
(7) Other/not sure (SPECIFY IN A NOTE)

ASK IF: (WkPlace = SameEv) OR (WkPlace = SameUse)) OR (WkPlace = Differ)

WkHome Can I just check, in the week ending Sunday the ^DMDLSUN did you work at home on any of the weekdays (i.e. Monday – Friday) INSTEAD of travelling to your usual place of work? HELP<F9>

(1) Yes
(2) No

ASK IF: WkHome = Yes

HomeDay On which weekdays did you work at home?
CODE ALL THAT APPLY

SET [5] OF

(1) Monday
(2) Tuesday
(3) Wednesday
(4) Thursday
(5) Friday

ASK IF: (WkPlace = Home) OR (WkHome = Yes)

EquipH And do you use any of the following equipment when you work at home?
CODE ALL THAT APPLY

SEPARATE CODES WITH . OR -

SET [3] OF

(1) a laptop computer?
(2) a stand alone computer?
(3) a fax machine?
(4) NONE OF EQUIPMENT USED

ASK IF: (WkPlace = Home) OR (WkHome = Yes) AND: (Comput IN EquipH) OR (Laptop IN EquipH)

Modem Do you have a modem link to your office/place of work?

(1) Yes
(2) No

Notick

ASK IF: (IndQn = Face) OR (IndQn = Proxy)

StckT Do you have a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind?
EXCLUDE ONE DAY TRAVEL CARDS. ASK TO SEE TICKET.

(1) Yes
(2) No

ASK IF: StatusQ = PickUp

StckPic Have you acquired a season ticket or area travel card valid for a week or longer, or a travel token or special pass of any kind since I interviewed you on ^QDates.Pl?
^LTNoTick1

(1) Yes
(2) No

ASK IF: (StckT = Yes) AND (StckPic = Yes)

IfRep Is the season ticket acquired since ^QDates.Pl a replacement for the old ticket or is it a different ticketpass?

(1) Replacement for old ticket
(2) Different ticket

ASK IF: (StckT = Yes) OR (StckPic = Yes)

NoTckt ^LTNoTick1
How many season tickets/area travel cards valid for a week or longer or travel tokens or special passes of any kind do you have?

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TckT TO RECORD DETAILS OF TICKET NUMBER ^LTTicket1
PRESS <ENTER> AND CONTINUE

1..3

ASK IF: (StckT = Yes) OR (StckPic = Yes)

SpecTk TICKET NUMBER: ^LTTicket1
TYPE OF SPECIAL TICKET
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) NON-CONCESSIONARY Season ticket
(2) NON-CONCESSIONARY Area travel card
(3) NON-CONCESSIONARY Combined season/area travel card
(4) NON-CONCESSIONARY Railcard
(5) Other NON-CONCESSIONARY ticket (SPECIFY IN NOTE)
(6) CONCESSIONARY OAP Pass
(7) CONCESSIONARY Scholar's pass
(8) CONCESSIONARY Disabled person's pass
(9) CONCESSIONARY Subsidised travel tokens
(10) Other CONCESSIONARY ticket (SPECIFY IN NOTE)
(11) NON-CONCESSIONARY Employee's special pass

ASK IF: SpecTk = OthCon

XSpecTk INTERVIEWER: Please describe what kind of other concessionary ticket the informant has.

STRING[30]

ASK IF: (StckT = Yes) OR (StckPic = Yes)

TkMode TICKET NUMBER: ^LTTicket1
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES
What forms of transport does the ticket cover?

(1) Train (formerly part of BR)
(2) LT underground/Tyne and Wear Metro/ Glasgow underground
(3) Bus
(4) Other single method
(5) Combined (ex-BR) train & underground
(7) Combined (ex-BR) train & bus (NOT IN LONDON)
(8) Combined underground/bus
(9) Combined (ex-BR) train & underground & bus
(10) Other combination of methods

ASK IF: TkMode = 5-10

MoMls TICKET NUMBER: ^LTTicket1
When you use your combined ticket, on which method of transport do you travel the most mileage?

(1) Train (formerly part of British Rail)
(2) Underground
(3) Bus
(4) DK/Other

ASK IF: SpecTk <> Subsidy

TKTime TICKET NUMBER: ^LTTicket1
How long does the ticket 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
(8) Other

ASK IF: TKTime = Other

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

STRING[30]

ASK IF: SpecTk <> Subsidy

TkCst TICKET NUMBER: ^LTTicket1
What was the actual (net) cost to you of the ticket?
ENTER AMOUNT IN £ AND PENCE
IF NIL ENTER 0

0.00..9999.97

ASK IF: SpecTk <> Subsidy

NumJrn TICKET NUMBER: ^LTTicket1
How many (main method) journeys per week would you expect to use the ticket for?
Please count each single trip as one journey & each return trip as two

IF AVERAGE IS LESS THAN ONCE A WEEK ENTER 0

0..99

ASK IF: NumJrn = 0

YrNum TICKET NUMBER: ^LTTicket1
SHOW PROMPT CARD M
Could you look at this card and tell me on about how many (main method) journeys you use the ticket?
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

ASK IF: SpecTk <> Subsidy

TkTPay TICKET NUMBER: ^LT Ticket1
When you use the ticket do you usually have to pay anything at the time of travel, or do you travel free?

(1) Pay something
(2) Travel free

ASK IF: (StatusQ = Place) AND (QDates.Rec <= QDates.PL)

AnyLDJ1 Now I'd like to ask you about long distance journeys you may have made. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away].
Have you made any journeys within Great Britain of 50 miles or more since/between QDates.RecDay, ^QDates.Rec ?

(1) Yes
(2) No

ASK IF: AnyLDJ1 = No

Longest What was the longest journey you made since ^QDates.RecDay, ^QDates.Rec?
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'.

0..49

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.

AnyLDJ2 (Now I'd like to ask you about long distance journeys you may have made between ... and ^QDates.Rec2day, ^QDates.Rec2. By long distance I mean a journey made within Great Britain of 50 miles or more in one direction say from here to [2 or 3 places 45 miles away]).
Have you made any journeys within Great Britain of 50 miles
or more between ^LWhoLDJ1 and ^QDates.Rec2Day, ^QDates.Rec2?

(1) Yes
(2) No

ASK IF: (StatusQ = PickUp
AND: QDates.PL. <= QSignIn.TravDate.
AND: (AnyLDJX = No) AND (AnyLDJ2 = No)

Long2 Have you made a longer journey than the one of ^Longestx miles that you mentioned at the first interview?
IF THE JOURNEY WAS 50 MILES OR MORE, ENTER 'YES' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Yes
(2) No

ASK IF: (AnyLDJ1 = Yes)) OR (AnyLDJ2 = Yes)

LDJInt INTERVIEWER: DO YOU WANT TO ENTER THE JOURNEYS MADE BY ^LDMIntname NOW OR LATER?

(1) Now
(2) Later

ASK IF: LDJInt = Now

LDJDate Thinking of the first/next journey you made of 50 miles or more ...
Can you tell me on what date you made your first/next long distance journey?

DATE

ASK IF: Ask aways

RepJ IF REPEAT ENTER JOURNEY NUMBER
OTHERWISE ENTER 0

0..39

ASK IF: NOT (RepJ IN [1 .. 39])

DupP IF DUPLICATE ENTER PERSON NUMBER
OTHERWISE ENTER 0

0..10

ASK IF: DupP IN [1 .. 10]

DupJ ENTER NUMBER OF ^QNames.QBNames[QTWhoInt [LDMPAIR]. QWhoInt[Dupp]. WhoInt]. Name 's JOURNEY

1..39

ASK ALWAYS:

Orig From where did your journey begin?
INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE IN A NOTE.

1..98

OrigUA Unitary Authority code of origin

000..980

ASK ALWAYS:

PurpTo What was the purpose of your journey?
INTERVIEWER: ENTER PURPOSE TO.

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose to: home
(2) Purpose to: work
(3) Purpose to: in course of work
(4) Purpose to: education
(5) Purpose to: food/grocery shopping
(6) Purpose to: 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
(12) Other social
(13) Entertainment or public activity
(14) Sport (participate)
(15) Holiday base
(16) (Day) Trip/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 or personal business
(23) Other escort

ASK ALWAYS:

PurpFro INTERVIEWER: ESTABLISH AND CODE JOURNEY PURPOSE ' FROM' (i.e. purpose of previous journey)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(1) Purpose from: home
(2) Purpose from: work
(3) Purpose from: in course of work
(4) Purpose from: education
(5) Purpose from: food/grocery shopping
(6) Purpose from: 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
(12) Other social
(13) Entertainment or public activity
(14) Sport (participate)
(15) Holiday base
(16) (Day) Trip/just walk
(17) Other non-escort/P
(18) Escort – home (not own)
(19) Escort – work
(20) Escort – in course of work
(21) Escort – education
(22) Escort – shopping or personal business
(23) Other escort

ASK ALWAYS:

Dest Where did your journey end?
INTERVIEWER: TYPE IN THE FIRST FEW LETTERS OF PLACE NAME TO ENTER CODING FRAME. IF PLACE IS NOT LISTED, TYPE XXX AND CODE AS 89 (NOT LISTED/DON'T KNOW) AND WRITE NAME OF PLACE IN A NOTE.

1..98

DestUA Unitary Authority code of destination

000..980

ASK ALWAYS:

Dist IF INFORMANT ANSWERS DON'T KNOW, ASK FOR AN ESTIMATE
How far did you travel (in total on this journey)?

50..997

ASK ALWAYS:

Meth95 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)

USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

(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 (formerly part of B.R)
(14) Aircraft (public)
(15) Taxi
(16) Minicab
(17) Other public
(18) Private (unspecified)
(19) Public (unspecified)

ASK IF: Meth95 IN [Car, MCycle, VanLorry, OthPriv]

DriPas Were you the driver of this vehicle or the passenger?

(1) Driver
(2) Passenger

ASK ALWAYS:

More Did you make any other long distance journeys since ...

(1) Yes
(2) No

ASK IF: Age > 15
AND: StatusQ = PickUp

RcNowlat INTERVIEWER: DO YOU WANT TO ASK THE RECALL QUESTION NOW OR LATER?
ENTER RESPONSE AND PRESS <END> TO GO TO NEXT PICK-UP QUESTION

(1) Now
(2) Later

RcNowlat = Now

ReCall2 That's the end of (your part/the main part) of the interview. May I just check...

We may want to contact you again in future, would this be all right?

(1) Yes
(2) No

ASK IF: (ReCall2 = Yes)

GiveTel Please may I have a telephone number, so we can contact you?

(1) Yes
(2) No
(3) No phone

ASK IF: GiveTel = Yes

TelNo INTERVIEWER
RECORD TELEPHONE NUMBER

STRING[15]

Appendix A Vehicle Section

VehInt

ASK FOR EACH VEHICLE:

Intro This is the start of the vehicle questionnaire for the ...
INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?
^PickTxt

(1) Now
(2) Later

ASK IF: Intro = Now

FuelTyp What fuel does the ...'s engine use?

(1) Petrol (INLCUDES LEAD FREE AND TWO STROKE)
(2) Diesel
(3) Electric vehicle
(4) Other (SPECIFY IN A NOTE)

ASK IF: FuelTyp = Petrol

Leaded ASK OR RECORD
Is the petrol

(1) always unleaded (with no additives)
(3) always leaded (classic cars only),
(4) always lead replacement (LRP or 4 star),
(5) sometimes unleaded, sometimes lead replacement (LRP),
(6) always unleaded with AWA (Anti-Wear Additive)
(7) other (SPECIFY IN A NOTE)

Vehmake

ASK IF: FuelTyp <> Electric

LogBook I need to obtain details about the ... which are given in the registration document (or log book).

(1) Seen by interviewer
(2) Consulted by informant
(3) Not seen /consulted

ASK IF: FuelTyp <> Electric

Denote May I just check, does the letter in the registration number denote the year?

(1) Yes
(2) No

ASK IF: Denote = Yes

Letter Which letter denotes the year?

INTERVIEWER: ENTER THE LETTER

STRING[1]

ASK IF: Letter = A,B,C,D,E,F,G,H,J,K,L,M,N,P,R,S,T

Numba Does the letter come before the number or after the number?

ASK OR RECORD AND CHECK

(1) Letter before number
(2) Letter after number

ASK IF: FuelTyp <> Electric

RegYear ASK OR RECORD AND CHECK. Could you tell me the exact year and month in which the vehicle was first registered?

INTERVIEWER: SEE INTERVIEWER CHECK CARD D. ENTER YEAR HERE

0..99

ASK IF: FuelTyp <> Electric

RegMon MONTH OF FIRST REGISTRATION

1..12

ASK IF: FuelTyp <> Electric
AND: (Letter = DONTKNOW) OR (Denote = DONTKNOW)

RegNo INTERVIEWER: ENTER REGISTRATION NUMBER (confidential to ONS)
THEN RECODE DENOTE, LETTER & NUMBA, WHERE POSSIBLE.

STRING[10]

ASK IF: FuelTyp <> Electric

TaxCl ASK OR RECORD AND CHECK
To which of the following taxation classes does the ... belong?

(1) Private and Light Goods(1.5 tons or less)
(3) Taxi (HACKNEY)
(4) 3 wheel car (TRICYCLE)
(5) Disabled (DISABLED)
(6) Motorcycle, scooter, moped (BICYCLE)
(7) Heavy goods (more than 1.5 tons)
(8) Other (SPECIFY IN A NOTE)

EngFTS

ASK IF: TaxCl IN [Private .. MotoBike, Other]) OR (TaxCl <> RESPONSE)

EnSize ASK OR RECORD AND CHECK
What is the size of the ...'s engine in cc's?
(1 litre = 1000 cc)
PROBE IF ANSWER IS GIVEN TO NEAREST 100cc HELP<F9>:

0..9997

ASK IF: EnSize = DONTKNOW

Bensize SHOW PROMPT CARD G
Could you tell me in which of these bands on this card 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 1500cc (1.3 to 1.5 litres)
(8) 1501 to 1800cc (1.5 to 1.8 litres)
(9) 1801 to 2000cc (1.8 to 2.0 litres)
(10) 2001 to 2500cc (2.0 to 2.5 litres)
(11) 2501 to 3000cc (2.5 to 3.0 litres)
(12) 3001cc and over (3 litres and over)

ASK IF: (Numba = Before) OR (Regyear < 84) OR Denote = No, DON'T KNOW, REFUSAL) OR Vmake = '99'

IntQust Can you tell me the exact size of the vehicle's fuel tank in litres or gallons?

(1) Amount given in litres
(2) Amount given in gallons

ASK IF: IntQust = Litres

TankLtr ENTER THE AMOUNT IN LITRES

0..997

ASK IF: IntQust = Gallons

TankGal1 ENTER THE AMOUNT IN GALLONS.
GIVE ANSWER TO ONE DECIMAL PLACE

0.0..99.0

Park

ASK IF: Intro = Now

WherePk RUNNING PROMPT
Can you tell me where the ... is usually parked overnight?
Is it usually parked overnight...

(1) in the garage (at this address),
(2) not garaged but still on the property of this address,
(3) on the street/public highway,
(4) or elsewhere (at or near your home)? (SPECIFY IN A NOTE)
(5) DOES NOT USUALLY PARK AT/NEAR HOME

ASK IF: WherePk IN [Street, Other]

HowFar RUNNING PROMPT
Approximately how far from the boundary of your property is the vehicle usually parked overnight?
INTERVIEWER: BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
e.g. GATE OR DOOR IF NO GARDEN
FOR THE PURPOSE OF THIS QUESTION 1 METRE IS THE SAME AS 1 YARD
NOTE THE LENGTH OF A FORD ESCORT IS APPROXIMATELY 5 YARDS

(1) right outside,
(2) not right outside but less than 10 yards/metres away,
(3) 10 yards but less than 100 yards/ metres away,
(4) 100 yards/metres away or more?

ASK IF: HowFar = Less100

HowFar2 How many yards/metres away from the boundary of your property is the vehicle usually parked?

BOUNDARY OF PROPERTY MEANS NEAREST ACCESS POINT TO ROAD
E.G. GATE OR DOOR IF NO GARDEN
A FORD ESCORT IS ABOUT 5 YARDS LONG

10..99

ASK IF: HowFar = More100

HowFrMin How long does it take you to walk from the boundary of your property to the place where the vehicle is usually parked?

GIVE THE ANSWER TO THE NEAREST MINUTE

1..60

ASK IF: WherePk IN [Street, Other]

IfPay Do you have to make any payment for parking the vehicle in this place?

(1) Yes
(2) No

ASK IF: IfPay = Yes

TypePay What is the payment for?

(1) Residents parking permit
(2) Other non-residents parking permit
(3) A hired garage
(4) Something else (SPECIFY)

ASK IF: TypePay = Other

XTyppay INTERVIEWER: Describe the type of payment made for parking the vehicle

STRING[40]

ASK IF: IfPay = Yes

Annfee How much is the annual parking fee that you pay?
INTERVIEWER: ENTER THE ANNUAL FEE TO THE NEAREST £. IF PAID MONTHLY, WORK OUT WHAT THIS WOULD BE ANNUALLY.

0..997

QComCar

ASK IF: FuelTyp <> Electric

WhoReg (May I just check) In whose name is the ... registered?
INTERVIEWER: UNREGISTERED & YET-TO-BE REGISTERED VEHICLES SHOULD BE CODED TO THE APPROPRIATE OWNER.

(1) Household member
(2) Someone outside household
(3) Employer/firm for whom household member works
(4) Own business
(5) Other firm or organization

ASK IF: (WhoReg = OutHH) OR (WhoReg = DONTKNOW)

WhoOwn 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

ASK IF: (WhoOwn = OutHH) OR (WhoOwn = DONTKNOW)

WhyUse 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 in a note

ASK IF: (WhoReg IN [OthFirm]) OR (WhoOwn IN [OthFirm])

VehHire Is the vehicle on hire or lease, or not?
IF 'NO' SPECIFY WHY NOT IN A NOTE

(1) Yes
(2) No

ASK IF: VehHire = Yes

WhoHire Who has hired or leased the vehicle?

(1) Household member
(2) Employer/firm for whom household member works
(3) Own business

ASK IF: (WhoHire = Hhmem) OR (WhoHire = DONTKNOW))

CostHir Are any of the costs of hiring or leasing paid for by the employer of a member of your household?

(1) Yes
(2) No

ASK IF: (WhoReg IN [HHmem]) OR (WhoOwn IN [HHmem])

VehCost Were any of the purchase costs of the vehicle paid for by a firm or organization?

(1) Yes
(2) No

ASK IF: VehCost = Yes

ComTax95 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

ASK IF: Privately owned vehicle AND (((WhoOwn = OwnBus) OR (WhoReg = OwnBus)) OR (WhoHire = OwnBus))) OR (((VehCost <> Yes) OR (ComTax95 = No)) AND (Stat = SelfEmp) AND (HmnDriv = RESPONSE)

CapAll (May I check) Can you claim capital allowances for your vehicle and/or tax refunds for costs of business mileage?

(1) Yes
(2) No

ASK IF: (ComTax95 = Yes) OR (CapAll = Yes)) OR (WhoOwn = Firm)) OR (WhoReg = Firm)) OR (WhoHire = Employ))

Assign Does employer/firm/organisation think of this vehicle as specifically 'assigned' to anyone in the household?

(1) Yes
(2) No

ASK IF: Assign = Yes

WhoAss To whom has (your firm/the employer,firm,organisation) assigned it?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (Assign = No) OR (Assign = DONTKNOW)) OR (WhoAss = 89)) OR (WhoAss = DONTKNOW)

WhoBus (May I check) Who does the most business mileage in the vehicle?
INTERVIEWER: ENTER PERSON NUMBER FROM LIST OF HOUSHEOLD MEMBERS OR CODE 89 IF ASSIGNED TO MORE THAN ONE PERSON IN HOUSEHOLD

1..89

ASK IF: (DMPRIVCO = Private) AND (Cartype = Wheel4 OR LightVan) AND (IchEmp = Yes)) AND (((WhoReg = HHmem) OR (WhoOwn = HHmem)) OR (WhoHire = Hhmem))) AND (ComTax95 <> Yes))) OR ((((WhoReg = OwnBus) OR (WhoOwn = OwnBus)) OR (WhoHire = OwnBus)) AND (CapAll = No))

CourWk95 (May I check) do you/does ... use the vehicle in the course of your work?

(1) Yes
(2) No

ASK IF: (DMPRIVCO = Company) OR (WhoOwn = Firm) OR (WhoReg = Firm)) OR (WhoHire = Employer)) OR (ComTax95 = Yes) OR (CostHir = Yes)) AND ((Cartype = Wheel4) OR LightVan)

PrivMi95 (May I check) for your private mileage, including commuting mileage, do you receive any free fuel?

(1) Yes
(2) No

ASK IF: PrivMi95 = Yes

FTax95 (May I check) do you pay the tax on free fuel?

(1) Yes
(2) No

ASK IF: (DMPRIVCO= Private) AND (WhoOwn = HHmem) OR (WhoReg = HHmem) OR (WhoHire = Hhmem) AND (CourWk95 = Yes)) AND (DMVEHTYPE= Wheel4 OR LightVan) AND (IchEmp = Yes)

Allow95 For the mileage 'you' do in course of work do 'you' receive

(1) a mileage allowance only
(2) a mileage allowance and some other allowance
(3) or do you receive nothing and have to pay yourself?
(4) Other.

ASK IF: (Allow95 = OthAll) OR (Allow95 = Other)

XAllow95 INTERVIEWER: PLEASE DESCRIBE IN DETAIL EXACTLY WHAT KIND OF ASSISTANCE THE INFORMANT RECEIVES FOR MILEAGE DONE 'IN COURSE OF WORK'.

STRING[60]

ASK IF: (WhyUse = Borrowed) OR (VehHire = Yes)

BorHire Is your vehicle borrowed or hired for less than one year or for one year or more?

(1) Less than 1 year
(2) 1 year or more

QMileag

ASK IF: (FuelTyp <> Electric) AND (BorHire <> LessYear)

AnMiles I would like to get a figure for the approximate annual mileage of the .... Can you please estimate for me the total miles the vehicle is driven in a year?

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

0..99999

ASK IF: AnMiles = DONTKNOW

BAnMiles SHOW PROMPT CARD H
Could you tell me in which of these bands on this card is the approximate total MILES this vehicle is driven in a year?

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

ASK IF: (AnMiles > 0)

KmOrMile INTERVIEWER ASK OR CODE: WAS THE ANSWER TO ANMILES' IN MILES OR KILOMETRES?

(1) Miles
(2) Kilometres

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE= Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))

UsualWk 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

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

CoursWk 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

0..99999

ASK IF: (CoursWk > 0)

GoodsWk And can you estimate how many of these ^CoursWk miles are driven by anyone in the household whilst carrying goods in the course of work
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (((DMVEHTYPE = Wheel4 OR Lightvan)) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE))))
AND: (((AnMiles = RESPONSE) AND (UsualWk = RESPONSE)) AND (CoursWk = RESPONSE)) AND (AnMiles >= (UsualWk + CoursWk))

Othmile So that means that the vehicle is driven about ^OtherM miles a year for all other journey's.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))
AND: (IchEmp = Yes) AND (KmOrMile = Km)

UsualKm 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

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

CoursKm 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

0..99999

ASK IF: (CoursKm > 0)

GoodsKM ^DMVEH[LTLooper]

And can you estimate how many of these ^Courskm kilometres are driven by anyone in the household whilst carrying goods
IF NIL ENTER 0

0..99999

ASK IF: (IchEmp = Yes) AND (KmOrMile = Km)
AND: (((AnMiles = RESPONSE) AND (UsualKm = RESPONSE)) AND (CoursKm = RESPONSE)) AND (AnMiles >= (UsualKm + CoursKm))

Othkm So that means that the vehicle is driven about ^otherkm kilometres a year for all other journeys.
ENTER THE NUMBER SHOWN IF CORRECT

0..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

Deliver ^DMVEH[LTLooper]

May I check, is the vehicle ever used by anyone in the household to deliver goods in the course of work?
. . . . HELP <F9>

INCLUDE VEHICLES WHOSE PRIMARY PURPOSE IS THE DELIVERY OF GOODS EG PARCEL, NEWSPAPER OR OTHER ROUNDS. INCLUDE VEHICLES USED OCCASIONALLY TO DELIVER GOODS TO CUSTOMERS AND/OR WORK COLLEAGUES EG DELIVERIES TO CUSTOMERS FROM SMALL BUSINESS, CARRYING EQUIPMENT TO A WORKSITE FOR OTHERS.

EXCLUDE TOOLS OR EQUIPMENT CARRIED BY THE DRIVER FOR THEIR OWN JOB EG PLUMBER OR GARDENER CARRYING TOOLS TO UNDERTAKE WORK AT CUSTOMER'S PREMISES.

(1) Yes
(2) No

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: Deliver = YES

HowOft How often is this vehicle used to deliver goods?

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

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: Deliver = YES

NumTrips How many times did the vehicle stop to deliver goods on the most recent day the vehicle was used for deliveries? . . . . HELP <F9>

WE ARE INTERESTED IN THE NUMBER OF DROP OFF POINTS NOT THE NUMBER OF TIMES THE VEHICLE WENT OUT.

INTERVIEWER: IF DK ENCOURAGE ESTIMATE

(1) Once
(2) 2 to 4 times
(3) 5 to 9 times
(4) 10 to 19 times
(5) 20 or more times

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

OutGB Outside GB means outside England, Wales and Scotland. Include travel in the Isle of Man, Channel Islands and Northern ireland.

(1) Yes
(2) No

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: OutGB = YES

MileGB What was the vehicle's total mileage OUTSIDE GB on the last trip that was made?
INCLUDE MILAGE REGARDLESS OF WHO WAS DRIVING, INCLUDE MILEAGE IN NORTHERN IRELAND, THE ISLE OF MAN AND CHANNEL ISLANDS.

1..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: OutGB = YES

PurpGB What was the main purpose of the trip?

(1) Holiday
(2) Abusiness trip
(3) A shopping trip
(4) Visiting friends or relatives
(5) Another reason

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: OutGB = YES AND PurGB = OTHPURP

OthPurp What was the purpose of the trip?

STRING[60]

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)

OthNI Has the vehicle been driven in Northern Ireland in the last year, that is since ^DNDL year, by anyone in the household?

(1) Yes
(2) No

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: OutNI = YES

MileNI What was the vehicle's total mileage in Northern Ireland on the last trip that was made?
INCLUDE MILAGE REGARDLESS OF WHO WAS DRIVING.

1..99999

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: OutNI = YES

PurpNI 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

ASK IF: (IchEmp = Yes) AND ((KmOrMile = Miles) OR (DMVEHTYPE = Wheel4 OR Lightvan) AND ((AnMiles <> RESPONSE) OR (KmOrMile <> RESPONSE)
AND: PurpNI = OTHER.

NIOther What was the reason for the trip?

STRING[60]

ASK IF: FuelTyp <> Electric) AND (BorHire <> LessYear))

SecCyc May I check about the milometer in the vehicle.
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 IF: BorHire <> LessYear

MiloRep Has the milometer been replaced since the vehicle was new?

(1) Yes
(2) No

QTVPickU

ASK IF: (QSignIn.StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND (WhenDis <> Bfore) OR (StillGot = Yes))

FuelNow 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 THE INFORMANT SOME EXTRA QUESTIONS

(1) Now
(2) Later

ASK IF: FuelNow = Now

AnyFuel 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

ASK IF: AnyFuel = Fuelin

IntQust1 TOTAL WITH INFORMANT. FIRST CODE IF AMOUNT IN LITRES OR GALLONS

(1) Litres
(2) Gallons

ASK IF: IntQust1 = Litres

FuelLtr Quantity of fuel put in in litres (to nearest whole litre)

0..999

ASK IF: IntQust1 = Gallons

FuelGal Quantity of fuel put in gallons (to one decimal point)

0.0..99.9

ASK IF: AnyFuel = Fuelin

FuelPds Enter amount household paid in pounds and pence for this fuel and check sum with informant

0.00..999.99

ASK IF: FuelNow = Now

FGauge CHECK 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

ASK IF: FGauge IN [Gauge .. Estim]

FFGRead ENTER 'FIRST' FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FuelNow = Now

LGauge CHECK 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

ASK IF: LGauge IN [Gauge .. Estim]

LFGRead ENTER LAST FUEL GAUGE READING (enter box no.)

1..9

ASK IF: FFGRead = 9

StikFul (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

ASK IF: FFGRead = 1

Stikem1 (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

ASK IF: LFGRead = 9

StikFu2 (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

ASK IF: LFGRead = 1

StikEm2 (In some vehicles the fuel gauge indicator shows 'empty' when there is still quite a lot of fuel in the tank.)
I notice that your tank was 'empty' or 'nearly empty' at the end of your travel week. So far as you can remember, was there enough fuel left to do at least another 20 miles?

(1) Yes
(2) No
(3) DK/Can't remember

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr)) AND WhenDis <> Bfore) OR (StillGot = Yes))

IntQust2 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 IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

FMilo CHECK MILOMETER READING IN FUEL AND MILEAGE CHART. FIRST' MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesF Enter the 'first' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmF Enter the 'first' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (StatusQ = PickUp) AND (WhenAcq <> Aftr) AND (WhenDis <> Bfore) OR (StillGot = Yes)

LMilo LAST MILOMETER READING WAS:

(1) Recorded from milometer
(2) Estimated
(3) Not available

ASK IF: IntQust2 = Miles

MilesL Enter the 'last' mileage (to the nearest whole mile)

0..999999

ASK IF: IntQust2 = Km

KmL Enter the 'last' reading in kilometres (to the nearest whole kilometre)

0..999999

ASK IF: (MilesF = RESPONSE) AND (MilesL = RESPONSE)

TotalMl TOTAL MILEAGE DURING TRAVEL WEEK:

0..99999

ASK IF: (KmF = RESPONSE) AND (KmL = RESPONSE)

TotalKm TOTAL NUMBER OF KILOMETRES DRIVEN DURING TRAVEL WEEK:

0..99999

RECORD IF: (Miles F = RESPONSE) AND (MilesL = RESPONSE) OR (KmF = RESPONSE) AND (KmL = RESPONSE)

LVPickU1 INTERVIEWER: ENTER WHETHER THE VEHICLE WAS DRIVEN IN THE TRAVEL WEEK

(1) Yes
(2) No

ASK IF: **LVPickU1** = 2

WhyNUse 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 QUESTIONNIARE 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
(6) Other (SPECIFY IN NOTE)

ASK IF: **LVPickU1** = 1

InElm1 May I just check:
Were any of the mileage driven by someone outside the household?

(1) Yes
(2) No

ASK IF: InElm1 = Yes

InElmA1 How many miles were driven by someone outside the household?

0..9999

ASK IF: **LVPickU1** = 1

InElm2 Were any of the mileage driven in order to carry goods in course of work?

(1) Yes
(2) No

ASK IF: InElm2 = Yes

InElmA2 ^DMVEH[LTLooper]

How many miles were driven in order to carry goods in the course of work?

0..9999

ASK IF: **LVPickU1** = 1

InElm3 Were any of the mileage driven off the public road?

(1) Yes
(2) No

ASK IF: InElm3 = Yes

InElmA3 How many miles were driven off the public road?

0..9999

ASK IF: **LVPickU1** = 1

InElm4 Were any of the mileage driven outside Great Britain?

(1) Yes
(2) No

ASK IF: InElm4 = Yes

InElmA4 How many miles were driven outside Great Britain?

0..9999

ASK IF: **LVPickU1** = 1

InElm5 Were any of the mileage driven using the vehicle as a taxi or hire car?

(1) Yes
(2) No

ASK IF: InElm5 = Yes

InElmA5 How many miles 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

0..9999

ASK IF: ANY(InElmA1-InElmA5 = RESPONSE) OR (ANY (InElm1- InElm5 = No)

TotInel Total ineligible mileage: Ineligible mileage
ENTER THE NUMBER SHOWN AS THE RESPONSE

0..9999

Appendix A Journey Input System

PersNo (*Ask for every journey)*
Person number

1..21

TravDay *(Ask for every journey)*
Travel day

1..7

JourNo ***(Ask for every journey)***
Journey number

1..30

PurFrom *(Ask for every journey*)
Purpose from

INTERVIEWER: ESTABLISH AND ENTER JOURNEY PURPOSE 'FROM'
(i.e. purpose of previous journey):

1 Home
2 Work
3 In course of work
4 Education
5 Food and grocery shopping
6 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
12 Other social
13 Entertainment/public activity
14 Sport (participate)
15 Holiday base
16 (Day) Trip/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
23 Other escort

PurTo *(Ask for every journey)*
Purpose to

INTERVIEWER: ESTABLISH THE PURPOSE OF THIS JOURNEY

1 Home
2 Work
6 In course of work
7 Education
8 Food and grocery shopping
6 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
12 Other social
13 Entertainment/public activity
14 Sport (participate)
15 Holiday base
16 (Day) Trip/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
23 Other escort

LeftHrs *(Ask for every journey)*
Time departed (hours)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

LeftMin *(Ask for every journey)*
Time departed (minutes)

INTERVIEWER: ESTABLISH THE TIME DEPARTED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

ArrHrs *(Ask for every journey)*
Time arrived (hours)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE HOUR USING THE TWENTY FOUR HOUR CLOCK.

00..23

ArrMins *(Ask for every journey)*
Time arrived (minutes)

INTERVIEWER: ESTABLISH THE TIME ARRIVED AND ENTER THE NUMBER OF MINUTES PAST THE HOUR.

00..59

Origin *(Ask for every journey)*
Origin of journey

10..58, 60..78, 89

Destin *(Ask for every journey)*
Destination of journey

10..58, 60..78, 89

Series *(Ask for every journey)*
Whether or not the journey consisted of a series of calls

0 *Not series of calls* (default setting)
1 *Series of calls journeys*

NextDay *(Ask for every journey)*
Whether or not the arrival time is past midnight on the next day

0 *Arrival time not past midnight* (default setting)
1 *Arrival time past midnight*

NumStag *(Ask for every journey)*
Number of stages

1..20

IntDis *(Ask for every journey)*
Interviewer discovered journey

0 *Not interviewer discovered journey* (default setting)
1 *Interviewer discovered journey*

Inelig *(Ask for every stage)*
Whether or not the journey is ineligible

0 *Eligible journey* (default setting)
1 *Ineligible journey*

RepJrnD Repeat journey (same person, another time)
Enter Travel day of original journey

1..7

RepJrnJ Repeat journey (same person, another time)
Enter journey number of original journey

1..29

DupJrnP Duplicate journey (another person, same day)
Enter person number of original journey

1..8

DupJrnJ Duplicate journey (another person, same day)
Enter journey number of original journey

1..29

Stages

Stage *(Pre-filled for each stage)*

Method *(Ask for every stage)*
Method of travel

1 Walk
2 Bicycle
3 Private (hire) bus
4 Car
5 Motorcycle, moped etc.
6 Van, lorry
7 Other private
8 Ordinary bus – in London
9 Ordinary bus – elsewhere
10 Coach, express bus
11 Excursion/tour bus
12 LRT underground
13 Train (British Rail)
14 Light rail
15 Aircraft (public)
16 Taxi
17 Minicab
18 Other Public
19 Unspecified private
20 Unspecified public

Distance *(Ask for every stage)*
Distance in miles

1..999

PtMiles *(Ask for each stage)*
Fractions of miles

1..9

PartyNoA *(Ask for each stage)*
Number of adults in party

1..99

PartyNoC *(Ask for each stage)*
Number of children in party

1..99

TravMin *(Ask for each stage)*
Travel time in minutes

1..999

CostPds *(Ask for each stage involving public transport: Method = ordinary bus - London, ordinary bus - elsewhere, coach, express bus, excursion/tour bus, LRT underground, Train (British Rail), Aircraft (public), taxi, minicab, other public, unspecified public)*

Stage cost in pounds

0..999

CostPen *(Routing as for costpds)*
Stage cost in pence

0..99

NoBoard *(Routing as for costpds)*
Number of boardings

0..9

Tcktype *(Routing as for costpds)*
Type of ticket used

1 Special ticket 1
2 Special ticket 2
3 Special ticket 3
4 Ordinary adult
5 Ordinary child
6 Reduced (off peak) adult
7 Reduced (off peak) child
8 Reduced special category
9 Other special category

WhichV *(Ask for car; motorcycle; moped; van, lorry; other private vehicle)*
Vehicle number

1..8, 89

DriPas *(Routing as for WhichV)*
Whether driver or passenger

1 Driver
2 Front Passenger
3 Rear Passenger

Parked *(Ask if method - car; motorcycle, moped; van, lorry; other private vehicle and DriPas = Driver)*

Where parked

1 Own/friend's premises
2 Firm/work car park
3 Other private car park
4 Park-and-ride car park
5 Public car park
6 Street
7 Not parked
8 Other

ParkPds *(Routing as for Parked)*
Parking cost in pounds

0..99

ParkPen *(Routing as for Parked)*
Parking cost in pence

0..99

Appendix A Administration Block Paper Questionnaire

ASK IF: (Choice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PreAdm, PlaceAdm, PickAdm, FinalAdm])
AND: Q10.HHold = 1

NofHH How many households at this address?

0..3

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)

Hout1 ENTER FINAL OUTCOME ....
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

PLEASE NOTE: CODE 35 IS NOT A VALID CODE FOR THE NTS

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(11) AllCoOp
FULLY CO–OPERATING HH
All diaries present
(20) PartUnSp
PARTIALLY CO–OPERATING HH – USE ONLY if codes 21, 22 and 23 don't apply
(21) PartNC
PARTIALLY CO–OPERATING HH – non–contact with 1 or more elements
(22) PartRef
PARTIALLY CO–OPERATING HH – refusal by 1 or more elements
(23) NoEnd
PARTIALLY CO–OPERATING HH – incomplete travel diary for one or more persons
(31) RefHQLet
Refusal to HQ letter
(32) RefBefor
Refusal at introduction/before placement interview
(33) RefInInt
Refusal during interview
(34) ContOnly
No interview – contact incapable
(41) NoContac
NON–CONTACT – with any HH member
(42) AwayAll
NON–CONTACT – HH away all field period
(97) NotHout1
CODES 11 – 42 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1

Hout2 Final Outcome Codes...
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(51) NoSuch INELIGIBLE – no trace of address
(52) UnbltHse – not yet built
(53) DerelHse – demolished/derelict
(54) EmptyHse – empty
(55) NonResid – non–residential
(56) NoPrvHH – institution
(57) TempAccm – temp accommodation /second home
(58) NonUkHH – household of foreign diplomat or foreign servicemen living on the base
(59) NoSample – DIRECTED not to sample at address
(60) QuotaLim HH limit on quota (4) already reached
(97) NotHout2 CODES 51 – 60 DO NOT APPLY

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2

HoutTemp Final Outcome Codes...
FOR TEMPORARY USE ONLY – MUST BE RECORDED IN RANGE 11– 60... USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

CODES 71–79 ARE FOR OFFICE USE ONLY – REACHED VIA CODE 97 AT THIS QUESTION

(81) TelNoUn – Tel no currenTly unobtainable
(82) TeltoFTF – HH reissued from TEL to FTF
(83) ForReall – For re–allocation
(97) ToOffUse – NOT FOR INTERVIEWER USE
Use this code to reach OFF USE outcomes 71–76

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: Hout1 = NotHout1
AND: Hout2 = NotHout2
AND: HoutTemp = ToOffUse

HoutOU Final Outcome Codes FOR OFFICE USE ONLY..
USE <F6> AND PAGE DOWN KEY TO SEE MORE CODES

IF NONE OF THE OUTCOME CODES AT THIS QUESTION APPLIES, USE CODE 97 TO REACH MORE OUTCOME CODES

(71)CorruptD FULL INTERVIEW ACHIEVED BUT – disk corrupted/lost in transmission
(72)PartD PARTIAL INTERVIEW ACHIEVED BUT – disk corrupted/lost in transmission
(73)DelDataF – FULL:informant demanded that data be deleted
(74)DelDataP – PARTIAL:informant demanded that data be deleted
(75)StoDiskF – FULL:disk stolen and not transmitted
(76)StoDiskP – PARTIAL:disk stolen and not transmitted
(97)HQonly Final HQ code if nothing else applies

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PlaceAdm, PickAdm, FinalAdm]) OR (vChoice IN [PlaceAdm, PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR nrx := 1 TO 10

IndQn Whether individual questionnaire completed for this person.
IF PARTIAL PLEASE GIVE JUDGED REASON FOR NON–RESPONSE OR WHY PERSON WAS NOT SEEN IN A NOTE <CTRL + M>

(1) Complete
Fully or partially completed (in person/by parent)
(2) Proxy
Proxy on behalf of adult
(3) Nodata
No data

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

Voutcome Vehicle questionnaire is .....

(1) Full
Fully or partly completed
(2) NoData
No data
(3) Invalid
Not valid household vehicle

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice IN [PickAdm, FinalAdm]) OR (vChoice IN [PickAdm, FinalAdm])
AND: NOT (HOut IN [31 .. 60])
AND: DMNOVEH > 0
AND: In loop FOR LTVehOut1 := 1 TO 10
AND: LTVehOut1 <= DMNOVEH

BlankV Give reasons why vehicle questionnaire is blank.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

JSchedR Has journey data been input for this person?

(1) Complete
Journey data completed for all eligible journeys in Travel Week period
(2) Partial
Journey data completed for some but not all eligible journeys in Travel Week period
(3) Nojourn
No data – no journey made in Travel Week (ie full information)
(4) Poss
No data – journeys possibly made (ie missing information)

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10
AND: JSchedR = Nojourn

Reason Give reasons why no journeys were made during Travel Week.

STRING[30]

ASK IF: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: (Choice = FinalAdm) OR (vChoice = FinalAdm)
AND: NOT (HOut IN [31 .. 60])
AND: In loop FOR LTJouOut1 := 1 TO 10

TrecPl Travel record was .....

(1) Inperson
placed in person
(2) Byprox
placed by proxy
(3) Notplac
not placed

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum [X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)

SOCNow

INTERVIEWER
DO YOU WANT TO DO OCCUPATION CODING FOR ^LDMIntName:

(1) Now
(2) or later?

ASK IF: ((((HOut = 11) OR (HOut = 20)) OR (HOut = 21)) OR (HOut = 22)) OR (HOut = 23)
AND: In loop FOR X := 1 TO DMHSIZE
AND: (QTILO[LDMPairNum[X]].QILO[LDM LineNum[X]].DVILO3 = InEmp) OR (QTLastJb[LDMPairNum[X]].QLastJb[LDMLineNum[X]].Everwk = Yes)
AND: SOCNow = Now

SOC ^LDMIntName
Standard Occupational Classification

Job Title : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[X]].OccT

Job Description:
^QTMainJb[LDMpairnum[x]].
QMainJb[LDMlinenum[x]].OccD

Industry : ^QTMainJb[LDMpairnum [x]].QMainJb[LDMlinenum[x]].IndD

Employment status : ^vempstat

REVIEW OCCUPATIONAL DETAILS AND ASSIGN 3–DIGIT S.O.C. CODE

0..999

SIC90 ^LDMIntName
REVIEW INDUSTRY DETAILS AND ASSIGN 3–DIGIT SIC CODE

^QTMainJb[LDMpairnum[x]].
QMainJb[LDMlinenum[X]].IndD

0..999

Appendix B NTS Documents

Select the HAND tool and
click on the blue text to link
to the individual items.

Documents held by ONS and DfT

1. Paper questionnaire (see Appendix A)
2. Interviewer instructions
3. Editing instructions
4. Definition manual
5. Technical report

Documents issued to interviewer

1. Interviewer instructions
2. Definition manual
3. Paper questionnaire
4. Long distance travel record (see page 76)
5. Travel record (see page 77)
6. Extra journey sheet
7. Fuel and mileage chart (see page 83)
8. Pocket diary (see page 85)
9. Purpose leaflet (see page 87)
10. Interviewer check cards
11. Reminder card
12. Advance letter
13. Disclaimer note
14. Despatch note
15. Allocation card (1 per month)

Interviewers are also issued with NTS fridge magnets and pens.

IN CONFIDENCE

Area | Add | H | P

LONG DISTANCE TRAVEL RECORD

Between today's date (/ /) and the date on which you begin your travel diary (/ /), you may wish to keep a note of any journeys you make of 50 miles or longer. Our interviewer will be asking a few more questions on these long distance journeys when he/she returns to collect your travel diary.

Journey No.1
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

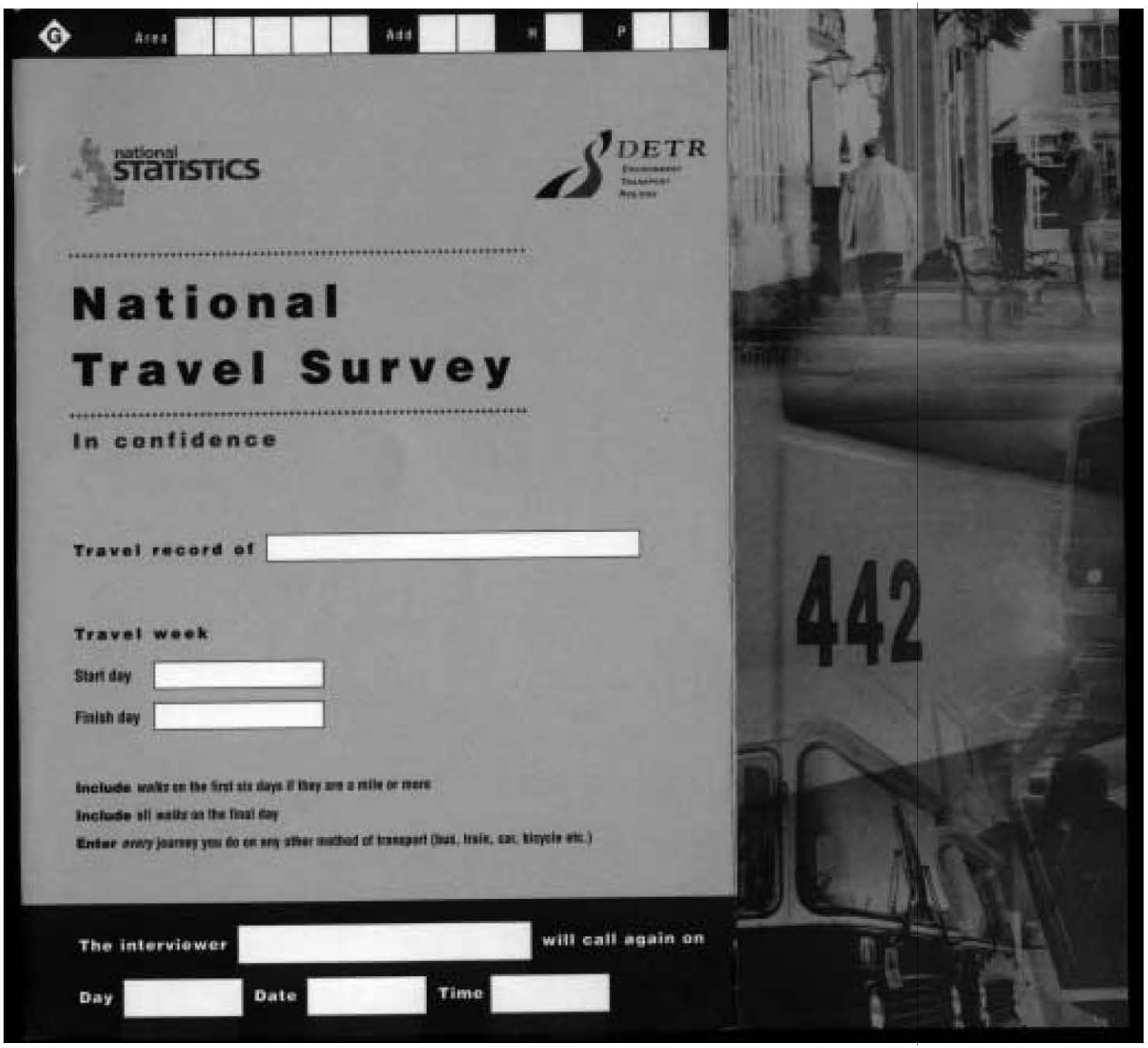
Journey No.2
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.3
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.4
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

Journey No.5
Date ...../...../.....
Where the journey began .....
Purpose to (eg to work) .....
Purpose from (eg from home) .....
Where the journey ended .....
Actual distance travelled .....
Main method of travel .....
If main method car, motorcycle, van, lorry or other private vehicle were you driver or passenger ? .....
.....

VC30/3 11/97


G
Area
Add
R
P
national STATISTICS
DETR
National
Travel Survey
In confidence
Travel record of
Travel week
Start day
Finish day
Include walks on the first six days if they are a mile or more
Include all walks on the final day
Enter every journey you do on any other method of transport (bus, train, car, bicycle etc.)
The interviewer
will call again on
Day
Date
Time
442

How to fill in your travel record

Purpose of journey (A)

We are interested in a simple description such as *'to work'*, *'to get home'*, *'from work to food shopping'*, *'take a child to school'* etc. If you are unsure, make a note and the interviewer will sort it out.

Time left and time arrived (B and C)

Write in hours and minutes. For example 9:15

From and to (D and E)

Write down the name of the place where your journey started and finished. We are interested in the actual name of the village or town. (You need only record 'H' or 'W' if the journey started or finished at Home 'H' or Work 'W'.)

Method of travel (F)

Show each different method on a separate line, eg *car, train, bus*. On the first 6 days include walk as a method if it is a mile or more (20 minutes or more). On the final day include **every** walk you do.

Distance (G)

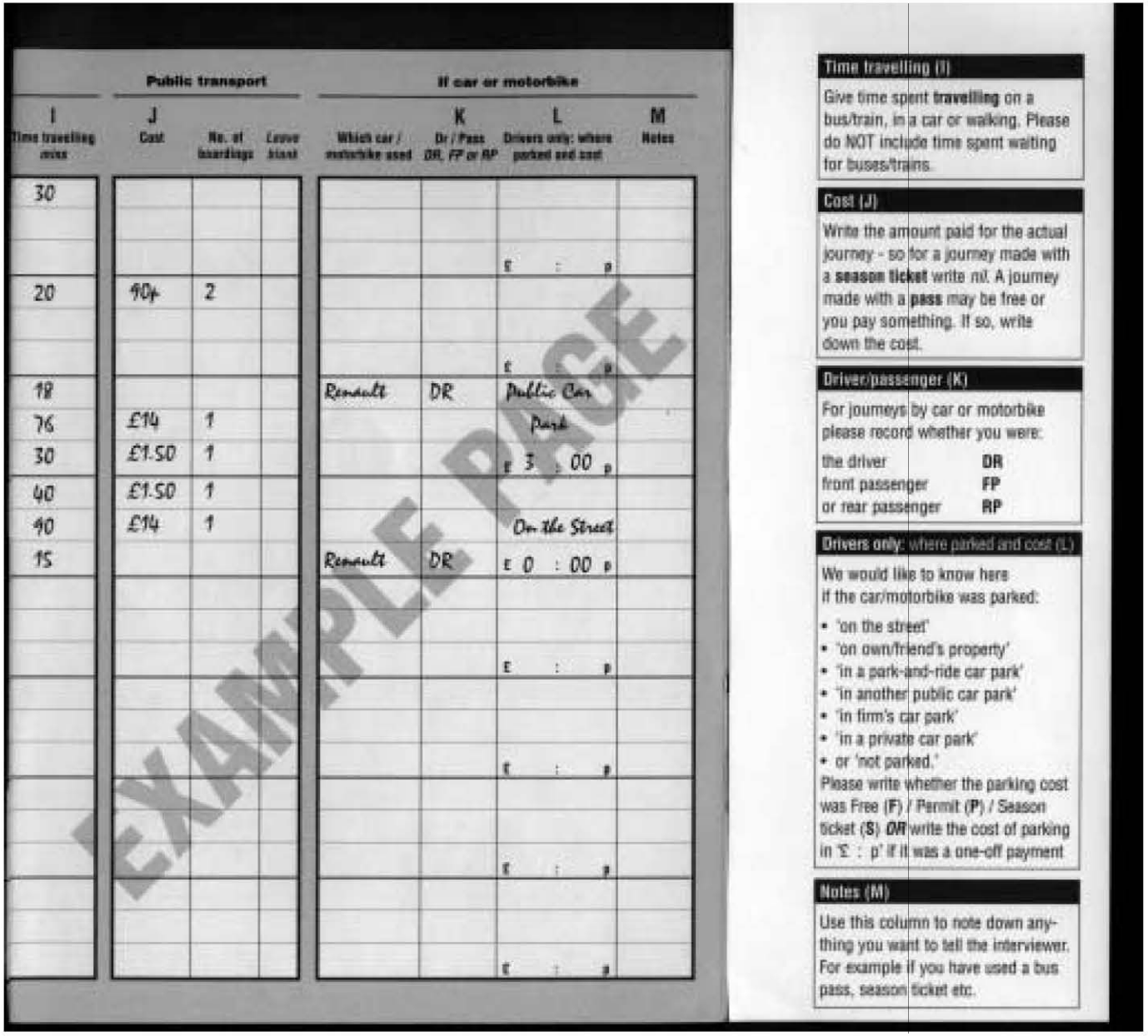
Write in miles and part miles. For example 1.5

Number in party (H)

This means the number of people who set out together. To be included in your party a person must be with you for at least half the distance.

	A Purpose of journey	B Time left	C Time arrived	D From village/town	E To village/town		F Method of travel	G Distance miles	H Number in party
1	Food Shopping	9:00 am	9:30 am	H	Bristol	1	Walk	1.5	1
						2			
						3			
2	Return home	10:30 am	11:00 am	Bristol	H	1	Bus	2	1
						2			
						3			
3	Go To Friends	1:00 pm	3:30 pm	H	Hammer-smith	1	Car	2	1
						2	Train	11¼	1
						3	Tube	3.5	1
4	Return Home	9:15 pm	11:45 pm	Hammer-smith	H	1	Tube	3.5	1
						2	Train	11¼	1
						3	Car	2	1
5						1			
						2			
						3			
6						1			
						2			
						3			
7						1			
						2			
						3			
8						1			
						2			
						3			

EXAMPLE PAGE



Time travelling (I)

Give time spent **travelling** on a bus/train, in a car or walking. Please do NOT include time spent waiting for buses/trains.

Cost (J)

Write the amount paid for the actual journey - so for a journey made with a **season ticket** write *nil*. A journey made with a **pass** may be free or you pay something. If so, write down the cost.

Driver/passenger (K)

For journeys by car or motorbike please record whether you were:

the driver	**DR**
front passenger	**FP**
or rear passenger	**RP**

Drivers only: where parked and cost (L)

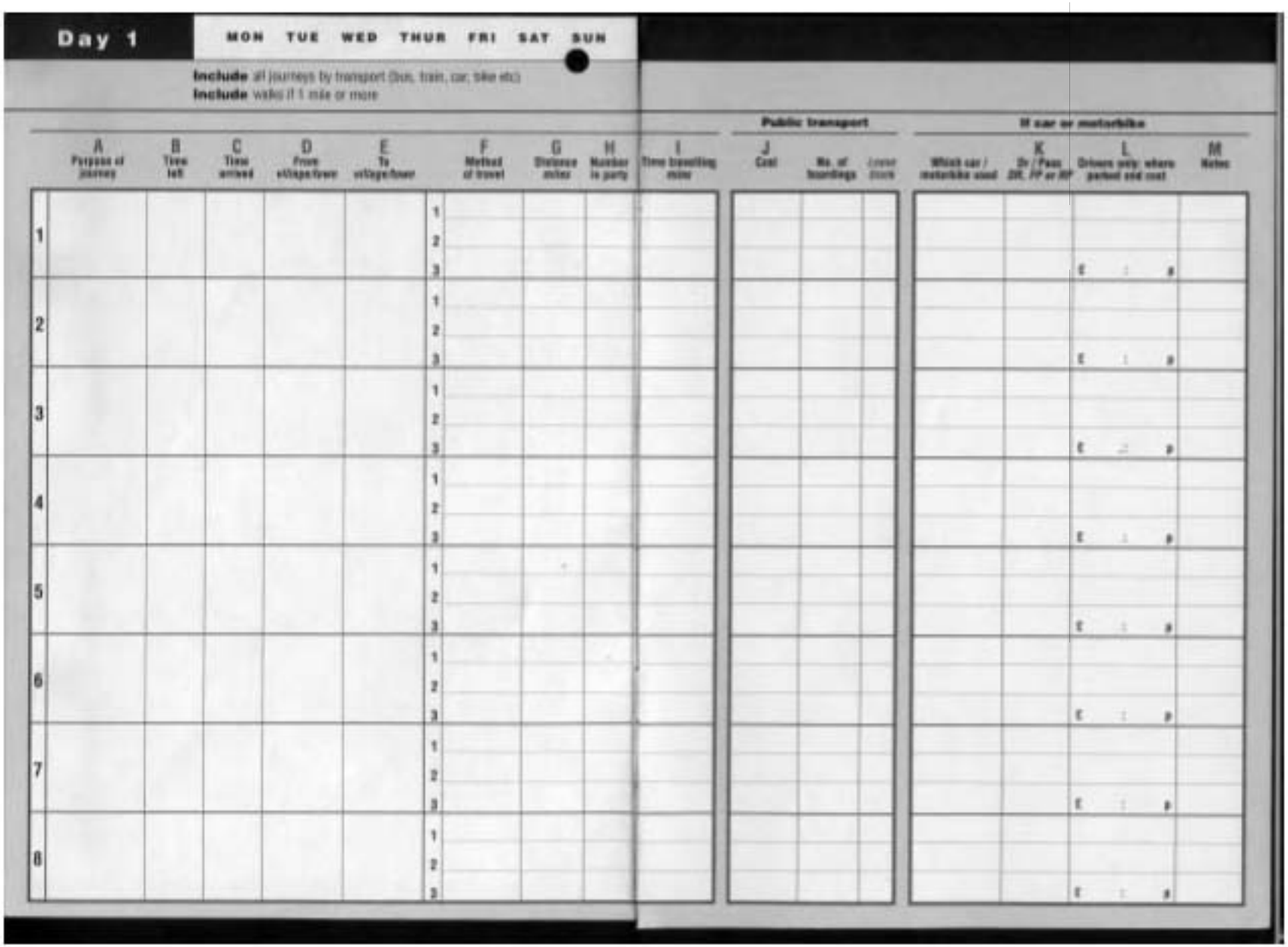
We would like to know here if the car/motorbike was parked:

- 'on the street'
- 'on own/friend's property'
- 'in a park-and-ride car park'
- 'in another public car park'
- 'in firm's car park'
- 'in a private car park'
- or 'not parked.'

Please write whether the parking cost was Free (**F**) / Permit (**P**) / Season ticket (**S**) ***OR*** write the cost of parking in '£ : p' if it was a one-off payment

Notes (M)

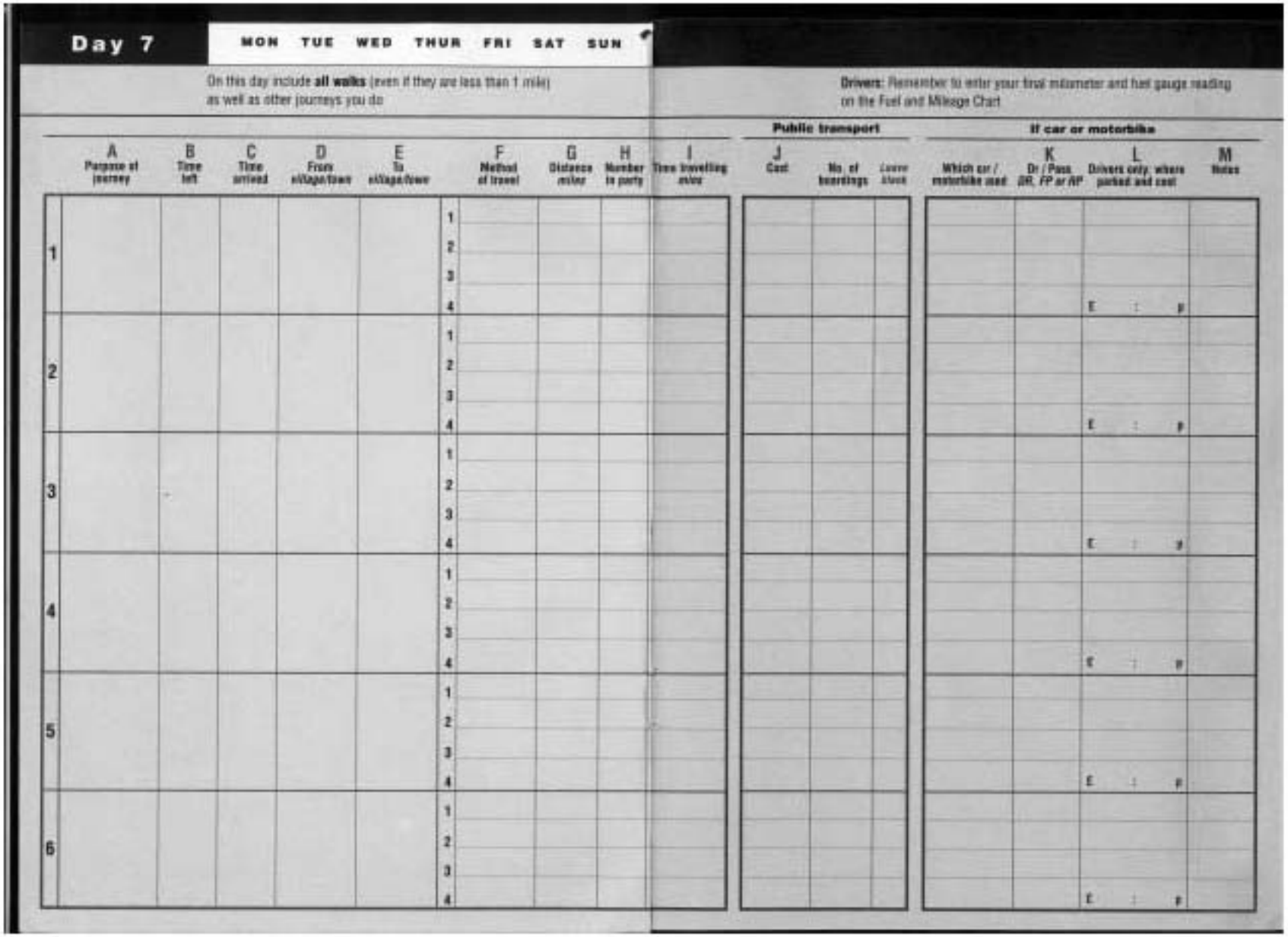
Use this column to note down anything you want to tell the interviewer. For example if you have used a bus pass, season ticket etc.



Day 1 MON TUE WED THUR FRI SAT SUN

Include all journeys by transport (bus, train, car, bike etc)
Include walks if 1 mile or more

	A Purpose of journey	B Time left	C Time arrived	D From village/town	E To village/town		F Method of travel	G Distance miles	H Number in party	I Time travelling mins	Public transport: J Cost	Public transport: No. of boardings	If car or motorbike: K Which car / motorbike used	If car or motorbike: K Dr / Pass (DR, FP or RP)	If car or motorbike: L Drivers only: where parked and cost	M Notes
1						1									£ : p	
						2										
						3										
2						1									£ : p	
						2										
						3										
3						1									£ : p	
						2										
						3										
4						1									£ : p	
						2										
						3										
5						1									£ : p	
						2										
						3										
6						1									£ : p	
						2										
						3										
7						1									£ : p	
						2										
						3										
8						1									£ : p	
						2										
						3										



Day 7

MON TUE WED THUR FRI SAT SUN

On this day include **all walks** (even if they are less than 1 mile) as well as other journeys you do

Drivers: Remember to enter your final milometer and fuel gauge reading on the Fuel and Mileage Chart

	A Purpose of journey	B Time left	C Time arrived	D From village/town	E To village/town		F Method of travel	G Distance miles	H Number in party	I Time travelling mins	Public transport: J Cost	Public transport: No. of boardings	Public transport: Leave blank	If car or motorbike: Which car / motorbike used	If car or motorbike: K Dr / Pass BR, FP or RP	If car or motorbike: L Drivers only: where parked and cost	If car or motorbike: M Notes
1						1										£ : p	
						2											
						3											
						4											
2						1										£ : p	
						2											
						3											
						4											
3						1										£ : p	
						2											
						3											
						4											
4						1										£ : p	
						2											
						3											
						4											
5						1										£ : p	
						2											
						3											
						4											
6						1										£ : p	
						2											
						3											
						4											

national STATISTICS

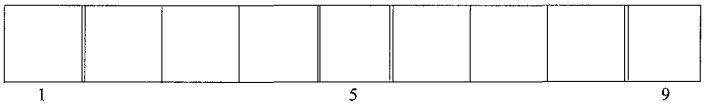
Area | Add | H | Veh

National Travel Survey FUEL & MILEAGE CHART

Reading before first use on .....

MILOMETER ..... Miles/Kilometres (Delete one)

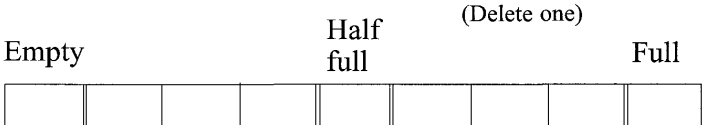
FUEL GAUGE (mark with cross position of indicator)



Reading after last use on .....

MILOMETER ..... Miles/Kilometres (Delete one)

FUEL GAUGE (mark with cross position of indicator)



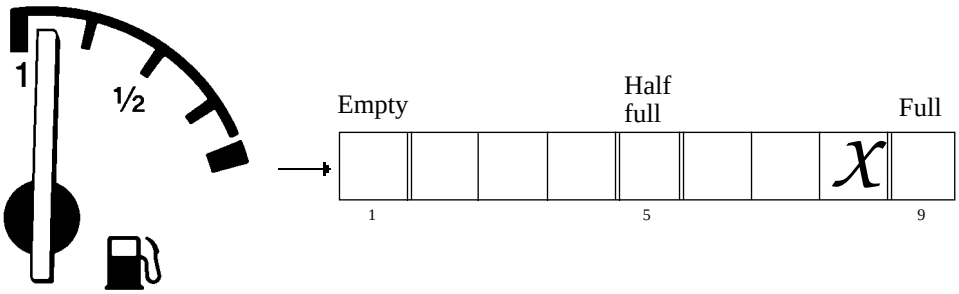
FUEL put in vehicle in these seven days

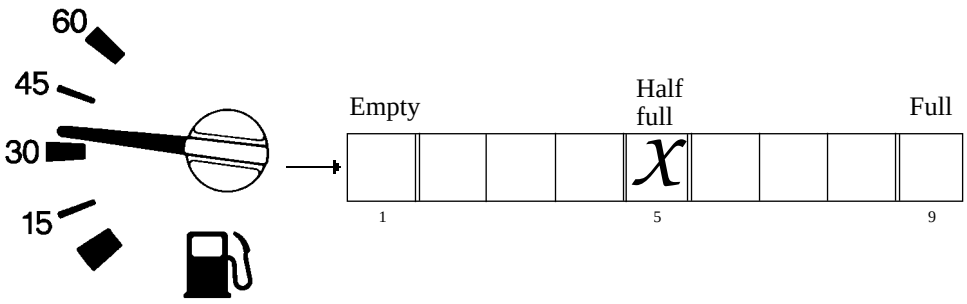
Day of week	Number of litres (or gallons)	Price per litre (or gallon)	Total cost
			£
			£
			£
			£
			£

ONS
1 Drummond Gate
London
SW1V 2QQ

B0233 4/00

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.

Area
Address
Household
Per. No.

national STATISTICS

F

NATIONAL TRAVEL SURVEY

7 Day Pocket Diary

IN CONFIDENCE

Social Survey Division
ONS
1 Drummond Gate
London SW1V 2QQ

NTS Dec'96 V1

Travel week

START day _____

FINISH day _____

WHOSE DIARY _____

Include **all journeys by transport** (bus, train car, bike etc.). Include walks if 1 mile or more.

Day 1 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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 1

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

APPENDIX B

On this last day include **all walks** (even if they are less than 1 mile) as well as other journeys you do.

Day 7 _____ day

Where did you go?	When did you leave?	When did you arrive?
	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

How far?	Any other information, e.g. details of tickets and costs (excluding petrol)

Is the survey confidential?

Yes. The Office for National Statistics (ONS) and the main users of the data, the Statistics Division of the Department for the Environment, Transport and the Regions (DETR), are bound by the same code of confidentiality. No information which could identify you or your household will be passed on to other parts of DETR, other government organisations, local authorities, commercial organisations or to the press.

national STATISTICS

The National Statistics logo shows that the statistics meet recognised standards of reliability and quality.

What is the Office for National Statistics ?

ONS is the government Department which was formed in April 1996 by the merger of the Office of Population Censuses and Surveys with the Central Statistical Office. It gathers together and publishes a range of statistics about the society in which we live and the economy.

The Social Survey Division of ONS carries out many important government surveys throughout Great Britain, providing information on the cost of living, health, housing, and many other matters of public interest.

If you wish to contact us for more information about this survey please write to:

National Travel Survey, 01/15, Office for National Statistics
1 Drummond Gate London SW1V 2QQ

Or telephone: **020 7533 5474**

Further information on National Statistics can be viewed on our website at http://www.statistics.gov.uk

Information on travel and transport statistics can be viewed on the DETR website at http://www.detr.gov.uk/Tsindex.htm, or telephone 020 7944 3097 for enquires related to travel statistics.

National Travel Survey

A survey carried out by the Social Survey Division of the Office for National Statistics on behalf of the Department for the Environment, Transport and the Regions (DETR).

national STATISTICS

DET

What is the survey about?

The government makes many decisions about travel and transport services and to do this it needs up-to-date and reliable information. The best way to do this is to ask people themselves about their travel and the National Travel Survey has been doing this since 1965.

The questions which you and several thousand other households answer each year, give important information on different kinds of transport people use, distances travelled, where people travel to and why they travel.

Why have we come to you?

The households selected have been chosen by taking a representative national sample of addresses from the Post Office's own list. We then approach the people who live at those addresses. To make sure that travelling done by all households is represented, it is important that everyone selected helps us by giving the necessary information.

To obtain a true picture we need to include people who make a lot of journeys, few journeys or no journeys, and people from all age groups.

How is the information used?

The National Travel Survey is used to build up details of different kinds of traveller such as car users or bus users, and to examine travel among particular groups of people in the community such as working people, schoolchildren, the elderly or the disabled.

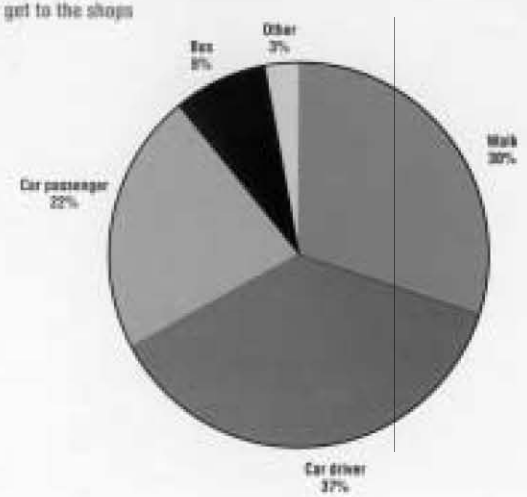
The survey also helps to find out the transport needs of people in getting to the shops, to the doctor, and for social purposes such as visiting friends and relatives.

Because the survey is carried out during every week of the year, seasonal changes in travel behaviour can be measured. It is the only source of national information on subjects such as cycling and walking.

How can you help us?

The information detailed overleaf was produced with the assistance of people just like **you**, based on their travelling experiences. Now is your chance for your travel needs to be recognised. We rely on your voluntary co-operation and all information given to us is strictly confidential. The information collected from you will be used to help produce statistics on travelling in Britain and will help with future transport and environment plans and policies.

How we get to the shops



Did you know...

- Nowadays, people travel nearly four times as far as they did in 1950.
- Men in their early 60s make a quarter of their trips on foot, compared to a third of trips for those in their late 60s.
- People over 60 use buses more often than children or those of working age. About half have a senior citizens bus pass.
- The average journey to work takes 23 minutes, but for those working in Central London the average is 48 minutes – twice as long.
- The average distance walked per person has fallen from about 250 miles a year to under 200 miles a year over the last 20 years.
- 4 out of 5 men and 3 out of 5 women now hold a full driving licence, compared with 3 in 5 men and 1 in 5 women in 1972.

These are just some of the facts collected by the National Travel Survey over the last few years with the help of the public.

Appendix C The allocation of Areas (PSUs) to quota months, 2001

Major stratum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
01	01005	01001		01003				01004		01002		
02			02004		02006	02002			02003		02005	02001
03	03006	03002	03010	03004		03008	03001	03005	03009	03003	03011	03007
04	04007	04003	04011	04005	04001	04009	04002	04006	04010	04004	04012	04008
05		05003		05005	05001		05002	05006		05004		
06	06001 06013	06009	06005	06011	06007	06003	06008	06012	06004	06010	06006	06002 06014
07		07007	07003		07005	07001	07006		07002		07004	
08	08004 08016	08012	08008	08002 08014	08010	08006 08018	08011	08003 08015	08007	08001	08009	08005 08017
09	09010	09006	09002	09008	09004		09005	09009	09001	08013 09007	09003	09011
10	10011	10007	10003	10009	10005	10001	10006	10010	10002	10008	10004	
11		11008	11004	11010	11006	11002	11007		11003	11009	11005	11001
12	12002	12010	12006	12012	12008	12004	12009	12001 12013	12005	12011	12007	12003
	13001 13013	13009	13005 13017	13011	13007	13003 13015	13008	13012	13004 13016	13010	13006 13018	13002 13014
14	14007 14019	14003 14015	14011	14005 14017	14001 14013	14009 14021	14002 14014	14006 14018	14010	14004 14016	14012	14008 14020
15	15010	15006	15002 15014	15008	15004	15012	15005	15009	15001 15013	15007	15003	15011
16	16008	16004 16016	16012	16006 16018	16002 16014	16010	16003 16015	16007 16019	16011	16005 16017	16001 16013	16009
17	17001 17013	17009 17021	17005 17017	17011	17007 17019	17003 17015	17008 17020	17012	17004 17016	17010	17006 17018	17002 17014
18	18004	18012	18008	18002	18010	18006	18011	18003	18007	18001	18009	18005
19	19004		19008	19002	19010	19006		19003	19007	19001	19009	19005
20	20006	20002	20010	20004	20012	20008	20001 20013	20005	20009	20003	20011	20007

Appendix D DfT and ONS reports and papers on the National Travel Survey

DfT reports on the National Travel Surveys

National Travel Survey 1985/86 Report, HMSO 1988.
Reports on the continuous survey (publication date in brackets):
National Travel Survey 1989/91 (1993), 1989/91 (1993), 1991/93 (1994), 1992/94 (1995), 1993/95 (1996), 1994/96 (1997) (all HMSO).
Focus on Personal Travel (TSO) 1998, 2001.
Bulletins: National Travel Survey updates 1996/98 (DETR, 1999), 1997/99 (DETR, 2000), 1998/2000 (DTLR, 2001), 1999/2001 (DfT, 2002)
Articles: each edition of *Transport Trends* from 1998 to 2000 (TSO) has articles on aspects of personal travel, using NTS data.
Factsheets: a series of 11 factsheets on different NTS topics are available on www.transtat.dtlr.gov.uk/personal. Printed copies are available on request from national.travelsurvey@dft.gov.uk or from 020 79443097.

NTS Technical reports

Bob Butcher. *National Travel Survey Technical Report 1985/6. Office of Population Censuses and Surveys.*
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