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National Travel Survey 2020

Technical Report

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Key

Symbols and conventions

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

The following symbols have been used throughout.

.. = Not available

. = Not applicable

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

0 = Nil

1 RESPONDING TO COVID-19

The coronavirus (COVID-19) pandemic which emerged in early 2020 caused an unprecedented shock to data collection in social research surveys. As a random probability survey with a single mode of data collection (face-to-face interviewing) the National Travel Survey was particularly impacted, with data collection forced to pause.

Because the NTS is designed to collect vital data on travel behaviour across the whole year it was important that measures were taken to continue data collection with as little impact on the data quality and time-series as possible.

This chapter outlines the steps taken by the NTS to respond to COVID-19 and summarises the associated limitations of the data. The rest of this report outlines the survey process in more detail.

1.1 Background

Since its inception in 1965, the National Travel Survey (NTS) has operated using a face-to-face design.

Under the face-to-face approach, initial contact with selected addresses is made by an advance letter, sent through the post. This is then followed-up by a visit to the address by trained interviewers who attempt to encourage participation in a face-to-face in-home survey and 7-day travel diary. The NTS is a continuous, annual survey, and fieldwork for 2020 began in the face-to-face mode (F2F).

Following the on-set of the COVID-19 pandemic, in March 2020 the government introduced public health measures which restricted non-essential travel and in-person contact. As a result, the face-to-face approach was no longer feasible.

Fieldwork on the 2020 NTS was officially paused on 18 March 2020. This represented a major source of disruption to the NTS in two ways:

- It meant that without an alternative approach data would be missing for the period where fieldwork was closed. As seasonality is key to travel behaviour, this would impact on the integrity of any trend data.
- COVID-19, and the governmental policies used to combat it, had the potential to significantly alter the travel patterns of people in England, and it was important to capture this change.

Given the importance of continuing to collect information on travel behaviour during the period when restrictions were in place it was therefore agreed that an alternative design was required: the NTS had to change the way it contacted and surveyed people.

1.2 Switching modes

The objective set for the new approach was to continue to collect data when face-to-face fieldwork was not possible in a way which minimised compromise to the time-series and which minimised the gap in which no data was collected.

After detailed consideration of a range of different options, the agreed solution was to switch to a new 'push-to-telephone' (P2T) approach. Under the telephone-based

approach, initial contact was made by a revised advance letter which invited households to opt-in to the research by either: i) calling a freephone number where a trained interviewer collected their contact details; ii) logging into a bespoke online portal to leave their contact details; or iii) emailing. Once a household had opted-in, they were then contacted by trained interviewers to conduct the interview over the telephone.

There were a number of advantages of this approach in meeting the objectives of minimising disruption:

- It required only minimal changes to the survey programme, meaning that there was no need to re-design questions or reduce the length of the questionnaire. This helped to minimise any gap in data collection.
- The interviews themselves would continue to be interviewer-administered, using the same NTS-trained interviewers who conduct the face-to-face interviews. This meant that risks of measurement effects caused by the switch were limited (although not eliminated).
- The sample selected for the face-to-face survey could be used. This meant that, in the first instance, additional sampling was not required and the random probability design could be retained.

1.2.1 Summary of changes to the survey design

In switching to the new push-to-telephone approach a number of changes to the design of the survey were required. These changes were:

- **A new advance letter, encouraging people to opt-in via online portal, freephone or email, was introduced.**
- **Removing the random selection of households/dwelling units in instances where the sampled address contains more than one household/dwelling unit.** The sample frame for the NTS is the Postcode Address File (PAF) which is a list of delivery points (addresses). At each delivery point there can be more than one dwelling unit or household. In these instances, in the face-to-face approach the interviewer conducts a random selection. However, this was not possible under the push-to-telephone approach so in these instances the selection was necessarily left to chance: the first household/dwelling unit which responded was effectively the one selected.
- **Relaxing rules on proxy interviews.** In the face-to-face design proxy interviews are only allowed in specific circumstances. To facilitate interviewing by telephone rules on proxy interviews were relaxed.
- **Switching to a rolling travel week.** In the face-to-face design a fixed travel week approach is used where households are given a specific week in which to record their travel. This can sometimes be two weeks or more after their initial interview. Given the restriction around face-to-face contact, and the increased risk of drop-off at the diary completion stage, the 2020 survey moved to a rolling travel week approach. Under the rolling travel week approach the travel week always started the day before the date of the interview. This was to allow completion of the first day of the travel diary during the initial interview.
- **Moving responsibility for diary completion from respondents to interviewers.** Restrictions around face-to-face contact and handling documents meant that

instead of respondents completing the diaries themselves for the 2020 survey interviewers completed the diaries on behalf of respondents.

- **A change in incentive strategy was introduced.** In the face-to-face design a conditional incentive of £5 per household member in fully productive households is used. However, the relaxation of rules around proxy interviews and the expected fall in the response rate, meant that this was changed to a £20 household-level incentive.

These changes were temporary to facilitate the ‘push-to-telephone’ design during the COVID-19 period.

1.2.2 Timeline of key events

The push-to-telephone approach began with the May wave of fieldwork. This meant that only a limited number of interviews were completed in March 2020 and none at all were completed in April 2020, resulting in a gap in the data.

When the new approach was introduced it was unclear how long it would be required. However, as restrictions were extended across 2020 the push-to-telephone approach continued for the rest of the survey year.

Some further changes in administration were introduced throughout the year, most notably a doubling of the issued-sample size, from August onwards, to counter the lower response rate achieved in the push-to-telephone mode, and an incentive experiment to boost response from October.

Below is a timeline summary of the key events in the 2020 NTS:

- January: Fieldwork was completed entirely face-to-face, using the standard approach of interviews being conducted in-home and respondents completing their own travel diaries during a fixed travel week.
- February: All sample points were issued to face-to-face interviewers. However, face-to-face fieldwork was paused on 18 March, meaning that not all cases were worked, so the response rate (and therefore number of productive cases) was lower than normal. Cases that were not worked, and could not be finalised during the quota month, were closed.
- March: Fieldwork was paused on 18 March 2020. At that point, only a small proportion of cases issued for March had been worked by interviewers. Cases that were not worked, and could not be finalised during the quota month, were closed.
- April: No sample points were issued, so no fieldwork was conducted.
- May: The new push-to-telephone design was introduced, using the same sample that would have been issued under the face-to-face approach. Rules on proxy interviews were relaxed and a rolling travel week was used.
- June – July: As with fieldwork in May, the push-to-telephone approach continued with no change to the issued sample.
- August: To counter the relatively low response rate, the issued sample size was doubled. This was done by selecting a further 17 addresses in each sample point.

- September: The push-to-telephone approach continued with the larger issued sample.
- October – December: The push-to-telephone approach continued with the larger issued sample. An experiment was conducted, starting in October, trialling the use of a book of six first class stamps as an unconditional incentive in half of the sample.

1.3 Impact of the switch in modes

The change in method has had an impact on both the level of response and the non-response bias, and consequently the survey estimates.

2.2.2 Impact on levels of response

The initial observable impact on the achieved sample related to the sample size. Prior to the pandemic, the response rate achieved each month varied from around 50-60% (resulting in around 480-600 fully productive households each month).

When the new approach was adopted, this fell to 21%¹ and 201 fully productive households in May. Response dropped further in June (16% and 157 fully productive households) and July (11% and 106 fully productive households).² From August, the issued sample size was doubled to (partially) account for the drop in sample size.

[Table 1:1](#) shows the number of addresses issued each month and the number of productive and fully productive addresses. As the table shows, there is an uneven spread of interviews across the year, with particularly low numbers in Quarter 2 (April-June).

Month	Addresses issued	Productive addresses	Fully productive addresses
January	1,105	565	521
February	1,020	431	331
March	1,088	56	28
April	0	0	0
May	1,088	207	201
June	1,071	168	157
July	1,088	119	106
August	2,142	211	207

¹ Please note that this assumes a deadwood figure of 11%. Under the face-to-face design interviewers visit all addresses and during this process identify a number of selected addresses are ineligible for the survey. This can be because the address has been demolished or is derelict; is not yet built/under construction; is vacant or empty; is a non-residential address; or is a communal establishment/institution. These ineligible addresses are excluded from the response rate calculation. Under the push-to-telephone design these addresses are not always identified (through the invitation letter being returned, for instance). As such, when presenting response rates for the push-to-telephone approach, to allow accurate comparison with face-to-face response rates we assume that 11% of issued addresses are ineligible (or 'deadwood'), which is the rate from the 2019 NTS.

² Please note that the numbers here are based on fully productive cases (that is, households where all members have completed the interview and travel diary). Numbers of productive cases are higher.

Month	Addresses issued	Number responding	Response rate
September	2,108	246	242
October	2,176	367	360
November	2,074	367	360
December	2,176	313	309
TOTAL	17,136	3,050	2,822

2.2.2 Impact on non-response bias

Although the initial observable impact on the achieved sample was around the achieved sample size, the secondary concern was around the potential bias introduced into the survey because of the change in method of contact.

Investigations by NatCen into the sample showed a different distribution of certain characteristics than we normally see within NTS samples.

Household-level response

As a household-level survey, profile differences were primarily around household characteristics, such as tenure. The non-response was particularly notable for a lower proportion of households living in rented addresses taking part, and an increase in the proportion of owner-occupied addresses.

For example, [Table 1:2](#) compares the unweighted sample profiles for productive households achieved in 2020 and 2019. The proportion of owner occupiers increased from 40% in 2019 to 49% in 2020. Similarly, the proportion who rent fell from 32% to 22%.

Base: Productive sample (household level, unweighted)		
Tenure	2020	2019
	%	%
Own outright	49.0%	39.8%
Buying it with the help of a mortgage or loan	26.8%	26.8%
Part own and part rent	0.8%	0.7%
Rent it	22.4%	31.7%
Live here rent-free	0.5%	0.8%
Squatting	0.0%	0.0%
NA	0.5%	0.3%
Bases	3,050	6,789

This difference is also reflected in geodemographic measures. For instance, [Table 1:3](#) compares responding profiles by IMD decile (using IMD 2019 for the 2020 sample and IMD 2010 for the 2019 sample). This shows that under the push-to-telephone approach those living in the most deprived areas are less likely to take part in the push-to-telephone approach (those living in the most deprived 30% of areas make up 20% of the productive sample in 2020 compared to 26% in 2019).

The Acorn classification shows a similar pattern. As [Table 1:4](#) shows, the proportion of productive households in the ‘Affluent achievers’ group is 32% in 2020 compared to 25% in 2019.

Table 1:3 NTS 2020 vs NTS 2019: IMD Rank		
<i>Base: Productive sample (household level, unweighted)</i>		
IMD decile	2020 (based on IMD 2019)	2019 (based on IMD 2010)
	%	%
1 most deprived 10%	6.2%	8.4%
2	6.5%	8.8%
3	7.2%	8.9%
4	8.4%	9.0%
5	9.8%	10.3%
6	11.2%	9.5%
7	11.5%	11.3%
8	12.7%	10.1%
9	12.9%	9.8%
10 least deprived 10%	13.5%	9.9%
<i>Bases</i>	3,050	6,789

Table 1:4 NTS 2020 vs NTS 2019: Acorn Group		
<i>Base: Productive sample (household level, unweighted)</i>		
Acorn category	2020	2019
	%	%
Affluent Achievers Types	32.4%	24.9%
Rising Prosperity	9.7%	9.0%
Comfortable Communities	29.8%	27.9%
Financially Stretched	16.9%	20.9%
Urban Adversity	9.9%	16.2%
Not Private Households	1.2%	0.7%
Unclassified	0.0%	0.4%
<i>Bases</i>	3,050	6,789

Individual-level response

The NTS is a household-level survey which aims to interview all household members in productive households. However, on some individual measures the household-level non-response appears to have impacted on the individual sample profile.

For example, the productive sample is older, more educated, and less ethnically diverse than that achieved in the face-to-face approach.

[Table 1:5](#) shows that in 2020 34% of the unweighted sample is aged 60 or over, compared to 27% in 2019.

Table 1:5 NTS 2020 vs NTS 2019: Age		
<i>Base: Productive sample (Individual level, unweighted)</i>		
Age band	2020	2019
	%	%
0 - 16 years	17.4%	20.7%
17 - 20 years	3.3%	3.7%
21 - 29 years	8.1%	9.5%
30 - 39 years	10.6%	13.2%
40 - 49 years	11.6%	11.8%
50 - 59 years	14.7%	13.7%
60 - 69 years	15.8%	12.1%
70 years +	18.4%	15.4%
Bases	6,814	15,953

As well as being older, the sample is more likely to have higher educational qualifications. [Table 1:6](#) shows that 38% of the responding sample have a degree-level qualification or higher, compared to 33% in 2020.

Table 1:6 NTS 2020 vs NTS 2019: Education		
<i>Base: Productive sample (Individual level, unweighted), excluding those not asked</i>		
Education category	2020	2019
	%	%
Higher degree or postgraduate qualifications (e.g. M.A., MSc., M.Ed, Ph.D. etc)	13.8%	12.4%
First degree level qualification Degree, or degree level equivalent (e.g. BA; BSc)	23.9%	21.1%
Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE)	13.2%	11.9%
A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent	16.8%	18.1%
GCSE grade A* - C; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent	20.9%	22.1%
GCSE grade D – G; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent	4.2%	5.1%
None of these	6.6%	8.9%
NA	0.6%	0.4%
Bases	5,045	10,812

[Table 1:7](#) shows that the responding sample is less ethnically diverse than that achieved in the face-to-face survey. In 2020, 86% of the responding sample identify as white English, Welsh, Scottish, Northern Irish or British, compared to 81% in 2019.

Table 1:7 NTS 2020 vs NTS 2019: Ethnic group		
Base: Productive sample (Individual level, unweighted)		
Ethnic group	2020	2019
	%	%
English / Welsh / Scottish / Northern Irish / British	85.6%	80.5%
Irish	0.5%	0.5%
Gypsy or Irish Traveller	0.0%	0.0%
Any Other White background	3.6%	5.7%
White and Black Caribbean	0.2%	0.4%
White and Black African	0.3%	0.2%
White and Asian	0.3%	0.5%
Any other Mixed / multiple ethnic background	0.8%	0.5%
Indian	2.1%	2.8%
Pakistani	1.8%	2.2%
Bangladeshi	0.4%	0.6%
Chinese	0.5%	0.5%
Any other Asian background	0.9%	1.0%
African	1.7%	2.2%
Caribbean	0.4%	0.8%
Any other Black / African / Caribbean background	0.1%	0.2%
Arab	0.1%	0.3%
Any other ethnic group	0.5%	1.1%
NA	0.2%	0.0%
Bases	6,814	15,953

Differential non-response (differences in response levels between groups within a population) are apparent in all surveys, but it appears that the shift to the push-to-telephone approach has increased the degree of differential non-response in the NTS.

1.4 Change in weighting design

Given the key objective of the NTS is to provide robust data on travel behaviour across the whole survey year, the observed differences discussed above cause a number of issues which the weighting design attempts to correct. In particular, the weighting approach was adapted to allow for:

- The change in mode during the fieldwork year, from face-to-face in January-March to push-to-telephone from May-December;
- The increase in household-level differential non-response;
- The gap in response in March and April; and

- The uneven distribution of interviews across the survey year caused by the change in mode and doubling of the issued sample size from August.

To address the first issue (the change in mode during the fieldwork year) and the second issue (an increase in household-level differential non-response) the weighting approach was adapted to produce separate non-response models for quarter 1 (the face-to-face months) and quarter 2 onwards (the push-to-telephone months), which were then combined. This means that the different designs, and their different non-response patterns, were accounted for separately. This, in turn, means that: i) it is possible to create whole year estimates which can be compared with previous years; and ii) that it is possible to analyse quarter 1 and quarters 2-4 separately, to isolate the pre-pandemic period from the rest of the year.

To address the third issue (the gap in data collection in March and April) and the fourth issue (the uneven number of interviews per month) the weighting approach was adapted to calibrate the number of interviews by quarter. This involved down-weighting Q1, upweighting Q2 and slightly down-weighting Q3 and Q4 at the final stage of the weighting process. This means that in the weighted data the results are spread evenly across the year, controlling for seasonality and allowing whole-year analysis. Additional calibration was also added to the diary weights to correct for uneven start dates across the week.

However, while survey weighting is designed to mitigate these effects as much as possible, and household-level weighting accounts for many of the differences observed here (such as the level of deprivation), more corrective weighting widens standard errors and weighting cannot fully correct for all of the observed changes, particularly any in-cell bias. It is important to be aware of the limitations on the 2020 data. These include:

- Data from productive interviews in quarter 2 (from May and June) have been upweighted to account for the lack of data in April. However, weighting cannot create data which is not there. It is likely that travel behaviour in April will have been different to that in May and June. It may be hypothesised that travel will have been lower, given the restrictions in place at that time and the level of compliance with those restrictions. As such, without data in April it is possible that travel is overstated in quarter 2 (and by extension across the whole year), although this is not quantifiable.
- The actual achieved sample size is significantly lower in 2020 than in previous years (3,050 productive households compared to 6,789 in 2019). Further, the additional corrective weighting has reduced the efficiency of the weighting in comparison with previous years. For the productive sample the weighting efficiency has fallen from 92% in 2019 to 61% in 2020. This means that the effective sample size has fallen further than the actual sample size (1,860 in 2020 compared to 6,239 in 2019). In other words, while the achieved sample is about 45% of the normal number, the effective sample is about 30% of the normal level. This limits the analytical possibilities, particularly for sub-groups.

The rest of this report outlines the design of the 2020 NTS in more detail.

2 BACKGROUND

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

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

During 2011, DfT undertook a consultation exercise to review the methodology and content of the NTS for 2013 onwards. The review explored sample coverage, data collection methodology, interview question content and items recorded as part of the travel diary.³

As a result of the review, in 2013 a number of items were removed from the interview questionnaire and the travel diary. In addition, the sample was restricted to cover England only with Scotland and Wales no longer included. The sample size for England remained at its previous level, meaning that the overall sample size for the survey was reduced.

This report describes the methodology for sample design, fieldwork procedures, data preparation and data provision for the 2020 NTS.

Please note, as a result of the COVID-19 pandemic the 2020 survey has made use of two methodologies: the standard NTS face-to-face (F2F) method was used at the beginning of the year, but this face-to-face interviewing was paused on 18 March, ahead of the full government lockdown. Fieldwork was resumed from May onwards using push-to-telephone (P2T) methodology. This has substantial implications for how the survey was completed and will be outlined in depth throughout this report.

2.1 Uses of the NTS data

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

Data from the NTS is used extensively by DfT to monitor changes in travel patterns and to inform the development of policy. The findings and data are also used by a variety of

³ Full details of the review can be found at <https://www.gov.uk/government/publications/future-developments-for-the-nts>.

other organisations including: other government departments (such as HM Revenue and Customs, HM Treasury, the Department for Environment, Food and Rural Affairs); university academics and students; transport consultants; local authorities and voluntary sector organisations representing a wide range of interests including motorists, cyclists, the elderly, rural communities and children. [Figure 2:1](#) gives examples of the uses of NTS data.

Key results from the 2019 NTS are published by DfT in the statistical release, 'National Travel Survey: 2019'.⁴

DfT deposit a non-disclosive version of the NTS dataset at the UK Data Service, which is available at <http://ukdataservice.ac.uk>.

Figure 2:1 Examples of the uses of NTS data

NTS data has or will be used:
<ul style="list-style-type: none"> To help forecast future trends in road traffic as part of the National Transport Model⁵
<ul style="list-style-type: none"> To monitor the number of cycle stages per person per year for an indicator in the Department's Single Departmental Plan⁶
<ul style="list-style-type: none"> As an input into the Cycling and Walking Investment Strategy⁷
<ul style="list-style-type: none"> To answer Parliamentary Questions and other Ministerial Correspondence⁸
<ul style="list-style-type: none"> As a possible supplement to rail demand forecasting models in DfT⁹
<ul style="list-style-type: none"> In the development of the National Cycling Propensity Tool for DfT¹⁰
<ul style="list-style-type: none"> For monitoring road accident rates amongst different road users, especially pedestrians¹¹
<ul style="list-style-type: none"> To assess the take-up of concessionary passes and the impact on bus use and help development of concessionary travel reimbursement guidance for DfT¹²
<ul style="list-style-type: none"> To understand how people travel to the shops and the impact of home deliveries¹³
<ul style="list-style-type: none"> To understand how travel patterns vary according to area type, e.g. in urban or rural areas¹⁴
<ul style="list-style-type: none"> To examine travel among different groups, such as elderly people and people with mobility difficulties¹⁵
<ul style="list-style-type: none"> To get information about users of modes of transport¹⁶
<ul style="list-style-type: none"> To produce free annual reports that allow analysis of changes in personal travel over time¹⁷

⁴ The full statistical release is available on the Department's website at <https://www.gov.uk/government/statistics/national-travel-survey-2019>

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/514912/road-use-statistics.pdf

⁶ <https://www.gov.uk/government/publications/dft-single-departmental-plan-2015-to-2020/single-departmental-plan-2015-to-2020>

⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/603527/cycling-walking-investment-strategy.pdf

⁸ E.g. <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Commons/2017-01-06/58963/> and <http://www.parliament.uk/business/publications/written-questions-answers-statements/written-question/Commons/2015-11-04/14679/>

⁹ <https://www.gov.uk/government/publications/rail-demand-forecasting-estimation-study-phase-reports>

¹⁰ <https://www.gov.uk/government/publications/national-propensity-to-cycle-first-phase-development-study>

¹¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533293/rrcgb-main-results-2015.pdf

¹² http://webarchive.nationalarchives.gov.uk/20150205133935/https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/248597/busoperators-2014-15.pdf

¹³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/604103/why-people-travel-shopping-2015.pdf

¹⁴ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/597901/Statistical_Digest_of_Rural_England_2017_March_edition_v2.pdf

¹⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533345/disability-and-travel-factsheet.pdf

¹⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/694965/motorcycle-use-in-england.pdf

¹⁷ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633077/national-travel-survey-2016.pdf

NTS data has or will be used:

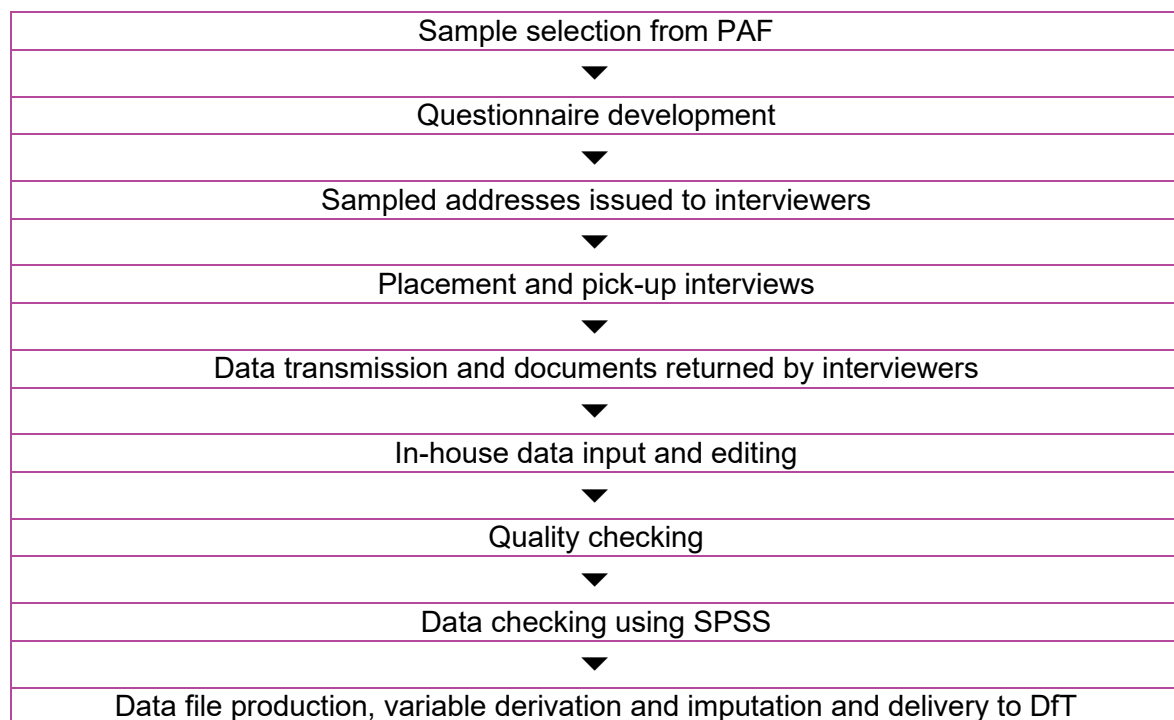
- To study how children travel to school and how this has changed over time¹⁸
- By academics and consultants to produce research reports by accessing data via the UK Data Archive¹⁹ and the ONS Research Service
- To provide analysis and advice for around 300 direct requestes to the DfT team per year

2.2 Review of fieldwork sequence

In the standard face-to-face method, the NTS uses two data collection methods: face-to-face interviewing using computer assisted personal interviewing (CAPI) and self-completion of a seven-day travel diary. This approach was used during January, February, and early March 2020. From May 2020 the mode was switched to ‘Push-to-telephone’. This approach uses the same questionnaire but interviews are administered by telephone and the travel diaries were populated by interviewers collecting travel data from participants over the phone.

The overall fieldwork sequences are also slightly different. [Figure 2:2](#) outlines the sequence of NTS tasks for the standard F2F approach and [Figure 2:3](#) outlines the P2T sequence. Crucially, the overall sample selection remains the same (although the sample was doubled from August 2020 onwards, see [chapter 3.1](#)). Government restrictions meant that interviewers were unable to engage with respondents on the doorstep, so a letter was sent to participating addresses with a phone number or online link for households to “opt in” to the survey. This means respondents provided NatCen with a phone number and an appropriate time to contact them. These cases were then put together into points of 10 cases and allocated to an interviewer.

Figure 2:2 F2F sequence of NTS tasks



¹⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/476635/travel-to-school.pdf

¹⁹ <http://www.data-archive.ac.uk/> and <https://www.ons.gov.uk/aboutus/whatwedo/paidservices/virtualmicrodatalaboratoryvml>

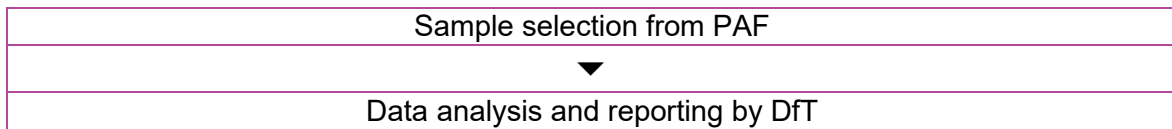
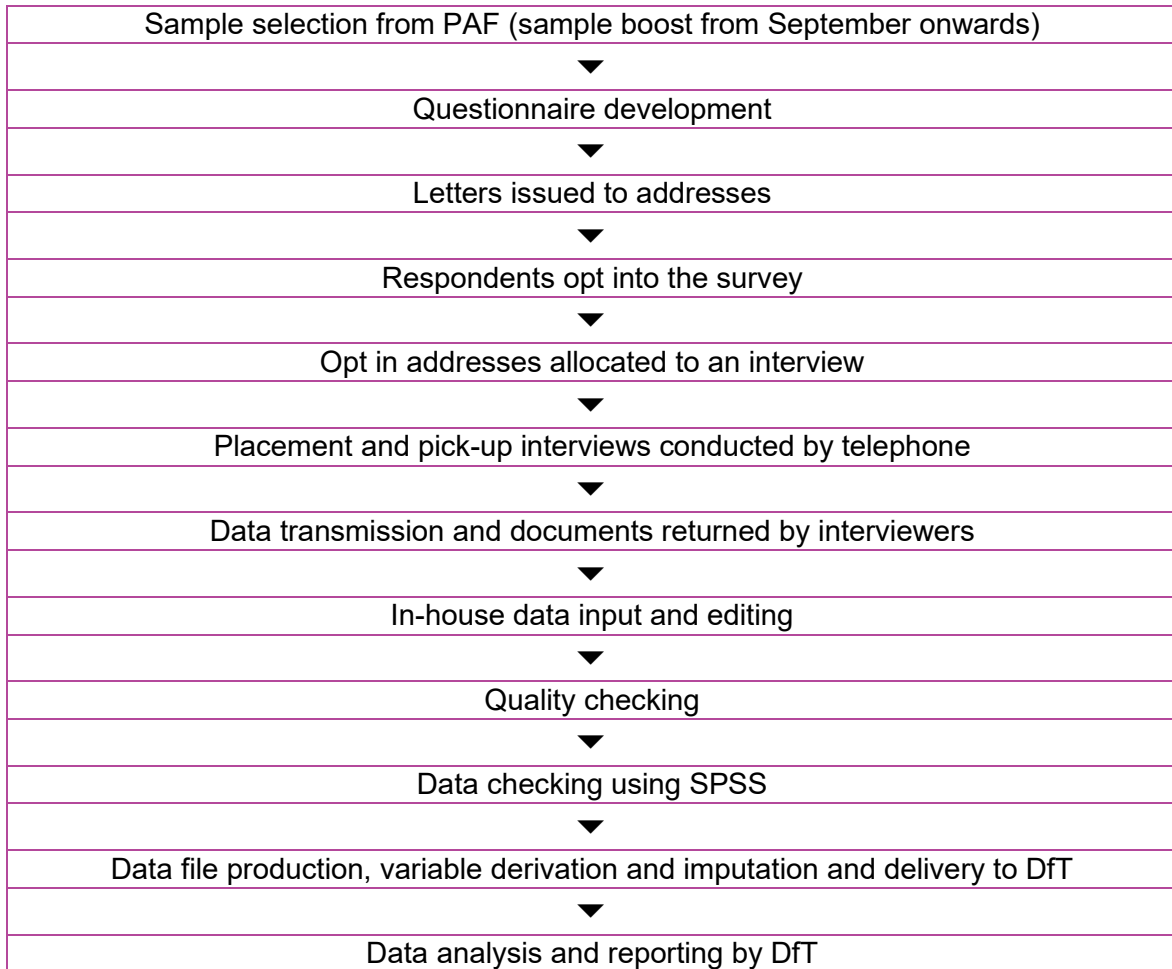


Figure 2:3 P2T sequence of NTS tasks



2.2.1 Sample selection

The 2020 NTS was based on a stratified, clustered random sample of 12,852 private households in England, drawn from the Postcode Address File (PAF). Since 2013, Wales and Scotland have not been sampled and the sample was reduced proportionally meaning the number of addresses sampled in England is comparable to previous survey years (see [section 3.1](#)).

Due to the lower response rate in the P2T fieldwork, in order to ensure that the achieved sample size was sufficient to allow for analysis, the sample was boosted from August through December fieldwork (doubling the size of the sample for these months). This will be covered in more detail in [chapter 3](#) of this document.

2.2.2 The interview

Before 2014, interviewers were instructed to begin fieldwork at the beginning of the quota month. Travel Week start dates were allocated within quota months, which ran from mid-month to mid-month. In 2014 the fieldwork protocols were updated following analysis showing an uneven spread of travel week start dates across the month due to interviewers following similar fieldwork patterns. Interviewer assignment start dates were therefore spread across the month rather than all interviewers starting their assignments at the beginning of the month.

Until 2016 interviewer assignments were distributed evenly across the year, with the same number of assignments each month. However, this approach meant that certain months, particularly February, were over-represented in the data. As such, in 2016 a small refinement was made so that interviewer assignments were allocated evenly across a quarter, rather than by month. When allocating assignments to quota months it is done in such a way that a naturally representative sample is distributed for each quarter.

In 2020, for F2F months, the fieldwork procedure is outlined in [Figure 2:4](#) and began with the interviewer sending **advance letters** to the sampled addresses. These letters briefly explained the purpose of the NTS and mentioned that an interviewer would contact them. It also stated that each respondent would receive a **£5 gift voucher** if all household members completed every section of the survey. From June 2004, a **book of six first-class stamps** has also been included with the advance letter as an unconditional incentive.

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

If respondents agreed to it, they were sent an automated text reminder on the morning of the first day of the travel week to remind them to start completing their diary. If there was a gap of more than a few days between the placement interview and the start of the Travel Week, interviewers made a **reminder call** or sent a **reminder card** to the household to remind them that their Travel Week was about to start. This was followed by a **mid-week check call** (either by telephone or face-to-face) during the Travel Week to check on the household's progress in completing their diaries.

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

For the push-to-telephone (P2T) approach, the overall procedures were similar, as outlined in [Figure 2:5](#). However, there are crucial differences. The interviewer no longer sent out the advance letter, which was instead issued by the NatCen Operations Department. This letter was altered to ask respondents to opt into the survey: providing their contact details to be interviewed, via a freephone line and opt in link. Having opted into the survey, the addresses were grouped into points of 10 addresses and these were

then allocated interviewers. These respondents were then contacted over the phone by interviewers to complete the placement interview.

To ensure COVID-19 safety, interviewers also completed the initial 2 days of the diary over the phone with the respondent after the initial placement interview. In order to make this work as well as possible, P2T did not use a fixed travel week system, and instead used a rolling travel week system (all travel weeks started the day before the placement interview was completed). As a result, reminder calls/cards became unnecessary and, as interviewers completed the diary, the mid-week check became non-mandatory. Following the end of the travel week, the pick-up interview was also completed over the phone, and the final days of the diary were also completed over the phone.

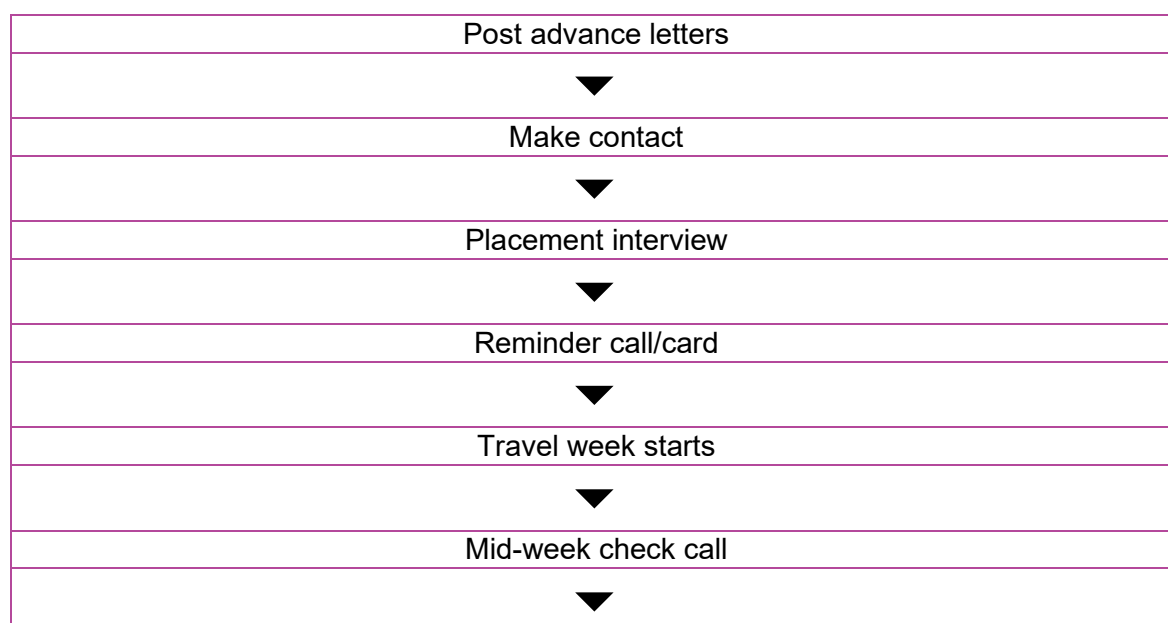
The F2F fieldwork in 2020 started on 1 January 2020 and lasted until 18 March 2020. The P2T fieldwork started on 1 May 2020 and continued to 5 March 2021.

2.2.3 Data input and editing

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

Quality checks were also made on selected interviewers on a rota basis and 10 per cent of addresses were back-checked.²⁰ Back-checking highlighted no systematic errors in the way interviewers were working.

Figure 2:4 F2F fieldwork procedures



²⁰ Back-checking involves contacting participating households by telephone to ensure that they were happy with the way that the interview was conducted.

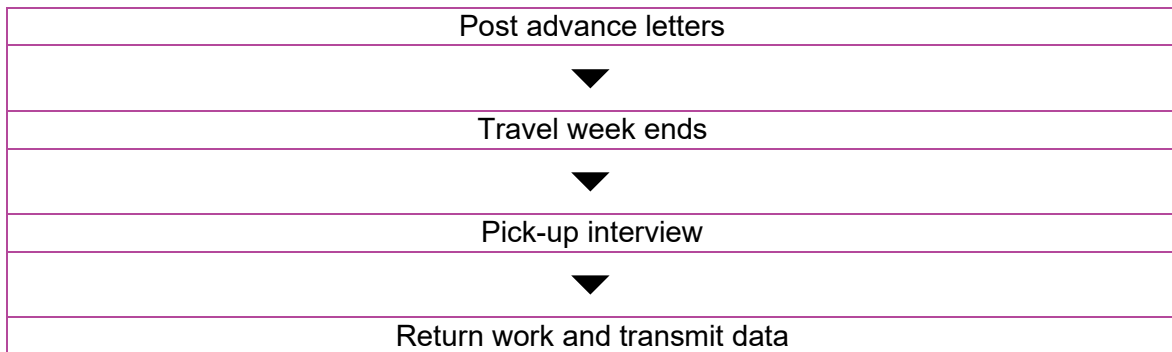
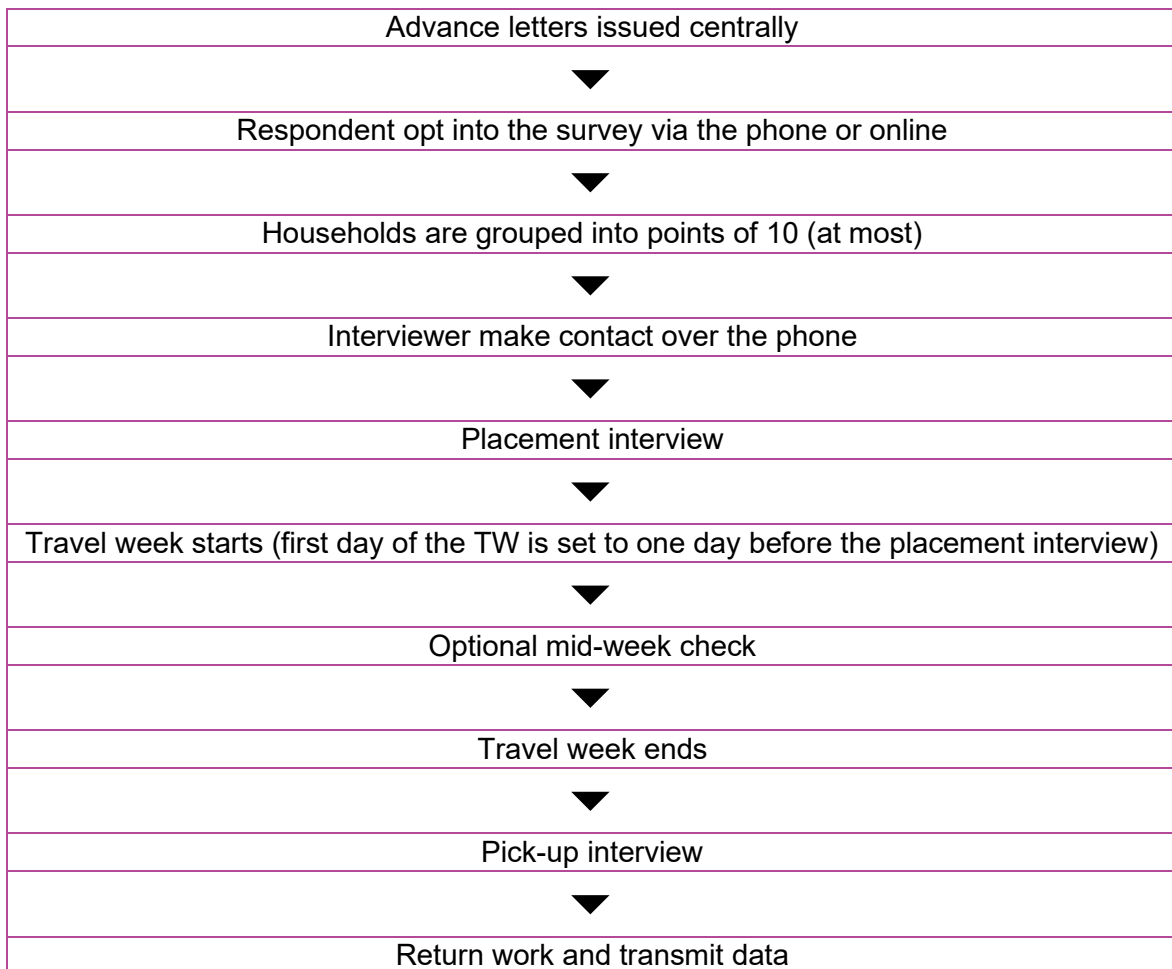


Figure 2:5 P2T fieldwork procedures



2.2.4 Data file protection

The data were organised into levels: household, individuals, vehicles, long-distance journeys made in the seven days before the placement interview or before the Travel Week which ever date was earliest, days within the Travel Week, journeys made during the Travel Week, and the stages of these journeys. Lastly, NatCen provided DfT with Primary Sampling Unit (PSU) level variables associated with each household but which were not collected directly from households. See [section 3.10](#) for a detailed description of PSU-level variables.

2.3 Response

Only households classed as 'fully co-operating'²¹ are included in the response calculations. Based on this, a national response rate of 16-18% was achieved in 2020.²² For the F2F fieldwork (between January and March 2020) the response rate was 30-40%.²³ The response rate for the P2T (April through to December 2020) fieldwork was 14-16%.²⁴

Overall, this is equivalent to an achieved sample rate (ASR) of 16-17%. The ASR includes those households classified as ineligible in the denominator.

Overall, 2,136 households opted in as part of the P2T fieldwork (from May through to December, including a sample boost from August onwards). This ensures that 15% of the P2T sample opted into take part in the survey.

²¹ See Section 4.12 for a definition of 'fully co-operating' and for full response details.

²² Please note that pause in fieldwork (in which some cases were not attempted/worked) and the use of two modes means that the response rate calculation is more complex this year, so it is appropriate to report it as a range, depending on what assumptions around eligibility are used. For a full discussion on this, please see Chapter 4.

²³ The response rate is 30% based on all issued sample, but 40% if cases which were not attempted are excluded.

²⁴ The response rate is 14% based on all issued sample, but 16% if an ineligibility rate of 11% is assumed.

3 SAMPLE SELECTION

3.1 Sample size and structure

The NTS 2020 was designed to provide a representative sample of households in England and was based on a stratified two-stage random probability sample of private households. The sampling frame was the ‘small user’ Postcode Address File (PAF) – a list of all addresses (delivery points) in the country.

The sample for the 2020 survey was drawn firstly by selecting the Primary Sampling Units (PSUs), and then by selecting addresses within PSUs. The sample design employs postcode sectors as PSUs. Consistent with previous years of the survey, a sample of 756 PSUs and 12,852 addresses were selected for the NTS 2020. Subsequent changes to the interview mode – necessitated by the COVID-19 pandemic – meant that an additional sample of 5,338 addresses was drawn to supplement the original sample to ensure that a sufficient number of interviews were completed.

3.2 Quasi-panel design

Following a review of the NTS methodology²⁵ in 2000, it was decided that the NTS should introduce a quasi-panel design from 2002 onwards. According to this design, half the PSUs in a given year’s sample are retained for the next year’s sample and the other half are replaced. This has the effect of reducing the variance of estimates of year-on-year change.

Therefore 378 of the PSUs selected for the 2019 sample were retained for the 2020 sample, supplemented with 378 new PSUs. The PSUs carried over from the 2019 sample for inclusion in 2020 were excluded from the 2020 sample frame, so they could not appear twice in the sample; however, the dropped PSUs from 2019 were included.

Whilst the same PSU postcode sectors might appear in different survey years, no single addresses were allowed to be included in three consecutive years to minimise the chances of the same address being selected again. Each year, NatCen provides the sampling company with a list of the addresses selected for the previous three survey years. These addresses were excluded from the sampling frame before the addresses for 2020 were selected. This means respondents to the three previous year’s surveys in the carried over PSUs could not be contacted again.

3.3 Selection of sample points

A list of all postcode sectors in England was generated (excluding those in the Isles of Scilly due to cost of interviewing). Sectors carried over from the previous year were also excluded. Sectors with fewer than 500 delivery points were grouped with an adjacent sector. Grouped sectors were then treated as one PSU. On average each PSU contained about 3,250 delivery points.

²⁵ Elliott, D. (2000) ONS Quality Review of the National Travel Survey: Some Aspects of Design and Estimation Methods.

This list of grouped postcode sectors in England was stratified using a regional variable, an urban/rural indicator, car ownership and a working from home indicator.²⁶ This was done in order to increase the precision of the sample and to ensure that the different strata in the population are correctly represented. Random samples of PSUs were then selected within each stratum.

The regional strata for England are based on the NUTS2 areas, grouped in a few cases where single areas are too small. NUTS or Nomenclature of Units for Territorial Statistics is a European-wide geographical classification developed by the European Office for Statistics (Eurostat). NUTS2 roughly relates to counties or groups of counties in England. The 30 regional strata for the survey are shown in [Figure 3:1](#).

Within each region, postcode sectors were allocated to “urban” or “rural” based on the urban/rural indicator²⁷ creating 51 “expanded” regions. Within each “expanded” region, postcode sectors were listed in increasing order of the proportion of households with no car (according to the 2011 Census). Cut-off points were then drawn approximately one third and two thirds (in terms of delivery points) down the ordered list, to create three roughly equal-sized bands. Within each of the 153 bands thus created (51x3), sectors were listed in order of the percentage of people working from home (based on the 2011 Census). 378 postcode sectors were then systematically selected with probability proportional to delivery point count. Differential sampling fractions were used in Inner London, Outer London and the rest of England in order to oversample London (see [Section 3.4](#) for further details). These sectors were then added to the 378 sectors carried over from the previous year’s survey to make the final sample of 756 sectors.

Figure 3:1 NTS regional stratification variable

	England	REGION code
1	Inner London – East	7 Greater London
2	Inner London – West	7 Greater London
3	Outer London – East and North East	7 Greater London
4	Outer London – South	7 Greater London
5	Outer London West and North West	7 Greater London
6	Devon and Cornwall	9 South West
7	North Somerset, North East Somerset, Bath, Somerset and Dorset	9 South West
8	Bristol, South Gloucestershire, Gloucestershire and Wiltshire	9 South West
9	Oxfordshire, Buckinghamshire and Berkshire	8 South East
10	Hampshire and Isle of Wight	8 South East
11	Kent	8 South East
12	West Sussex and East Sussex	8 South East
13	Surrey	8 South East
14	Essex	6 Eastern
15	Cambridgeshire, Suffolk and Norfolk	6 Eastern
16	Hertfordshire and Bedfordshire	6 Eastern

²⁶ This stratification approach was first implemented in NTS 2015 following a stratification review that NatCen carried out in 2014.

²⁷ Based on the 2011 Census and derived from the ten-category urban/rural classification. For details, see: <https://www.gov.uk/government/collections/rural-urban-definition>

	England	REGION code
17	Leicestershire, Lincolnshire and Northamptonshire	4 East Midlands
18	Warwickshire and Hereford & Worcester	5 West Midlands
19	West Midlands	5 West Midlands
20	Shropshire and Staffordshire	5 West Midlands
21	Nottinghamshire and Derbyshire	4 East Midlands
22	Cheshire	2 North West and Merseyside
23	Merseyside	2 North West and Merseyside
24	Greater Manchester	2 North West and Merseyside
25	Lancashire and Cumbria	2 North West and Merseyside
26	South Yorkshire	3 Yorkshire and Humberside
27	West Yorkshire	3 Yorkshire and Humberside
28	North Yorkshire and Humberside	3 Yorkshire and Humberside
29	Cleveland, County Durham and Northumberland	1 North East
30	Tyne & Wear	1 North East

3.4 Oversampling of London

Each year, London PSUs are oversampled. Response rates tend to be much lower in London compared with the rest of England, with rates being lowest in Inner London. The NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes in London and elsewhere which are proportional to their population. Estimates of response rates were made in order to oversample Inner and Outer London: 49% for Inner London, 58% for Outer London and 67% for the rest of England. These estimates were based on NTS response rates from 2014-2018 plus our own experience of achieving full household co-operation in these areas. Of the 756 sectors in the sample, 73 were in Outer London and 54 in Inner London.

3.5 Selection of addresses

In the original sample for the NTS 2020, 17 addresses were systematically selected from each of the 756 PSUs; a total 12,852 selected addresses.²⁸

About 23.6 million delivery points were available for selection in England as a whole, with about 3.3 million delivery points in Greater London. Consequently, the probability of an address in England being selected for the 2020 NTS was about one in 1,851; in Inner London this was about one in 1,497 and in Outer London about one in 1,600.

The COVID-19 pandemic meant that after March 2020 the survey had to transition away from face-to-face interviewing. Rather, a push-to-telephone approach was used. As response rates for this approach were found to be lower than face-to-face interviewing, an additional 5,338 addresses were selected to supplement the sample from August onwards.

²⁸ In 2013 a split sample design was trialled whereby some PSUs had 17 addresses selected from them and others had 22. This was to test the impact of clustering on survey estimates. As a result of this trial, from 2014 onwards the number of addresses in an interviewer assignment was reduced to 17.

To keep the sample design as consistent as possible with previous years of the survey, no additional PSUs were selected. Instead, an additional 17 addresses were selected for PSUs that had been assigned for interview in August-December 2020.²⁹

3.6 Self-completion section

Starting in NTS 2017, a Computer Assisted Self Interviewing (CASI) module for transport satisfaction questions was added, where one adult from those present during the household interview is asked to complete the satisfaction questions.

The introduction of the CASI module added a new element to the sample design. The satisfaction questions are, by nature, individual as opposed to household questions (different members of the same household may hold different opinions). Previously satisfaction questions had been asked of the main household respondent, which tends to disproportionately comprise older and female household members. Furthermore, responses to satisfaction questions tend to vary by these same demographic characteristics. It was therefore important to transfer these questions such that they were asked by a randomly selected individual within the household. The methodology for incorporating the CASI module into the NTS sample was based on the methodological development work that NatCen carried out in 2016.³⁰

This development work showed that inclusion of the satisfaction questions in this way requires the selection of one adult per household among those present during the interview. Selecting only from those present, however, introduces a non-random element in the sampling process, as some individuals (those who are absent) would have a zero probability of selection, thus introducing bias to the selected sample.

One way to overcome the zero probability of selection for the absent individuals is to treat them as non-respondents to the satisfaction questions and weight the satisfaction sample accordingly to make it representative of the total NTS interview sample (and by extension representative of the adult population in England).

The development work also showed that younger men and women are under-represented in the sub-sample of NTS household members who are present during the interview. Given that younger people are less likely to live alone, this under-representation is likely to increase if one person per household is selected at random amongst those who are present.

This imbalance by age could be reduced by varying the probabilities of selection so that the number of young men and women selected is increased. Following the recommendation from the development work, the satisfaction sample for NTS 2020 was recruited using an equal probability, except in households where both people aged 16-29 and 30+ are present. In such households, those aged 16-29 were selected with an 80% probability.

3.7 Allocation of PSUs to months

The survey year is divided into 12 quota (fieldwork) months and equal numbers of PSUs (189) are assigned to each quarter, resulting in an average of 63 assignments being

²⁹ The allocation of PSUs to calendar months is detailed below ([section 3.7](#)).

³⁰ See Appendix Q of the NTS 2017 Technical Report, available here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729525/nts-technical-report-2017.pdf.

issued each month. Allocating PSUs evenly across a quarter (rather than a month) results in a more even spread of the average number of assignments and hence interviews and travel diaries per day across months³¹. This allows us to control for variation across seasons. Furthermore, PSUs were allocated to quota months such that a nationally representative sample would be obtained for each quarter.

3.8 Selection of households at sampled addresses

At some addresses, interviewers may find that there is more than one dwelling unit, such as a house (for example, no. 15) which has been split into two flats (say, 15a and 15b). (A dwelling unit is a living space with its own front door – this can be either a street door or a door within a house or block of flats.) They may also encounter dwelling units with multiple resident households, for example there could be two families living as two separate households in one house. (A household is defined as one person or a group of people living in a dwelling unit, who either share a meal a day or share living accommodation.)

In England such addresses are not reliably identified on the PAF and will not be identified until the interviewer has visited the address. As a result, households residing at addresses with multiple dwelling units and/or households will have had a lower chance of selection than others. While there are relatively few such addresses (one per cent), they account for a larger proportion of households, and these households tend to be rather different to others (poorer, younger, and smaller), so consequent biases may not be entirely trivial.

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

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

Prior to 2009, the selection process at multi-household addresses was to list all households at the address and randomly select up to three in England and Wales, and only one in Scotland. This limitation on the number of extra households left some residual bias that was similarly removed using corrective weighting.

Following the switch to the Push-to-Telephone from May onwards, the household selection process could not be completed as normal, as interviewers were not able to make contact with households. However, as noted above this change in process will have only affected a small number of addresses.

3.9 Ineligible (deadwood) addresses

³¹ Until 2016, an equal number of assignments (63) were issued each month which meant that shorter months (particularly February) were slightly overrepresented in the data.

The following types of address were classified as ineligible in 2020. (See also [Section 4.12 Outcome Coding](#)):

- *Houses not yet built or under construction.*
- *Demolished or derelict buildings* or buildings where the address has "disappeared" when 2 addresses were combined into one.
- *Vacant/empty housing unit* - housing units known not to contain any resident household on the date of the first contact attempt.
- *Non-residential address* - an address occupied solely by a business, school, government office or other organisation with no resident persons
- *Residential accommodation not used as the main residence of any of the residents.* This is likely to apply to second homes/seasonal/vacation/temporary residences. These were excluded to avoid double counting - the households occupying the address had a chance of selection at their permanent address.
- *Communal establishment/institution* - an address at which four or more unrelated people sleep; while they may or may not eat communally, the establishment must be run or managed by the owner or a person (or persons) employed for this purpose.
- *Address is residential and occupied by a private household(s), but does not contain any household eligible for the survey* - it is very rare for a residential household not to be eligible for the NTS interview, exceptions include 'Household of foreign diplomat or foreign serviceman living on a base', addresses which are not the 'Main residence' of any of the residents and addresses where there are no residents aged 16 or over.
- *Address out of sample* - cases where interviewers were directed not to approach a particular address. This is very rare and usually only occurs where an address should not have been listed on the original sampling frame.

3.10 PSU level variables

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

3.11 Fieldwork start dates

Since 2014, an additional process followed the selection of sample points. Start dates are evenly spread across each month and then assigned to the points per month at random. (See [Section 2](#) for further information.)

4 FIELDWORK PROCEDURES AND RESPONSE RATE

4.1 Introduction

The NTS is a continuous survey with fieldwork taking place throughout the year. In 2020, initially respondents were interviewed face-to-face using Computer-Assisted Personal Interviewing (CAPI) and recorded their travel details in a paper seven-day self-completion travel diary. From May onwards, respondents were interviewed over the phone using the same CAPI programme and their travel details were collected and entered into the diary by the interviewer over the phone.

The F2F fieldwork (January through to March) involved making contact with households, conducting the placement interview, placing the travel diaries and conducting the pick-up interview at the end of the Travel Week. Travel Week start dates were allocated based on interviewer start dates with the first Travel Week starting around 12 days after the interviewer start date and the last around a month later than that. The CAPI data and NTS documents were returned to NatCen's Operations Department for in-house data input and editing.

The P2T fieldwork (May through to December) functioned slightly differently. Initially, households were sent a letter inviting them to take part in the survey. Households that wanted to participate were able to provide some contact information and phone number, using a freephone number or online link. Following this, these opt-ins were grouped into points of ten addresses. Interviewers then made contact over the phone, arranging an appointment to complete the placement interviews. The P2T cases used a Rolling Travel Week, which means that the first day of the travel week for all P2T interviews started the day before the placement interview, and the first two days of the diary were completed by interviewers immediately after the placement interviews. Five days later, at the end of the travel week, the interviewers made contact again with the household to complete the pick-up interview and complete the household's diaries. The CAPI data and NTS documents were then returned to NatCen's Operations Department as with the F2F fieldwork.

The 2020 CAPI questionnaires, for both F2F and P2T fieldwork, were designed and implemented using the software system Blaise. A single Blaise instrument was used for the household, individual, vehicle and administrative sections of the questionnaire. A separate Diary Entry System (DES) was written in Visual Basic. Selected CAPI variables were extracted and loaded into the NatCen field management system from where they were referenced by the DES. This process provides contextual information from the CAPI interview for those people inputting and editing travel diary data.

Since 2014 interviewers have been assigned to start on different dates across the month to ensure that the interviewing and travel week start dates are evenly spread across the month.³² Until 2016 interviewer assignments were distributed evenly across the year, with

³² Prior to 2014, interviewers began fieldwork at the start of each month. However, analysis using 2012 data showed that this design led to an uneven spread of Travel Week start dates across the month due to interviewers following similar fieldwork patterns. In 2014 a new design was implemented to address this issue where interviewer assignment start dates were spread across the month rather than all interviewers

the same number of assignments each month. However, this approach meant that certain months, particularly February, were over-represented in the data. As such, in 2016 a small refinement was made so that interviewer assignments were allocated evenly across a quarter, rather than by month. When allocating assignments to quota months it is done in such a way a naturally representative sample is distributed for each quarter.

4.2 Interviewer briefings

For F2F cases, interviewers were briefed by the lead researchers during a series of two-day briefings. The briefings covered all aspects of the survey and included the completion of a dummy interview on interviewer laptops, as well as role-play exercises to practise doorstep technique and the placing and picking up of the travel diaries. Interviewers were also given a pre-briefing exercise. This involved completing their own travel diary using their own journey details for a week, studying the definitions manual and completing a short test on the NTS process.

Interviewers who had completed an NTS assignment over the previous 12 months attended a one-day refresher briefing shortly before the start of the survey year, to be trained on any changes to the next year's survey.

Following the pause of in-person fieldwork, P2T made use of a cohort of experienced NTS interviewers. Given this, from May onwards there were short, remote phone briefings that focused on the changes that were made to the methodology to allow for P2T and phone interviewing. These were completed on multiple occasions from May through to December.

4.3 Questionnaire and document despatch to interviewers

For both F2F and P2T cases, before the start of each quota month, the Operations Department made the sampled addresses and the questionnaire available to the interviewers for collection via a secure broadband connection. The relevant NTS materials were despatched to the interviewers by post.

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

4.4 Contacting respondents

Face-to-face methodology

For the F2F cases, interviewers were given **advance letters** to send to the selected addresses in advance of their first call (see [Appendix B](#) **Error! Reference source not found.**). The advance letter gave some general background to the survey and explained

starting their assignments at the beginning of the month. Please see section 3.1 in the 2014 technical report for full details on this.

its importance, some of its uses and how the household had been selected. It also stated that each respondent would receive a **£5 gift voucher** if all household members completed every section of the survey. See [section 4.13](#) for more details on the £5 incentive payment for respondents.

The letters included a space for interviewers to write in their name so that respondents knew who would be calling and to make the letters more personal. The letters were sent in **'On Her Majesty's Service' envelopes** and, from June 2004 onwards, a **book of six first-class stamps** has been included with the advance letter as a gesture of goodwill to encourage respondents to take part. In 2018 an experiment was run on a redesign of the advance letter.³³ The 2019 and 2020 advance letter reflected the redesigned letter used in 2018.

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

A few days after the advance letters had been sent, interviewers made contact with respondents by personal visit. Interviewers were required to make a minimum of 6 calls, up to a maximum of 12. These calls had to be at different times of day and on different days of the week. If there was still no contact, only then could an interviewer return a case as a 'non-contact'.

Interviewers were also given a non-contact letter from November 2008 onwards, to post through the door of addresses where contact had still not been made after 6 or more calls (see [Appendix C](#))

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

Push-to-Telephone methodology

For the P2T cases, the contact interviewers would have with respondents was reduced and so the materials provided to them were edited slightly.

The advance letter was sent out by the NatCen Operations Department initially (see [Appendix H](#)). This letter varied slightly from the F2F advance letter in its wording; it also included a freephone number and online link to respondents to enter their contact details. The letter also notes that the incentive for a fully productive household was now **£20**, rather than the £5 noted on the F2F household. Please note initially a book of stamps was not included in the P2T advance letter, but this was changed from October onwards (see [section 4.4.2](#)).

³³ The experiment and analysis can be found here: <https://www.gov.uk/government/publications/future-developments-for-the-nts>.

In addition to this, one reminder letter were sent out to help ensure that the opt in rate was as high as possible (see [Appendix I](#)).

Other than this, interviewers contacted households that opted in over the phone. As a result, they made use of fewer doorstep materials during this period of fieldwork.

4.4.2 Push to telephone October incentive experiment

Initially, the P2T advance letters were issued without an unconditional incentive, unlike the F2F letters which were issued with a book of stamps regardless of their final interview status.

Over the summer of 2020, as the government lockdown restrictions were eased, the opt-in rate (the number of opt-ins as a proportion of the sample cases issued, including any ineligible households) and response rate fell.

In order to mitigate this effect, from October onwards, a split-sample experiment was run where an unconditional incentive (a book of six first class stamps) was included for half the sample (the ‘core’ sample consisting of the originally sampled 17 addresses per PSU. The ‘boost’ addresses – the additional 17 addresses selected within each PSU was used as a control and did not receive unconditional incentives). The differences in opt-in rate and the response rate are outlined in [Table 4:1](#).³⁴

The total response rate among the core sample was 21%, 7 percentage points higher the response from the boost sample. Given this, it does appear that including this incentive helped to increase the number of P2T cases choosing to participate in the survey.

	Core sample (received an unconditional incentive)		Boost sample (did not receive an unconditional incentive)	
	Opt-in rate	Response rate	Opt-in rate	Response rate
	%	%	%	%
October	21	19	15	14
November	23	21	14	13
December	20	18	12	11
Total	21	19	14	13

[Table 4:2](#), shows the opt-in rate and response rates from May through to December, including both core and boost sample. From May through to September (prior to the addition of the unconditional incentive) the opt-in rate was 14%. From October through to December, the opt in rate increased to 17%, suggesting the inclusion helped to offset the decline in the number of participating households from the summer of 2020.

³⁴ Please note, for tables 4:1 and 4:2 response rate is based on all issued sample

Table 4:2 NTS 2020 opt in and response rates by month (P2T cases only)

	Opt in rate	Response rate
	%	%
May	19	18
June	17	15
July	12	10
August	11	10
September	13	11
October	18	17
November	19	17
December	16	14
May – September	14	12
October - December	17	16

4.5 Confidentiality

For both the F2F and P2T cases, respondents were informed in the advance letter that their participation was voluntary and that any information they provided would remain confidential and would not be passed on to anyone outside NatCen or the statistics section at DfT in a form that could be used to identify them. Respondents were provided with a telephone number for NatCen’s Operations Department that they could telephone if they had any queries. Any substantive queries or complaints were subsequently passed on to researchers to deal with.

4.6 Allocation of Travel Weeks

Face-to-Face cases

For F2F cases, each household had to be allocated a Travel Week during which they kept their travel diary and entered details into the **mileage chart** (see [Appendix G](#)). Travel Week start dates were randomly allocated and were based on interviewer start dates with the first Travel Week starting around 12 days after the interviewer start date and the last around a month later.

It was important that the choice of Travel Week was not left to the discretion of the respondent or interviewer as this could lead to bias. To prevent bias, it was necessary to ensure that the Travel Weeks were evenly spread over the days of the week as well as the weeks of the quota month. The method for doing this was to give each interviewer a **Travel Week allocation card** listing 17 Travel Week start dates for the month, depending on the size of the interviewer’s assignment (see [Section 3.1](#)). The Travel Week start dates were randomly selected from all the dates from mid-month to mid-month, thus giving each interviewer a slightly different set of dates.

The interviewer had to allocate a start date to every address in their assignment, whether or not it was productive. They did this by allocating the first address at which they had a definite outcome (either a placement interview, deadwood, refusal or non-contact) to the first date available on the list, the next address to the second date and so on. In exceptional circumstances where interviewers could not contact a household in time to allocate any of the original Travel Weeks (such as a household being away on holiday), interviewers were able to request additional Travel Weeks during the week after the

original travel recording period (the '5th week'). The Operations Department controlled use of these additional dates.

Push-to-telephone cases

The travel week process was simplified to allow respondents to complete the interview over the phone more easily and to help to ensure that response rate was as high as possible.

Rather than using an allocated travel week process, for the P2T cases the travel week began the day before the placement interview. This has ensured that from May through December, NTS 2020 used a rolling travel week rather than a firmly allocated week. The travel week rule applied to all households, and so interviewers were not given any discretion in how this was applied.

As a result of this simplification, from May through to December, the interviewers did not need to use the allocation card referenced earlier in this section.

4.7 The placement interview

Broadly the interview was very similar to between the F2F and P2T cases. The first stage of interviewing consisted of the placement interview. This was conducted with all household members and consisted of three sections:

- The **household questionnaire** was asked of the Household Reference Person (HRP), which is the householder with the highest income, or their spouse or partner. In exceptional cases the household questionnaire can be asked of another responsible adult aged 16 or over.
- The **individual questionnaire** was asked of each household member, including children (although proxy information was collected for children under 11). A maximum of 10 people could be included. On the extremely rare occasions when interviewers encountered a household with more than 10 members, they were instructed to select the oldest 10 to take part in the interview, and to ensure that all vehicle owners were included.
- The **vehicle questionnaire** was asked of the main driver for each vehicle in the household. A maximum of 10 vehicles could be recorded.

For F2F cases, it was not always possible to interview all household members in person and so proxy interviews were allowed for adults who were difficult to contact. To allow the telephone interviewing to function as much as possible for the P2T cases, the proxy rules were relaxed. The interview allowed the HRP, or at least a person who can answer the questions on behalf of the household, to act as a proxy for the other individuals in the household if required.

The percentage who were interviewed face-to-face, by proxy and not interviewed in 2020 is shown in [Table 4:3](#) alongside comparable figures for 2019 and 2018.

Table 4:3 Method of individual interview at placement			
	Aged <16	Aged 16+	Total
2020	%	%	%
Face-to-face ³⁵	10	64	55
Proxy	89	36	45
Not interviewed	1	0	0
<i>Base (individuals)</i>	<i>1,129</i>	<i>5,715</i>	<i>6,844</i>
2019	%	%	%
Face-to-face	15	70	59
Proxy	85	30	41
Not interviewed	0	0	0
<i>Base (individuals)</i>	<i>3,163</i>	<i>12,920</i>	<i>16,083</i>
2018	%	%	%
Face-to-face	15	70	59
Proxy	84	29	40
Not interviewed	1	0	1
<i>Base (individuals)</i>	<i>3,132</i>	<i>12,849</i>	<i>15,981</i>

Historically, in the majority of cases, the placement interview took place before the start of the Travel Week. However, following the change to Travel Week outlined in [section 4.6](#), for 2020 most travel weeks started in the second day of the Travel Week.

4.7.1 The 2019 NTS questionnaire

The topics covered by each section of the placement interview are shown in [Table 4:4](#).

The changes made to the NTS questionnaire in 2020 included:

- Four questions regarding the type of accommodation of a given household have been removed, as has one question regarding length of time lived in the household.
- Seven questions regarding food shopping behaviours were removed.
- One question regarding carpools for travel to work were removed.
- Two questions regarding the problems with bus usage were removed.
- One question removed regarding devices used to access the internet for personal usage.
- Three questions regarding transport related barriers were removed.
- Two question on the reasons for walking to work and two questions on the cycling to work were removed.
- Reasons for and method of working at home has been removed from the survey
- Two questions regarding the milometer in a respondent's car removed

All changes to the questionnaire are shown in [appendix A](#).

³⁵ In the context of the 2020 survey 'face-to-face' is taken to mean that the individual was interviewed and 'proxy' is taken to mean that the individual's answers were given by another household member

Table 4:4 Placement interview topics in 2020

HOUSEHOLD	INDIVIDUAL	VEHICLE
Household grid	Disabilities that affect travel	Registration number
Home deliveries and food shopping	Methods of transport used	Vehicle details
Children's travel to school	Walking	Parking
Household vehicles grid	Cycling	Mileage
	Driving licences	
	Internet use	
	Self completion – satisfaction with transport services	
	Education, paid work and journey planning	
	Last paid job	
	Income	
	Location of work	
	Travel to work	
	Working at home	
	Ease/difficulty of travelling to work	
	Transport difficulties	
	Road accidents involving adults	
	Road accidents involving children	
	Special tickets / passes	
	Long-distance journeys	
	Permission for re-contact for follow up	

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

For the 2009 survey, the questionnaire was reviewed by DfT and NatCen. This resulted in further changes to the rotated questions and the introduction of sub-sample questions. The previously rotated questions on frequency of use of certain modes of transport, accessibility of services, reliability and frequency of trains and buses were introduced on a permanent basis – with some being asked of a sub-group of the sample only. From 2009, all households were randomly assigned to two sub-groups. One group were asked about attitudes to local services and the other were asked about accessibility of services. In 2013 the questions in sub-sample B covering accessibility of local services were removed. It was agreed that the sub-sample A questions on attitudes to local transport would be asked of the full NTS sample.

In 2017, attitudinal questions on satisfaction with transport services were asked from one member of the household aged over 16, administered by CASI. This member was randomly selected by the Computer Assisted Personal Interviewing program among the

members of the household present during the interview (proxy respondents couldn't be selected). The respondent completed the section on their own, using the interviewer's laptop. See [section 3.6](#) for more details on how this selection was made.

In 2020, in order to help reduce the questionnaire length, more questions were added to the rotation and some questions were removed with the intention of revisiting them every four years should there be policy-interest.

Figure 4-1 Rotated questions 2020

Module A (Even years)	Module B (Odd years)
<p>Cycling Barriers to cycling and what would encourage more cycling</p> <p>Driving licence Reasons for not driving currently among those with a licence Reasons for no longer holding a licence and age last drove</p> <p>Ease/difficulty of travelling to work Difficulties with travelling to or from work by car/van/motorbike/scooter/moped or by public transport How easy is it to make journey to work, not using a car/van/motorbike/scooter/moped, and what method of transport would they use</p> <p>Transport difficulties Type of transport respondent has difficulty with Difficulties have when travelling to the doctor's surgery or hospital Difficulties experienced when visiting friends/relatives or other social activities Difficulties experienced when taking children to school or university Difficulties experienced with other transport types</p> <p>Parking The location of parking for vehicles</p> <p>Mileage Purpose and miles driven outside of Great Britain</p>	<p>Home Deliveries and Food Shopping Items that have been delivered and how often Usual method of food shopping</p> <p>Children's travel to school Barriers of children walking to school more and what would encourage more walking to school more Reasons for traveling to and from school with an adult</p> <p>Disabilities that affect travel Use of powered or manual wheelchair and how often it is used Whether a respondent is a carer and time spent caring Prevalence of special transport services and usage of any of these special services</p> <p>Walking Barriers to walking more and what would encourage more walking in local areas</p> <p>Driving licence Reasons for not driving among those without a provisional licence Likelihood to learn to drive</p> <p>Travel to work Types of road used to travel to work Are respondents the driver or passenger travelling to work and how often is a lift given or received Place of parking when driving to work</p> <p>Working from home Days of the week normally working from home Extent to which it is possible to work from home and how much can be completed from home</p>

4.7.2 Harmonised questions

A number of harmonised questions are used in the NTS to allow users of the data to compare NTS data with those from other social surveys. These questions are documented in [Table 4:5](#).

Table 4:5 Harmonised questions used in the 2019 NTS

Harmonised question	NTS question name	Year introduced
Sex	Sex	1998
Age	Agelf	1998
Date of birth	Birth	2000
Marital status	MaritalStat ⁶	2013
Living arrangements	LiveWithN	2013
Ownership of accommodation	Hhldr ¹	2002
Joint ownership	HiHNum	2002
Ethnic group	EthGroup ²	2001
Length of residence	HLongA	1998
Relationship to head of household	RelHoH ⁷	1998
Relationships of household members	Relation ⁶	2013
Accommodation type	Accom	2000
House type	HseType	2000
Flat type	FitTypN	2000
Other accommodation	AccOth	2000
Housing tenure	Ten ¹⁶	1998
Car ownership ¹	UseVcl ³	1998
Vehicle type ¹	TypeVcl ²⁴	1998
Company car	PrivVcl ⁵	1998
General health	GenHeal	2017
Length of residence	HLongInd	2017
In employment	Wrking	1998
Training scheme	SchemeET	1998
Away from work	JbAway	1998
Own business	OwnBus	1998
Relative business	RelBus	1998
Looking for work	Looked	1998
Starting work	StartJ	1998
Inactive	YinAct	1998
Industry	IndD	1998
Job title	OccT	1998
Job description	OccD	1998
Job status	Stat	1998
Paid employment	EverWk	1998
Date of leaving last job	DtJbl	1998
Supervising employees	SVise	2001
Organisation size	EmpNo	1998
Self-employed	Solo	1998
Number of employees	SENo ¹	1998
Full or part time work	FtPtWk	1998
Long-term unemployed	HowLong	2004
Educational qualifications	EdAttn1	2005
Professional/vocational qualifications	EdAttn2	2005
Highest qualification	EdAttn4	2005
Internet access	OnlineN ⁶	2013
Well-being	LackComp	2019
Well-being	LeftOut	2019

Well-being	Isolated	2019
Well-being	Lonely	2019
Disabilities that affect travel	Heallll	2018
Disabilities that affect travel	ImpCat1-10	2018
Disabilities that affect travel	LimitAct	2018

1 Answer categories amended in 2003

2 Answer categories amended in 2011

3 Question text amended in 2004

4 This question was deleted in 2004, it has since been imputed using TypeVcl2

5 Question text amended in 2009

6 Answer categories amended in 2013

7 This question is now asked as relationships of household members

4.7.3 Placing the travel diary and other documents

For F2F cases, at the end of the placement interview, the interviewer placed:

- the seven-day travel diaries ([Appendix E](#)); and
- the mileage chart ([Appendix G](#));

For P2T cases, at the end of the placement interview, the interviewer completed the seven-day travel diary with the respondent, collecting the information from them over the phone.

The seven-day travel diary

For both methodologies, each individual in a household was issued with a seven-day travel diary, in which they were to record details of their travel activity. There are two versions, one for adults (respondents aged 16 and over) and one for children (the young person's travel diary).

The travel diary was redesigned in 2007 following an extensive development study. Full details of this study are available on the Department for Transport's website.³⁶

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

The travel diary underwent a further small redesign in 2013, with the removal of the column for recording the cost of road tolls or congestion charges where applicable, and the removal of the column for recording the share of any taxi costs. In 2014 a note was added to the top of the recording pages for day 1 and day 7 to remind respondents to complete the mileage chart.

In 2016, two versions of the diary were trialled, one in which respondents were asked to record their short trips (under 1 mile) on day one and one in which respondents were asked to record their short trips on day seven. As this experiment showed that recording

³⁶ For further detail see McGee A, Gray M & Collins D (2006), NTS Travel Record Review Stage 1; and (McGee A, Gray M, Andrews F, Legard R, Wood N and Collins D (2006) NTS Travel Record Review Stage 2

was more accurate on day one than on day seven, in 2017 only one version of the diary was used with short walk recording on day one. A full list of changes that have been made to the travel diary since 2002 can be found in [Appendix A](#).

Face-to-face interviews (January- March)

For F2F cases, each trip was recorded by the respondent, and the respondent provided details of origin and destination, purpose, mode, distance travelled, time, number travelling in their party, vehicles used, tickets used and cost. In addition, the adult version of the travel diary asked respondents to detail any parking costs as well as indicating whether they were a passenger or driver.

Interviewers explained to respondents in detail how to complete the travel diary. They generally did this by entering the details of some typical journeys made by the respondent in the blank example pages provided, often using the respondent's previous day's journeys. Some interviewers used the **NTS definitions manual** to help describe the level and type of details required.³⁷ Since 2014 interviewers have been also provided with a list of key points to cover when placing and checking a travel diary.

Simplified pocket size diaries or **memory joggers** (see [Appendix F](#)), into which respondents could briefly note down their journeys, were placed with respondents if the interviewer felt they would be helpful.

³⁷ All survey definitions are given in the NTS definitions manual, copies of which are available on request.

Table 4.6 Seven-day travel diaries for F2F cases

Adult version of the diary (Respondents aged 16 and over)	Young person’s version of the diary (Respondents under 16)
Days 2-7	Days 2-7
<ul style="list-style-type: none"> • Purpose of journey 	<ul style="list-style-type: none"> • Purpose of journey
<ul style="list-style-type: none"> • Time left 	<ul style="list-style-type: none"> • Time left
<ul style="list-style-type: none"> • Time arrived 	<ul style="list-style-type: none"> • Time arrived
<ul style="list-style-type: none"> • Origin - Where the journey started (From village/town/local area) 	<ul style="list-style-type: none"> • Origin - Where the journey started (From village/town/local area)
<ul style="list-style-type: none"> • Destination - Where the journey ended (To village/town/local area) 	<ul style="list-style-type: none"> • Destination - Where the journey ended (To village/town/local area)
<ul style="list-style-type: none"> • Method of travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included) 	<ul style="list-style-type: none"> • Method of travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included)
<ul style="list-style-type: none"> • Distance (miles) 	<ul style="list-style-type: none"> • Distance (miles)
<ul style="list-style-type: none"> • Time travelling (in minutes) 	<ul style="list-style-type: none"> • Time travelling (in minutes)
<ul style="list-style-type: none"> • Number in party 	<ul style="list-style-type: none"> • Number in party (split into adults and children)
<ul style="list-style-type: none"> • Which car/motorcycle etc. used (if journey was made not by public transport, but by car/motorcycle etc) 	<ul style="list-style-type: none"> • Which car/motorcycle etc. used (if journey was made by car/ motorcycle etc.)
<ul style="list-style-type: none"> • Driver or passenger? (only if journey was made not by public transport, but by car/motorcycle etc.) 	
<ul style="list-style-type: none"> • How much paid for parking (only if journey was made by car/motorcycle etc.) 	
<ul style="list-style-type: none"> • Ticket type (Single/return/travel card etc.) (only if journey made by public transport) 	<ul style="list-style-type: none"> • Ticket type (Single/return/travel card etc.) (only if journey made by public transport)
<ul style="list-style-type: none"> • Cost (only if journey made by public transport) 	<ul style="list-style-type: none"> • Cost (only if journey made by public transport)
<ul style="list-style-type: none"> • Number of boardings (the number of trains/buses etc. used to reach journey destination) (only if journey made by public transport) 	<ul style="list-style-type: none"> • Number of boardings (the number of trains/buses etc. used to reach journey destination) (only if journey made by public transport)
Day 1 additional information requested	Day 1 additional information requested
<ul style="list-style-type: none"> • All walks over 50 yards (including those less than one mile, or twenty minutes in length) 	<ul style="list-style-type: none"> • All walks over 50 yards (including those less than one mile, or twenty minutes in length)

Push-to-telephone interviews (May-December)

For P2T cases, the diary remained the same as F2F cases. However, the diary was completed by the interviewer, collecting an individual’s travel data over the phone. Given this, there were some slight alterations to the process around this.

The data collected from respondents was identical to the F2F diaries; however, the process was streamlined slightly to help ensure completion. As such data around trip costs and ticket information was collected on a ‘best effort’ basis.

As with the placement interview, the proxy rules were relaxed to allow one individual to complete the diaries on behalf of the other members of the household.

Table 4.7 Seven-day travel diaries for P2T cases

Adult version of the diary (Respondents aged 16 and over)	Young person's version of the diary (Respondents under 16)
Days 1-7	Days 1-7
<ul style="list-style-type: none"> • Purpose of journey • Time left • Time arrived • Origin - Where the journey started (From village/town/local area) • Destination - Where the journey ended (To village/town/local area) • Method of travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included) • Distance (miles) • Time travelling (in minutes) • Number in party • Which car/motorcycle etc. used (if journey was made not by public transport, but by car/motorcycle etc) • Driver or passenger? (only if journey was made not by public transport, but by car/motorcycle etc.) • All walks over 50 yards (including those less than one mile, or twenty minutes in length) 	<ul style="list-style-type: none"> • Purpose of journey • Time left • Time arrived • Origin - Where the journey started (From village/town/local area) • Destination - Where the journey ended (To village/town/local area) • Method of travel (Car, bus, walking etc.) (Only walks that were more than one mile, or took more than 20 minutes are included) • Distance (miles) • Time travelling (in minutes) • Number in party (split into adults and children) • Which car/motorcycle etc. used (if journey was made by car/ motorcycle etc.) • All walks over 50 yards (including those less than one mile, or twenty minutes in length)
Collected on best efforts basis	Collected on best efforts basis
<ul style="list-style-type: none"> • How much paid for parking (only if journey was made by car/motorcycle etc.) • Ticket type (Single/return/travel card etc.) (only if journey made by public transport) • Cost (only if journey made by public transport) • Number of boardings (the number of trains/buses etc. used to reach journey destination) (only if journey made by public transport) 	<ul style="list-style-type: none"> • Ticket type (Single/return/travel card etc.) (only if journey made by public transport) • Cost (only if journey made by public transport) • Number of boardings (the number of trains/buses etc. used to reach journey destination) (only if journey made by public transport)

Long-distance journeys

For both F2F and P2T cases, the NTS also collects details about any long-distance journeys, defined as trips of 50 miles or more made within Great Britain. In 2006, the period for which respondents were asked about long-distance journeys was changed from three weeks to one week (in addition to the Travel Week). This change was made in order to decrease the burden on respondents and increase the reliability of the data.³⁸

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

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

The mileage chart

In addition to the diaries, for F2F cases, a mileage chart was placed at the end of the placement interview for each household vehicle. The driver was encouraged to keep this chart in their vehicle. The chart required the driver to record the milometer reading at the start and end of the Travel Week. See [Appendix G](#) for a copy of the **mileage chart**.

Please note for P2T cases, as the interviewers did not contact respondents in-person, the mileage chart was not issued to respondents. Data was instead collected over the phone, based on the respondent's knowledge of their mileage.

4.7.4 Length of the placement call

The average length of the placement call (that is, the placement interview plus the time taken to place and explain the various documents for F2F cases, or completed the first days of diary for P2T case) was 47 minutes in 2020. The time it takes to do a placement interview varied according to household size (see [Table 4:8](#)).

³⁸ Until 2015, a long-distance journey card was left behind to be filled in by respondents, and which was collected at the pick-up interview. Removing the need to leave this card behind means that the data can be entered straight into the CAPI, and so allowing potential queries to be resolved when respondents are actually present.

Number of people	Mean length	Base	Mean length	Base	Mean length	Base
	2018		2019		2020	
1	37.52	1,784	40.41	1,879	35.58	923
2	52.92	2,441	54.77	2,522	47.07	1,242
3	56.89	944	60.69	968	53.46	384
4	61.49	828	64.04	958	57.63	342
5	65.46	288	65.23	273	65.57	119
6	67.05	86	69.08	79	65.97	30
7	68.76	29	71.79	24	57.86	14
8	87.44	9	69.50	6	125.00	3
9	75.00	3	80.20	5	-	-
10	53.50	4	89.33	3	96.00	2
All	49.01	6,713	53.63	6,717	46.65	3,059

4.8 The reminder call

For F2F cases, once the travel diary had been placed, the next stage was to remind the household to start recording their journeys on the date allocated to them. Interviewers did this either by sending a **reminder card**, or by making a **reminder phone call** one or two days before the start of the Travel Week.

Interviewers were instructed to make the call when they were particularly concerned about the household's commitment to filling in their travel diaries, or when there was a gap of several days between the placement call and the Travel Week.

Reminder calls were not used for P2T cases. The reminders were intended to remind respondents of the beginning of their travel weeks; however, as P2T cases started their placement interview on the second day of the travel weeks, the reminders were no longer necessary.

4.9 The mid-week check call

For F2F cases, interviewers also had the option of conducting a call halfway through the Travel Week, in order to encourage and help respondents with any difficulties they might be having filling out their travel diaries. This could be either a phone call or a personal visit and was at the interviewer's discretion, although they were strongly encouraged to conduct a face-to-face check for elderly participants. The proportion and type of mid-week checking calls conducted are shown in [Table 4:9](#).

P2T cases did not require a mid-week check, as interviewers were completing the diary on behalf of the respondents. However, some interviewers found it useful to conduct these because of the specific nature of some households. For example, large households or older respondents sometimes required a mid-week check to reduce the burden of diary completion. This was done at the interviewer's discretion.

In 2020 44% of fully productive households had a mid-week check, compared with 80% in 2019 and 77% in 2018.

Table 4.9 Proportion of productive households where a mid-week check conducted

	Fully co-operating	Partially co-operating	Total
	%	%	%
2020			
Mid-week check conducted by phone	35	39	35
Mid-week check conducted in person	9	9	9
No mid-week check	56	51	56
<i>Base (households)</i>	2,822	237	3,059
2019			
Mid-week check conducted by phone	50	33	48
Mid-week check conducted in person	30	22	29
No mid-week check	20	44	23
<i>Base (households)</i>	6,162	663	6,825
2018			
Mid-week check conducted by phone	48	35	47
Mid-week check conducted in person	29	20	28
No mid-week check	22	45	25
<i>Base (households)</i>	6,045	666	6,711

As shown in the table above, the majority of respondents in 2020 did not receive a midweek check, which is much lower than in previous years. This is because mid-week checks were not mandatory as interviewers were completing the diary for respondents.

4.10 The pick-up call

For F2F cases, at the end of the Travel Week, the interviewer called at the household (generally within a few days) to pick up and check the Travel Diaries and to carry out another much shorter interview, known as the **pick-up interview**. The topics covered by this interview are shown in [Table 4:10](#).

The P2T cases also received a pick-up interview (which covered the same topics outlined in [Table 4:10](#)). This interview was conducted over the phone. Finally, rather than picking up and checking the travel diary, the remaining days of the travel record were completed (with the first two days having been completed after the placement interview) by the interviewer, over the phone.

Table 4:10 Pick-up interview topics

HOUSEHOLD	INDIVIDUAL	VEHICLE
New vehicles acquired since placement	New driving licences acquired since placement	Mileage details
Disposal of vehicles recorded at placement	New season tickets acquired since placement	

At the pick-up interview, for F2F cases, the mileage chart was collected and the details transferred into the CAPI questionnaire either during the interview or later on by the interviewer at home. For the P2T cases, the respondents were still asked about mileage questions, but as mileage charts were not given out, this data was based on the respondent's own knowledge.

Before 2013, if all household members had completed a travel diary and the placement questionnaire was complete, the household was issued with a **promissory note** which informed them of the number of **£5 gift vouchers** they would receive. These vouchers would then be sent to them by the Operations Department. Since 2013, respondents were instead given a **gift card** by interviewers during the pick-up call. Interviewers explained to respondents that the giftcard would be activated by the office within two working days. This applied only to the F2F cases for the NTS 2020; for the P2T cases, the incentive cards were still used but they were sent out by NatCen's Operation Team, rather than being issued by interviewer.

Starting in 2019, interviewers also handed out a thank you letter at the pick-up interview (see [Appendix K](#)). The thank you letter was from the DfT and given as a recognition for the time and effort of respondents. It also offered respondents another chance to sign up to the National Travel Attitudes Study (NTAS) web panel. In 2020, for F2F households, this was issued by interviewers, but was mailed out for P2T cases.

The pick-up interview could be done either on the laptop, or using a paper questionnaire which was transferred into the CAPI questionnaire by the interviewer afterwards or by the operations team when paperwork was returned to the office.³⁹ However, as the pick-up interview for P2T cases were all completed by the interviewer, the pick-up interview for all P2T cases were completed using the CAPI questionnaire.

On average, the pick-up call (including the interview and checking the travel diaries) lasted about 17.1 minutes for fully productive households in 2020. This call was made within six days of the end of the Travel Week. This is higher than in previous years, driven largely by the time required by interviewers to complete the final days of the diary for the P2T cases.

The mean length of the pick-up interview reported here is calculated using the amount of time entered by the interviewer into the CAPI program. Although the length of pick-up is also calculated within the CAPI programme, this is not a reliable source because the pick-up interview is sometimes conducted on paper with the interviewer entering the information into the program at home. In previous technical reports, the pick-up length has not been calculated in a consistent manner. The pick-up interview lengths shown in [Table 4:11](#) replace those in previous NTS technical reports and are based on the interviewer-reported length.

³⁹ A paper version of the pick-up questionnaire was introduced in 2002 to enable interviewers do the pick-up interview on the doorstep where respondents were unwilling to let them into the property again.

Table 4:11 Mean length of pick up interview in minutes, from 2002 to 2020

Year	Fully co-operating	Fully and partially co-operating
2020	17.1	16.9
2019	14.5	14.4
2018	15.1	15.0
2017	14.7	14.6
2016	15.1	15.2
2015	15.5	15.3
2014	15.4	15.3
2013	15.1	15.0
2012	15.9	15.7
2011	16.4	16.3
2010	16.0	15.9
2009	16.4	16.2
2008	16.2	16.0
2007	16.6	16.4
2006	16.3	16.1
2005	18.6	18.5
2004	19.0	18.7
2003	18.6	16.3
2002	18.4	18.0

4.11 Gazetteer

A new placename gazetteer was introduced in 2007.⁴⁰ The new gazetteer holds a much more complete list of locations in Great Britain which is based on 1km grid references.

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

The Gazetteer was used for both F2F and P2T households in 2020.

4.12 Outcome coding

Interviewers were required to assign an outcome code to every address in their assignment for both F2F and P2T cases. The range of possible fieldwork outcomes is shown in [Table 4:12](#).

⁴⁰ The gazetteer is used to code the location of where respondents work and the origin and destination of any long-distance journeys during the CAPI interview. It is also used to code the location of journeys made in the travel record using the Diary Entry System.

The fully and partially co-operating codes (110-130 and 240-260) were automatically computed by the CAPI questionnaire. (These fieldwork outcome codes are different to the participation categories that are used for the purposes of weighting.) For a household to be classed as fully co-operating, the placement interview had to be fully completed and filled in travel diaries had to be collected for all household members. To be classed as fully completed, the placement interview needed the household section, all individual interviews (whether in person or by proxy), and at least one vehicle section (if applicable) to be completed. If some household members were interviewed but full travel diaries were not gained from everyone, the household was coded as partially co-operating.

Table 4:12 NTS outcome codes

Outcome	Code
FULLY CO-OPERATING	
Fully productive: All desired respondent(s) in person	110
Fully productive: Partly by desired respondent(s), partly by proxy	120
Fully productive: By proxy	130
PARTIALLY CO-OPERATING	
Partial productive: Desired respondent(s)	240
Partial productive: Partly by desired respondent(s), partly by proxy	250
Partial productive: By proxy	260
NON-CONTACT	
No contact with anyone at address	310
Contact made at address, but not with member of selected household / responsible adult	320
Household optin but telephone number wrong	333
REFUSAL	
Office refusal	410
Contact made but information refused about number of HHs or DUs	420
Refusal at introduction/before interview / proxy refusal	430
Refusal during interview	440
Broken appointment – no recontact	450
OTHER UNPRODUCTIVE	
Illness at home during survey period	510
Absence from home/in hospital all survey period	520
Physical or mental incapacity	530
Language difficulties	540
OFFICE APPROVAL ONLY - Lost productive	550
Interview completed but respondent requested deletion	560
OFFICE APPROVAL ONLY - Other unproductive	590
UNKNOWN ELIGIBILITY	
OFFICE APPROVAL ONLY - Not attempted	610
COVID 19: Case closed by office	617
OFFICE APPROVAL ONLY – Inaccessible	620
OFFICE APPROVAL ONLY - Unable to locate address	630
Unknown whether address contains residential housing – no contact made	640

Residential address – unknown whether occupied by eligible household – no contact	650
Other unknown eligibility	690
P2T opt in letter sent but no response	699
INELIGIBLE/DEADWOOD	
Not yet built/under construction	710
Demolished/derelict	720
Vacant/empty	730
Non-residential address e.g. business, school, office factory etc.	740
Address occupied, no resident household e.g. holiday or weekend home	750
Communal Establishment/Institution (no private dwellings)	760
Residential, but no eligible respondent (e.g. no-one aged 16 and over)	770
OFFICE USE ONLY - Address out of sample	780
Other ineligible	790
Unknown whether address contains residential housing – info refused	810
Contact made but not with someone who could confirm whether occupied/residential	820
Residential address, unknown whether occupied by eligible hholds/persons – info refused	830
Unable to confirm eligibility due to language difficulties	850
Other unknown eligibility	890

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

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

For the P2T cases, there were two mode specific outcome codes: 333 which was used for the small proportion of households that opted into the survey, but gave in an incorrect phone number and 699, which was used for households that did not opt in. As these households did not respond to the letter, very little was known about their eligibility to participate in the survey and as such they were given a separate unknown eligibility outcome.

4.13 The gift voucher incentive

Face-to-face cases (January – March)

In 2002 an experiment to test the effect of offering incentives to NTS sample members was conducted from the beginning of the July 2002 quota until the end of the December 2002 quota.⁴¹ This experiment found that offering an incentive did significantly increase the likelihood of gaining full household co-operation. At the end of 2002, it was decided that the incentive payment would be offered as a part of the NTS survey for 2003 onwards.

⁴¹ See section 3.12 in the 2002 NTS Technical report, and Stratford et al. (2003), Incentives experiment report both available on request from DfT

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

In 2009 an incentive experiment was conducted to review the impact of higher value incentives and different incentive structures on response, potential non-response bias and data quality. Two alternative incentives were tested: firstly unconditional £5 voucher with advance letter plus £10 voucher per person if the household is fully productive; secondly unconditional £5 voucher with advance letter plus £5 voucher after completion of CAPI interview, plus £5 voucher per person if the household is fully productive and finally the standard NTS incentive structure. Neither of the higher value incentive structures trialled in this experiment achieved a significantly higher response rate than the pre-existing incentive structure. There was also little difference between the incentive options in terms of the composition of the achieved sample or the quality of the data collected. In light of these findings, no changes to the incentives structure were recommended

From 2013 onward, interviewers were given the task to check the completion of the diaries when they were coming back to the respondents' home for the pick-up interview and to issue the vouchers themselves. Interviewers would issue a £5 voucher per fully completed diary only if all members of the household had filled their diary.

Push-to-telephone cases (January – March)

For the P2T cases after March 2020, the incentive structure was edited slightly along with the methodology.

Initially, a book of stamps was not included alongside the advance letter and respondents were offered a **£20** incentive for becoming a fully productive household. From October onwards, in order to help boost response levels, the book of stamps was added into the incentive structure as well as an experiment.

The incentives were issued centrally by the NatCen Operations department rather than being issued by interviewers.

4.14 Response rates

Tables [4:13](#) – [4:16](#) show the national response rates for 2020, as well as the Inner and Outer London and National (excluding London) response rates for the same periods. These tables are based on all selected sample, including sample which was not issued during the pause in fieldwork caused by COVID-19. Based on this definition, the overall response rate in 2020 was 16% but this was lower in Inner London (13%) and Outer London (13%), and higher in the rest of the country (17%).

The push-to-telephone element, introduced from May, means that the Standard Response Rate can be misleading. Addresses which were sent a letter, but which did not opt-in, were given an outcome code of 699, which is classified under the 'unknown eligibility' heading. Given the relatively low opt-in rate for the push-to-telephone sample, this means that the unknown eligibility rate is significantly higher than 'normal' (which

would be determined in a face-to-face survey) in 2020 (accounting for 75% of the issued sample, compared to 1% in 2019). Similarly, as interviewers were not able to visit addresses to determine eligibility, the ineligibility rate is significantly lower in 2020 than normal (1% in 2020 compared to 11% in 2019). This results in an inflated number of addresses which are defined to be eligible which, in turn, depresses the response rate. If we assume that the ineligibility rate was 11% overall, 16% in inner London, 11% in outer London and 10% in England excluding London (based on the rate identified in the 2019 survey), then the response rates would be 17% overall, 14% in inner London, 14% in outer London and 18% in the rest of the country.

Response based on all sampled addresses

Table 4:12 NTS National response rates in 2020 (England)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	18,190		
Ineligible/deadwood	235	1	
Unknown eligibility	13,643	75	
Eligible households ⁴²	17,250		100
Fully co-operating	2,822	16	16
Partially co-operating	237	1	1
Refusal to co-operate and other unproductive	1,042	6	68
Non-contact	211	1	14

Table 4:13 NTS Inner London response rates in 2020

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	1,275		
Ineligible/deadwood	16	1	
Unknown eligibility	1,014	80	
Eligible households	1,197		100
Fully co-operating	153	12	13
Partially co-operating	5	0	0
Refusal to co-operate and other unproductive	69	5	69
Non-contact	18	1	18

Table 4:14 NTS Outer London response rates in 2020

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	1,751		
Ineligible/deadwood	22	1	
Unknown eligibility	1,338	76	

⁴² The number of eligible households is estimated by assuming that the proportion eligible among those of 'unknown eligibility' is the same as the proportion known to be eligible among the rest of the sample.

Table 4:14 NTS Outer London response rates in 2020

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Eligible households	1,658		100
Fully co-operating	213	12	13
Partially co-operating	30	2	2
Refusal to co-operate and other unproductive	121	7	70
Non-contact	27	2	16

Table 4:15 NTS England excluding London response rates in 2020

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	15,164		
Ineligible/deadwood	197	1	
Unknown eligibility	11,291	74	
Eligible households	14,393		100
Fully co-operating	2,456	16	17
Partially co-operating	202	1	1
Refusal to co-operate and other unproductive	852	6	68
Non-contact	166	1	13

As mentioned in [section 3.4](#) the NTS oversamples Inner and Outer London with the aim of achieving responding sample sizes that reflect the regional distribution without the need for corrective weighting. The degree of oversampling in 2020 was based on estimates of differences in response rates between Inner London, Outer London and the rest of England.

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

Response excluding addresses which were not worked due to COVID-19

As a result of COVID-19, fieldwork was paused on 18 March and re-started on 1 May 2020. When fieldwork was stopped, a number of issued cases from the February and March wave of fieldwork had not been attempted or worked. Addresses due to be issued in April were not issued at all. This applies to 16 addresses in February, 751 in March and 1,054 in April.

If these addresses are excluded from the response rate calculations, the outcomes are outlined in the tables below:

Table 4.16 NTS National response rates in 2020 (England), excluding cases not worked/issued due to COVID-19 restrictions

	Achieved Sample Rate		Standard Response Rate
	Number	%	%

Table 4.16 NTS National response rates in 2020 (England), excluding cases not worked/issued due to COVID-19 restrictions

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	16,369		
Ineligible/deadwood	235	1	
Unknown eligibility	11,822	72	
Eligible households ⁴³	15,523		100
Fully co-operating	2,822	17	18
Partially co-operating	237	1	2
Refusal to co-operate and other unproductive	1,042	6	67
Non-contact	211	1	14

Table 4.17 NTS Inner London response rates in 2020, excluding cases not worked/issued due to COVID-19 restrictions

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	1,140		
Ineligible/deadwood	16	1	
Unknown eligibility	879	77	
Eligible households	1,070		100
Fully co-operating	153	13	14
Partially co-operating	5	0	0
Refusal to co-operate and other unproductive	69	6	68
Non-contact	18	2	18

Table 4.18 NTS Outer London response rates in 2020, excluding cases not worked/issued due to COVID-19 restrictions

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	1,632		
Ineligible/deadwood	22	1	
Unknown eligibility	1,219	75	
Eligible households	1,454		100
Fully co-operating	213	13	14
Partially co-operating	30	2	2
Refusal to co-operate and other unproductive	121	7	69
Non-contact	27	2	15

⁴³ The number of eligible households is estimated by assuming that the proportion eligible among those of 'unknown eligibility' is the same as the proportion known to be eligible among the rest of the sample.

Table 4.20 NTS England excluding London response rates in 2020, excluding cases not worked/issued due to COVID-19 restrictions

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	13,597		
Ineligible/deadwood	197	1	
Unknown eligibility	9,724	72	
Eligible households	12,905		100
Fully co-operating	2,456	18	19
Partially co-operating	202	1	2
Refusal to co-operate and other unproductive	852	6	66
Non-contact	166	1	13

Response by mode

As discussed elsewhere in this report, two modes were used on the NTS in 2020: face-to-face (used from January to March) and push-to-telephone (used from May-December). The response rates achieved by these modes differs substantially.

[Table 4.21](#) shows the response rate achieved in the face-to-face sample, based on all set sample.

Table 4.19 NTS England response rate for face-to-face sample (based on all set sample)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	3,213		
Ineligible/deadwood	215	7	
Unknown eligibility	867	27	
Eligible households	2,919		100
Fully co-operating	880	27	30
Partially co-operating	180	6	6
Refusal to co-operate and other unproductive	910	28	54
Non-contact	161	5	10

[Table 4.22](#) shows the response rate achieved in the face-to-face sample, based on all worked sample.

Table 4.20 NTS England response rate for face-to-face sample (based on sample attempted)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	2,446		
Ineligible/deadwood	215	9	
Unknown eligibility	100	4	
Eligible households	2,222		100

Table 4.20 NTS England response rate for face-to-face sample (based on sample attempted)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Fully co-operating	880	36	40
Partially co-operating	180	7	8
Refusal to co-operate and other unproductive	910	37	44
Non-contact	161	7	8

Table 4.23 shows the response rate achieved in the push-to-telephone sample, based on all set sample.

Table 4.21 NTS England response rate for the push-to-telephone sample (based on all set sample)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	13,923		
Ineligible/deadwood	20	0	
Unknown eligibility	11,722	84	
Eligible households	13,796		100
Fully co-operating	1,942	14	14
Partially co-operating	57	0	0
Refusal to co-operate and other unproductive	132	1	62
Non-contact	50	0	23

Table 4.24 shows the response rate achieved in the push-to-telephone sample, with an assumed ineligibility rate of 11%.

Table 4.22 NTS England response rate for the push-to-telephone sample (based on assumed ineligibility rate of 11%)

	Achieved Sample Rate		Standard Response Rate
	Number	%	%
Set sample	13,923		
Ineligible/deadwood	1,532	11	
Unknown eligibility	10,210	73	
Eligible households	12,391		100
Fully co-operating	1,942	14	16
Partially co-operating	57	0	0
Refusal to co-operate and other unproductive	132	1	61
Non-contact	50	0	23

4.15 Back-checking and quality control

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

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

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

This process was kept in place for both face-to-face and push-to-telephone cases.

5 DATA PROCESSING

5.1 Post-processing

5.1.1 Creating the NTS database

The edited survey data was prepared for analysis and reporting before being delivered to DfT. This section outlines the protocols followed during post-processing based on methods and scripts originally created by DfT.

The data for the survey year was imported into an annual database where a series of processing tasks were carried out to prepare the data for analysis. The database was divided into separate sections as follows:

Name	Purpose
Data	For importing questionnaire data
Param	For parameterising data
DVLA	For processing data from the DVLA database
Imptn	For imputing data
Weights	For importing the weighting data
Random	For storing random numbers used in imputations

In addition to creating the NTS annual database, two across-years databases were added to or amended as required: the NTS_Info database which stores information such as Retail Prices Index (RPI), school & bank holiday data and concessionary travel schemes, and the NTS_Lookup database that stores each of the look up tables that are used to attach description labels during analysis.

5.1.2 Importing the questionnaire data into tables

The metadata documents were used to create SQL scripts to import the questionnaire data into the NTS annual database. A script was created for each analysis level of the database (PSU, Household, Vehicle, Individual, LDJ, Trip & Stage) and for each multi-coded question. This stage was automated using SQL Server Integration Services (SSIS), which creates the tables and imports the data files without the need for user intervention.

Each record of each table was assigned a unique identifier during the import process. Once the import was complete the identifiers were cascaded down to the lower levels, allowing tables to be linked using a single identifier field.

5.1.3 Parameterisation

Parameterisation is the process of converting variables into a format that is more useful for analysis. Before the parameterisation routines were run, year-on-year changes to variables were identified and the routines amended to deal with the changes. Updates to the routines were reflected in the post-processing documentation. The majority of the

variables were passed unprocessed into the parameterised tables. For the remainder, several different transformations were applied, such as:

- i) Creating a banded version of continuous variables;
- ii) Combining several variables into a single analysis variable; and
- iii) Creating summary variables.

Some variables that were parameterised were themselves used in the construction of subsequent variables, so these were created first. This stage was also automated using SSIS to run the parameterisation scripts in the required order. The relationship between the data in the import and parameterisation tables was recorded in the dependency documentation.

As part of this process, data from the DVLA database was linked to vehicles for which a registration mark was provided.

5.1.4 Imputation

Several variables underwent an imputation process where missing values were derived by looking at other known data. Again, this stage of the post-processing was automated using SSIS, which ran the imputation routines in a specific order due to the dependencies between variables. A variety of techniques were used in the imputation routines. Each routine was documented individually giving details of the methods used. Some routines required the use of random numbers to determine how cases should be allocated. These routines used random number tables that were created at the beginning of the process and retained, so that the results would be repeatable should the imputations need to be carried out again.

5.1.5 Adding weights

The weighting data was imported into the NTS annual database. Each set of weights was imported into a separate table as follows:

Name	Level	Table
Interview sample weights	Household	Weights.Interview Sample
Fully responding weights	Household	Weights.FC Sample
Long-distance journey weights	LDJ	Weights.LDJ
Short walk weights	Trip	Weights.Short Walks
Diary drop off weights	Trip	Weights.Diary
Self-completion weights	Individual	Weights.Self completion

5.1.6 Creating trip and stage numerics

To enable analysis of trip and stage level data with the correct handling of short walks and series of calls, the following grossing factors were attached to the trip and stage imputation tables:

Table 5.3 Grossing factors for trip and stage imputation tables

Table	Variable	Description
Imptn.Stage	SSXSC	No. of stages, grossed for short walks, excluding 'series of calls' trips
Imptn.Stage	SD	Stage distance travelled, grossed for short walks
Imptn.Stage	STTXSC	Travelling time grossed for short walks, excl. 'series of calls' trips
Imptn.Trip	JJXSC	No. of trips, grossed for short walks, excluding 'series of calls' trips
Imptn.Trip	JD	Trip distance travelled, grossed for short walks
Imptn.Trip	JOTXSC	Overall trip time, grossed for short walks, excl. 'series of calls' trips
Imptn.Trip	JTTXSC	Travelling time, grossed for short walks, excluding 'series of calls'

5.1.7 Combining long-distance journey data

Due to the infrequency of longer distance trips, additional long-distance journey (LDJ) data is collected for the week preceding the placement interview. To allow analysis of all long-distance trips, these LDJ trips were combined with those trips over 50 miles from the diary data into a single table.

5.1.8 Creating household income semi-deciles and quintiles

To allow analysis of trip behaviour by income on a comparable basis, households were categorised into income bands based on a measure of household affluence known as real household income equivalence. This adjusts a household's stated income so that the household's size and composition are considered. This adjustment was carried out using a measure called the McClements Scale.

Incomes were also adjusted for inflation to facilitate analysis across time periods. To adjust for inflation the equivalised income was multiplied by the RPI value from the month the interview was carried out.

The conversion from household income band to value used the median values from the household income bands of the 2014/15 Family Resources Survey.

5.1.9 Adding holidays data

The holidays database was extended to incorporate dates up to the end of March 2021, using data supplied by DfT. Prior to 2016 this data was provided for each local authority, but this level of detail is no longer available. Consequently, the school holiday dates from 2016 onwards represent the national average.

A code to indicate holiday status (i.e. weekend, bank holiday, school holiday or term time) was then added to each day record in the annual NTS database to enable analysis of trip data by travel day type.

5.1.10 Adding concessionary travel data

The following variables from the DfT's latest annual concessionary travel survey were added to the NTS_Info database for each Local Authority:

Table 5.4 Concessionary travel data variables

Variable	Description
ConcTravElig	Eligibility for elderly person concessionary travel scheme
ConcTravFare	Type of bus fare concession (free since 2008)
ConcTravTimes	Times offered for concessionary bus travel
ConcTravAreas	Areas offered for concessionary bus travel (national concession since 2008)
ConcTravOther	Any other concessions offered to elderly people
ConcTravModes	Any additional modes offered to elderly people (multi-coded)

These variables were then appended to the records of the Household table of the annual NTS database using the Local Authority code to link to the relevant data.

6 WEIGHTING

6.1 Introduction

Following a recommendation in the 2000 National Statistics Quality Review of the NTS, a strategy for weighting the NTS data to reduce the effect of non-response bias was developed using the NTS data for 2002. The weighting methodology was published in 2005, together with a report showing comparisons between weighted and unweighted data for 2002. The methodology was subsequently revised slightly and applied to data back to 1995. The revised methodology, together with a report comparing weighted and unweighted trend data from 1995 to 2004 was published in 2006. These reports are available from DfT. As well as adjusting for non-response bias, the weighting strategy also adjusts for the drop-off in the number of trips recorded by respondents during the course of the Travel Week. The weighting strategy was reviewed in 2013 (in advance of the NTS 2013 weighting) using data from the NTS 2012 survey.⁴⁴

As NTS data collection was disrupted in 2020 by the COVID-19 pandemic, temporary modifications to the weighting strategy were required. The NTS data gathered by face-to-face interviews was different from that gathered via push-to-telephone methods for multiple reasons, in addition to the data gap between the two. The F2F and P2T samples were therefore treated separately for much of the weighting process, before combining the two into final weights covering the whole year. The modifications to NTS weighting for 2020 are described in more detail in the subsections below.

6.2 The interview sample weights

The interview sample weights were developed to be used for analyses of all participating households with completed individual interviews for all household members (either in person or by proxy), regardless of the amount of travel diary information collected. We refer to this sample as the 'interview sample'. In 2020, the number of households included in the interview sample was 3,050 and the number of individuals and vehicles covered were 6,814 and 4,084 respectively. All of these figures are less than half the sample sizes in 2019.

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

- Generate the weights (w1) for the selection of the address and dwelling unit and/or household at the sampled address (if sampling was required) ([Section 6.2.1](#)).
- Produce weights for household-level non-participation (w2), in 2020 split by face-to-face (F2F) and push to telephone (P2T) samples ([Section 6.2.2](#)).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview (w3) ([Section 6.2.3](#)).
- Select the interview sample households.

⁴⁴ Morris, S, et al. (2014). National Travel Survey 2013 Technical Report.

- Compute composite weights for selection and participation with the interview survey, $w_5 = w_1 \times w_2 \times w_3$. In 2020, three sets of composite weights were created, splitting cases into those issued in quarter 1, quarter 2, and quarters 3 and 4 of 2020.
- Generate calibration weights which adjust the household/individuals in the interview sample to known household population estimates for age/sex and region, using the final composite weights (w_5) as initial estimates. In 2020, each of the three samples was calibrated separately to the same population estimates ([Section 6.2.4](#)).
- In 2020, additional steps were added to the interview weighting after calibration. The three sets of weights are rescaled so that 25% of the total is in quarter 1, 25% in quarter 2, and 50% in quarters 3 and 4. This adjusts for the six-week gap in data collection in March and April 2020 ([Section 6.2.5](#)).
- The rescaled weights are then reassembled into a single set (wt_int_alt) which forms the final weights for households, individuals and vehicles in the NTS 2020 interview sample.

6.2.1 Selection weights for addresses and multiple dwelling units and households

NTS would not normally require selection weights for addresses, due to the nature of the sample design. From August 2020 to December 2020, however, the number of addresses sampled from each postcode sector was doubled due to low response rates. Addresses issued before August 2020 were therefore given a selection weight of 2 and those issued from August to December 2020 a selection weight of 1, to adjust for the changed probability of selection.

At addresses at which more than one dwelling unit or household is identified, there is a defined procedure for selecting the dwelling units and households to be included ([Section 3.7](#)). This was followed in 2020 as in 2019, although information on whether there was more than one dwelling unit or household at the address was not available for the P2T sample.

Most addresses consist of a single dwelling unit and for these no selection is required. For the relatively few addresses (<1%) that contain more than one dwelling unit, interviewers list the dwelling units identified (on the Address Record Form) and randomly sample one of them. This selection needs to be corrected by applying an appropriate selection weight, otherwise dwelling units at split address would be under-represented in the final sample. The dwelling unit weight (w_{DU}) was calculated to be equal to the number of dwelling units identified at the address.

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

The address selection, dwelling unit, and household weight are then combined ($w_1 = w_{ADD} \times w_{DU} \times w_{HH}$) to give the composite household/dwelling unit selection weight.⁴⁵

⁴⁵ The selection weight w_1 was trimmed at 4 to avoid a small number of very high weights which would inflate the standard errors, reduce the precision of the survey estimates and cause the weighted sample to be less efficient.

6.2.2 Weighting for household participation

The aim of the household participation weights is to attempt to reduce bias caused by systematic differences between the households that participated (i.e. for which a household interview was obtained) in the NTS and those that did not. In 2020, the response rate was much lower for the P2T sample than the F2F sample, so the data was split and household participation weights generated separately for each of the two samples.

To generate the non-response weights, a logistic regression model was fitted with whether or not an eligible household participated as the outcome measure and terms associated with household participation as the covariates. From this model, the predicted propensity to participate was estimated for each household. The weights for household participation (w_2) were calculated as the reciprocal of these propensities. Different models were generated for the F2F and P2T samples.

11.6% of cases in the F2F sample were ineligible and therefore dropped before weighting for household participation. In the P2T sample, eligibility was not known for unresponsive cases as no interviewer visited the address. To adjust for this, a model of eligibility was generated using 2019 NTS data. This estimated the predicted probability of a case being eligible in 2019, based on geographical characteristics. These predicted probabilities were used as starting weights for the P2T household participation model.⁴⁶

The F2F and P2T models for household participation are shown in [Appendix N](#). The same items are included in both models: region, Acorn group, an urban/rural measure (ru11ind), month that address was issued, and a categorical measure of distance to the nearest train station. This model was developed based on analysis of the NTS 2002 (see Pickering et al., 2006) and was reviewed for the NTS 2013 weighting.⁴⁷

6.2.3 Weighting for the removal of households with missing individual interviews

The aim of these weights is to reduce the bias from the removal of households that did not have a completed individual interview for all household members. The proportion of households that did not have a complete individual interview for all household members was small. Therefore it was decided to base the weights solely on the size of household, the main predictor of complete household participation. To generate the weights, a logistic regression model was fitted which included the size of the household⁴⁸ as the only covariate. The weights (w_3) were again calculated as the reciprocal of the propensities (for having complete individual interviews for all household members) estimated from this model. No modifications to this stage were necessary in 2020.

⁴⁶ All other NTS non-response models were fitted unweighted, as a result of the weighting review.

⁴⁷ Morris, S, et al. (2014). National Travel Survey 2013 Technical Report.

⁴⁸ Note that because interviews for the participating single-person households were completed for all household members, these were assigned a weight of 1 and excluded from the logistic regression model.

6.2.4 Calibration weighting

The next stage of the weighting procedure for the interview sample was to adjust the weights using calibration weighting⁴⁹ in Stata. Calibration weighting adjusts the weights so that characteristics of the weighted achieved sample match population estimates. This reduces (but does not completely remove) any residual non-response bias and (less so) any impact of sampling and coverage error.

For NTS 2020, the interview was split into three samples for calibration: cases issued in quarter 1 as F2F, cases issued in quarter 2 as P2T, and cases issued in quarters 3 and 4 as P2T. Each quarter of NTS data is sampled to be demographically representative, so can be calibrated separately to annual population estimates. In 2020, quarters 1 and 2 were incomplete as data collection was stopped by the pandemic from 18 March until May. These quarters therefore needed separate treatment to quarters 3 and 4, which included uninterrupted P2T data collection. The quarter 1, quarter 2, and quarters 3 and 4 samples were each scaled to the mid-2019 estimated population total before calibration.

For the NTS 2020 as in previous years, we adjusted the composite (household-level) weights from the previous stages (w_s) so that the distribution for groups defined by age and sex and region matched 2019 mid-year population estimates of household residents (see [Appendix O](#)).⁵⁰ The population estimates used were based on Census data in England, with an adjustment to estimate household residents only.

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

6.2.5 Rescaling of interview weights

The gap in data collection and change in survey mode in NTS 2020 required additional steps to be added to the interview weighting. Once the three samples had each been calibrated, they were rescaled before being combined into a single set of interview weights. Without this step, the interview weights would not be comparable with previous years of NTS.

Each of the three sets of weights were scaled to have a mean of 1, then rescaled to an appropriate proportion of the total sum of weights. As the total interview sample is 3,050, the quarter 1 and quarter 2 weights were each scaled to 762.5 (25% of the total) and the quarter 3 and 4 weights were scaled to 1,525 (50% of the total). In effect, this downweighted the quarter 1 sample (n=1,052), upweighted the quarter 2 sample (n=375), and slightly downweighted the quarter 3 and 4 sample (n=1,623) to make the weights representative within 2020 despite the data gap. These were then combined into the final interview weight, `wt_int_alt`.

⁴⁹ Deville, J and Sarndal, C (1992). 'Calibration Estimators in Survey Sampling,' *Journal of the American Statistical Association*, Volume 87, 376-382.

⁵⁰ The calibration adjustment was trimmed at the top and bottom 0.5%.

6.3 Fully responding sample weights

Weights were also produced for the analyses of the fully responding (co-operating) sample. In the NTS 2020, 2,822 households were defined as fully co-operating with completed individual interviews and travel diaries for 6,239 household members and 3,761 vehicle questionnaires. All of these figures are less than half the sample sizes in 2019.

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

- Generate the weights (w_1) for the selection of the address and dwelling unit / household at the sampled address (if sampling was required) ([Section 6.2.1](#)).
- Produce weights for household-level non-participation (w_2), in 2020 split by face-to-face (F2F) and push to telephone (P2T) samples ([Section 6.2.2](#)).
- Select the participating households.
- Generate weights for the exclusion of participating household at which not every individual completed the interview (w_3) ([Section 6.2.3](#)).
- Select the interview sample households.
- Generate weights for the removal of households which did not fully respond (w_4), in 2020 split by face-to-face (F2F) and push to telephone (P2T) samples ([Section 6.3.1](#)).
- Select the fully responding sample.
- Compute composite weights for selection and being fully productive,
 $w_6 = w_1 \times w_2 \times w_3 \times w_4$. In 2020, three sets of composite weights were created, splitting cases into those issued in quarter 1, quarter 2, and quarters 3 and 4 of 2020.
- Generate calibration weights which adjust the household/individuals in the fully responding sample to known household population estimates for age/sex and region, using the final composite weights (w_6) as initial estimates. In 2020, each of the three samples was calibrated separately to the same population estimates ([Section 6.3.2](#)).
- In 2020, additional steps were added to the interview weighting after calibration. The three sets of weights are rescaled so that 25% of the total is in quarter 1, 25% in quarter 2, and 50% in quarters 3 and 4. This adjusts for the six-week gap in data collection in March and April 2020 ([Section 6.3.3](#)).
- The rescaled weights are then reassembled into a single set ($w_{t_fully_alt}$) which forms the final weights for households, individuals and vehicles in the NTS 2020 fully responding sample.

6.3.1 Weighting for the removal of households which did not fully respond

The aim of these weights is to reduce the bias from the removal of households that did not fully respond. Of the 3,050 interview sample households in the NTS 2020, 228 (7.5%) would be excluded from the analyses of the fully responding households (i.e. 2,822 were defined as fully responding). The proportion of households fully responding increased in 2020, probably due to changes in rules regarding proxy responses during P2T data collection.

Separate non-response models were run for the F2F and P2T samples, as they had different rates of full response. 83.7% of the F2F interview sample and 97.2% of the P2T

interview sample were fully responding. Non-response models were fitted with whether a household in the interview sample fully responded as the response variable and pre-determined measures as covariates. These measures had been originally identified from analysis of the NTS 2002 (see Pickering et al., 2006), and updated based on the review for NTS 2013.⁵¹ Measures included in the model were: region, tenure, number of adults, any married couples, any cohabiting couples, use of a vehicle, age category of youngest household member, ethnic groups of household members, an urban/rural measure (ru11ind), and month that address was issued (to control for any seasonal effects). (See [Appendix P](#))

The weights (w_4) were calculated as the reciprocal of the propensity to fully respond estimated from this model for the F2F and P2T samples.

6.3.2 Calibration weighting

The next stage of the weighting procedure was to adjust the weights using calibration weighting in Stata.

For NTS 2020, the fully responding sample was split into three for calibration: cases issued in quarter 1 as F2F, cases issued in quarter 2 as P2T, and cases issued in quarters 3 and 4 as P2T. Each quarter of NTS data is sampled to be demographically representative, so can be calibrated separately to annual population estimates. In 2020, quarters 1 and 2 were incomplete as data collection was stopped by the pandemic from March 18th until May. These quarters therefore needed separate treatment to quarters 3 and 4, which included uninterrupted P2T data collection. The quarter 1, quarter 2, and quarters 3 and 4 samples were scaled to the mid-2019 estimated population total before calibration.

For the NTS 2020 as in previous years, we adjusted the three composite (household-level) weights from the previous stages (w_6) so that the distribution for groups defined by age and sex and region matched 2019 mid-year population estimates of household residents (see [Appendix Q](#)).⁵² The population estimates used were based on Census data in England, with an adjustment to estimate household residents only.

6.3.3 Rescaling of fully responding weights

The gap in data collection and change in survey mode in NTS 2020 required additional steps to be added to the fully responding weighting. Once the three samples had each been calibrated, they were rescaled before being combined into a single set of fully responding weights. Without this step, the weights would not be comparable with previous years of NTS.

Each of the three sets of weights was scaled to a mean of 1, then rescaled to an appropriate proportion of the total sum of weights. As the total fully responding sample is 2,822, the quarter 1 and quarter 2 weights were each scaled to 705.5 (25% of the total) and the quarter 3 and 4 weights were scaled to 1,411 (50% of the total). In effect, this downweighted the quarter 1 fully responding sample (n=880), upweighted the quarter 2 sample (n=358), and slightly downweighted the quarter 3 and 4 sample (n=1,584) to

⁵¹ Morris, S, et al. (2014). National Travel Survey 2013 Technical Report.

⁵² The calibration adjustment was trimmed at the top and bottom 0.5%.

make the weights representative within 2020 despite the data gap. These were then combined into the final fully responding weight, wt_fully_alt.

6.4 Weighting the travel data

6.4.1 The travel diary

Table 6:1 shows the average number of journeys recorded for each day of the travel diary (excluding short walks which were only collected on the first day). This indicates that there was a gradual reduction in the (weighted) number of journeys recorded throughout the travel diary week from an average of 1.62 per person on the first day to 1.31 on the seventh – a fall of about 19.1%. In 2020 this pattern was consistent with previous years, although fewer journeys were recorded overall. In order to reduce any biases from the under-reporting of journeys during the course of the travel diary week, appropriate weights were produced.

Day of travel diary	Average number of journeys:	
	Weighted ⁵³	Unweighted
1 st day	1.62	1.72
2 nd day	1.37	1.52
3 rd day	1.43	1.57
4 th day	1.40	1.53
5 th day	1.46	1.54
6 th day	1.39	1.50
7 th day	1.31	1.44
<i>Base: Individuals</i>	6,572	6,239

The strategy to reduce the bias from the drop-off in reporting in the travel diary was to generate weights so that the weighted total number of journeys made on a particular day of the travel diary always equalled the number reported for the first day of the Travel Diary. This was done separately for each journey purpose, because the rate of drop-off varied by journey purpose (see **Table 6:2**) - for example, the number of journeys reported for shopping fell from 0.315 to 0.221 over the seven days, whereas for commuting the number of journeys remained fairly constant. This approach assumes that the reporting on the first day of the Travel Diary is the most accurate and that the drop-off on the following days of the Travel Diary is only a result of under-reporting. NTS 2020 diaries showed broadly similar pattern of drop-off in reporting for all journey types to 2019, although the number of journeys was lower in 2020 for all journey types except holiday/leisure.

In NTS 2020, rules for the start date of the diary changed during P2T data collection. Rather than specifying a start date, during P2T data collection the diary began the day before the interview took place. This meant that diary start days were no longer evenly spread across all seven days of the week. To adjust for this, the fully responding start

⁵³ Weighted by adjusted and trimmed version of wt_fully_alt.

weight was scaled back to original F2F and P2T sample sizes then rescaled to give an even spread of diary start days across the week (14.3% of diaries starting per day). This start weight was also trimmed to remove extreme values, then used as the basis of the diary weights.

There are a couple of special cases for the diary weighting. First, because the number of journeys reported for business remained constant through the diary week for all years of the NTS (1995 to 2020), the weights were set to 1 for the whole week for this journey purpose.⁵⁴ Second, the weights for journeys made at the weekend for education and escort education, which are relatively rare, were also set to 1. These two adjustments were still made in 2020, although their impact was limited by lower numbers of journeys overall.

Table 6:2 Average number of journeys recorded on each day of the travel diary by purpose of journey

Day of travel diary	Average number of journeys ⁵⁵							
	Commuting	Business	Education	Escort Education	Shopping	Other	Social	Holiday /Leisure
1 st day	0.238	0.032	0.084	0.081	0.315	0.273	0.296	0.304
2 nd day	0.216	0.035	0.076	0.076	0.242	0.212	0.266	0.248
3 rd day	0.230	0.040	0.079	0.074	0.256	0.226	0.255	0.269
4 th day	0.228	0.041	0.084	0.075	0.250	0.216	0.242	0.266
5 th day	0.234	0.038	0.078	0.076	0.242	0.243	0.272	0.278
6 th day	0.225	0.040	0.063	0.065	0.233	0.236	0.258	0.269
7 th day	0.221	0.031	0.071	0.065	0.221	0.218	0.232	0.252
<i>Bases (individuals):</i>								
<i>Weighted</i>	6,572							
<i>Unweighted</i>	6,239							

6.4.2 Short walks

From 2017 short walks were only recorded on the first day of the Travel Diary.

Analyses of short walks are not carried out at the individual level, only aggregated information is produced; therefore, the fact that the information on short walks is collected on different days for different people should, in theory, average out for the aggregated estimates produced, assuming that the information collected is distributed approximately evenly over the seven days of the week. However, this is not the case in reality, mainly due to differential non-response between those allocated different start days.

[Table 6:3](#) shows the distribution of the days on which the information on short walks was collected (weighted by the adjusted and trimmed fully responding weights). To balance the analyses over the days of the week, weights were generated that adjusted the number of respondents providing data on short walks for each day of the week to be

⁵⁴ Up to the NTS 2016, the weights for holidays were also set to 1 because the number of holiday journeys remained constant through the diary week. Since 2017 there has been an observed drop-off in the number of journeys reported for holidays, therefore the weights were not set to 1.

⁵⁵ Weighted by adjusted and trimmed version of wt_fully_alt.

equal to the weighted mean across the seven days (939). These adjustments and the resulting weights are shown in the last two columns of [Table 6:3](#).

Day of the week	Information collected	Percentage	Adjustment	Weight
Sunday	959	14.6	0.979	6.854
Monday	1,018	15.5	0.922	6.454
Tuesday	967	14.7	0.971	6.795
Wednesday	902	13.7	1.040	7.283
Thursday	894	13.6	1.050	7.347
Friday	924	14.1	1.016	7.112
Saturday	907	13.8	1.035	7.248
<i>Bases (individuals):</i>				
Total (weighted)	6,572			
Total (unweighted)	6,239			

6.4.3 Long distance travel records

Information about all journeys is collected in the travel diary week. In order to obtain additional information about long distance journeys (LDJs), defined as journeys of 50 miles or more within Great Britain, the NTS collects information on long distance journeys made in the one-week period prior to the travel diary week (see [Section 4.7](#)). However, the number of LDJs reported in that week (854) was lower than the number reported in the travel diary (1,449). As the information collected in the travel diary was likely to be more accurate, the LDJ records were weighted so that the number of LDJs reported on each day equalled the average number (for a day) reported in the travel diary (see [Table 6:4](#)). This was done separately for the following categories of journey length: 50 to 75 miles; 75 to 100 miles; and 100 miles or more. (Revised weights using this methodology have also been calculated for LDJ data from NTS 2006. Prior to this, the weighting did not take journey length into account.)

For NTS 2020 no attempt was made to adjust for the fact that non-essential long-distance journeys were illegal during a period of the 2020 P2T data collection. This should however be borne in mind when reading the table below.

	Long distance journeys reported:		Weight
	Travel Diary	LDJs	
Journeys: 50 to 75 miles			
1 st day	78	38	2.39
2 nd day	92	26	3.55
3 rd day	77	32	2.82
4 th day	71	36	2.51
5 th day	123	45	2.02
6 th day	93	47	1.92
7 th day	101	51	1.78
Average	91		
Journeys: 75 to 100 miles			

Table 6:4 Number of long distance journeys made during the Travel Week

	Long distance journeys reported:		Weight
1 st day	41	5	9.44
2 nd day	59	33	1.52
3 rd day	26	9	5.39
4 th day	66	43	1.17
5 th day	39	61	.82
6 th day	35	26	1.96
7 th day	85	12	4.07
Average	50		
Journeys: 100 miles or more			
1 st day	43	35	1.90
2 nd day	64	41	1.62
3 rd day	34	50	1.33
4 th day	75	76	.86
5 th day	67	57	1.16
6 th day	93	82	.80
7 th day	85	49	1.36
Average	66		

6.5 CASI weights

Starting in NTS 2017, a Computer Assisted Self Interviewing (CASI) module for transport satisfaction questions was added, where one adult from those present during the household interview is asked to complete the satisfaction questions. The methodology for incorporating the CASI module into the NTS sample was based on the methodological development work that NatCen carried out in 2016.⁵⁶ In NTS 2020, the only change during P2T data collection was to allow more responses by proxy.

Respondents to the transport satisfaction questions (the “satisfaction sample”) need to be weighted to be representative of the NTS interview sample (and by extension representative of the adult population in England).

The satisfaction sample comprises of one adult per household randomly selected from those present during the interview. The satisfaction sample was recruited using an equal probability, except in households where both people aged 16-29 and 30+ were present. In such households, those aged 16-29 were selected with an 80% probability (the sampling methodology is described in [Section 3](#)). Sampling in this way introduces bias, as some individuals (those who are absent) have a zero probability of selection. To overcome the zero probability of selection, absent individuals can be treated as non-respondents with the application of appropriate non-response weights.

The CASI weights were developed to be used for analyses of the satisfaction sample (i.e. all individuals in the interview sample who have completed the self-completion questionnaire regardless of the amount of travel diary information collected). Of the 3,050

⁵⁶ See Appendix Q of the NTS 2017 Technical Report, available here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/729525/nts-technical-report-2017.pdf

households in the interview sample, 2,961 were eligible for the CASI questionnaire. One adult per eligible household was selected and the satisfaction sample comprised of the 2,857 individuals who responded to the CASI questionnaire and already had an interview weight.

The approach to generating the CASI weights was to:

- Generate weights (*casi_w1*) for the exclusion of individuals who were not present during the interview ([section 6.5.1](#)). In 2020 this was done separately for the F2F and P2T samples, as the percentage of proxies was higher for P2T.
- Produce weights (*casi_w2*) for the selection of one present individual per household ([section 6.5.2](#)). This was also split by F2F and P2T samples for NTS 2020.
- Compute F2F and P2T sets of composite weights for selection and CASI participation, $casi_wt3=casi_wt1 \times casi_wt2$.
- Select the responding individuals.
- Generate calibration weights (*casi_wt_calib*) which adjust the individuals in the CASI sample to known household population estimates for age/sex and region, using the composite weights (*casi_w3*) as initial estimates. In 2020 the F2F and P2T samples were calibrated separately ([section 6.5.3](#)).
- In 2020, additional steps were added to the CASI weighting after calibration. The F2F and P2T weights are rescaled so that F2F weights compose 25% of the sum total, as they cover quarter 1 of 2020, and P2T weights compose 75% of the total, as they cover quarters 2, 3, and 4 of 2020 ([section 6.5.4](#)).
- The two sets of rescaled weights are then reassembled in a single set (*casi_wt_tr*) which forms the final weights for analysis of the NTS 2020 satisfaction sample.

6.5.1 Weighting for the exclusion of not present individuals

The aim of weighting is to reduce bias caused by systematic differences between those adults who were present during the interview and those that were not. Of the 6,814 adults in the NTS 2020 interview sample, 3,853 (56.3%) were present during the interview. The proportion present during the interview was higher in the F2F sample (60.7%) than the P2T sample (53.7%).

To correct for differences between the profiles of the present and not present groups, stepwise logistic regression models were fitted with whether or not an interview sample (adult) respondent was present during the interview as the outcome measure and terms associated with being present as covariates. These included: age-by-gender, region, household size, an urban/rural measure (*ru11ind*), tenure, income group, marital status, economic status, whether the person has a disability or health problem that limits activities, frequency of traveling by car, and ethnicity. In 2020, models were fitted separately for the F2F and P2T samples. The variables that were found to be significantly associated with being present were included in the final logistic regression models. For consistency, variables that were significant in either F2F or P2T models were included in both.

From these final models, the predicted propensity of being present was estimated for each individual. The weights (*casi_w1*) to adjust for non-presence bias were calculated as the reciprocal of these propensities for those who were present.⁵⁷ Weighting in this way would remove any bias from the “present” sample that is linked to the variables included

⁵⁷ The model was restricted to households with two or more adults; those present in single-adult households were assigned a probability (and a weight) of 1; the weights were trimmed at the top 0.5% to reduce excess variance inflation due to a small number of large weights.

in the model (so that any remaining bias can be considered ignorable) and make it representative of the total NTS interview sample.

The final F2F and P2T models are shown in [Appendix R](#).

6.5.2 Weighting for the selection of one adult per household

The satisfaction sample was recruited using an equal probability, except in households where both people aged 16-29 and 30+ were present. In such households, those aged 16-29 were selected with an 80% probability.

To correct for the unequal probabilities of selection, selection weights (`casi_w2`) were defined as the inverse of each person's selection probability.⁵⁸ In 2020, these were calculated separately for the F2F and P2T samples.

6.5.3 Calibration weighting

The next stage of the weighting procedure was to adjust the weights using calibration weighting in Stata. For NTS 2020, the F2F and P2T CASI samples were calibrated separately. The F2F sample covers quarter 1 of 2020 and the P2T sample quarters 2, 3, and 4 of 2020.

During calibration, the F2F and P2T composite weights from the previous stages (`casi_w3`) were adjusted so that the distribution for groups defined by age/sex and region matched 2019 mid-year population estimates of household residents (see [Appendix S](#)). The population estimates used were based on Census data in England, with an adjustment to estimate household residents only.

6.5.4 Rescaling of CASI weights

The gap in data collection and change in survey mode in NTS 2020 required additional steps to be added to the CASI weighting. Once the F2F and P2T samples had each been calibrated, they were rescaled before being combined into a single set of CASI weights. Without this step, the weights would not be comparable with previous years of NTS. In addition, weighted CASI responses for NTS 2020 show consistent differences between the F2F and P2T samples. Without rescaling, F2F responses would be over-represented.

Both sets of weights were scaled to a mean of 1, then rescaled to appropriate proportions of the total sum of weights. As the total CASI sample is 2,857, the F2F weights were rescaled to 714.25, 25% of the total, and the P2T weights to 2,142.75, 75% of the total. This downweighted the F2F CASI sample (n=1,005) and upweighted the P2T CASI sample (n=1,852), to make the weights representative within 2020 despite the data gap. These were then combined into the final CASI weight, `casi_wt`.

⁵⁸ In households with only people 16-29 or 30+, the selection weight was simply the number of present adults per household; `casi_w2` was trimmed at 6 to avoid a small number of very high weights which would inflate the standard errors, reduce the precision of the survey estimates and cause the weighted sample to be less efficient.

7 Glossary

Boarding

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

Escort trip

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

Excluded trips: leisure pursuits

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

Excluded trips: off the public highway

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

Excluded trips: some travel in the course of work

The NTS focuses on personal travel. Therefore some journeys made in the course of work are excluded as they are commercial travel:

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

Long-distance journeys

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

Non-escort trip

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

Public highway

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

Purpose

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

Trips codes used are as follows:

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

Round trips

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

Series of calls

In order to reduce the burden on respondents, travel involving a number of stops for the same main purpose and using the same form of transport can be treated as one continuous series of calls from the first such call to the last one unless there is a significant break at any stop. Only shopping and travel in the course of work are treated in this way.

Short walk

A short walk is a walk of less than one mile. Very short walks (of less than 50 yards) are always excluded. On the first day of the travel diary, details of all walks which are 50 yards or more are recorded. On the following six days of the travel diary only walks of one mile or more are recorded.

Stage (of trip)

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

Trip

A trip (or journey) is a one-way course of travel from one place to another with a single main purpose.

8 Appendices

8.1 Appendix A: Questionnaire documentation 2020

Introduction to questionnaire documentation

Questionnaire changes for the 2020 survey year are shown in Table A.1 below. The full text of the questionnaire is presented after this table. Interviewer instructions are given in capitals and question names are in bold. For changes that occurred to the questionnaire and the travel diaries in the 2002 to 2020 survey years, the user should refer to the tables at the end of the questionnaire and the Technical Reports for those years for full details of the changes.

Introduction to questionnaire documentation: Block routing

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

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

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

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

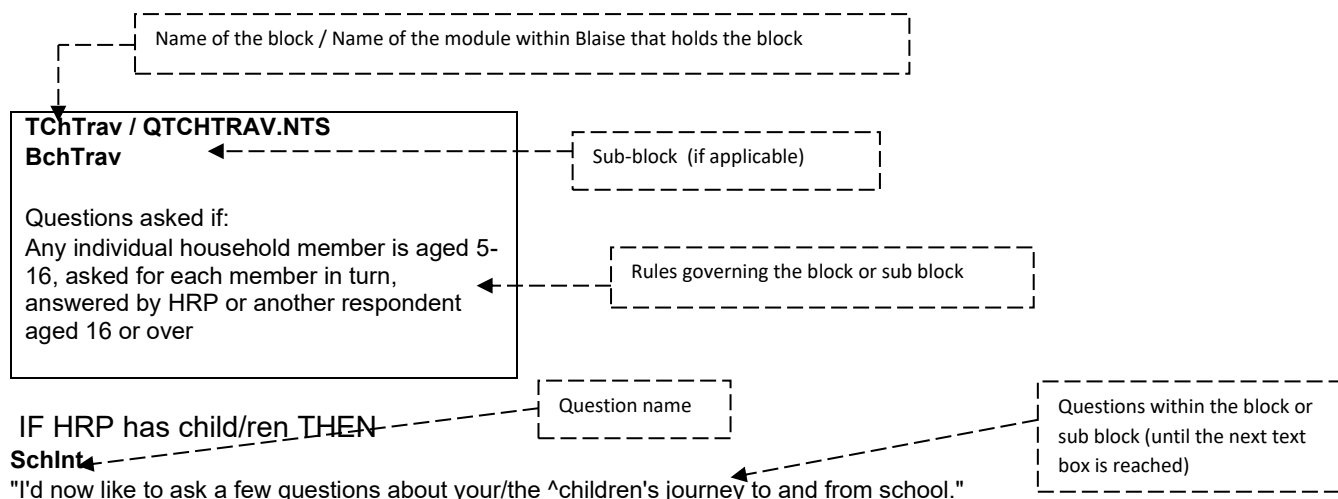


Table A.1 All questionnaire changes made in 2020

Question	Summary	Details of change	Changed	Notes
Household questionnaire				
BAccom/QACCOM.INC				
Accom	Asked every four years	<p><i>Question deleted as it is now asked every four years.</i></p> <p>RECORD ALWAYS</p> <p>Accom INTERVIEWER CODE: IS THE HOUSEHOLD'S ACCOMMODATION:</p> <ol style="list-style-type: none"> 1. a house or bungalow 2. a self-contained flat, maisonette or apartment 3. a room or rooms (e.g. bedsit or flatlet) 4. other? <p>Helpscreen: If the household occupies a flat in a converted house, code 2 For a household to be included in category 3, it has to share either kitchen, bath/shower or WC with another household space</p>	2020	
HseType	Asked every four years	<p><i>Question deleted as now asked every four years.</i></p> <p><i>IF Household accommodation is a house or bungalow (Accom = 1)</i></p> <p>HseType INTERVIEWER CODE: IS THE HOUSE/BUNGALOW:</p> <ol style="list-style-type: none"> 1. detached 2. semi-detached 3. terraced (including end-terrace)? <p>Helpscreen: A semi-detached house is one of a pair which are joined together. A house at the end of a terrace must be coded 3 even if there are only three houses in the terrace. Houses which are joined only by a garage (link-detached) should be coded as detached.</p>	2020	
FltTypN	Asked every four years	<p><i>Question deleted as now asked every four years.</i></p> <p><i>IF Household accommodation is a flat or maisonette (Accom = 2)</i></p> <p>FltTypN INTERVIEWER CODE: IS THE FLAT/MAISONETTE:</p> <ol style="list-style-type: none"> 1. Purpose-built (including in block or tenement or over shops) 2. Part of a converted house 3. Part of other converted building (e.g. former school, church or warehouse) 	2020	

Question	Summary	Details of change	Changed	Notes
		4. In a commercial building (e.g. in an office building or hotel)		
AccOth	Asked every four years	<p><i>Question deleted as asked every four years.</i></p> <p><i>IF Household accommodation is another type (Accom = 4)</i></p> <p>AccOth</p> <p>INTERVIEWER CODE: IS THE ACCOMMODATION A:</p> <ol style="list-style-type: none"> 1. caravan, mobile home or houseboat 2. or some other kind of accommodation? 	2020	
Household questionnaire				
BResLen / QRESLen.INC				
HLongA	Asked every four years	<p><i>Question deleted as asked every four years.</i></p> <p>HLongA</p> <p>RECORDED FOR HOUSEHOLD REFERENCE PERSON [HRP NAME] ONLY</p> <p>How long have you (has [Name]) lived at this address? ...</p> <ol style="list-style-type: none"> 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 or more <p>Helpscreen:</p> <p>Enter the number of completed years at the address. Note that the question relates to address rather than place. It may be possible that an individual is living at a different address from 12 months ago but is living in the same town and county.</p> <p>We are interested in knowing whether people have moved house recently because that could affect their travel behaviour, especially if they have moved out of the immediate neighbourhood.</p>	2020	
Household questionnaire				
BHDSshop / QHDSshop.INC				
FdFreq	Question removed from survey	<p><i>Question deleted as asked for odd years only.</i></p> <p>FdFreq</p> <p>SHOW CARD 6</p> <p>And how often nowadays does the main food shopper for the household go to a shop to buy food or drink for the home?</p> <p>Do not include going to buy lunch or a takeaway.</p> <ol style="list-style-type: none"> 1. 3 or more times a week 2. Once or twice a week 3. Less than that but more than twice a month 	2020	

Question	Summary	Details of change	Changed	Notes
		<ol style="list-style-type: none"> 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 		
TravSh	Question removed from survey	<p><i>Question deleted as asked for odd years only.</i></p> <p><i>If does food shopping in person (Fdshp=1)</i></p> <p>TravSh How does the main food shopper usually travel when doing the main food shopping? CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE USUAL JOURNEY TO THE SHOPS. IF DIFFERENT METHOD TO GET TO SHOPS AND RETURN HOME, CODE METHOD TO GET HOME IF NO USUAL METHOD, ASK ABOUT THE LAST TIME</p> <ol style="list-style-type: none"> 1. Underground, metro, light rail, tram 2. Train 3. Bus, minibus or coach 4. Motorcycle, scooter or moped 5. Car or van 6. Taxi/minicab 7. Bicycle 8. On foot 9. Does shopping online/shopping delivered 97. Other (please specify) 	2020	
XTravSh	Question removed from survey	<p><i>Question deleted as asked for odd years only.</i></p> <p><i>If other mode of travelling to do shopping (TravSh=97)</i></p> <p>XTravSh Please specify other answer TEXT SHOULD BE NO MORE THAN 60 CHARACTERS</p>	2020	
TrShFo	Question removed from survey	<p><i>Question deleted as asked for odd years only.</i></p> <p><i>If main food shopper usually travels on foot (TravSh=8)</i></p> <p>TrShFo SHOW CARD 7 What are the reasons the main food shopper walks when doing the food shopping? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <p>INTERVIEWER: If needed, ask respondent to answer to their best knowledge.</p> <ol style="list-style-type: none"> 5. It is quick 6. It is cheap / the cheapest way / free 7. It is the most convenient way 8. Enjoys walking 9. To keep fit / exercise 	2020	

Question	Summary	Details of change	Changed	Notes
		<ul style="list-style-type: none"> 10. There is a choice of routes / can take routes which couldn't otherwise be taken 11. It's better for the environment / reduces CO2 emissions 12. Flexibility / freedom / no waiting around 13. Don't own / have access to a car 14. No parking available 15. Can't cycle to destination 16. Public transport services don't meet needs 17. No particular reason 10. Other (please specify) 		
TrShFoO	Question removed from survey	<p><i>Question deleted as asked for odd years only.</i></p> <p><i>Ask Odd years only</i></p> <p><i>If other reason why usually travels by foot (If TrShFo=97)</i></p> <p>TrShFoO</p> <p>PLEASE SPECIFY OTHER REASON.</p> <p>:STRING[60]</p>	2020	
TrShBi	Question removed from survey	<p><i>Question deleted ask for odd years only.</i></p> <p><i>If main food shopper usually travels by bicycle (TravSh=7)</i></p> <p>TrShBi</p> <p>SHOW CARD 8</p> <p>What are the reasons the main food shopper cycles when doing the food shopping?</p> <p>CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <p>INTERVIEWER: If needed, ask respondent to answer to their best knowledge.</p> <ul style="list-style-type: none"> 1. It is quick 2. It is cheap / the cheapest way / free 3. It is the most convenient way 4. It is easy to park / lock up 5. Enjoys cycling 6. To keep fit / exercise 7. There is a choice of routes / can take routes which couldn't otherwise be taken 8. It's better for the environment / reduces CO2 emissions 9. Flexibility / freedom / no waiting around 10. Don't own / have access to a car 11. No parking available 12. Can't walk to destination 13. Public transport services don't meet needs 14. No particular reason <ul style="list-style-type: none"> 1. Other (Please specify) 		
TrShBiO	Question removed from survey	<p><i>Question deleted as asked for odd years only.</i></p> <p><i>If other reason why usually travels by bicycle (If TrShBi=97)</i></p> <p>TrShBiO</p>	2020	

Question	Summary	Details of change	Changed	Notes
		PLEASE SPECIFY OTHER REASON. :STRING[60]		
Household questionnaire				
BChTrav / QTCHTRAV.INC				
YNWkSc	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>IF child aged 5-16 makes daily journey to and from school (SchDly=1) and doesn't travel to school on foot (TravSc=<>9)</i></p> <p>YNWkSc SHOW CARD 9A and 9B</p> <p>We are interested to know about the barriers to children walking to school more. Please look at this card which shows some of the reasons why children might not walk to school, either alone or accompanied, and tell me which apply to [child name]?</p> <ol style="list-style-type: none"> 1. It takes too long 2. It's too far 3. Lack of footpaths 4. Poor street lighting 5. Not enough crossing points 6. Too much traffic/traffic too fast 7. Poor pavement conditions (damaged/uneven pavements, narrow pavements, pavement parking) 8. Too much pollution 9. Road safety concerns 10. Personal security concerns 11. Health reasons 12. The weather 13. No one to walk with 14. Prefer current mode of transportation 15. Already walk enough 16. Children are too young 17. Parents do not allow walking to school 18. Parents cannot accompany them 19. No interest in walking 1. Other reason (Please specify) 	2020	
XYNWkSc	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>IF child doesn't walk to school for 'other reason' (YNWkSc=19 (Other reason (Please specify)))</i></p> <p>XYNWkSc Please specify other answer. :STRING[60]</p>	2020	
YNWkScM	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>[Ask in ODD years only]</i></p> <p><i>If more than one reason preventing children walking to school (YNWkSc = >1)</i></p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>YNWkScM</p> <p>And, which one of these would you say was the main reason for [child name] not walking to school more?</p> <p>FEED THROUGH OPTIONS MENTIONED IN YnWkSc</p> <p>INTERVIEWER NOTE: If the main reason depends on the situation, please ask the respondent to give the most common reason.</p>		
EncWkSc	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>[Ask in Odd years only]</i></p> <p><i>IF child aged 5-16 makes daily journey to and from school (SchDly=1) and doesn't travel to school on foot (TravSc=<>9)</i></p> <p>EncWkSc</p> <p>SHOW CARD 10</p> <p>We are interested to know about what would encourage children to walk to school. Please look at this card and tell me what would encourage [child name] to walk to school more?</p> <p>CODE ALL THAT APPLY</p> <ol style="list-style-type: none"> 1. Safer roads (e.g. with slower speeds, less traffic, more considerate driving) 2. Well-maintained pavements (even, clean, uncluttered, well-lit) 3. Better provision for health needs (e.g. benches, public toilets, ramps) 4. More safer crossing points 5. Provision of information on walking routes 6. A "walking bus": A system where recognised adults collect children at agreed points, and safely escort them to school on foot as a group 7. Less road noise 8. None of the above (SPONTANEOUS) 97. Other (Please specify) 	2020	
XEncWkSc	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>IF 'other reason' would encourage children to walk to school (EncWkSc=97. Other (Please specify))</i></p> <p>XEncWkSc</p> <p>Please specify other answer.</p> <p>:STRING[60]</p>	2020	
EncWkscM	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>[Ask in ODD years only]</i></p> <p><i>If more than one reason encouraging children to walk more (EncWkSc = >1)</i></p> <p>EncWkscM</p> <p>And, which one of these would encourage [child name] the most?</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>FEED THROUGH OPTIONS MENTIONED IN EncWkSc</p> <p>INTERVIEWER NOTE: If more options given, probe for the main one.</p>		
NotAlw1	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>[Ask in ODD years only]</i></p> <p><i>If child is accompanied to school by an adult (AccAd = 1)</i></p> <p>NotAlw1</p> <p>SHOW CARD 11</p> <p>What are the reasons [Name] usually travels to and from school with an adult?</p> <p>CODE ALL THAT APPLY.</p> <p>IF TOO YOUNG, PROBE: Why do you think he/she's too young?</p> <ol style="list-style-type: none"> 1. Traffic danger 2. Child might get lost/doesn't know the way 3. Child might not arrive (on time) 4. Fear of assault/molestation by an adult 5. Fear of bullying by other children 6. School too far away 7. Convenient to accompany child 97. Other reason (specify) 	2020	
XnotAlw1	Asked in odd years only	<p><i>Question asked in ODD years only.</i></p> <p><i>IF there is another reason why child does not usually travel to and from school on their own (NotAlw1 = 97)</i></p> <p>XnotAlw1</p> <p>Please specify other reasons.</p> <p>TEXT SHOULD BE NO MORE THAN 60 CHARACTERS.</p>	2020	
Vehicle Grid				
BVehNum / QVEHNUM.INC				
CarPool	Asked every four years	<p><i>Question deleted as asked every four years.</i></p> <p><i>IF a household member is in paid employment (IchEmp = 1)</i></p> <p>CarPool</p> <p>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?</p> <p>NOTE: AS A DRIVER</p> <ol style="list-style-type: none"> 1. Yes 2. No <p>Helpscreen:</p> <p>Company pool cars are cars which are taken from an employer run pool and not necessarily the same one is taken each day. They are not counted as household vehicles and are not routed through the rest of the questionnaire.</p>	2020	

Question	Summary	Details of change	Changed	Notes
Individual Questionnaire				
BDisab / QTDisab.INC				
BusPrb95	Question removed from the survey	<p><i>Question deleted</i></p> <p><i>IF respondent does not use local buses at all nowadays (BusOut = 2)</i></p> <p>BusPrb95 NAME CODE FIRST THAT APPLIES Is it because of a health condition or illness or because the bus service is poor or for some other reasons?</p> <ol style="list-style-type: none"> 1. Health condition or illness 2. Poor bus service 3. Other (specify) 	2020	
XBusPb95	Question removed from the survey	<p><i>Question deleted</i></p> <p><i>IF respondent does not use local buses at all nowadays for other reasons (BusPrb95=3)</i></p> <p>XBusPb95 NAME INTERVIEWER: Record other reason</p>		
Carer	Asked in odd years only	<p><i>Question asked in odd years only</i></p> <p><i>[Ask in ODD years only]</i></p> <p>ASK ALL</p> <p>Carer SHOW CARD 16 Do you do any of the things listed on this card for family members, friends, neighbours or others because they have long-term physical or mental ill-health or disability, or problems related to old age? Please do not count anything you do as part of your paid employment.</p> <ol style="list-style-type: none"> 1. Yes 2. No <p>1. Keeping an eye out, 'being there': Being available if needed making your whereabouts know so you can be contacted if needed?</p> <p>2. Social support and assistance: Sitting with chatting with/listening to/reading to, making/receiving telephone calls to talk to them. Encouraging them to do things for themselves</p> <p>3. Accompanying on trips to go out. Shopping to hospital/GP/optician/dentist/chiroprapist. To the park/church/restaurant</p> <p>4. Home and garden: Making meals, going shopping for someone. Washing/ironing/changing sheets,</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>Cleaning/housework, Gardening odd jobs/maintenance/lifting/carrying heavy objects.</p> <p>5. Paperwork/official/financial: helping with paperwork, dealing with 'officials' (including by phone). Paying bills/rents/rates. Collecting pension/benefits.</p> <p>6. Medical: collecting prescriptions giving medication changing dressings.</p> <p>7. Moving about the home: giving help with getting up and down the stairs, moving from room to room. Getting in and out of bed.</p> <p>8. Personal care: help with getting dressed feeding washing/bathing/using the toilet.</p>		
CareTime	Asked in odd years only	<p><i>Question asked in odd years only</i></p> <p><i>[Ask in ODD years only]</i></p> <p><i>IF yes to Carer</i></p> <p>CareTime</p> <p>Thinking about all the things you do for anyone else, about how many hours a week do you spend looking after or helping them? Please include any time you spend travelling so that you can do these activities.</p> <ol style="list-style-type: none"> 1. 0-4 hours a week 2. 5-9 hours a week 3. 10-19 hours a week 4. 20-34 hours a week 5. 35-49 hours a week 6. 50-99 hours a week 7. 100 or more hours a week 8. varies – under 20 hours a week 9. varies – 20 or more hours a week 	2020	
Individual questionnaire				
BMethod / QMethod.INC				
PrivCar	Scale codes and interviewer instructions updated	<p><i>Answer scale changed on question. Also, there is a change to instructions in that they should be read out.</i></p> <p>ASK ALL YEARS</p> <p>PrivCar</p> <p>Name</p> <p>SHOW CARD 18</p> <p>How frequently [do you/ does name] travel by private car? Do not include taxi.</p> <p>Please count each single trip as one journey and each return trip as two.</p> <p>NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>1.</p> <ol style="list-style-type: none"> 1. At least once a day 2. 5 or more times a week, but not every day 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never <p>Previous answer options:</p> <ol style="list-style-type: none"> 1. At least once a day 2. 5 or 6 times a week 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never 		
Ordbus	Scale codes and interviewer instructions updated	<p>Answer scale changed on question. Also, there is a change to instructions in that they should be read out.</p> <p>ASK ALL YEARS. IF ever use bus (Busout <>No)</p> <p>Ordbus NAME SHOW CARD 18 How frequently do you use local buses? IF NECESSEARY INTERVIEWER PROMPT: PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO. NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p> <ol style="list-style-type: none"> 1. At least once a day 2. 5 or more times a week, but not every day 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never 	2020	

Question	Summary	Details of change	Changed	Notes
		<p><i>Previous answer options:</i></p> <ol style="list-style-type: none"> 1. At least once a day 2. 5 or 6 times a week 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never 		
Coach	Asked all years and scale codes updated	<p><i>Question asked of all years. Also, there has been a change to the answer scale.</i></p> <p>ASK ALL YEARS.</p> <p>Coach NAME SHOW CARD 18 (How frequently do you/does name use) an express bus or coach within Great Britain? IF NECESSEARY INTERVIEWER PROMPT: PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO. NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO</p> <ol style="list-style-type: none"> 1. At least once a day 2. 5 or more times a week, but not every day 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never <p><i>Previous answer options:</i></p> <ol style="list-style-type: none"> 1. At least once a day 2. 5 or 6 times a week 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never 	2020	

Question	Summary	Details of change	Changed	Notes
Train	Scale codes updated	<p><i>There has been a change to the answer scale.</i></p> <p>ASK ALL YEARS.</p> <p>Train NAME SHOW CARD 18 (How frequently do you/does name use) a train, not including underground, tram or light rail? IF NECESSEARY INTERVIEWER PROMPT: PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO. NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p> <ol style="list-style-type: none"> 1. <i>At least once a day</i> 2. <i>5 or more times a week, but not every day</i> 3. <i>3 or 4 times a week</i> 4. <i>Once or twice a week</i> 5. <i>Less than that but more than twice a month</i> 6. <i>Once or twice a month</i> 7. <i>Less than that but more than twice a year</i> 8. <i>Once or twice a year</i> 9. <i>Less than once a year</i> 10. <i>Never</i> <p><i>Previous answer options:</i></p> <ol style="list-style-type: none"> 1. <i>At least once a day</i> 2. <i>5 or 6 times a week</i> 3. <i>3 or 4 times a week</i> 4. <i>Once or twice a week</i> 5. <i>Less than that but more than twice a month</i> 6. <i>Once or twice a month</i> 7. <i>Less than that but more than twice a year</i> 8. <i>Once or twice a year</i> 9. <i>Less than once a year</i> 10. <i>Never</i> 	2020	
TaxiCab	Scale codes updated	<p><i>There has been a change to the answer scale.</i></p> <p>ASK ALL YEARS.</p> <p>TaxiCab NAME SHOW CARD 18 (How frequently do you/ does name use) a taxi/minicab? IF NECESSEARY INTERVIEWER PROMPT: PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p> <ol style="list-style-type: none"> 1. <i>At least once a day</i> 	2020	

Question	Summary	Details of change	Changed	Notes
		<p>2. 5 or more times a week, but not every day 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never</p> <p>Previous answer options: 1. At least once a day 2. 5 or 6 times a week 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never</p>		
Plane	Scale codes updated	<p>There has been a change to the answer scale.</p> <p>ASK ALL YEARS Plane NAME SHOW CARD 18 (How frequently do you/does name take) an internal air flight within Great Britain? IF NECESSEARY INTERVIEWER PROMPT: PLEASE COUNT EACH SINGLE TRIP AS ONE JOURNEY AND EACH RETURN TRIP AS TWO. NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p> <p>1. At least once a day 2. 5 or more times a week, but not every day 3. 3 or 4 times a week 4. Once or twice a week 5. Less than that but more than twice a month 6. Once or twice a month 7. Less than that but more than twice a year 8. Once or twice a year 9. Less than once a year 10. Never</p> <p>Previous answer options: 1. At least once a day 2. 5 or 6 times a week</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>3. 3 or 4 times a week</p> <p>4. Once or twice a week</p> <p>5. Less than that but more than twice a month</p> <p>6. Once or twice a month</p> <p>7. Less than that but more than twice a year</p> <p>8. Once or twice a year</p> <p>9. Less than once a year</p> <p>10. Never</p>		
Walk	Scale codes updated	<p><i>There has been a change to the answer scale.</i></p> <p>ASK ALL YEARS</p> <p>IF age is 1 or over and respondent goes out on foot (DVAge >1 AND Footout is not 3)</p> <p>Walk</p> <p>NAME</p> <p>SHOW CARD 18</p> <p>How frequently do you walk anywhere for 20 minutes or more without stopping. Please count each single trip as one journey and each return trip as two?</p> <p>INCLUDE ALL WALKS, WHETHER FOR PLEASURE OR WITH A PURPOSE.</p> <p>IF ROUND TRIP, COUNT AS ONE JOURNEY</p> <p>NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p> <p>1. At least once a day</p> <p>2. 5 or more times a week, but not every day</p> <p>3. 3 or 4 times a week</p> <p>4. Once or twice a week</p> <p>5. Less than that but more than twice a month</p> <p>6. Once or twice a month</p> <p>7. Less than that but more than twice a year</p> <p>8. Once or twice a year</p> <p>9. Less than once a year</p> <p>10. Never</p> <p><i>Previous answer options:</i></p> <p>1. At least once a day</p> <p>2. 5 or 6 times a week</p> <p>3. 3 or 4 times a week</p> <p>4. Once or twice a week</p> <p>5. Less than that but more than twice a month</p> <p>6. Once or twice a month</p> <p>7. Less than that but more than twice a year</p> <p>8. Once or twice a year</p> <p>9. Less than once a year</p> <p>10. Never</p>	2020	
<p>Individual questionnaire</p> <p>BWalk / QTWalk.INC.</p>				

Question	Summary	Details of change	Changed	Notes
YNWIK	Asked in odd years only	<p><i>Question is asked in odd years only.</i></p> <p>[Ask in <u>ODD</u> years only]</p> <p>ASK ALL</p> <p>YNWIK</p> <p>SHOW CARD 19A and 19B (two versions)</p> <p>We are interested to know about the barriers to walking more in your local area. Please look at this card which shows some reasons people might have for not walking more and tell me which, if any, apply to you?</p> <p>IF NEEDED: By your local area we mean the area within around 20 minutes' walk of your home.</p> <p>INTERVIEWER: Jogging can also count as walking in this question.</p> <p>CODE ALL THAT APPLY</p> <ol style="list-style-type: none"> 1. It takes too long 2. It's too far 3. Poor pavement conditions (damaged/uneven pavements, narrow pavements, pavement parking) 4. Lack of footpaths 5. Poor street lighting 6. Not enough crossing points 7. Too much traffic/traffic too fast 8. Too much pollution 9. Road safety concerns 10. Personal security concerns 11. Ill-health reasons/too old (lack of resting places/benches, lack of public toilets, too many steps) 12. Lack of facilities at destination to shower 13. The weather 14. No one to walk with 15. Walk enough already 16. No interest in walking 97. Other (Please specify) 	2020	
XYNWIK	Asked in odd years only	<p><i>Question is asked in odd years only</i></p> <p>Ask in ODD years only <i>If other reason for preventing people from walking more (YNotwalkA = 96. Other (Please specify))</i></p> <p>XYNWIK</p> <p>Interviewer, please record other reason(s) :STRING[60]</p>		
YNWIKM	Asked in odd years only	<p><i>Question asked in odd years only.</i></p> <p><i>Ask in ODD years only</i></p> <p><i>If more than one reason preventing people from walking more (YNWIK = >1)</i></p> <p>YNWIKM</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>And, which one of these would you say was your main reason for not walking more?</p> <p>FEED THROUGH OPTIONS MENTIONED IN YNWIK</p> <p>INTERVIEWER NOTE: If more reasons given, probe for the main one. If needed, repeat the answers given to the previous question.</p>		
EncWk	Asked in odd years only	<p><i>Question asked in odd years only.</i></p> <p>Ask in ODD years only ASK ALL EncWk SHOW CARD 20 We are interested to know what would encourage you to walk more in your local area. Please look at this card and tell me which, if any, apply to you?</p> <p>IF NEEDED: By your local area we mean the area within around 20 minutes' walk of your home.</p> <p>CODE ALL THAT APPLY.</p> <ol style="list-style-type: none"> 1. Safer roads (e.g. slower driving speeds, less traffic, or more considerate driving) 2. Well-maintained pavements (even, clean, uncluttered, well-lit) 3. Better provision for health needs (e.g. benches, public toilets, access ramps) 4. More safer crossing points 5. Access to showers / changing facilities at destination 6. Provision of information on walking routes 7. Better maps and signposting 8. Less road noise 97. Other (Please specify) 9. None of the above (SPONTANEOUS) 		
XEncWk	Asked in odd years only	<p><i>Question asked in odd years only.</i></p> <p>Ask in ODD years only</p> <p><i>If other reason would encourage people to walk more (EncWk=9)</i> XEncWk Interviewer, please record other reason(s) :STRING[60]</p>	2020	
EncWkM	Asked in odd years only	<p><i>Question asked in odd years only.</i></p> <p><i>If more than one reason encouraging people to walk more (EncWalkA= >1)</i></p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>EncWkM And, which one of these would you say would encourage you the most?</p>		
<p>Individual questionnaire BCycle / QTCycle.INC</p>				
Bicycle2	Scale codes and interviewer instructions updated	<p><i>There has been a change to answer scale. Also, there has been a change to the instructions for them to be read out.</i></p> <p><i>If has ridden bike in last year (Cycle12=1)</i></p> <p>Bicycle2 NAME SHOW CARD 21 How frequently do you / does [name] use a bicycle? Please count each single trip as one journey and each return trip as two NOTE: ONLY INCLUDE TRAVEL WITHIN GREAT BRITAIN, OVER THE LAST YEAR OR SO.</p> <p><i>1. At least once a day</i> <i>2. 5 or more times a week, but not every day</i> <i>3. 3 or 4 times a week</i> <i>4. Once or twice a week</i> <i>5. Less than that but more than twice a month</i> <i>6. Once or twice a month</i> <i>7. Less than that but more than twice a year</i> <i>8. Once or twice a year</i> <i>9. Less than once a year</i> <i>10. Never</i></p> <p><i>Previous answer options:</i> <i>1. At least once a day</i> <i>2. 5 or 6 times a week</i> <i>3. 3 or 4 times a week</i> <i>4. Once or twice a week</i> <i>5. Less than that but more than twice a month</i> <i>6. Once or twice a month</i> <i>7. Less than that but more than twice a year</i> <i>8. Once or twice a year</i> <i>9. Less than once a year</i> <i>10. Never</i></p>	2020	
YNtCy2	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <u>EVEN</u> years only] ASK ALL YNtCy2 SHOW CARD 22 A / 22 B</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>We are interested to know about the barriers to cycling more. Please look at this card which shows reasons for not cycling more and tell me which, if any, apply to you?</p> <p>INTERVIEWER: WE ARE INTERESTED IN FINDING OUT BARRIERS TO THE RESPONDENT CYCLING MORE, REGARDLESS OF WHETHER THEY CURRENTLY CYCLE OR NOT.</p> <p>97. I cannot ride a bicycle 98. It takes too long 99. It's too far 100. Poor quality of cycle paths 101. Lack of cycle paths 102. Poor street lighting 103. Too much traffic/traffic too fast 104. Too much pollution 105. Road safety concerns 106. Personal security concerns 107. Lack of facilities at destination to shower 108. Lack of facilities to store the bicycle 109. Ill-health reasons 110. Too old 111. The weather 112. Bike broken/don't own a bike 113. I can ride a bike, but I'm not confident doing so 114. Cycling enough already 115. No interest in cycling 1. Other (please specify)</p>		
XYNtCy2	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <u>EVEN</u> years only] <i>If other reason for preventing people from cycling more (YNotCycA = 96)</i> XYNtCy2 Interviewer, please record other reason(s) :STRING[60]</p>	2020	
YNtCy2M	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p><i>If more than one reason preventing people from cycling more (YNotCyc = >1)</i> YNtCy2M And, which one of these would you say was your main reason for not cycling more?</p> <p>INTERVIEWER NOTE: If more reasons given, probe for the main one.</p>	2020	
EncCyc	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <u>EVEN</u> years only] ASK ALL EncCyc SHOW CARD 23</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>We are interested to know what would encourage you to cycle more. Please look at this card and tell me which, if any, apply to you.</p> <p>INTERVIEWER: WE ARE INTERESTED IN FINDING OUT WHAT WOULD ENCOURAGE THE RESPONDENT TO CYCLE MORE, REGARDLESS OF WHETHER THEY CURRENTLY CYCLE OR NOT.</p> <p>CODE ALL THAT APPLY.</p> <ol style="list-style-type: none"> 1. Safer roads (e.g. slower driving speeds, less traffic, or more considerate driving) 2. Off-road and segregated cycle paths 3. Safe cycle lanes 4. Promotion of local cycling routes 5. Secure storage / parking provision at home / work / stations / on-street 6. Access to showers / changing facilities at work 7. Well-maintained road surfaces for cycling 8. Better signposting of safer cycle routes 9. Training to help me ride a bike or increase my confidence 10. Cycle maintenance courses 11. Better cycle hire facilities 97. Other (Please specify) 12. None of the above (SPONTANEOUS) 		
XEncCyc	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <u>EVEN</u> years only] <i>If other to what would encourage people to cycle more (EncCyc=96. Other)</i></p> <p>XEncCyc Interviewer, please record other reason(s) :STRING[60]</p>	2020	
EncCycM	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <u>EVEN</u> years only] <i>If more than one facilitator mentioned (EncCyc= >1)</i></p> <p>EncCycM And, which one of these would you say would encourage you to cycle the most?</p>		
Individual questionnaire				
BDrLic / QTDrLic.INC				
NoDrivN	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>Ask in <u>EVEN</u> years only <i>If respondent has a licence for a car, automatic car, car and motorcycle, or car with adaptations AND no longer drives (DLType95=1, 2, 3 or 5 OR Carmot95=Response AND Drive95=4)</i></p> <p>NoDrivN</p>	2020	

Question	Summary	Details of change	Changed	Notes
		<p>NAME</p> <p>Why do you not drive at the moment?</p> <p>CODE ALL THAT APPLY</p> <p>97. Family or friends can drive you/him/her when necessary</p> <p>98. Other forms of transport available</p> <p>99. Cost of insurance</p> <p>100. Cost of buying a car</p> <p>101. Other general motoring costs</p> <p>102. Environmental reasons</p> <p>103. Safety concerns / Nervous about driving</p> <p>104. Physical difficulties/disabilities/health problems</p> <p>105. Too old</p> <p>106. No access to a car</p> <p>107. Banned</p> <p>108. Not interested in driving / don't like driving</p> <p>109. Busy/congested roads</p> <p>97. Other (Please specify)</p>		
XNodriv	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in EVEN years only]</p> <p><i>If respondent does not drive for some other reason (NoDrivN = 96)</i></p> <p>XNodriv</p> <p>NAME</p> <p>INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.</p>	2020	
NolicN	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in EVEN years only]</p> <p><i>If respondent does not hold a full driving licence or only has a moped or motorcycle licence and is older than 59 and respondent did once have a licence (DLFull=2 OrR DLTyp95=6) AND (DVage>59) AND (EvDLic95=1)</i></p> <p>NolicN</p> <p>NAME</p> <p>Why do you/does name no longer hold a licence?</p> <p>CODE ALL THAT APPLY</p> <ol style="list-style-type: none"> 1. Family or friends can drive me when necessary 2. Other forms of transport available 3. Cost of insurance 4. Cost of buying a car 5. Other general motoring costs 6. Safety concerns/Nervous about driving 7. Physical difficulties/disabilities/health problems 8. Too old 9. No access to a car 10. Banned 11. Not interested in driving/don't like driving 12. Licence expired <p>Other (specify)</p>		

Question	Summary	Details of change	Changed	Notes
XNoLicN	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <i>EVEN</i> years only] <i>If other reason for no longer holding a licence (NoLicN = 13)</i></p> <p>XNoLicN NAME INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.</p>	2020	
LastDr95	Asked in even years only	<p><i>Question asked in even years only.</i></p> <p>[Ask in <i>EVEN</i> years only] <i>If respondent once held a full driving licence to drive a car or respondent no longer drives (EvDLic95 = 1 OR Drive95 = 4)</i></p> <p>LastDr95 NAME How old were you when you last drove?</p>	2020	
PHVFreq	Scale codes updated	<p><i>There has been a change to the answer scale.</i></p> <p><i>If ever used app-based taxi/private hire services (PHVuse=1)</i></p> <p>PHVFreq SHOW CARD 25 How frequently do you use app-based services to book a taxi or private hire vehicle?</p> <ol style="list-style-type: none"> 1. <i>At least once a day</i> 2. <i>5 or more times a week, but not every day</i> 3. <i>3 or 4 times a week</i> 4. <i>Once or twice a week</i> 5. <i>Less than that but more than twice a month</i> 6. <i>Once or twice a month</i> 7. <i>Less than that but more than twice a year</i> 8. <i>Once or twice a year</i> 9. <i>Less than once a year</i> 10. <i>Never</i> <p><i>Previous answer options:</i></p> <ol style="list-style-type: none"> 1. <i>At least once a day</i> 2. <i>5 or 6 times a week</i> 3. <i>3 or 4 times a week</i> 4. <i>Once or twice a week</i> 5. <i>Less than that but more than twice a month</i> 6. <i>Once or twice a month</i> 7. <i>Less than that but more than twice a year</i> 8. <i>Once or twice a year</i> 9. <i>Less than once a year</i> 10. <i>Never</i> 	2020	

Question	Summary	Details of change	Changed	Notes
Individual questionnaire				
BIntUse / QTIntUse.INC				
InDev	Question removed from the survey	<p><i>Deleted question.</i></p> <p>ASK ALL</p> <p>InDev SHOWCARD 28 Which devices do you use to access the internet for personal use?</p> <p>CODE ALL THAT APPLY</p> <ol style="list-style-type: none"> 1. Laptop computer 2. Desktop computer 3. Smart phone 4. Tablet 5. Games console 6. Smart TV 97. Other (please specify) 7. None of the above 	2020	
InDevO	Question removed from the survey	<p><i>Deleted question.</i></p> <p><i>If other device respondent uses to access the internet (If InDev=97)</i></p> <p>InDevO PLEASE SPECIFY OTHER REASON. :STRING[60]</p>	2020	
Individual questionnaire				
BTrEmp / QTTrEmp.INC				
EdAttn4	New numerical qualification added to the GCSE codes	<p><i>A new numerical GCSE classification has been added.</i></p> <p>EdAttn4 SHOW CARD 26</p> <p>Please look at this card and tell me whether you have any of the educational or school qualifications listed. Start at the top of list and tell me the first one you come to that you have.</p> <ol style="list-style-type: none"> 1. Higher degree or postgraduate qualifications (e.g. M.A., MSc., M.Ed, Ph.D. etc) 2. First degree level qualification Degree, or degree level equivalent (e.g. BA; BSc,) including foundation degrees; such as PGCE 3. Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE) 4. A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent 5. GCSE grade A* - C / 4 - 9; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent 	2020	

Question	Summary	Details of change	Changed	Notes
		6. GCSE grade D – G / 1 - 3; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent 7. None of these (SPONTANEOUS ONLY)		
Individual questionnaire				
BTrEmp / QTrEmp.INC				
PrbJobN	Asked in even four years	<i>Deleted question which is asked every four years.</i> ASK IN EVEN YEARS ONLY <i>If respondent is aged 16-70 (DVAge16-70)</i> PrbJobN NAME In the past 12 months have you/has name turned down a job or decided not to apply for a job you were interested in due to problems with transport? 1. Yes - turned down a job 2. Yes - decided not to apply for a job 3. No	2020	
PrbTyp1	Asked in even four years	<i>Deleted question which is asked every four years.</i> <i>If turned down job or decided not to apply for a job because of transport problems (PrbJobN = 1 or 2)</i> PrbTyp1 NAME What sort of problems with transport were these? CODE ALL THAT APPLY 1. Too far 2. Car not available 3. Don't have a current driving licence/can't drive 4. Cost of petrol 5. Lack of parking facilities 6. Cost of parking 7. Traffic congestion/roadworks 8. Inadequate public transport 9. Cost of using public transport 10. Personal physical difficulties/disability 11. Personal safety concerns 97. Other (specify)	2020	
XPrbTyp1	Asked only every four years	<i>Deleted question which is now asked every four years.</i> <i>IF respondent had other problem with transport (PrbTyp1=97)</i> XPrbTyp1 NAME Please specify other answer.	2020	

Question	Summary	Details of change	Changed	Notes
Individual questionnaire				
BWkMeth / QTWkMeth.INC				
WkTrFo	Asked only every four years	<p><i>Question deleted as now to be asked every four years.</i></p> <p><i>If usually travel to work on foot (WkTrav=8)</i></p> <p>WkTrFo SHOW CARD 36 What are the reasons why you walk to work? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <p>97. It is quick 98. It is the cheap / cheapest way / free 99. It is the most convenient way 100. I enjoy walking 101. To keep fit / exercise 102. There is a choice of routes / can take routes which I couldn't otherwise 103. It's better for the environment / reduces CO2 emissions 104. Flexibility / freedom / no waiting around 105. I don't own / have access to a car 106. No parking where I need to go 107. I can't cycle where I need to go 108. Public transport services don't meet my needs 109. No particular reason 1. Other (please specify)</p>	2020	
WkTrFoO	Asked only every four years	<p><i>Question deleted as now to be asked every four years.</i></p> <p><i>If other reason why usually travels on foot (If WkTrvFo=97)</i></p> <p>WkTrFoO PLEASE SPECIFY OTHER REASON. :STRING[60]</p>	2020	
WkTrBi	Asked only every four years	<p><i>Question deleted as now to be asked every four years.</i></p> <p><i>If usually travels to work by bicycle (WkTrav=7)</i></p> <p>WkTrBi SHOW CARD 37 What are the reasons why you cycle to work? CODE ALL THAT APPLY. DO NOT PROMPT. PROBE FULLY [ANYTHING ELSE?]</p> <p>1. It is quick 2. It is the cheap / cheapest way / free 3. It is the most convenient way 4. It is easy to park / lock up 5. I enjoy cycling 6. I use my bicycle for work 7. To keep fit / exercise</p>	2020	

Question	Summary	Details of change	Changed	Notes
		8. There is a choice of routes / can take routes which I couldn't otherwise 9. It's better for the environment / reduces CO2 emissions 10. Flexibility / freedom / no waiting around 11. I don't own / have access to a car 12. No parking where I need to go 13. I can't walk where I need to go 14. Public transport services don't meet my needs 15. No particular reason 97. Other (please specify)		
WkTrBiO	Question has been removed from the survey	<i>Question has been deleted.</i> <i>If other reason why usually travels by bicycle (If WkTravBi=97)</i> WkTrBiO PLEASE SPECIFY OTHER REASON. :STRING[60]	2020	
Individual questionnaire				
BWkHome / QTWkHome.INC				
YNotWkHN	Question has been removed from the survey	<i>Question has been deleted.</i> <i>Ask in ODD years only</i> <i>IF respondent doesn't work from home but could or does work from home but not always (Ofthome =1-6 or PosshOm=1-3)</i> YNotWkHN NAME Why do you not work at home (more often) in your present (main) job? CODE ALL THAT APPLY 1. Work at home as much as I can given nature of work 2. Do not have a computer/internet connection/telephone at home 3. Do not have other necessary equipment at home 4. Employer / manager does not allow it 5. Employer/manager does not encourage it 6. Just prefer not to 7. No space to work at home 8. Children at home 9. Need to meet with colleagues 10. Like contact with colleagues at place of work 11. Need to meet with customers 97. Other reason (Please specify)	2020	
XYNotWkHN	Question has been removed from the survey	<i>Question has been deleted.</i> <i>Ask in ODD years only</i> <i>If other reason for not working at home (YNotWkHN=97)</i> <i>Ask in ODD years only</i> XYNotWkHN		

Question	Summary	Details of change	Changed	Notes
		NAME Please specify other reasons. TEXT SHOULD BE NO MORE THAN 60 CHARACTERS		
WkTech	Question has been removed from the survey	<i>Question has been deleted.</i> <i>Ask in ODD years only</i> <i>If works at home at least once or twice a year or works at home for part of day at least once or twice a year (OfTHome =1-6)</i> WkTech NAME SHOW CARD 41 When you work at home, do you/does [name] usually use any of these for work purposes? IF YES, PROBE: Which do you/does name use? 1. Landline telephone 2. Smartphone 3. Other mobile phone 4. PC or laptop 5. Internet 6. Remote access to your employers/office network 7. None of these (SPONTANEOUS ONLY)	2020	
Vehicle questionnaire				
BMILEAG / QMileag.INC				
SecCyc	Question has been removed from the survey	<i>Question has been deleted.</i> ASK ALL SecCyc VEHICLE (May I just check) Is the milometer on its second cycle, in other words has it reached its maximum figure and been through zero again? 1. Yes 2. No	2020	
MiloRep	Question has been removed from the survey	<i>Question has been deleted.</i> ASK ALL MiloRep VEHICLE Has the milometer been replaced since the vehicle was new? THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION 1. Yes 2. No	2020	
Show cards throughout				

Question	Summary	Details of change	Changed	Notes
Show cards throughout	New show cards added for 2020	<i>New show cards have been added – please refer to the questionnaire for the new numbering.</i>		
Admin block				
Bconname/ QPenult.INC				
GiveCard	Question has been removed from the survey	<p><i>Question has been deleted.</i></p> <p><i>IF allocated to treatment group 2 (Treatment ExpGroups=2)</i></p> <p>GiveCard INTERVIEWER: Are you issuing this address with a discretionary incentive?</p> <p>Remember, you can only issue 2 discretionary incentives on each point.</p> <p>1. Yes 2. No</p> <p>SOFT CHECK to appear:</p> <p>Are you sure you have not issued more than 2 discretionary incentives already?</p>	2020	
GiftInf	Question has been removed from the survey	<p><i>Question has been deleted.</i></p> <p><i>IF GiveCard=1</i></p> <p>GiftInf INTERVIEWER: Please get a gift card ready for the respondent.</p> <p>Before handing over...</p> <p>Write £50 in the circle at the top right-hand corner of the card.</p> <p>Enter the last 8 digits of the card in the next question.</p> <p>Press 1 and <Enter> to continue.</p> <p>Please remember to connect as soon as possible so that the gift card can be activated.</p>	2020	
MobNumOK	Updated wording of the question	<p><i>Question has been reworded.</i></p> <p>ASK ALL</p> <p>MobNumOK Other people have found it useful to receive a text message to remind them to start recording their travel. Would you like us to send you a text message to remind you to start completing the diary?</p> <p>1. Yes 2. No</p>	2020	

Block summary

Household questionnaire

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Bnames, THComp, BHRP, THRelS, BsPout

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BAccom, BTenure, BResLen

Home delivery and food shopping [Page 113](#)

BHDSshop

Children's travel to school [Page 114](#)

TchTrav

Vehicle grid (Make, model) [Page 116](#)

BVehNum TVehTab

Individual questionnaire

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TDisab

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BAttitud

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BMILEAG

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TVPickU

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Household questionnaire

BID/QID.INC

Area

AREA NUMBER.
JUST PRESS <Enter>.

Address

ADDRESS NUMBER.
JUST PRESS <Enter>

Hhold

HOUSEHOLD NUMBER.
JUST PRESS <Enter>.

BSignIn/ QSIGNIN.INC

RECORD ALWAYS

AdrField

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

RECORD ALWAYS

StatusQ

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

RECORD ALWAYS

StartDat

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

RECORD ALWAYS

FirstQ

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

RECORD ALWAYS

TravDate

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

RECORD ALWAYS

Summary

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

RECORD ALWAYS

Whohere

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

HELPSCREEN:

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

BBNames/ QNAMES.HAR

ASK ALWAYS

Name

RECORD NAME/IDENTIFIER FOR EACH MEMBER OF THE HOUSEHOLD.

Helpscreen:

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

HOUSEHOLD COMPOSITION

Stage 1: Establish Residency - only/main residence 6 month rule/ Check Adult Children
Stage 2: One or more households - 'Do you all share cooking facilities and share living accommodation?'

Stage 3: Establish Household Reference Person (HRP) - 'In whose name is the accommodation owned or rented?'

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

DEMOGRAPHICS

BHComp / QTHCOMP.INC

ASK ALWAYS

Sex

NAME

INTERVIEWER: CODE SEX OF RESPONDENT

1. Male
2. Female

ASK ALWAYS

Birth

NAME

What is your date of birth?

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

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

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

: DATETYPE

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

Agelf

NAME

What was your age last birthday?

98 or more = CODE 97

: 00..97

No DK, No refusal

Helpscreen:

IF YEAR OF BIRTH NOT GIVEN

What was your age last birthday?

Interviewer note:

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

DVAge

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

DM510

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

DM1115

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

DM1619

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

DM713

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

Asked if 16 or older (DVage=>16)

MaritalStat

ASK OR RECORD

Are you ...

1. single, that is, never married and never registered in a same-sex civil partnership
2. married
3. separated, but still legally married
4. divorced
5. widowed
6. in a registered same-sex civil partnership
7. separated, but still legally in a same-sex civil partnership
8. formerly in a same-sex civil partnership which is now legally dissolved
9. surviving partner from a same-sex civil partnership

Helpscreen:

A person whose spouse/same-sex civil partner has been working away from home for over six months, for example on a contract overseas or in the armed forces, should still be coded as married or same-sex civil partner if the separation is not permanent.

Asked if more than 1 person in household and not married or civil partnered (MaritalStat<>2 AND MaritalStat<>6)

LiveWithN

ASK OR RECORD

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

Helpscreen:

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

1. Yes
2. No

Ask ALL

COB

In which country were you born?

CODE ALL THAT APPLY

1. England
2. Wales
3. Scotland
4. Northern Ireland
5. UK, Britain
6. Republic of Ireland
7. Other (specify)

Ask if 'other' country of birth (COB=7)

XCOB

In which country were you born?

INTERVIEWER: please type in name of country

ASK ALWAYS

EthGroup

SHOW CARD 1

What is your ethnic group? Please choose one option from this card that best describes your ethnic group or background...

White

- 1. English/Welsh/Scottish/Northern Irish/British
- 2. Irish
- 3. Gypsy or Irish Traveller
- 4. Any other white background

Mixed

- 5. White and Black Caribbean
- 6. White and Black African
- 7. White and Asian
- 8. Any other Mixed / multiple ethnic background

Asian or Asian British

- 9. Indian
- 10. Pakistani
- 11. Bangladeshi
- 12. Chinese
- 13. Any other Asian background

Black or Black British

- 14. African
- 15. Caribbean
- 16. Any other Black / African / Caribbean background

Other ethnic groups

- 17. Arab
- 18. Any other ethnic group

Helpscreen:

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

IF ethnic group = another white background (Ethgroup = 4)

OthWht

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other mixed background (Ethgroup = 8)

OthMxd

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other asian background (Ethgroup = 13)

OthAsn

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other black background (Ethgroup = 16)

OthBlk

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

IF ethnic group = any other (Ethgroup = 18)

OthETH

Please can you describe your ethnic group? ENTER DESCRIPTION OF ETHNIC GROUP.

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

Hhldr

NAME

In whose name is the accommodation owned or rented?

ASK OR RECORD.

- 1. This person alone
- 2. This person jointly
- 3. NOT owner/renter

Helpscreen:

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

HHIndQn

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

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

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

BHRP / QHRP.INC

IF the accommodation is jointly owned or rented/there is more than one householder (NumHHldr > 1)

HiHNum

You have told me that [Names] jointly own or rent the accommodation. Which of them has the highest income (from earnings, benefits, pensions and any other sources)?

IF THEY HAVE THE SAME INCOME, CODE 11

INTERVIEWER: THESE ARE THE JOINT HOUSEHOLDERS

- 1. Person 1
- 2. Person 2
- 3. Person 3
- 4. Person 4
- 5. Person 5
- 6. Person 6
- 7. Person 7
- 8. Person 8
- 9. Person 9
- 10. Person 10
- 11. Joint householders

ENTER PERSON NUMBER

Helpscreen:

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

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

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

PROMPT AS NECESSARY IS ONE JOINT HOUSEHOLDER THE SOLE PERSON WITH:
- PAID WORK?
- OCCUPATIONAL PENSION?

IF the joint householders have the same income (HiHNum = 11)

JntEldA

ENTER PERSON NUMBER OF THE ELDEST JOINT HOUSEHOLDER FROM THOSE WITH THE SAME HIGHEST INCOME.

ASK OR RECORD

1. Person 1
 2. Person 2
 3. Person 3
 4. Person 4
 5. Person 5
 6. Person 6
 7. Person 7
 8. Person 8
 9. Person 9
 10. Person 10
- No DK, No refusal

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

JntEldB

ENTER PERSON NUMBER OF THE ELDEST JOINT HOUSEHOLDER

ASK OR RECORD

1. Person 1
 2. Person 2
 3. Person 3
 4. Person 4
 5. Person 5
 6. Person 6
 7. Person 7
 8. Person 8
 9. Person 9
 10. Person 10
- No DK, No refusal

BHREls / QTHRELS.HAR

IF more than 1 person in household

Relation

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

1. Spouse
2. Civil Partner **
3. Cohabiting partner *
4. Son/daughter (incl. adopted)
5. Step-son/daughter
6. Foster child
7. Son-in-law/daughter-in-law
8. Parent/guardian
9. Step-parent
10. Foster parent
11. Parent-in-law
12. Brother/sister (incl. adopted)
13. Step-brother/sister
14. Foster brother/sister
15. Brother/sister-in-law
16. Grandchild
17. Grandparent
18. Other relative
19. Other non-relative

Helpscreen:

The list is detailed, but interviewers should not probe for relationships that are not volunteered or queried by respondents. The full relationships grid, showing relationship of each household member to all the others, will enable the computation of units within the household, such as family units and benefit units. Coding of such units directly by interviewers is error prone and it is difficult to correct errors later in the office.

Notes

* Includes same-sex couples who are not in a registered civil partnership. Treat relatives of cohabiting couples in the same way as relatives of spouses.

** Treat relatives of Civil Partners in the same way as relatives of spouses.

You may want to introduce this section. A possible introduction is:

“There are a lot of changes taking place in the make-up of households/families and this section is to help find out what these changes are. I'd like you to tell me the relationship of each member of the household to every other member.”

The section must be asked for all households consisting of more than one person. Please ask in every case. You should not make assumptions about any relationship.

Treat relatives of cohabiting members of the household (both opposite and same sex) as though the cohabiting couple were married, That is, the mother of a partner is coded as mother-in-law. Other relatives include cousins, nieces, nephews, aunts and uncles.

You should probe on this question, but be sensitive. It may be that someone described as a 'son' or 'brother' earlier is actually a stepson or half-brother. Where possible, we want to know the true relationship. If you have doubts about any relationship, record as much information as possible to allow changes to coding later if appropriate.

Half brothers/sisters should be coded with step-brothers/sisters.

BSPout / QSPOUT.INC

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

SpOut

INTERVIEWER:

You've recorded [Name] as 'Married, but without a spouse in the household. PLEASE CHECK THIS. If spouse is away for six months or more, press 1 and enter to continue.

BUT IF NOT (eg if separated), ENTER 2 AND AMEND HOUSEHOLD GRID.

1. Married, spouse not in household
2. Other - AMEND HOUSEHOLD GRID

No DK, No Refusal

ACCOMMODATION

BTenure / QTENURE.INC

ASK ALWAYS

Ten1

SHOW CARD 2

Do you (or your household) own or rent this accommodation?

1. Own outright
2. Buying it with the help of a mortgage or loan
3. Part own and part rent (shared ownership)
4. Rent it (includes all those who are on Housing Benefit or Local Housing Allowance)
5. Live here rent-free (including rent-free in relative's/friend's property but excluding squatters)
6. Squatting

Helpscreen:

This question is asking for the formal legal tenure of the HRP's household. If, for example, the HRP is a widow living in a house bought by her son (in his name) who is living elsewhere, she should be coded as living rent-free even though she may regard herself as an owner-occupier. Similarly, a household which is paying a contribution to upkeep but not a formal rent should be coded as rent-free. This could arise, for example, if a parent lived in a granny-flat as a separate household but paid a contribution to general expenses

Owners

Only code people as mortgagors if they have a mortgage for buying their home. Some people who have paid off their mortgage and are effectively outright owners make an arrangement with the lender to continue to pay a small amount of 'mortgage' as payment for the lender for keeping the deeds. They should be coded as outright owners.

People who own their home with a lease are counted as owners. It does not matter that they pay ground rent. Similarly people who own their own

home under the new Commonhold tenure (see below) are also counted as owners.

Shared owners

Shared ownership means partly owning (or buying with a mortgage) and partly renting the property, so that, if the person moves, he/she will get some of the proceeds from the sale of the property, according to how much of the original cost has been paid off. Include people who have paid off the mortgage portion. People with shared ownership arrangements are treated as owner-occupiers in the interview. They are not local authority/housing association tenants even if their arrangement is with a local authority/housing association. Owners who pay a service charge but not rent should be counted as owners, not shared owners.

Rent free

People who live rent free do not always regard themselves as doing so, so particular care is needed in dealing with such cases.

The following types of case have caused problems. The correct coding is in brackets:

- Someone living in a 'granny-flat' owned by her son in his name (private renter living rent-free).
- Someone living in the property of a deceased partner which is held in trust (private renter living rent-free).
- A divorced/separated woman living in the house owned solely by her ex-partner who no longer lives there (rent-free if owned only in partner's name; owner if the house is owned in the name of both partners)

Sometimes respondents think they live rent-free when they do not e.g. people on full housing benefit who do not pay any rent to the landlord themselves because housing benefit is paid directly by the Department for Work and Pensions (DWP) formerly the Department of Social Security.

Tied accommodation

People in tied accommodation should be coded here as renters (code 4) or rent-free (code 5), depending on whether or not they pay any rent. This group includes people whose accommodation goes with their job e.g. Church of England employees, caretakers, army personnel, council tenants whose accommodation goes with their job, some farmers. People in tied accommodation are classified as private renters, irrespective of who they are renting from.

Unusual schemes/arrangements

Co-ownership: this is the joint ownership of residential properties (e.g. blocks of flats) by a group of people who have formed a registered co-ownership society. These schemes started in the 1970s but new legislation was passed in the 1980s so that there should not be any more.

Housing co-operatives: code as renting from a housing association (code 4 here)

Commonhold: a new form of land ownership in England and Wales, created by Part 1 of the Commonhold and Leasehold Reform Act 2002. It combines freehold ownership of a unit in a larger development with membership of a commonhold association that owns and is responsible for the management and upkeep of the common parts of the development. Commonhold is an alternative to long leasehold ownership of flats and other interdependent properties.

Housing Action Trusts: these are set up by local authorities and the properties rented are still owned by local authorities; their tenants are renting from a local authority.

Rents to Mortgages scheme: these are schemes available to council tenants whereby a tenant has the right to buy a share of their home for roughly the same price as the rent. These should be coded as shared owners.

Private Sector Leasing: the Council leases private property for several years and lets it out to tenants. The landlord is the immediate landlord, which is the local authority.

Home Income Plans and Retirement Home Plans: these are where outright owners raise a loan on the security of the house for a regular income. They should be coded as outright owners.

Schemes for Mortgage defaulters: in these cases the property reverts to the lender and a rent is paid instead of a mortgage. Code as renters

BResLen / QRESLen.INC

Ask ALL

OnlineN

Does your household have access to the Internet from home?

By access I mean whether anyone in your household could use the Internet, at home, if they wanted to, even if just to send an e-mail.

1. Yes
2. No
3. No - Respondent unable to answer
4. Don't know if the household has access

Helpscreen:

'Respondent unable to answer' should be chosen at the interviewer's discretion only if it is obvious that the respondent does not know what the Internet is. If respondent knows what the Internet is but doesn't know whether the household has access, code as 4.

BHDSshop / QHDSshop.INC

HOME DELIVERIES AND FOOD SHOPPING

Ask Odd years only

ASK ALL

OrderA

SHOW CARD 3

I'd now like to ask a few questions about things which you/your household might have had delivered. We ask this question because we want to see to what extent shopping online, over the phone or by post reduces people's need to travel.

Nowadays, do you/does anyone in your household ever order any of these things online, over the phone or by post? Do not include letters, milk, newspapers or magazines

ONLY INCLUDE THINGS FOR DOMESTIC USE
CODE ALL THAT APPLY

IF YOU NEED HELP ABOUT WHAT COUNTS AS SHOPPING BY PHONE, BY POST OR ON THE INTERNET PRESS F9.

Helpscreen:

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

INCLUDE:

Any items ordered on line (on the internet) and delivered to home or work

Any items ordered on the phone and delivered to home or work

Any items ordered by post and delivered to home or work

DO NOT INCLUDE:

Magazine / newspaper subscriptions (regardless of how you ordered them)

Letters, milk

Items ordered but not yet delivered

Items ordered in the shop, which are to be delivered afterwards

Items where a special journey is made to collect them

1. Food and drink
2. Takeaway meals
3. Clothes or footwear
4. Books/CDs/DVDs/software
5. Furniture
6. Soft furnishings/bedding
7. Electrical appliances or items (e.g. computer/fridge/TV/kettle)
8. Holiday/travel tickets
9. Any other tickets (not for travel)
10. Plants/bulbs/flowers/seeds
11. Health goods and toiletries
12. DIY/garden equipment
96. Anything else
97. (None of these)

Ask Odd years only

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

Deliv

SHOW CARD 4

Can you tell me how often [you have/your household has] any of these things delivered, which have been ordered online, over the phone or by post?

ONLY INCLUDE THINGS FOR DOMESTIC USE
EXCLUDE LETTERS/ MILK/
NEWSPAPERS/MAGAZINES

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

Helpscreen:

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

Ask Odd years only

FdShp

SHOW CARD 5

Now some questions about food shopping.

How does your household usually do its main food shopping?

INTERVIEWER NOTE: IF THE RESPONDENT OR OTHER HOUSEHOLD MEMBER VISITS A SUPERMARKET TO CHOOSE AND BUY FOOD AND THEN ARRANGES FOR IT TO BE DELIVERED, CODE AS 1 (GO TO SHOPS/MARKET IN PERSON).

1. Go to shops/market in person
 2. Someone outside of the household goes to shops for me (e.g friend, relative, carer)
 3. Order online for home delivery
 4. Order by phone for home delivery
 5. Order by post for home delivery
96. Other

CHILDREN'S TRAVEL TO SCHOOL

BChTrav / QTCHTRAV.INC

ASKED FOR EACH CHILD AGED 5-16 IN
TURN, ANSWERED BY HRP OR
ANOTHER RESPONDENT AGED 16 OR
OVER

IF Aged 5-16.

SchInt

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

1. Press 1 and <Enter> to continue.

IF Aged 5-16.

SchDly

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

1. Makes daily journey
2. No daily journey (e.g. educated at home/boarding school)
3. Left school (e.g. 16 and just left school)

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

TravSc

And how does [Name] usually travel to school?

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD'S USUAL JOURNEY TO SCHOOL

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

Helpscreen:

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

IF Aged 5-16 and child travels to school by 'other' method (TravSc=97)

XTravSc

Please specify other answer.

If usually travels by car or van to school (TravSc=6)

TravScW

And does [Name] usually travel to school with any children from a different household?

INTERVIEWER: ONLY INCLUDE CHILDREN ALSO GOING TO SCHOOL. THEY NEED NOT BE GOING TO THE SAME SCHOOL

1. Yes
2. No

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

HowSch

And how does [Name] usually travel home from school?

CODE ONE ONLY, FOR THE LONGEST PART, BY DISTANCE, OF THE CHILD'S USUAL JOURNEY FROM SCHOOL

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

IF child travels from school by 'other' method (HowSch=97)

XHowSch

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

IF Aged 5-13 and child makes a daily journey to and from school (SchDly = 1)

AccAd

When [Name] travels to or from school is he/she ...READ OUT...

NOTE: BUS DRIVERS DO NOT COUNT AS AN ACCOMPANYING ADULT

1. ...usually accompanied by an adult,
2. not usually accompanied by an adult,
3. or sometimes accompanied and sometimes not?
4. (part of way accompanied, part of way not)

[Ask in ODD years only]

IF child aged 5-16 makes daily journey to and from school (SchDly=1) and doesn't travel to school on foot (TravSc=<>9)

YNWkSc

SHOW CARD 6A and 6B

We are interested to know about the barriers to children walking to school more. Please look at this card which shows some of the reasons why children might not walk to school, either alone or accompanied, and tell me which apply to [child name]?

10. It takes too long
11. It's too far
12. Lack of footpaths
13. Poor street lighting
14. Not enough crossing points
15. Too much traffic/traffic too fast
16. Poor pavement conditions (damaged/uneven pavements, narrow pavements, pavement parking)
17. Too much pollution
18. Road safety concerns
19. Personal security concerns
20. Health reasons
21. The weather
22. No one to walk with
23. Prefer current mode of transportation
24. Already walk enough
25. Children are too young
26. Parents do not allow walking to school
27. Parents cannot accompany them
28. No interest in walking
116. Other reason (Please specify)

IF child doesn't walk to school for 'other reason' (YNWkSc=19 (Other reason (Please specify)))

XYNWkSc

Please specify other answer.
:STRING[60]

[Ask in ODD years only]

If more than one reason preventing children walking to school (YNWkSc = >1)

YNWkScM

And, which one of these would you say was the **main reason** for [child name] not walking to school more?

FEED THROUGH OPTIONS MENTIONED IN YnWkSc

INTERVIEWER NOTE: If the main reason depends on the situation, please ask the respondent to give the most common reason.

[Ask in Odd years only]

IF child aged 5-16 makes daily journey to and from school (SchDly=1) and doesn't travel to school on foot (TravSc=<>9)

EncWkSc

SHOW CARD 7

We are interested to know about what would encourage children to walk to school. Please look at this card and tell me what would encourage [child name] to walk to school more?

CODE ALL THAT APPLY

2. Safer roads (e.g. with slower speeds, less traffic, more considerate driving)
3. Well-maintained pavements (even, clean, uncluttered, well-lit)
4. Better provision for health needs (e.g. benches, public toilets, ramps)
5. More safer crossing points
6. Provision of information on walking routes
7. A "walking bus": A system where recognised adults collect children at agreed points, and safely escort them to school on foot as a group
8. Less road noise
9. None of the above (SPONTANEOUS)
97. Other (Please specify)

IF 'other reason' would encourage children to walk to school (EncWkSc=97. Other (Please specify))

XEncWkSc

Please specify other answer.
:STRING[60]

[Ask in ODD years only]

If more than one reason encouraging children to walk more (EncWkSc = >1)

EncWkscM

And, which one of these would encourage [child name] **the most**?

FEED THROUGH OPTIONS MENTIONED IN EncWkSc

INTERVIEWER NOTE: If more options given, probe for the main one.

[Ask in ODD years only]

If child is accompanied to school by an adult (AccAd = 1)

NotAlw1

SHOW CARD 8

What are the reasons [Name] usually travels to and from school with an adult?

CODE ALL THAT APPLY.

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

13. Traffic danger
14. Child might get lost/doesn't know the way
15. Child might not arrive (on time)
16. Fear of assault/molestation by an adult
17. Fear of bullying by other children
18. School too far away
19. Convenient to accompany child
110. Other reason (specify)

IF there is another reason why child does not usually travel to and from school on their own (NotAlw1 = 97)

XnotAlw1

Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS.

VEHICLE GRID

BVehNum / QVEHNUM.INC

ASK ALWAYS

IchEmp

INTERVIEWER: ASK OR RECORD

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

NOTE: INCLUDE SELF-EMPLOYMENT

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

NO DK, NO REFUSAL

ASK ALWAYS

UseVcl

SHOW CARD 9

Do you, or any members of your household, at present own or have continuous use of any of the motor vehicles listed on this card?

Please choose your answer from this card.

INCLUDE COMPANY CARS (IF AVAILABLE FOR PRIVATE USE)

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

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

1. Yes
2. No

ASK ALWAYS

BrokenV

And are there any other motor vehicles which are broken down or not in use but which your household may begin to use in the next month?

1. Yes
2. No

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

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

NoPlveh

How many vehicles does your household own or have continuous use of at present?

INTERVIEWER: INCLUDE ANY BROKEN DOWN VEHICLES WHICH MAY BE IN USE WITHIN THE NEXT MONTH BUT EXCLUDE COMPANY POOL CARS

: 0..10

NO DK, NO REFUSAL

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

NewVeh

When we completed the main interview together on [Date of Placement Interview], I asked you about any vehicles that your

household had regular use of:

(May I just check), have you acquired the use of any (other) vehicles since then but before the end of the travel diary week.

i.e before [end of travel week]

INCLUDE COMPANY CARS (IF AVAILABLE FOR PRIVATE USE)

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

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

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

1. Yes
2. No

Helpscreen:

INCLUDE HOUSEHOLD OWNED available for all or part of the Travel Week, EMPLOYER OWNED available for all or part of the Travel Week.

HIRED/BORROWED if household has FULL access for the WHOLE Travel Week

TEMPORARILY OUT OF ACTION.

VAN/LORRY if used or private use of any kind

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

NewNo

How many other vehicles have you acquired since [start of travel week]?

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

:1..10

NO DK, NO REFUSAL

NumVeh

(computed variable) Number of vehicles.
 PRECODED. PRESS ENTER TO CONTINUE

BVehTab/ QTVEHTAB.INC

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

WhenAcq

When did you acquire the use of your [first/second etc] additional vehicle? Was it...READ OUT...

NOTE: Travel week was from [date] to [date].

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

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

DateAcq

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

FOR EACH HOUSEHOLD VEHICLE

Make

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

FOR EACH HOUSEHOLD VEHICLE

Model

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

IF the model is known (Model = Response)

ModSpec

Is there a model type or specification for this vehicle? If so enter it here. [Vehicle number].
 E.G 1.6, XR2i, TURBO, ESTATE, CONVERTIBLE, 5 DOOR, 4x4

INTERVIEWER: If 'no' press <ENTER> to continue.
 IT IS IMPORTANT THAT YOU COLLECT FULL DETAILS ABOUT THE VEHICLE AS YOU WILL NEED THIS INFORMATION FOR CODING LATER IN THE INTERVIEW

FOR EACH HOUSEHOLD VEHICLE

VehUse

CODE WHETHER the [Vehicle Make] [Vehicle Model]

1. is in regular use,
2. may begin to be used in the next month,
3. ONLY ASK AT PICK UP: vehicle acquired since placement?

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

TypeVcl2

SHOW CARD 9

I would now like to ask about the [Vehicle Make] [Vehicle Model] [Model Specification] vehicle. Can you tell me the type of vehicle this is from the list on this card.

INTERVIEWER: IF UNSURE WHETHER CAR OR VAN, VAN HAS NO SIDE WINDOWS BEHIND DRIVER

1. Four-wheel car (side windows behind driver) - includes Multi Purpose Vehicles and people carriers.
2. Four-wheel drive passenger vehicle (side windows behind driver) e.g. Landrover, Jeep or similar)
3. Three-wheel car (side windows behind driver)
4. Minibus, motor-caravan, dormobile etc
5. A light van (*no side windows behind driver*) (includes pick ups and car based vans)
6. Some other type of van or lorry
7. Motorcycle / scooter (with or without sidecar)
8. Moped
9. Some other motor vehicle (specify)

IF household owns some other vehicle (TypeVcl2 = 10)

XOthType

INTERVIEWER: Record other type of motor vehicle

FOR EACH HOUSEHOLD VEHICLE

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

PrivVcl

Is the [Vehicle Make] [Vehicle Model]...

1. privately owned
2. or is it a company vehicle?

Helpscreen:

PRIVATELY OWNED includes vehicles:

- being bought on hire purchase
- used continuously, i.e. for private as well as business purposes, by a self-employed respondent who owns the business and uses the vehicle as if owned, although the respondent may state that it is owned by the company

A COMPANY car is any car for which someone in the household pays company vehicle tax. It includes:

- cars supplied by an employer, spouse's employer etc.

Company cars provided exclusively for company business, i.e. where no private usage is permitted, should be excluded (at the first question on vehicle ownership or continuous use). Cars purchased from an employer should be coded as privately owned.

FOR EACH HOUSEHOLD VEHICLE

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

AutMan

Is the [Vehicle Make] [Vehicle Model]...

1. An automatic/semi-automatic transmission vehicle

2. A manual transmission vehicle
3. Another type of transmission

FOR EACH HOUSEHOLD VEHICLE

HmnDriv

Who drives the most mileage in the [Vehicle Make] [Vehicle Model] (taken over the year as a whole)?

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

89. IF MAIN DRIVER NOT HOUSEHOLD MEMBER, ENTER 89

FOR EACH HOUSEHOLD VEHICLE

IF pick up interview (StatusQ=2)

StillGot

INTERVIEWER: CODE OR ASK:

Does the household still have the [Vehicle Make] [Vehicle Model]?

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

1. Yes
2. No

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

WhenDis

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

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

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

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

DateDis

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

ASK ALL HOUSEHOLDS

BlueBdg

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

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

1. Yes
2. No

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

WhoBlue

Which household member or members hold a blue badge?

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

CODE ALL THAT HOLD BADGES

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

IF more than 1 person in household

SelPer

INTERVIEWER: Code person number of respondent who answered the household questions. If more than one person answered the questions record who answered the majority.

CHOOSE ONE PERSON FROM THE LIST. IF CANNOT CHOOSE ONE CODE 97

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

SelCheck

INTERVIEWER: You have indicated person no. X. This is NAME.

If this is not correct, go back and change person no. in SelPer above

Press <1> to continue

Individual questionnaire

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

BSession/Session.INC

Ask ALL

IndInt

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

1. Continue

BWhoInt / QTWhoInt.INC

RECORD ALWAYS

WhoInt

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

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

NO DK, NO REFUSAL

RECORD ALWAYS

IndQn

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

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

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

NO DK, NO REFUSAL

DISABILITIES THAT AFFECT TRAVEL

BDisab / QTDisab.INC

ASK OF EACH PERSON AGED 5 OR OVER IN TURN (DVAge >=5)

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

GenHeal

First of all I want to ask some questions about your health to understand how it might affect your travel.

How is your health in general?

1. Very good
2. Good
3. Fair
4. Bad
5. Very bad

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

MobDiff

NAME

(I want to ask some questions about any health conditions, illnesses or impairments you may have)

Do you have any physical or cognitive or mental health conditions or other long-standing illnesses that makes it difficult for you to do any of the following... READ OUT EACH IN TURN...

INTERVIEWER: INCLUDE PROBLEMS DUE TO OLD AGE.

CODE ALL THAT APPLY.

1. ...go out on foot unaided?
2. use local buses?
3. or get in or out of a car?

4. no difficulty with any of these (SPONTANEOUS)

ASK ALL

Healll

Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

1. Yes
2. No
3. Don't know (spontaneous only)
4. Refusal (spontaneous only)

If respondent has a physical or mental health conditions or illnesses lasting or expected to last for 12 months or more (Healll=1)

ImpCat

SHOW CARD 10

Do any of these conditions or illnesses affect you in any of the following areas?

CODE ALL THAT APPLY

1. Vision (for example, blindness or partial sight)
2. Hearing (for example, deafness or partial hearing)
3. Mobility (for example, walking short distances or climbing stairs)
4. Dexterity (for example, lifting or carrying objects, using a keyboard)
5. Learning or understanding or concentrating
6. Memory
7. Mental health
8. Stamina or breathing or fatigue
9. Socially or behaviourally (for example, associated with autism, attention deficit disorder or Asperger's syndrome)
10. Speech
97. Other (please specify)
11. None of the above

IF there another area at ImpCat (ImpCat = 97)

XImpCat

Please specify other reasons.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

If respondent has a physical or mental health conditions or illnesses lasting or expected to last for 12 months or more (Healll=1)

LimitAct

Does your condition or illness / do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

1. Yes, a lot
2. Yes, a little
3. Not at all

If respondent is aged 16 or over (dvage>=16) and face-to-face interview (indqn=1)

CycDiff

Do you have any physical or mental health conditions or illnesses lasting or expected to last for

12 months or more that makes it difficult or impossible for you to ride a bicycle?

INTERVIEWER: INCLUDE PROBLEMS DUE TO OLD AGE.

IF RESPONDENT SAYS YES, PROBE FOR WHETHER IT WOULD BE DIFFICULT OR IMPOSSIBLE FOR THE RESPONDENT TO RIDE A BICYCLE

1. Yes – impossible
2. Yes – difficult
3. No
4. I can't ride a bicycle but not due to poor health (Spontaneous only)

IF respondent 16 or over (DVAge>=16) and has health problem that makes it difficult for them to go out on foot (MobDiff = 1)

Footout

NAME

Do you go out on foot at all nowadays?

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

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

NO DK, NO REFUSAL

IF respondent 16 or over (DVAge>=16) and does not go out on foot alone (Footout = 2 or 3)

GoOut

NAME

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

1. Impossible
2. Difficult

Ask in ODD years only

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

WhIAid

SHOW CARD 11

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

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

1. Powered wheelchair
2. Manual wheelchair
3. Powered mobility scooter
4. Walking sticks
95. None of these
96. Other walking aid

Ask in ODD years only. IF respondent is 16 or over has use of a wheelchair or mobility scooter (If DVAge=>16 AND whIAid = 1, 2 or 3)

PowWhUse

SHOW CARD 12

How often do you go out in your wheel chair or on your mobility scooter?

1. 3 or more times a week,

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

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

DifBusY

NAME

How does your health condition or illness make it difficult for you to use local buses?

PROBE: How else?

CODE ALL THAT APPLY

1. Difficulty getting to and from the bus stop
2. Difficulty standing waiting at the bus stop
3. Difficulty identifying destination of bus
4. Difficulty getting on or off buses
5. Difficulty getting to and from the seat
6. Difficulty communicating with the driver/conductor
7. Difficulty finding out timetable information
97. Other (please specify)

IF respondent's disability makes it difficult to use buses for other reason

(DifBusY = 97)

XDifBusY

NAME

Please specify other answer.

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

BusOut

NAME

Can I check, do you use local buses at all nowadays?

1. Yes
2. No

[Ask in ODD years only]

ASK ALL

Carer

SHOW CARD 13

Do you do any of the things listed on this card for family members, friends, neighbours or others because they have long-term physical or mental ill-health or disability, or problems related to old age? Please do not count anything you do as part of your paid employment.

1. Yes
2. No

1. Keeping an eye out, 'being there': Being available if needed making your whereabouts known so you can be contacted if needed?

2. Social support and assistance: Sitting with chatting with/listening to/reading to, making/receiving telephone calls to talk to them. Encouraging them to do things for themselves

3. Accompanying on trips to go out. Shopping to hospital/GP/optician/dentist/chiropracist. To the park/church/restaurant
4. Home and garden: Making meals, going shopping for someone. Washing/ironing/changing sheets, Cleaning/housework, Gardening odd jobs/maintenance/lifting/carrying heavy objects.
5. Paperwork/official/financial: helping with paperwork, dealing with 'officials' (including by phone). Paying bills/rents/rates. Collecting pension/benefits.
6. Medical: collecting prescriptions giving medication changing dressings.
7. Moving about the home: giving help with getting up and down the stairs, moving from room to room. Getting in and out of bed.
8. Personal care: help with getting dressed feeding washing/bathing/using the toilet.

[Ask in ODD years only]

IF yes to Carer

CareTime

Thinking about all the things you do for anyone else, about how many hours a week do you spend looking after or helping them? Please include any time you spend travelling so that you can do these activities.

1. 0-4 hours a week
2. 5-9 hours a week
3. 10-19 hours a week
4. 20-34 hours a week
5. 35-49 hours a week
6. 50-99 hours a week
7. 100 or more hours a week
8. varies – under 20 hours a week
9. varies – 20 or more hours a week

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

SpecTr

NAME

SHOW CARD 14

As far as you know or have heard, are there any of these special transport services in your area for people who have difficulties in getting about?

CODE ALL THAT APPLY

1. Dial-a-ride service
2. Supermarket bus
3. Hospital car or service
4. Day centre car or service
5. Shared taxi scheme
6. Taxi voucher scheme
7. Postbus
8. Community owned minibus
97. Other special service (specify)
98. (Don't know type/name of service)
99. (Not aware of any of these services)

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

XSpecTr

NAME

Please specify other answer.

Asked ODD years only.

If respondent is aware of a special service (SpecTr is not 99)

SpecUs

NAME

SHOW CARD 14

Do you use any of these special transport services?

CODE ALL THAT APPLY

1. Dial-a-ride service
2. Supermarket bus
3. Hospital car or service
4. Day centre car or service
5. Shared taxi scheme
6. Taxi voucher scheme
7. Postbus
8. Community owned minibus
9. Use services but don't know type/name of services used
10. Other special service (please specify)
11. (None of these)

If uses another special service (if SpecUs=97)

XSpecUs

NAME

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

METHODS OF TRANSPORT USED

BMethod / QTMethod.INC

ASK ALL YEARS

IntroC

NAME

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

1. Press 1 and <Enter> to continue.

ASK ALL YEARS

PrivCar

Name

SHOW CARD 15

How frequently [do you/ does name] travel by private car? Do not include taxi.

Please count each single trip as one journey and each return trip as two.

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

2.

1. At least once a day

2. 5 or more times a week, but not every day

3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

ASK ALL YEARS. IF ever use bus (Busout <>No)

Ordbus

NAME

SHOW CARD 15

How frequently do you use local buses?

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

ASK ALL YEARS.

Coach

NAME

SHOW CARD 15

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

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

ASK ALL YEARS.

Train

NAME

SHOW CARD 15

(How frequently do you/does name use) a train, not including underground, tram or light rail?

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

ASK ALL YEARS.

TaxiCab

NAME

SHOW CARD 15

(How frequently do you/ does name use) a taxi/minicab?

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

ASK ALL YEARS

Plane

NAME

SHOW CARD 15

(How frequently do you/does name take) an **internal** air flight within Great Britain?

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month

6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

ASK ALL YEARS

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

Walk

NAME

SHOW CARD 15

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

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

IF ROUND TRIP, COUNT AS ONE JOURNEY

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

Helpscreen:

Children in pushchairs do not count as walking

WALKING

BWalk / QTWalk.INC

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

[Ask in ODD years only]

ASK ALL

YNWIk

SHOW CARD 16A and 16B (two versions)

We are interested to know about the barriers to walking more in your local area. Please look at this card which shows some reasons people might have for not walking more and tell me which, if any, apply to you?

IF NEEDED: By your local area we mean the area within around 20 minutes' walk of your home.

INTERVIEWER: Jogging can also count as walking in this question.

CODE ALL THAT APPLY

13. It takes too long

14. It's too far
15. Poor pavement conditions (damaged/uneven pavements, narrow pavements, pavement parking)
16. Lack of footpaths
17. Poor street lighting
18. Not enough crossing points
19. Too much traffic/traffic too fast
20. Too much pollution
21. Road safety concerns
22. Personal security concerns
23. Ill-health reasons/too old (lack of resting places/benches, lack of public toilets, too many steps)
24. Lack of facilities at destination to shower
25. The weather
26. No one to walk with
27. Walk enough already
28. No interest in walking
110. Other (Please specify)

If other reason for preventing people from walking more (YNotwalkA = 96. Other (Please specify))

XYNWIk

Interviewer, please record other reason(s)
:STRING[60]

If more than one reason preventing people from walking more (YNWIk = >1)

YNWIkM

And, which one of these would you say was your **main reason** for not walking more?

FEED THROUGH OPTIONS MENTIONED IN YNWiK

INTERVIEWER NOTE: If more reasons given, probe for the main one. If needed, repeat the answers given to the previous question.

[Ask in ODD years only]

ASK ALL

EncWk

SHOW CARD 17

We are interested to know what would encourage you to walk more in your local area. Please look at this card and tell me which, if any, apply to you?

IF NEEDED: By your local area we mean the area within around 20 minutes' walk of your home.

CODE ALL THAT APPLY.

2. Safer roads (e.g. slower driving speeds, less traffic, or more considerate driving)
3. Well-maintained pavements (even, clean, uncluttered, well-lit)
4. Better provision for health needs (e.g. benches, public toilets, access ramps)
5. More safer crossing points
6. Access to showers / changing facilities at destination
7. Provision of information on walking routes
8. Better maps and signposting

9. Less road noise
97. Other (Please specify)
10. None of the above (SPONTANEOUS)

If other reason would encourage people to walk more (EncWk=9)

XEncWk

Interviewer, please record other reason(s)
:STRING[60]

If more than one reason encouraging people to walk more (EncWalkA= >1)

EncWkM

And, which one of these would you say would encourage you **the most**?

FEED THROUGH OPTIONS MENTIONED IN XEncWk

INTERVIEWER NOTE: If more options given, probe for the main one.

CYCLING

BCycle / QTCycle.INC

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

ASK ALL

GenCycle

NAME

(The next few questions are about cycling.)
Excluding exercise bikes, do you... READ OUT...

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

Ebike

Do you own or have regular use of an electric bicycle (or 'ebike')? An electric bicycle is one that is assisted by an electric motor when you pedal.

1. Yes, I own one
2. Yes, I have regular use of one
3. No
4. Don't know

ASK ALL

Cycle12

NAME

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

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

Helpscreen:

This means independently riding a bicycle. Do not count riding on a child seat or bicycle attached to an adults

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

Bicycle2

NAME

SHOW CARD 18

How frequently do you / does [name] use a bicycle?
Please count each single trip as one journey and each return trip as two

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

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

Helpscreen:

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

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

CycMore

Do you think you generally do more, less or about the same amount of cycling now as you did this time last year?

INTERVIEWER: This can be in terms of either number of trips or distance cycled

1. More
2. Less
3. About the same

ASK if has not ridden a bicycle during the last 12 months or doesn't know/can't remember whether has (Cycle12=<>1)

LeRidCy

Have you learnt to ride a bicycle?

1. Yes
2. No

[Ask in EVEN years only]

ASK ALL

YNtCy2

SHOW CARD 19A / 19B

We are interested to know about the barriers to cycling more. Please look at this card which shows reasons for not cycling more and tell me which, if any, apply to you?

INTERVIEWER: WE ARE INTERESTED IN FINDING OUT BARRIERS TO THE RESPONDENT CYCLING MORE, REGARDLESS OF WHETHER THEY CURRENTLY CYCLE OR NOT.

16. I cannot ride a bicycle
17. It takes too long

18. It's too far
19. Poor quality of cycle paths
20. Lack of cycle paths
21. Poor street lighting
22. Too much traffic/traffic too fast
23. Too much pollution
24. Road safety concerns
25. Personal security concerns
26. Lack of facilities at destination to shower
27. Lack of facilities to store the bicycle
28. Ill-health reasons
29. Too old
30. The weather
31. Bike broken/don't own a bike
32. I can ride a bike, but I'm not confident doing so
33. Cycling enough already
34. No interest in cycling
98. Other (please specify)

[Ask in *EVEN* years only]

If other reason for preventing people from cycling more (YNotCycA = 96)

XYNtCy2

Interviewer, please record other reason(s)
:STRING[60]

[Ask in *EVEN* years only]

If more than one reason preventing people from cycling more (YNotCyc = >1)

YNtCy2M

And, which one of these would you say was your **main reason** for not cycling more?

INTERVIEWER NOTE: If more reasons given, probe for the main one.

[Ask in *EVEN* years only]

ASK ALL

EncCyc

SHOW CARD 20

We are interested to know what would encourage you to cycle more. Please look at this card and tell me which, if any, apply to you.

INTERVIEWER: WE ARE INTERESTED IN FINDING OUT WHAT WOULD ENCOURAGE THE RESPONDENT TO CYCLE MORE, REGARDLESS OF WHETHER THEY CURRENTLY CYCLE OR NOT.

CODE ALL THAT APPLY.

12. Safer roads (e.g. slower driving speeds, less traffic, or more considerate driving)
13. Off-road and segregated cycle paths
14. Safe cycle lanes
15. Promotion of local cycling routes
16. Secure storage / parking provision at home / work / stations / on-street
17. Access to showers / changing facilities at work
18. Well-maintained road surfaces for cycling
19. Better signposting of safer cycle routes
20. Training to help me ride a bike or increase my confidence
21. Cycle maintenance courses

22. Better cycle hire facilities
97. Other (Please specify)
23. None of the above (SPONTANEOUS)

If other to what would encourage people to cycle more (EncCyc=96. Other)

XEncCyc

Interviewer, please record other reason(s)
:STRING[60]

If more than one facilitator mentioned (EncCyc=>1)

EncCycM

And, which one of these would you say would encourage you to cycle the most?

FEED THROUGH OPTIONS MENTIONED IN EncCycA

INTERVIEWER NOTE: If more options given, probe for the main one.

DRIVING LICENCE

BDrLic / QTDrLic.INC

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

ASK ALL

DLFull

NAME

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

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

1. Yes
2. No

If respondent has full driving licence (DLFull = 1)

DLTyp95

NAME

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

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

INTERVIEWER: ASK RESPONDENT TO CHECK DRIVING LICENCE

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

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

CarMot95

NAME

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

1. Yes
2. No

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

Drive95

NAME

Do you drive... READ OUT ...

CODE AUTOMATIC CAR AS AN ORDINARY CAR

CODE ALL THAT APPLY

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

Helpscreen:

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

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

XOthVeh

NAME

INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

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

VehUsu

NAME

READ OUT IF MORE THAN ONE VEHICLE

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

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

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

Ask in *EVEN* years only

If respondent has a licence for a car, automatic car, car and motorcycle, or car with adaptations AND no longer drives

(DLType95=1, 2, 3 or 5 OR Carmot95=Response AND Drive95=4)

NoDrivN

NAME

Why do you not drive at the moment?

CODE ALL THAT APPLY

8. Family or friends can drive you/him/her when necessary
9. Other forms of transport available
10. Cost of insurance
11. Cost of buying a car
12. Other general motoring costs
13. Environmental reasons
14. Safety concerns / Nervous about driving
15. Physical difficulties/disabilities/health problems
16. Too old
17. No access to a car
18. Banned
19. Not interested in driving / don't like driving
20. Busy/congested roads
97. Other (Please specify)

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

XNodriv

NAME

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER DRIVES.

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

EvDLic95

NAME

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

1. Yes
2. No

[Ask in *EVEN* years only]

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

NolicN

NAME

Why do you/does name no longer hold a licence?

CODE ALL THAT APPLY

3. Family or friends can drive me when necessary
4. Other forms of transport available
5. Cost of insurance
6. Cost of buying a car
7. Other general motoring costs
8. Safety concerns/Nervous about driving
9. Physical difficulties/disabilities/health problems
10. Too old
11. No access to a car
12. Banned
13. Not interested in driving/don't like driving
14. Licence expired
15. Other (specify)

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

XNoLicN

NAME

INTERVIEWER: EXPLAIN WHY INFORMANT NO LONGER HOLDS A LICENCE.

Ask in *EVEN* years only

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

LastDr95

NAME

How old were you when you last drove?

ASK EVERY YEAR

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

DLAge

NAME

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

: 12..99

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

DLProv

NAME

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

1. Yes
2. No

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

ProTyp95

NAME

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

CODE FIRST THAT APPLIES

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

IF provisional licence is for some other vehicle (ProTyp95 = 4)

XProTp95

NAME

INTERVIEWER: Record other answer

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

PDrvSt

Are you currently learning to drive?

1. Yes
2. No

Ask in ODD years only
IF respondent is 17 or over and doesn't have a provisional licence OR is not currently learning to drive (DVAge>=17 AND (DLProv=2 or PDrvSt=2))

IF random subsample A then show card A (order as below).

IF random subsample B then show card B (order reversed).

ReNDN

NAME

SHOW CARD 21A

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

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

IF other reason why they do not drive (ResNDN=97)

XReNDN

Interviewer, please record other reason(s)

IF more than one answer why they do not drive (ResNDN = more than one response)

ReNDNM

NAME

SHOW CARD 21B

And, which one of these would you say was your/his/her *main reason* for not holding a driving licence?

CODE ONE ONLY

1. Busy/congested roads
2. Not interested in driving
3. Put off by theory/practical driving test
4. Too busy to learn
5. Too old
6. Physical difficulties/disabilities/health
7. Safety concerns/Nervous about driving
8. Environmental reasons
9. Other general motoring costs
10. Cost of buying a car
11. Cost of insurance
12. Cost of learning to drive
13. Other forms of transport available
14. Family or friends can drive me when necessary
97. Other

Ask in ODD years only

IF other main reason why they do not drive (ResNDNM=96)

XResNDNM

INTERVIEWER, please record which other reason is the main reason. If there was only one other reason you can enter 'see prev' rather than typing the full reason again.

Ask in ODD years only**DrivLik**

NAME

Are you likely to learn to drive?

INTERVIEWER: If Yes PROBE for time scale.

Code first that applies

1. within the next year
2. within the next five years
3. within the next 10 years
4. in more than ten years' time
5. never

ASK ALL

PHVuse

Have you ever used an app to book a taxi or private hire vehicle?

1. Yes
2. No

Helpscreen:

This includes app-based services such as Uber or mytaxi for example.

If ever used app-based taxi/private hire services (PHVuse=1)

PHVFreq

SHOW CARD 22

How frequently do you use app-based services to book a taxi or private hire vehicle?

1. At least once a day
2. 5 or more times a week, but not every day
3. 3 or 4 times a week
4. Once or twice a week
5. Less than that but more than twice a month
6. Once or twice a month
7. Less than that but more than twice a year
8. Once or twice a year
9. Less than once a year
10. Never

INTERNET USE

BlntUse / QTIntUse.INC

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

ASK ALL

IntUse

SHOW CARD 23

I will now ask you some questions about your personal use of the internet. Personal use is anything that is not for business or work. Please use this show card to give me your answer.

READ OUT.

HomeUse

How often do you usually access the internet via any device for personal use **at home**?

1. Several times a day

2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

WorkUse

How often do you usually access the internet via any device for personal use **at work or school or university**?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

OnGoUse

How often do you usually access the internet via any device for personal use **on the go (e.g. on the street, on public transport, while shopping)**?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

ElseUse

...Elsewhere where the internet is available (e.g. public library, internet café, coffee shops)?

1. Several times a day
2. Once or twice a day
3. Several times a week
4. Several times a month
5. Less often
6. Never

ASK IF HomeUse, WorkUse, OnGoUse and ElseUse <> Never.

InTrSer

SHOW CARD 24

Have you used any of the following transport-related online services in the last year for personal use, including either for yourself or on behalf of friends or family?

INTERVIEWER: Please include booking for travel overseas

CODE ALL THAT APPLY.

1. Planning a journey in advance
2. Accessing real-time journey information while on the move
3. Purchasing mainline train tickets
4. Purchasing tube, tram, metro or London Overground train tickets, or topping up travel cards
5. Purchasing ferry tickets
6. Purchasing coach/bus tickets
7. Purchasing airline tickets

8. Online check-in for flights
9. Using online administrative transport services (for example, taxing a car, renewing a driving licence or applying for a disabled parking badge)
10. Booking taxis or private hire vehicles via a website or an app
11. Booking car parking either in advance, or at the time of parking
12. Hiring a car
13. None of the above
97. Other (please specify)

If has used other transport-related online services (InTranSer=97)

InTrSerO

Interviewer, please record other reason(s)
:STRING[60]

SELF-COMPLETION CASI

BAttitud / QATTITUD.INC

ASKED IF RESPONDENT IS AGED 16 OR OVER (DVAGE>=16) AND INTERVIEW IS COMPLETED FACE TO FACE (INDQN=1).

ASK ALL

CASIInt

I now have some questions for you to answer yourself, on the computer. The questions are about your personal opinions on transport services, as well as some broader questions about your feelings on aspects of your life.

Instructions about which keys to press will be shown on the computer screen. If you press the wrong key I can tell you how to change the answer. Before we start, I'll show you how to use the computer programme.

When you get to the end, please tell me and we will complete the rest of the interview with me asking you questions again.

INTERVIEWER: IF ASKED, THIS SECTION SHOULD TAKE AROUND 5 MINUTES PER PERSON TO COMPLETE.

INTERVIEWER: IF ASKED, THESE QUESTIONS ARE ASKED BY SELF-COMPLETION BECAUSE THEY ARE ABOUT YOUR PERSONAL OPINIONS AND VIEWS SO WE'D LIKE RESPONDENTS TO COMPLETE THEM IN PRIVATE.

INTERVIEWER: ONLY WHERE NECESSARY, ASK RESPONDENT IF THEY WOULD LIKE YOU TO READ THE QUESTIONS OUT TO THEM.

INTERVIEWER: PLEASE CODE WHETHER SELF-COMPLETION ACCEPTED.

1. Self-completion by respondent
2. Self-completion by interviewer
3. Self-completion refused

If CASIInt = Self-completion by respondent

CASIPra1

Practice question

The first two questions are practice questions.

Have you used a computer before?

Please choose one answer.

Press the number next to the answer you want to give then press 'enter' to move on.

1. Yes
2. No

If CASIInt = Self-completion by respondent

CASIPra2

Practice question

This is the second practice question.

Which of these do you think should be fitted as standard in new cars?

This time you can choose more than one answer if you want.

After each answer you need to press the space bar (the large bar at the bottom of the keyboard). When you have given all of your answers, press 'enter' to move on.

1. Driver airbag
2. Passenger airbags
3. Satellite navigation system
4. Cruise control
5. Air conditioning
6. Electric windows
7. None of these

If CASIInt = Self-completion by respondent

CASIExp1

{NAME}

That is the end of the practice questions. Now please answer the next set of questions by yourself.

If at any point you would like to change your answers you can go back to previous questions using the arrow keys.

Please ask the interviewer if you want any help. Now Press 1 and then press the 'Enter' key to continue.

1. Press 1 and < then enter> to continue.

ASK ALL

SatisInt

First of all, we would like to ask you about your satisfaction with different types of transport, both near your home and across England.

1. Press 1 and < then enter> to continue.

ASK ALL

NTrnsat

Overall, how satisfied or dissatisfied are you with train services?

By train services we mean national or local rail, but not including the underground, trams or light rail.

We are interested in your views, even if you do not use trains.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

RelTrain

And how satisfied or dissatisfied are you with the reliability of trains?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

FrqTrain

How satisfied or dissatisfied are you with the frequency of trains?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

NSatServ

Overall, how satisfied or dissatisfied are you with local bus services? By local I mean services which operate near your home.

We are interested in your views, even if you do not use buses.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied

6. No local bus services in my area
7. Don't know
8. Prefer not to answer

If there is a local service (SatServ <> 6)

NReliBus

And how satisfied or dissatisfied are you with the reliability of local buses?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. No local bus services in my area
7. Don't know
8. Prefer not to answer

If there is a local service (SatServ <> 6)

NFrqBus

How satisfied or dissatisfied are you with the frequency of local buses?

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. No local bus services in my area
7. Don't know
8. Prefer not to answer

ASK ALL

SRNRdSat

Please look at show card 25 on 'Motorways and major A roads in England'. These are maps showing motorways and major A roads in England and London.

How satisfied or dissatisfied are you with motorways and these major A roads?

We are interested in your views, even if you do not use motorways and major A roads.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

LocRdSat

Overall, how satisfied or dissatisfied are you with your local roads?

By local roads we mean all the roads in your local area that aren't motorways or major A roads.

We are interested in your views, even if you do not use these roads.

1. Very satisfied
2. Fairly satisfied

3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

CyclLane

Overall, how satisfied or dissatisfied are you with provision for cycling in your local area?

We are interested in your views, even if you do not cycle.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

WalkProv

Overall, how satisfied or dissatisfied are you with provision for walking in your local area?

We are interested in your views, even if you do not walk in your local area.

1. Very satisfied
2. Fairly satisfied
3. Neither satisfied nor dissatisfied
4. Fairly dissatisfied
5. Very dissatisfied
6. Don't know
7. Prefer not to answer

ASK ALL

LonScreen

The next questions are about your relationships overall. Your answers will be completely anonymous.

LackComp

How often do you feel that you lack companionship?

1. Hardly ever or never
2. Some of the time
3. Often
4. Don't know
5. Prefer not to answer

LeftOut

How often do you feel left out?

1. Hardly ever or never
2. Some of the time
3. Often
4. Don't know
5. Prefer not to answer

Isolated

How often do you feel isolated from others?

1. Hardly ever or never
2. Some of the time

3. Often
4. Don't know
5. Prefer not to answer

Lonely

How often do you feel lonely?

1. Often/always
2. Some of the time
3. Occasionally
4. Hardly ever
5. Never
6. Don't know
7. Prefer not to answer

CASIEndX

Thank you very much for answering these questions. Your answers will help us understand how people's circumstances and feelings may affect their travel choices and vice versa.

TYPE IN '1' AND PRESS 'ENTER TO LOCK-UP YOUR ANSWERS.

ASK ALL

CASIEndY

PLEASE HAND THE COMPUTER BACK TO THE INTERVIEWER.

INTERVIEWER: PLEASE PRESS 1 AND <ENTER> TO CONTINUE

EDUCATION, PAID WORK AND JOURNEY PLANNING

BILO / QTILO.INC

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

ASK ALL

EdAttn1

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

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

1. Yes
2. No

Helpscreen:

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

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

EdAttn2

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

1. Yes
2. No

Helpscreen:

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

IF has a qualification (EdAttn1 = 1 OR EdAttn2 = 1)
EdAttn4

SHOW CARD 26

Please look at this card and tell me whether you have any of the educational or school qualifications listed. Start at the top of list and tell me the first one you come to that you have.

1. Higher degree or postgraduate qualifications (e.g. M.A., MSc., M.Ed, Ph.D. etc)
2. First degree level qualification Degree, or degree level equivalent (e.g. BA; BSc,) including foundation degrees; such as PGCE
3. Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE)
4. A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent
5. GCSE grade A* - C / 4 - 9; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent
6. GCSE grade D – G / 1 - 3; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent
7. None of these (SPONTANEOUS ONLY)

Helpscreen:

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

IF respondent is not the HRP and interview is completed by face-to-face (IndQN) and is aged 16 and over (DVAGE>=16)

HLongInd

How long have you personally lived at this address?

...

INTERVIEWER CODE

1. Less than 12 months
2. 12 months but less than 2 years
3. 2 years but less than 3 years
4. 3 years but less than 5 years
5. 5 years but less than 10 years
6. 10 years but less than 20 years
7. 20 years or longer

Helpscreen:

Enter the number of completed years at the

address. Note that the question relates to address rather than place. It may be possible that an individual is living at a different address from 12 months ago but is living in the same town and county.

We are interested in knowing whether people have moved house recently because that could affect their travel behaviour, especially if they have moved out of the immediate neighbourhood

In case respondent has moved away from the current address either for school, work or relationship and then returned to the same address, code in the continuous period of time since their return.

ASK ALL

Wrking

NAME

Did you do any paid work in the 7 days ending Sunday the [date of last Sunday], either as an employee or as self-employed?

1. Yes
2. No

Helpscreen:

Take respondent's definition, but it must be PAID work. PAID WORK means ANY work FOR PAY OR PROFIT done in the reference week, including Saturday jobs, casual work (eg baby-sitting, running a mail order club, etc.) children with a paper round etc, even though they may still be at school, work by 'retired'.

Include self-employed people if they work in their own business, professional practice, or farm for the purpose of earning a profit.

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

Someone who regards themselves as retired, but sits as a director on board meetings (however few) and is paid for this work, should be classified as in paid work. We do NOT expect the interviewers to probe routinely for this

IF respondent did not do any paid work and aged less than 65 (Wrking = 2 and DVAGE<65)

SchemeET

NAME

Were you on a government scheme for employment training?

1. Yes
2. No

IF respondent was not on a government training scheme OR not working and aged more than 64 (SchemeET = 2 or (Wrking=2 and DVAGE>=>=64))

JbAway

NAME

Did you have a job or business that you were away from?

1. Yes

2. No
3. SPONTANEOUS ONLY - Waiting to take up a new job/business already obtained

Helpscreen:

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

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

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

Career breaks - as above except pay not necessary.

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

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

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

OwnBus

NAME

Did you do any unpaid work in that week for any business that you own?

1. Yes
2. No

Helpscreen:

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

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

RelBus

NAME

...or that a relative owns?....

1. Yes
2. No

Helpscreen:

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

EXCLUDE unpaid voluntary work done for charity etc.

IF respondent is not in paid work and not away from job and did not do unpaid work for own business or one that a relative owns and not on government scheme and not waiting to take up a job (Wrking=2 and JbAway=2 and OwnBus=2 and RelBus = 2 and SchemeET=2)

Looked

NAME

Thinking of the 4 weeks ending Sunday the [Date of last Sunday], were you looking for any kind of paid work or government training scheme at any time in those 4 weeks?

1. Yes
2. No
3. Waiting to take up a new job or business already obtained

Helpscreen:

'Looked for paid work' may cover a wide range of activities and you should NOT try to interpret the phrase for the respondent.

Looking in the paper for vacancies is an active form of search.

Looking for work on government scheme requires an approach to the agency.

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

HowLong

SHOW CARD 27

NAME

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

1. Not yet started
2. Less than 1 month
3. 1 month but less than 3 months
4. 3 months but less than 6 months
5. 6 months but less than 12 months
6. 12 Months or more

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

StartJ

NAME

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

1. Yes
2. No

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

YInAct

NAME

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

1. Student

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

Helpscreen:

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

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

Computed variable

DVIL03a

DV for ILO in employment - 3 categories

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

Computed variable

DVIL04a

DV for ILO in employment - 4 categories

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

BEDUC / QTEduc.INC

ASKED OF EACH PERSON, IN TURN, WHO ARE AGED 16 OR OVER, AND ARE WORKING OR ON A TRAINING SCHEME OR AWAY FROM A JOB OR WAITING TO TAKE UP A JOB OR LOOKED FOR WORK IN LAST 4 WEEKS OR ARE NOT LOOKING FOR WORK BECAUSE THEY ARE A STUDENT
(DVAGE=>16 AND (WRKING=1 OR SCHEMEET=1 OR JBAWAY=1 OR 3 OR LOOKED=1 OR YINACT=1))

EducN

NAME

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

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

LAST PAID JOB

BLastJb / QTLastJb.INC

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

ASK ALL

Everwk

NAME

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

1. Yes
2. No

IF has had a paid job (Everwk = 1)

DtJbL

NAME

When did you leave your last PAID job?

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

FOR MONTH NOT GIVEN....ENTER 6 FOR

MONTH

THIS QUESTION DOES NOT INCLUDE CASUAL OR HOLIDAY WORK

Helpscreen:

If day and month are not volunteered readily, only probe as follows:

day....if in last 12 months

month....if in last 24 months.

MAIN JOB DETAILS

BMainJb / QTMainJb.INC

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

ASK ALL

IndD

NAME

CURRENT OR LAST JOB

What did/(does) the firm/organisation you work(ed) for mainly make or do (at the place where you work(ed))?

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

ASK ALL

OcSect

SHOW CARD 28

Which of the types of organisation on this card [do/did] you work for?

1. Private sector firm or company (including limited companies and PLCs)
2. Nationalised industry or public corporation (including the Post Office and the BBC)
3. Other public sector employer (including for example Central Government/Civil Service/Government Agencies, Local Authority/Local Education Authority, Universities, Health Authority, NHS Hospitals/NHS Hospitals/NHS Trusts/GP surgeries, Police/Armed Forces, Fire service)
4. Charity/Voluntary sector (including charitable companies, churches, trade unions)
5. Other (specify)

ASK IF OTHER public sector employer (OcSect = 3)

OcPubSect

SHOW CARD 29

Which of the following types of public sector organisation [do/did] you work for?

5. Central Government/Civil Service/Government Agencies
6. Local Authority
7. Local Education Authority/school
4. Universities
5. Health Governing organisations (for example Department of Health, NHS England, Clinical Commissioning Bodies and other Arm's-Length Bodies such as NHS digital, Health Education England and NHS improvement)
6. NHS Trusts or Foundation Trusts
7. Primary care (including GP surgeries)
8. Social or residential care
9. Police
10. Armed Forces
11. Other

Occt

NAME

JOB TITLE CURRENT OR LAST JOB

What was/(is) your (main) job (in the week ending Sunday the [date of last Sunday])?

Helpscreen:

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

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

ASK ALL

Occd

NAME

CURRENT OR LAST JOB

What did/(do) you mainly do in your job?

CHECK SPECIAL QUALIFICATIONS/TRAINING NEEDED TO DO THE JOB

ASK ALL

Stat

NAME

Were/(Are) you working as an employee or were/(are) you self-employed?

1. Employee
2. Self-employed

Helpscreen:

The division between employees and self-employed is based on RESPONDENTS' OWN ASSESSMENT of their employment status in their main job.

Freelancers can be employed or self-employed. If respondent cannot decide which they are, ask if they are invoicing another company for work carried out **and** are responsible for their own tax and NI. If so, then they are self-employed.

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

SVise

NAME

In your job, do/(did) you have formal responsibility for supervising the work of other employees?

DO NOT INCLUDE PEOPLE WHO ONLY SUPERVISE:

- children, e.g. teachers, nannies, childminders
 - animals
 - security or buildings, e.g. caretakers, security guards
1. Yes
 2. No

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

EmpNo

NAME

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

Were there...READ OUT

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

Helpscreen:

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

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

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

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

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

Solo

NAME

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

ASK OR RECORD

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

Helpscreen:

The following should not be counted as employees. They should be excluded from the total number of employees at SEN0:

-Any relative who is a member of the informant's household.

-Any partners in a partnership (as they would also be self employed)

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

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

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

SENo

NAME

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

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

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

Helpscreen:

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

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

The following should not be counted as employees. They should be excluded from the total number of employees at SEN0:

-Any relative who is a member of the informant's household.

-Any partners in a partnership (as they would also be self-employed)

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

ASK ALL

FtPtWk

NAME

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

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

Helpscreen:

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

INCOME

BIncme / QTIncme.INC

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

ASK ALL

Incme

NAME

SHOW CARD 30

This card shows a number of possible sources of income. Can you tell me whether you personally receive income from any of these? I do not need to know which.

PRESS <F9> FOR SOURCES OF INCOME SHOWN ON CARD 24

CODE 1 IF INFORMANT RECEIVES INCOME FROM ANY OF THESE SOURCES

CODE 2 IF INFORMANT STATES THAT THEY HAVE NO SOURCE OF INCOME.

1. Income received
2. No source of income

Helpscreen:

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

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

SHOW CARD 30

Earned Income/ Salary

Income from self-employment

Pension (state, private or from former employer)

Pension Credit (formerly Minimum Income Guarantee)

Child Benefit

Working Tax Credit (formerly Disabled Persons or Working Families Tax Credit)

Child Tax Credit

Disability Living Allowance

Other state benefits e.g.

- Jobseeker's Allowance
- Income Support
- Housing Benefit
- Council Tax Benefit
- Incapacity Benefit (formerly NI Sickness/Invalidity Benefit)
- Maternity Allowance/Statutory Maternity Pay
- Attendance Allowance
- Carers Allowance (formerly Invalid Care Allowance)
- Widow/Widowers'/Bereavement Benefits
- Universal credit

Interest from savings, building society, investments etc.

Other regular allowances (e.g. maintenance from former partner, annuity, student grant, bursaries, scholarships etc)

Other sources

If respondent received income (Incme = 1)

IncGrp

NAME

SHOW CARD 31

Which of the letters on this card represents your own gross income from all sources mentioned?

By gross income, I mean income from all sources before deductions for income tax, National Insurance etc. Please just tell me the letter.

INTERVIEWER - PLEASE TYPE IN THE LETTER

Helpscreen:

Income from shares / dividends are included.

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

If respondent is the Household Reference Person AND the number of adults in the household is greater than 1 (QTHComp.NumAdult > 1)

HIncGrp

NAME

SHOW CARD 31

INTERVIEWER: IF YOU ALREADY KNOW THAT THIS IS A ONE PERSON HOUSEHOLD, YOU CAN ENTER THE SAME ANSWER GIVEN AT THE PREVIOUS QUESTION [Letter entered at IncGrp]

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

INTERVIEWER - PLEASE TYPE IN THE LETTER

Helpscreen:

Income from shares / dividends are included.

We ask about income because it has a strong influence on people's travel patterns - e.g. how far they travel and by what methods. Knowing about

the travel patterns of people on different incomes helps the Department for Transport to meet the needs of people on low incomes, for example, by ensuring that enough buses are available in the areas where they live.

LOCATION OF WORK

BWorkPI / QTWorkPI.INC

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

ASK ALL

WkPlace

NAME

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

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

Helpscreen:

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

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

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

WkRef

NAME

Where do you go to work?

ADD IF NECESSARY: Can you tell me the town or area?

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

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

Computed variable

WkUrbCd

City Centre code for urban areas

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

WkTown

NAME

Is it within [X minutes walk of X]?

1. Within

2. Not within
See Appendix L for “Where do you work” lookup table.

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

WkOthUrb

NAME

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

1. Within
2. Not within

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

WkAdd1

NAME

What is the address of your usual place of work?

INTERVIEWER: obtain as full an address as possible, including postcode if respondent

Can supply this. If the respondent is unsure of exact address/ postcode, please record the Name of their employer/office and as much of the address as they can provide.

Can supply this. If the respondent is unsure of exact address/ postcode, please record the Name of their employer/office and as much of the address as they can provide.

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

Enter *first line of the address*.

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

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

WkAdd2

NAME

Address of usual place of work.

INTERVIEWER: *enter next line of the address*

OR PRESS <ENTER> KEY IF NO MORE.

DO NOT ENTER POSTCODE HERE.

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

WkAdd3

NAME

Address of usual place of work.

INTERVIEWER: *enter next line of the address*

Or press <enter> key if no more.

DO NOT ENTER POSTCODE HERE.

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

WkAdd4

NAME

Address of usual place of work.

INTERVIEWER: *enter next line of the address*

Or press <enter> key if no more.

DO NOT ENTER POSTCODE HERE.

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

WkPC

NAME

What is the postcode of your usual place of work?

INTERVIEWER: Use <CTRL + K> if does not know.

If work postcode given (WkPC = Response)

WkKnow

INTERVIEWER: Record whether the respondent

knew their work place address, including full

postcode, or whether they had to look it up.

1. Knew work place address including post code,
2. Looked it up,
3. Did not provide full postcode/Other

TRAVEL TO WORK

BWkMeth / QTWkMeth.INC

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

ASK ALL

WkTrav

NAME

How do you usually travel to work?

THIS QUESTION APPLIES FOR THE MAIN JOB,

THAT IS THE JOB IN WHICH RESPONDENT

USUALLY WORKS THE MOST HOURS.

CODE ONE ONLY, FOR THE LONGEST PART, BY

DISTANCE, OF THE RESPONDENT'S USUAL

JOURNEY TO WORK.

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

Helpscreen:

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

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

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

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

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

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

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

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

XWkTrav

NAME

INTERVIEWER: Please record how informant usually travels to work.

Remember to recode WkTrav 1 to 8 where possible. If respondent now says they work and live in the same premises then please go back and amend WkPlace

Helpscreen:

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

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

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

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

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

Ask ODD years only. If travels to work by motorcycle, scooter or moped, car or van or taxi/minicab (WkTrav = 4, 5 OR 6)

WkRoad

NAME

SHOW CARD 32

And on your journey to work, which of these types of road do you travel on?

INTERVIEWER NOTE: We are interested in all road types used, not just the ones covering the greatest distance.

CODE ALL THAT APPLY.

1. Motorway
2. Dual carriageway
3. Other major roads (other A roads)
4. Local road in a city or town (including B roads)
5. Local road outside a city or town (including B roads)
97. Other (please specify)

Ask ODD years only. If travels to work on other type of road (WkRoad=6)

XWkRoad

NAME

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

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

WkDrive

NAME

When travelling to work are you...READ OUT

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

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

WkLift

NAME

SHOW CARD 33

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

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

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

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

ParkWrk

NAME

SHOW CARD 34

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

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

WORKING AT HOME

BWkHome / QTWkHome.INC

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

ASK ALL

OfHome

NAME

SHOW CARD 33

How often, if at all, do you/does name work from home instead of going to your (usual) place of work?

INTERVIEWER: WE ARE INTERESTED IN WHETHER THE RESPONDENT IS WORKING AT HOME INSTEAD OF GOING TO THEIR (USUAL) PLACE OF WORK. DO NOT INCLUDE IF ADDITIONAL TO NORMAL WORKING HOURS (E.G. ADDITIONAL WORK AT HOME IN EVENINGS OR WEEKEND), AND DO NOT INCLUDE SELF-EMPLOYED PEOPLE (E.G. PLUMBERS) DOING ADMINISTRATIVE PAPERWORK.

DO NOT INCLUDE PEOPLE WHO WORK AT HOME FOR PART OF THE DAY AND GO TO THEIR (USUAL) PLACE OF WORK FOR PART.

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 in ODD years only

If works at home once or twice a month, or more often (Ofthome=1, 2, 3, or 4)

HomedayN

NAME

On which days of the week do you usually work from home or does it vary?

CODE ALL THAT APPLY

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

Ask in ODD years only

If works at home less than one or twice a year (Ofthome=7)

PossHmN

NAME

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

IF IN THEORY POSSIBLE BUT EMPLOYER DOES NOT ALLOW CODE 'YES'.

IF IN THEORY POSSIBLE IF HAD NECESSARY EQUIPMENT (E.G. LAPTOP, SEWING MACHINE), CODE YES.

IF YES: Is that all of your work, most of your work or just some of your work?

1. Yes - could do all of your/his/her work from home
2. Yes - could do most of your/his/her work from home
3. Yes - could do some of your/his/her work from home
4. No - could not do any of your/his/her work from home

Ask in ODD years only

If works at home at least once or twice a year (Ofthome=1-6)

WkMuch

How much of your/his/her kind of work could you/he/she do from home instead of travelling to work?

Could you/he/she do...READ OUT...

CONSIDER WHAT WOULD IN THEORY BE POSSIBLE IF HAD NECESSARY EQUIPMENT (E.G. LAPTOP, SEWING MACHINE) AND EMPLOYER ALLOWED HOME WORKING

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

EASE/DIFFICULTY OF TRAVELLING TO WORK

BWkDiff / QTWkDiff.INC

ASK IN EVEN YEARS ONLY

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

ASK EVEN YEARS ONLY

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

CarW

NAME

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

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

[motorcycle/scooter/moped]?

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY

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

ASK EVEN YEARS ONLY

If respondent experiences some other difficulty (CarW = 97)

XCarW

NAME

specify other answer.

ASK EVEN YEARS ONLY

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

CarWM

NAME

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

CODE ONE ONLY

1. No no difficulties
2. Too far
3. Car not available
4. Don't have a current driving licence/can't drive
5. Cost of petrol
6. Lack of parking facilities
7. Cost of parking
8. Traffic congestion/roadworks
9. Inadequate public transport

- 10. Cost of using public transport
- 11. Personal health condition or illness
- 12. Personal safety concerns
- 97. Other (specify)

If respondent has some other difficulty (CarWM = 97)

XCarWM

NAME

Please specify other answer.

ASK EVEN YEARS ONLY

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

CarsEas

SHOW CARD 35

Suppose for some reason you could no longer use a car/van/motorbike/scooter/moped for travelling to or from work. How easy or difficult would it be to make this journey some other way? Please take your answer from this card.

INTERVIEWER NOTE: THE QUESTION REFERS TO ANY PRIVATE MOTOR VEHICLE. IT IS AIMING TO FIND OUT HOW EASY IT WOULD BE FOR THE RESPONDENT TO USE OTHER FORMS OF TRANSPORT. IF THE RESPONDENT SAYS THAT IT WOULD BE IMPOSSIBLE CODE 'VERY DIFFICULT.

- 8. Very easy
- 9. Fairly easy
- 10. Neither easy nor difficult
- 11. Quite difficult
- 12. Very difficult

ASK EVEN YEARS ONLY

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

Worknew

How would you travel to work instead?

CODE ALL THAT APPLY

- 10. Go by taxi/minicab
- 11. Go by public transport
- 12. Go on foot
- 13. Go on bicycle
- 97. Other
- 18. Could not do in any other way (spontaneous only)

If would travel in another way (Worknew=97)

XWorkNew

NAME

Please specify other answer.

TEXT SHOULD BE NO MORE THAN 60 CHARACTERS

ASK EVEN YEARS ONLY

If respondent does not travel to work in a private car or motorbike (WkTrav = 1, 2, 3, 6, 7, 8, 97)

OthW

NAME

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

Do you usually experience any difficulties with travelling to or from work by [underground/metro/light rail/tram] / [train] / [bus/minibus/coach] / [taxi/minicab] / [bicycle] / [foot]?

IF YES, PROBE: What difficulties?

CODE ALL THAT APPLY

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

If respondent experiences some other difficulty (OthW = Other)

XOthW

NAME

Please specify other answer.

ASK EVEN YEARS ONLY

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

OthWM

NAME

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

CODE ONE ONLY

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

If respondent has some other difficulty (CarWM = Other)

XOthWM

NAME

Please specify other answer.

TRANSPORT DIFFICULTIES

BDemTr / QTDemTr.INC

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

Ask all – even years only

OthdifN

NAME

SHOW CARD 36

(Apart from anything you have already mentioned)
do you / does [name] have any transport difficulties
for any of these types of journey?

CODE ALL THAT APPLY

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

Ask Even years only. If respondent has transport
difficulties for some other journey purpose (OthDifN
= 7)

XOthDif

NAME

PLEASE SPECIFY OTHER REASON FOR
TRAVELLING.

Ask Even years only. If respondent has transport
difficulties travelling to the doctors/hospital (OthDifN
= 1)

YDiff1

NAME

What difficulties do you experience when travelling
to the doctors surgery?

CODE ALL THAT APPLY

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

Ask Even years only. If respondent has other
transport difficulties with travelling to the
doctors/hospital (YDiff1 = 97)

XYDiff1

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. If respondent has difficulties
travelling to the hospital (OthDifN=2)

YDiffH

What difficulties do you have when travelling to
hospital?

CODE ALL THAT APPLY

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

Ask Even years only. If respondent has difficulties
travelling to the hospital for other reasons
(YDiffH=97)

XYDiffH

NAME

PLEASE SPECIFY OTHER ANSWER

Ask Even years only. If respondent has transport
difficulties when visiting friends/relatives at their
home (OthDifN =3)

YDiff2

NAME

What difficulties do you experience when visiting
friends/relatives at their home?

CODE ALL THAT APPLY

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

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

XYDiff2

NAME

PLEASE SPECIFY OTHER ANSWER.

TEXT SHOULD BE NO MORE THAN 60
CHARACTERS

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

YDiff3

NAME

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

CODE ALL THAT APPLY

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

Ask Even years only. IF respondent has other transport difficulties when travelling to other social activities (YDiff3 = 97)

XYDiff3

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. IF respondent has transport difficulties when when taking the children to school/social activities etc (OthDifN = 5)

YDiff4

NAME

What difficulties do you experience when taking the children to school?

CODE ALL THAT APPLY

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

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

XYDiff4

NAME

PLEASE SPECIFY OTHER ANSWER.

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

YDiff5

NAME

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

CODE ALL THAT APPLY

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

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

XYDiff5

NAME

PLEASE SPECIFY OTHER ANSWER.

Ask Even years only. IF respondent has transport difficulties when travelling for some other journey purpose (OthDifN = 7)

YDiff6

NAME

What difficulties do you experience when travelling: [other journey purpose]?

CODE ALL THAT APPLY

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

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

XYDiff6

NAME

PLEASE SPECIFY OTHER ANSWER.

ROAD ACCIDENTS INVOLVING ADULTS

BAccid / QAccid.INC

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

ASK ALL

AccInt

NAME

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

ASK ALL

Accident

NAME

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

1. Yes
2. No

If respondent has been in accident (Accident=1)

Acc3Yr

NAME

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

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>
:1..97

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

Acc12Mn

NAME

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

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

If respondent has been in accident (Accident=1)

Injury3

NAME

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

Please include incidents where you were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.

INTERVIEWER ONLY INCLUDE INCIDENTS WHERE THE RESPONDENT WAS DIRECTLY INVOLVED - DO NOT INCLUDE INCIDENTS

WHERE THE RESPONDENT WAS ONLY A WITNESS.

INCIDENTS WHILE RIDING A HORSE SHOULD BE INCLUDED, EVEN IF NO OTHER PARTY WAS INVOLVED.

INCIDENTS THAT DID NOT HAPPEN ON A PUBLIC ROAD (E.G. ON PRIVATE ROADS, IN PUBLIC PARKS, IN CAR PARKS, IN PETROL STATIONS) SHOULD NOT BE INCLUDED.

INCIDENTS THAT OCCURRED OUTSIDE GB SHOULD NOT BE INCLUDED.

1. Yes
2. No

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

Acc3Inj

NAME

How many times have you been involved in a road accident in which you were injured in the last 3 years?

INTERVIEWER: IF THE RESPONDENT DOESN'T KNOW HOW MANY TIMES PRESS <Ctrl K>
:1..97

If respondent has been injured in more an accident in the last 3 years or does not know how many accidents they have been injured in in the last 3 years (Acc3Inj>0 or Acc3Inj=DK)

Acc12Inj

NAME

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

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

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

AccInt2

NAME

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

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

Incident

NAME

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

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

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

Injury

NAME

SHOW CARD 37

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

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

If respondent sustained another injury (Injury = 97)

Xinjury

NAME

INTERVIEWER: PLEASE RECORD OTHER INJURY.

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

Medical

NAME

SHOW CARD 38

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

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

If other medical treatment received (Medical = 97)

XMedical

NAME

INTERVIEWER: PLEASE RECORD OTHER TYPE OF MEDICAL ATTENTION RECEIVED.

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

OthVeh

NAME

SHOW CARD 39

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

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

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

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

Police

NAME

SHOW CARD 40

Did the police attend the scene of the accident?

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

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

Report

NAME

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

1. Yes - I reported the accident
2. Yes - someone else reported the accident
3. No

ROAD ACCIDENTS INVOLVING CHILDREN

BChildAcc / QChAcc.Inc

If there are household members under 16 to be asked of parent/step-parent/foster-parent.

ASK ALL

ChildAcc1

NAME

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

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

PLEASE CONTINUE EVEN IF YOU KNOW THAT NO ONE HAD BEEN INVOLVED IN AN ACCIDENT

1. Continue
2. Respondent distressed - Skip section

If don't skip section (ChildAcc1=1)

ChildAcc2

NAME

Thinking about

[Name 1st child], {Name 2nd child etc}

In the last 3 years, that is since [Date] , Has He/She/Any been in any type of road accident, no matter how minor?

Please include any accidents in which they were involved as a pedestrian, driver, passenger, cyclist or motorcyclist, even if no other party was involved. Only include incidents that happened on a public road, including pavements and cycle lanes on the public road.

1. Yes
2. No

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

ChildWh1

NAME

Please can you tell me which child or children.

CODE ALL THAT APPLY

1. Child 1 name
2. Child 2 name
3. Child 3 name
4. Child 4 name
5. Child 5 name
6. Child 6 name
7. Child 7 name
8. Child 8 name
9. Child 9 name
10. Child 10 name

BSubAcc / QChAcc.Inc

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

CAcc3Yr

NAME

And how many times has [CHILD'S NAME] been involved in a road accident, no matter how minor, in the last 3 years?

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

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

CAcc12Mn

NAME

And how many times has [CHILD'S NAME] been involved in a road accident within the last 12 months, that is since [DATE]?

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

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

CInjury3

NAME

Thinking again about the last 3 years, that is since [DATE], has [CHILD'S NAME] been in a road accident on a public road in which he/she was injured in some way?

Please include incidents where they were in a vehicle, on a bicycle or motorbike, or a pedestrian, even if no other party was involved.

INTERVIEWER ONLY INCLUDE INCIDENTS WHERE THE RESPONDENT WAS DIRECTLY INVOLVED - DO NOT INCLUDE INCIDENTS WHERE THE PERSON WAS ONLY A WITNESS. INCIDENTS WHILE RIDING A HORSE SHOULD BE INCLUDED, EVEN IF NO OTHER PARTY WAS INVOLVED.

INCIDENTS THAT DID NOT HAPPEN ON A PUBLIC ROAD (E.G. ON PRIVATE ROADS, IN PUBLIC PARKS, IN CAR PARKS, IN PETROL STATIONS) SHOULD NOT BE INCLUDED.

INCIDENTS THAT OCCURRED OUTSIDE GB SHOULD NOT BE INCLUDED.

1. Yes

2. No

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

CAcc3Inj

NAME

How many times has [CHILD'S NAME] been involved in a road accident in which he/she was injured in the last 3 years?

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

Asked of each child in injured in an accident in the last 3 years AND involved in an accident in the last 12 months (CAcc12Mn>0 AND CInjury3=1)

CAcc12Inj

NAME

And how many times, if any, has [CHILD'S NAME] been involved in a road accident in which he/she was injured in the last 12 months, that is since [DATE]?

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

SPECIAL TICKETS/PASSES

BNoTick / QNOTICK.INC

IF age is greater than 4 (DVAge > 4)

ASK ALL

StckT

NAME

SHOW CARD 41

(Thank you. I would now like to ask you some questions about other issues related to travel.)

Do you have any of these special tickets or passes, valid for a week or longer?

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

1. Yes
2. No

IF respondent does have special ticket (StckT = 1)

SeeTick

NAME

INTERVIEWER: Ask Respondent to get ticket/pass if possible.

1. Ticket/Pass seen
2. Ticket/Pass NOT seen

IF respondent does have special ticket (StckT = 1)

NoTckt

NAME

How many of these do you have?

: 1..3

NO DON'T KNOW, NO REFUSAL

BTicket / QTICKET.INC

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

ASK ALL

TckT

NAME

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

ASK ALL

SpecTk

NAME

TICKET NUMBER: [Number]

TYPE OF SPECIAL TICKET/PASS

INTERVIEWER: CODE TYPE OF TICKET

1. Season ticket
2. Area travel card
3. Combined season/area travel card
4. Railcard
5. Employee's special pass
6. Other Commercial ticket (SPECIFY)
7. Passes for older people
8. Scholar's pass
9. Disabled person's pass
10. Subsidised travel tokens
11. Other Subsidised ticket (SPECIFY)

Helpscreen:

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

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

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

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

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

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

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

OTHER Commercial (06) - all other kinds of non-
concessionary tickets not covered elsewhere

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

older people, scholars passes and passes for the
disabled

SUBSIDISED TRAVEL TOKENS (10) - tokens can
be issued free or they can have a charge

OTHER CONCESSIONARY (SUBSIDISED) (11) -
all other kinds of concessionary tickets not covered
elsewhere

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

XSpecTk

NAME

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

ASK ALL

TkMode

NAME

TICKET NUMBER: [Number]

What forms of transport does the ticket cover?

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

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

MoMIs

NAME

TICKET NUMBER: [Number]

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

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

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

TkTime

NAME

TICKET NUMBER: [Number]

How long does the ticket/pass last for?

1. 1 week
2. 1 month
3. 3 months/school term
4. 6 months
5. 1 Year
6. more than 1 year
7. unlimited

97. Other (specify)

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

XTkTime

NAME

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

Remember to recode wherever possible.

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

TkCst

NAME

TICKET NUMBER: [Number]

What was the actual (net) cost to you of the ticket? ENTER COST TO THE HOUSEHOLD IN POUNDS & PENCE. EXAMPLES

10 pounds and 6p. Enter 10.06

7 pounds and 63p. Enter 7.63

IF NIL ENTER 0

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

NumJrn

NAME

TICKET NUMBER: [Number]

How many [light rail/tram] / [underground/metro] / [bus] / [train] / [light rail/tram] / [underground/metro] journeys per week would you expect to use the ticket/pass for. Please count each single trip as one journey and return trips as two?

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

IF the respondent makes on average less than one journey a week (NumJrn = 0, Don't Know or Refusal)

YrNum

NAME

SHOW CARD 42

TICKET NUMBER: [Number]

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

PLEASE COUNT THE NUMBER OF SINGLE JOURNEYS

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

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

TkTPay

NAME

TICKET NUMBER: [Number]

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

1. Pay something
2. Travel free

LONG-DISTANCE JOURNEYS

BWhoLDJ / QTWhoLDJ.INC

ASK ALWAYS

IntPlane

How many times have you left the country *by plane* in the last 12 months?

INTERVIEWER: ONLY INCLUDE OUTWARD JOURNEYS GOING ABROAD. DO NOT INCLUDE INTERNAL FLIGHTS WITHIN GREAT BRITAIN OR FLIGHTS ORIGINATING IN OTHER COUNTRIES. ACCEPT BEST ESTIMATE IF NECESSARY. CODE 'NONE' AS 0.

ASK ALWAYS

AnyLDJ1

NAME

Now I'd like to ask you about any long distance journeys you have made in the last seven days / between DATE and DATE.

I mean journeys within Great Britain of 50 miles or more in one direction, say from here to [NAMES OF 2 OR 3 PLACES 45 MILES AWAY].

Have you made any long distance journeys within Great Britain of 50 miles or more since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

INTERVIEWER - please refer to calendar.

1. Yes
2. No

IF Respondent did not make any long distance journeys (AnyLDJ1 = 2)

Longest

NAME

How far was the longest journey you made since [Day / Date one week ago] / between [Day/Date one week before start of travel week] and [Day/Date of start of travel week]?

INTERVIEWER: ENTER THE LENGTH OF THE JOURNEY IN MILES. IF THE JOURNEY WAS 50 MILES OR MORE, ENTER '0' THEN GO BACK TO CHANGE ANYLDJ1 TO 'YES'.

BLDJINT /QLDJINT.INC

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

LDJInt

NAME

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

1. Continue

BLDJQs / QTLDJQs.INC

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

ASK ALL

LDJ
ENTER LONG DISTANCE JOURNEY NUMBER

ASK ALL

LDJDate

NAME

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

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

RepJ

NAME

IF **REPEAT** OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>. OTHERWISE ENTER 0

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

RepJR

NAME

IF **RETURN** JOURNEY OF PREVIOUS JOURNEY MADE BY THIS PERSON, ENTER JOURNEY NUMBER, THEN PRESS <ENTER> THEN <END>. OTHERWISE ENTER 0

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

DupP

NAME

IF **DUPLICATE** OF JOURNEY MADE BY ANOTHER HOUSEHOLD MEMBER, ENTER THEIR PERSON NUMBER OTHERWISE ENTER 0

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

DupJ

NAME

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

ASK FOR ALL LONG DISTANCE JOURNEYS

OrigRef

NAME

From where did your journey begin?

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

IF placename is not in codeframe (Orig = 9999997)

XOrig

NAME

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

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigUA

NAME

Unitary Authority code of origin

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigUR

NAME

Urban/Rural code of origin

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

OrigPI

Place of origin - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS

PurpTo

NAME

What was the purpose of your journey?

PROBE AS NECESSARY.

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

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

INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.

TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS

PurpFro1

NAME

ASK OR RECORD

(Can I check) Did your journey start from home or from somewhere else?

1. Home
2. Somewhere else

If the journey started from somewhere else (PurpFro1 = 2)

PurpFro

NAME

Why were you at the place where your journey started from?

ADD IF NECESSARY: 'for example, were you at work/college, visiting friends, on holiday etc?'

PROBE AS NECESSARY.

Were you there **principally** to pick up or accompany someone else?

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

INTERVIEWER NOTE: ROUND TRIPS MUST BE SPLIT INTO AN OUTWARD AND INWARD JOURNEY AND SHOULD ONLY BE INCLUDED IF EACH IS 50 MILES OR MORE.

TYPE IN AS MUCH DETAIL AS POSSIBLE

ASK FOR ALL LONG DISTANCE JOURNEYS

DestRef

NAME

Where did your journey end?

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

IF placename is not in codeframe (Dest = 9999997)

XDest

NAME

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

CODE FOR ALL LONG DISTANCE JOURNEYS

DestUA

Unitary Authority code of destination

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

DestUR

NAME

Urban/Rural code of destination

PRECODED - PRESS ENTER TO CONTINUE

CODE FOR ALL LONG DISTANCE JOURNEYS

DestPI

Place of destination - from coding frame

ASK FOR ALL LONG DISTANCE JOURNEYS

Dist

NAME

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

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

ENTER DISTANCE IN MILES

ASK FOR ALL LONG DISTANCE JOURNEYS

Meth95

NAME

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

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

17. Minicab

18. Other public

19. Private (unspecified)

20. Public (unspecified)

Helpscreen:

The code are listed in your Definitions Manual.

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

DriPas

NAME

Were you the driver of this vehicle or the passenger?

1. Driver
2. Passenger

Helpscreen:

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

ASK FOR ALL LONG DISTANCE JOURNEYS

More

NAME

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

Please include return journeys.

1. Yes
2. No

FOLLOW UP

BFollowUp/BFollup.INC

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

ASK ALL

FollowUp

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

1. Yes
2. No

Interviewer note:

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

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

Any follow-up study would be quite short

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

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

ASK ALL

ConsPan

We would like to contact you again in the future to take part in short pieces of research to help us represent the opinions and experiences of the public on important issues that affect us all.

If you agree, you would be invited to take part in short surveys that could be completed online or over the phone. You can decide at the time whether or not you want to take part. We would generally be able to give you a small monetary incentive to thank you for your time.

Would it be okay for us to contact you as part of this research?

1. Yes
2. No

If respondent agrees to follow up (FollowUp=1 OR ConsPan=1)

TelNoH

NAME

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

Include standard code.

INTERVIEWER: if not obtained press <CTRL R>

If respondent agrees to follow up (FollowUp=1 OR ConsPan=1)

TelNoM

NAME

Is there an alternative number?

if not obtained press enter to continue

If agreed to future recontact (FollowUp=1 OR ConsPan=1)

Email

Do you have an email address we can contact you on?"

1. Yes
2. No

If email address provided (Email=1)

EmailAdd

ENTER EMAIL ADDRESS

INTERVIEWER: ENTER EMAIL ADDRESS OR ASK RESPONDENT TO TYPE IT IN. CHECK WITH THE RESPONDENT THAT IT IS CORRECT.

: STRING[100]

INDIVIDUAL PICK-UP INTERVIEW

BPickUp / QTPICKUP.INC

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

RECORD ALWAYS

WhoPU

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

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

RECORD ALWAYS

PUQn

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

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

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

RECORD ALWAYS

Session

Session original interview in (computed)

RECORD ALWAYS

SessLine

Line number in session original interview in (computed)

IF Respondent aged over 4 (DVAge > 4)

StckPic

NAME

SHOW CARD AA

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

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

BLUE/ORANGE DISABLED BADGES ARE NOT INCLUDED.

ASK TO SEE TICKET/PASS.

1. Yes
2. No

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

NewTNo

NAME

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

:1..3

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

NewTick

NAME

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

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

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

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

If anyone in the household has bought or been given any new special tickets or passes since the placement interview they are asked the questions in block BTickPU. This block includes the same questions as are asked in block BTicket in the special tickets section of the individual questionnaire. These questions are:

TckT

SpecTk

XSpecTk

TkMode

MoMIs

TkTime

XTkTime

TkCst

NumJrn

YrNum

TkTPay

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

DLFNew

NAME

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

1. Yes
2. No

If has acquired a licence (DLFnew=1)

DLTyp95

NAME

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

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

INTERVIEWER: ASK RESPONDENT TO CHECK LICENCE

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

If licence is for car and motorcycle (DLTyp95=3)

CarMot95

NAME

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

1. Yes
2. No

IF Respondent has a driving licence for a car (IF DLTyp95 = 1, 2, 3, 5)

Drive95

NAME

Do you drive... READ OUT ... (HELP <F9>)

CODE AUTOMATIC CAR AS AN ORDINARY CAR CODE ALL THAT APPLY

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

Helpscreen:

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

If other kind of vehicle driven (Drive95=3)

XOthVeh

NAME

INTERVIEWER: DESCRIBE THIS OTHER TYPE OF VEHICLE

IF acquired a licence, drives and household has access to a vehicle even if broken (DLFNew=1 AND Drive95=1,2,3 AND (Carpool = 1 OR UseVcl=1 OR BrokenV=1))

VehUsu

NAME

READ OUT IF MORE THAN ONE VEHICLE

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

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

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

IF Respondent has acquired a full driving licence AND has not had a birthday since the placement interview or date of birth not known (DLFNew = 1 AND (DOB>StartDat OR DOB=DK/Ref))

DLAge

NAME

How old were you/ was name when you/she/he FIRST obtained a full licence?

:12..99

IF Respondent has not acquired a full driving licence, did not have a provisional licence at placement and has never had a licence (DLFNew = 2 AND DLProv=2 AND EvDLic95<>1)

DLNPro

NAME

Have you acquired a provisional driving licence since I last interviewed you on [Date]?

1. Yes
2. No

If has acquired provisional licence (DNLPro=1)

ProTyp95

NAME

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

CODE FIRST THAT APPLIES

1. Car only
2. Car and motorcycle
3. Car with special adaptations
5. Motorcycle, scooter, moped only
- 4.. Something else

If provisional licence is for something else (ProTyp95=4)

XProTp95

INTERVIEWER: Record other answer

STRING[60]

Vehicle questionnaire

BVehInt / QVehInt.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ALWAYS RECORD

Intro

THIS IS THE START OF THE VEHICLE QUESTIONNAIRE FOR THE [VEHICLE] INTERVIEWER: DO YOU WANT TO COMPLETE THE QUESTIONNAIRE FOR THIS VEHICLE NOW OR LATER?

INTERVIEWER: ASK THESE QUESTIONS OF THE MAIN DRIVER [Name] IF POSSIBLE. THEN PRESS <ENTER> & <END> TO GO TO THE NEXT PICK-UP QUESTION

1. Now
 2. Later
- NO DK, NO REFUSAL

If vehicle questionnaire is to be conducted later (Intro=2)

LStop

INTERVIEWER: Please remember to come back to the vehicle questionnaire for the [VEHICLE].

Each time you exit then re-enter the questionnaire and move through it by hitting the END key you will stop at this question.

Go back to the previous question and change 'later' to 'now' when you are ready to complete the missing questions.

Press 1 and <Enter> to continue.

1. Continue

REGISTRATION NUMBER

If Intro=1

RegIntr

I'd now like to ask for some details about the [Vehicle number] so that we can collect information about the types of motor vehicles that people use.

First, could you give me the registration number?

ADD IF NECESSARY: If you are able to give us the registration number, we will be able to get some of the information we need from DVLA or other DfT Agencies rather than asking you for the information now.

1. Willing to give (British) registration number
2. Not willing to give registration number
3. Willing to give registration number but cannot remember it correctly
4. Foreign registration number

Helpscreen:

No information on your vehicle will be given to anyone outside the statistics section at DfT and the registration number will not be used to identify you or your household.

DVLA = Driver and Vehicle Licensing Agency

Other DfT Agencies include:

Vehicle Certification Agency (VCA)

Vehicle and Operator Services Agency (VOSA)

IF Respondent is willing to give registration number (RegIntr = 1)

RegExpl

READ OUT: We will use this to look up some details already held by DVLA or other DfT agencies, such as , engine size and CO2 emissions rating.

No information on your vehicle will be given to anyone outside the statistics section at Department for Transport and the registration number will not be used to identify you or your household.

DVLA = DRIVER AND VEHICLE LICENSING AGENCY

1. Acceptable to respondent - continue
2. Not acceptable - change RegIntr

IF RegIntr=1

Personal

VEHICLE

Is the registration number for this vehicle a personalised or cherished number?

1. Yes
2. No

IF Respondent is willing to give registration number (RegIntr = 1)

VRegNo1

ENTER REGISTRATION NUMBER FOR THE [VEHICLE]

INTERVIEWER: PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE.

NO DK, NO REFUSAL

IF Respondent is willing to give registration number (RegIntr = 1)

RFormat

INTERVIEWER: CODE FORMAT OF REGISTRATION NUMBER.

(HOW REGISTRATION YEAR OF VEHICLE IS IDENTIFIED).

1. AB **12** CDE (new format 2001 onwards, with registration year shown by 2 numbers)."
2. **A**123CDE, **A**12BCD, **A**1BCD (old format 1983-2001 with registration year letter at the **start**).
3. ABC123**D**, ABC12**D**, ABC1**D** (old pre-1983 format with registration year letter at the **end**).
4. None of these

IF this is acceptable (RegExpl = 1)

RegNo

Can I ask you to repeat your registration number, so I can check it is recorded correctly.

INTERVIEWER: ENTER REGISTRATION NUMBER FOR THE [VEHICLE] AGAIN TO CONFIRM.

PLEASE USE CAPITAL LETTERS AND DO NOT USE SPACES BETWEEN PARTS OF THE CODE. READ NUMBER BACK TO RESPONDENT TO VERIFY.

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

NO DK, NO REFUSAL

IF Registration number not given (RegNo <> Response)

FuelTyp

VEHICLE

SHOW CARD 43

What fuel does the [VEHICLE]'s engine use?

INTERVIEWER Bi-fuel is a combination of any two of petrol or diesel or ethanol *with* national gas or LPG.

1. Petrol
2. Diesel
3. Electric/Battery only
4. Hybrid
5. Plug-in hybrid
6. Liquefied Petroleum Gas (LPG)
7. Bi-fuel (combination of two fuels)
97. Other (SPECIFY)

Helpscreen:

Electric/battery vehicle relies entirely on electricity for fuel and can be plugged into the mains. It has a battery pack and electric motor. The vehicle cannot be filled up with any type of fuel.

Hybrid vehicle is mostly powered by an internal combustion engine and uses electricity to help drive the wheels. The battery is only recharged when the

vehicle is in use and cannot be plugged into the mains. The vehicle requires petrol or diesel to fuel the internal combustion engine.

Plug-in hybrid vehicle combines both a battery pack and electric motor with an internal combustion engine. Both the electric motor and the internal combustion engine can drive the wheels. The battery is recharged by plugging it into the mains, though it can also be partly recharged when in use. The vehicle requires petrol or diesel to fuel the internal combustion engine.

IF Some other fuel type is used (FuelTyp = 97)

XFuelTyp

VEHICLE

PLEASE SPECIFY THE OTHER ANSWER.

BVMake / QVMake.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK AND REGISTRATION IS NOT PERSONALISED. (Numveh > 0 AND WhenAcq=1 or 2 AND Personal=2)

IF Registration number not given (RegNo <> Response)

LogBook2

VEHICLE

INTERVIEWER IF THE RESPONDENT STRUGGLES TO ANSWER QUESTIONS ON THEIR VEHICLE SUGGEST THAT THE RESPONDENT GETS THE LOG BOOK (OR VEHICLE REGISTRATION DOCUMENT). THIS MAY HELP THEM ANSWER SOME OF THE QUESTIONS ON THEIR VEHICLE

Press 1 and <Enter> to continue.

1. Continue

IF Registration number is not personalised or cherished (Personal = 2)

SimReg

SHOW CARD 44

VEHICLE

I would like to know the registration year of the [VEHICLE]. To help with this, can you tell me which of the numbers on this card looks similar to the [VEHICLE]'s registration number?

POINT TO EACH AND SAY: Is it like this with two letters, then two numbers, or like this with a letter at the start, or like this with a letter at the end?

1. AB**12**CDE
2. **A**123 CDE, **A**12 BCD, **A**1 BCD
3. ABC 123**D**, ABC 12**D**, ABC 1**A**
4. None of these

IF Registration number is not in any given pattern (SimReg =4)

LookReg

VEHICLE

Could I look at the registration number to find out which letter denotes the year in your registration

number? I will not enter the whole number into the computer

INTERVIEWER: Please refer to SHOW CARD 45

1. Yes
2. No

If Registration number follows format 1 above (SimReg = 1)

WhatNum

VEHICLE

SHOW CARD 45

What is the number in the middle of the registration number that denotes the year?

RECORD THE RELEVANT NUMBER

If registration number follows format 2 or 3 above or respondent showed registration number (SimReg=2,3 OR LookReg=1)

Letter

VEHICLE

SHOW CARD 45

Which letter denotes the year (that is what is the first/last letter of your registration number)?

INTERVIEWER: IF PATTERN SELECTED AT QUESTION SimReg POINT TO THE REGISTRATION SEQUENCE SELECTED ON SHOW CARD 45, AND ASK WHAT REGISTRATION LETTER IS IN THE SAME POSITION AS THE LETTER **IN COLOUR** ON THE CARD.

INTERVIEWER: Please refer to SHOW CARD 45.

RECORD THE RELEVANT LETTER

If respondent has given a letter that denotes year of registration and respondent showed the registration (Letter=response AND Lookreg=1)

Numba

VEHICLE

Does the letter come at the beginning or the end of the registration number?

ASK OR RECORD AND CHECK

1. Letter before number
2. Letter after number

ASK ALL

RegYear

SHOW CARD 45

VEHICLE

ASK OR RECORD AND CHECK.

Could you tell me the exact year and month in which the vehicle was first registered?

if the registration letter/number is [letter/number] then the vehicle will have been registered between [month/year] and [month/year].

ENTER YEAR HERE

ASK ALL

RegMon

SHOW CARD 45

VEHICLE

MONTH OF FIRST REGISTRATION

VEHICLE DETAILS

BEngFts / QEngFts.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK, IF FUEL TYPE IS NOT ELECTRIC. (Numveh > 0 AND WhenAcq=1 or 2 AND FuelTyp <> Electric)

If Registration number not given (RegNo <> Response)

EnSize

VEHICLE

ASK OR RECORD AND CHECK

What is the size of the [Vehicles]'s engine in cc's? (1 litre = 1000 cc)

PROBE IF ANSWER IS GIVEN TO NEAREST 100cc.....(Help <F9>)

Helpscreen:

MOPEDS: have a maximum engine size of 50cc.

If engine size is not known (EnSize = DK)

BenSize

SHOW CARD 46

VEHICLE

Taking your answer from this card, what is the engine size?

1. Up to 50cc
2. 51 to 125cc
3. 126 to 250cc
4. 251 to 700cc
5. 701 to 1000cc (0.7 to 1 litre)
6. 1001 to 1300cc (1.0 to 1.3 litres)
7. 1301 to 1400cc (1.3 to 1.4 litres)
8. 1401 to 1500cc (1.4 to 1.5 litres)
9. 1501 to 1800cc (1.5 to 1.8 litres)
10. 1801 to 2000cc (1.8 to 2.0 litres)
11. 2001 to 2500cc (2.0 to 2.5 litres)
12. 2501 to 3000cc (2.5 to 3.0 litres)
13. 3001cc and over (3 litres and over)

PARKING (Even years only)

BPark / QPark.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ASK EVEN YEARS ONLY

WherePk

VEHICLE

Where is the VEHICLE usually parked overnight?

Is it ... READ OUT

1. ...in the garage (at this address),

2. not garaged but still on the property of this address,
3. on the street or public highway,
4. or, elsewhere (at or near your home)? (Specify)
5. (DOES NOT USUALLY PARK AT/NEAR HOME)

ASK EVEN YEARS ONLY

IF Respondent parks elsewhere at or near their home (WherePk = 4)

XWherePk

Please specify other answer.

MILEAGE

BMILEAG / QMileag.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

ASK ALWAYS

AnMiles

VEHICLE

I would like to get a figure for the approximate annual mileage of the VEHICLE. Can you please estimate for me the total miles the vehicle has been driven in the last 12 months, (that is since DATE)?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE. IF NECESSARY OBTAIN TO NEAREST THOUSAND.

OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO. IF NIL ENTER 0

If annual number of miles is not known (AnMiles=DK)

BAnMiles

SHOW CARD 47

VEHICLE

Taking your answer from this card, approximately how many MILES has this vehicle been driven in the last 12 months, (that is since [date])?

INTERVIEWER: IF DK ENCOURAGE ESTIMATE. OBTAIN EXPECTED MILEAGE IF VEHICLE ACQUIRED LESS THAN A YEAR AGO.

1. 0 - 499 miles
2. 500 - 999 miles
3. 1,000 - 1,999 miles
4. 2,000 - 2,999 miles
5. 3,000 - 3,999 miles
6. 4,000 - 4,999 miles
7. 5,000 - 6,999 miles
8. 7,000 - 8,999 miles
9. 9,000 - 11,999 miles
10. 12,000 - 14,999 miles
11. 15,000 - 17,999 miles
12. 18,000 - 20,999 miles
13. 21,000 - 29,999 miles
14. 30,000 miles and over

IF Respondent has given the annual mileage of their vehicle (AnMiles > 0)

KmOrMile

VEHICLE

INTERVIEWER ASK OR CODE:

WAS THE ANSWER TO 'AnMiles' IN MILES OR KILOMETRES?

1. Miles
2. Kilometres

If (someone in household is in work AND annual mileage has been given in miles) OR (vehicle is a 4 wheel car or light van AND annual miles not given) (Ichemp=1 AND ((KmOrMile=1) OR (Typevcl2=1,2,5 AND Anmiles <> response)))

UsualWk

VEHICLE

Can you please estimate how many of the total annual miles, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way?

IF NIL ENTER 0

If someone in house is working AND annual mileage has been given in kilometres (Ichemp=1 AND kmOrMile=2)

UsualKm

VEHICLE

Can you please estimate how many of the total annual kilometres, if any, are driven by anyone in the household in getting to or from a usual place of work, either all of the way or part of the way?

IF NIL ENTER 0

If (someone in household is in work AND annual mileage has been given in miles) OR (vehicle is a 4 wheel car or light van AND annual miles not given) (Ichemp=1 AND ((KmOrMile=1) OR (Typevcl2=1,2,5 AND Anmiles <> response)))

CoursWk

VEHICLE

Leaving aside these journeys, can you estimate how many of the total annual miles, if any, are driven by anyone in the household in the course of work?

IF NIL ENTER 0

If someone in house is working AND annual mileage has been given in kilometres (Ichemp=1 AND kmOrMile=2)

CoursKm

VEHICLE

Leaving aside these journeys, can you estimate how many of the total annual kilometres, if any, are driven by anyone in the household in the course of work?

IF NIL ENTER 0

If some of the mileage is driven in the course of work (Courswk>0)

GoodsWk

VEHICLE

And can you estimate how many of these [Number of miles driven in the course of work] miles are

driven by anyone in the household whilst carrying goods in the course of work?
IF NIL ENTER 0

If some of the mileage is in the course of work (Courskm>0)

GoodsKM

VEHICLE

And can you estimate how many of these [Number of kilometres driven in the course of work] kilometres are driven by anyone in the household whilst carrying goods in the course of work?
IF NIL ENTER 0

If mileage in miles AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=1) AND (AnMiles= response AND usualwk=response AND Courswk=response))

OthMile

VEHICLE

So that means that the vehicle is driven about [Number of total annual miles minus the number of miles driven to and from work and in the course of work] miles a year for all other journeys?
PRESS <ENTER> IF THE NUMBER SHOWN IS CORRECT, OR CHANGE TO THE CORRECT NUMBER.

INTERVIEWER: IF THE NUMBER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS

If mileage in km AND mileage has been given for all mileage, mileage to work and mileage in course of work ((KMorMiles=2) AND (AnMiles= response AND usualkm=response AND Courskm=response))

Othkm

VEHICLE

So that means that the vehicle is driven about [Number of total annual kilometres minus the number of kilometres driven to and from work and in the course of work] kilometres a year for all other journeys.

PRESS ENTER IF THE NUMBER SHOWN IS CORRECT OR CHANGE TO THE CORRECT NUMBER

INTERVIEWER: IF THE ANSWER IS CHANGED IT WILL BRING UP AN ERROR MESSAGE - YOU WILL NEED TO MODIFY PREVIOUS ANSWERS.

MODULE A ONLY (Even years only)

OutGB

VEHICLE

Has the vehicle been driven OUTSIDE of Great Britain in the last year, (that is since DATE), by anyone in the household?

INCLUDE TRAVEL IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

1. Yes
2. No

Helpscreen:

Outside GB means outside of England, Wales and Scotland. Include travel in the Isle of Man, Channel islands and Northern Ireland

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

MileGB

VEHICLE

What was the vehicle's total mileage OUTSIDE GB on the last trip that was made?

INCLUDE MILEAGE REGARDLESS OF WHO WAS DRIVING, INCLUDE MILEAGE IN NORTHERN IRELAND, THE ISLE OF MAN & CHANNEL ISLANDS

MODULE A ONLY (Even years only)

If some miles have been driven outside Great Britain (OutGB=1)

PurpGB

VEHICLE

What was the main purpose of the trip?

1. A holiday
2. A business trip
3. A shopping trip
4. Visiting friends or relations
5. Another reason

MODULE A ONLY (Even years only)

If trip outside Great Britain made for some other purpose (PurpGB=5)

OthPurp

VEHICLE

What was the reason for the trip?

BVehicle / Vehicle.INC

ASKED OF MAIN DRIVER (OR OTHER HOUSEHOLD MEMBER) FOR EACH HOUSEHOLD VEHICLE WHICH WAS ACQUIRED BEFORE OR DURING THE TRAVEL WEEK. (Numveh > 0 AND WhenAcq=1 or 2)

Vehicle pick-up interview

BVPickU / QTVPickU.INC

ASKED OF ALL VEHICLES IN THE PICK UP INTERVIEW IF NOT ACQUIRED AFTER THE PLACEMENT INTERVIEW AND (NOT DISPOSED OF BEFORE THE START OF THE TRAVEL WEEK OR STILL HAVE AFTER THE TRAVEL WEEK (WhenAcq=1,2 AND (WhenDis=2,3 OR StillGot = 1))

ASK ALWAYS

IntQust2

VEHICLE

INTERVIEWER: FOR THE NEXT QUESTIONS YOU NEED TO CODE THE MILOMETER READING FROM THE FUEL AND MILEAGE CHART.

ENTER WHETHER THE READING IS IN MILES OR KILOMETRES

1. Miles
2. kilometres

ASK ALWAYS

FMilo

VEHICLE

CHECK MILOMETER READING IN MILEAGE CHART. 'FIRST' MILOMETER READING WAS:

1. Recorded from milometer
2. Estimated
3. Not available

NO DK, NO REFUSAL

IF first milometer reading is estimated or recorded and first reading is in miles (FMilo = 1 or 2 AND IntQust2=1)

MilesF

VEHICLE

ENTER THE 'FIRST' MILEAGE (TO THE NEAREST WHOLE MILE)

IF First milometer reading is estimated or recorded and reading is in kilometres (FMilo = 1 or 2 AND IntQust2=2)

KmF

VEHICLE

ENTER THE 'FIRST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)

ASK ALWAYS

LMilo

VEHICLE

LAST MILOMETER READING WAS:

1. Recorded from milometer
2. Estimated
3. Not available

NO DK, NO REFUSAL

IF last milometer reading is estimated or recorded and reading in miles (LMilo = 1 or 2 AND IntQust2=1)

MilesL

VEHICLE

ENTER THE 'LAST' MILEAGE (TO THE NEAREST WHOLE MILE)

IF last milometer reading is estimated or recorded and reading is in kilometres (LMilo = 1 or 2 AND IntQust2=2)

KmL

VEHICLE

ENTER THE 'LAST' READING IN KILOMETRES (TO THE NEAREST WHOLE KILOMETRE)

If vehicle was not driven during the travel week (MilesF=MilesL or KmF=Kml)

WhyNUse

VEHICLE

Why was the vehicle not used during the Travel Week?

CODE FIRST THAT APPLIES.

ENTER THE RESPONSE AND PRESS <END> TO GO TO THE NEXT PICK-UP QUESTION (OR THE

END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES)

1. Vehicle not insured/not taxed
2. Vehicle being repaired/serviced
3. Driver sick/on holiday
4. Driver disqualified
5. Vehicle not in everyday use
97. Other (Specify)

IF 'other' reason is given for vehicle not being used during the Travel Week (WhyNUse = 97)

XWhyNUse

VEHICLE

PLEASE SPECIFY OTHER ANSWER.

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<Kml)

InElm1

VEHICLE

May I just check:

Were any of the [Total number of miles/kilometres] driven by someone outside the household?

1. Yes
2. No

IF the vehicle was driven by someone outside the household (InElm1 = 1)

InElmA1

VEHICLE

How many miles/kilometres were driven by someone outside the household?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<Kml)

InElm2

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven in order) to carry goods in the course of work?

1. Yes
2. No

IF the vehicle was driven to carry goods in the course of work (InElm2 = 1)

InElmA2

VEHICLE

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

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<Kml)

InElm3

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven) off the public road?

1. Yes
2. No

IF the vehicle was driven off the public road (InElm3 = 1)

InElmA3

VEHICLE

How many miles/kilometres were driven off the public road?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KML)

InElm4

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven) outside Great Britain?

1. Yes
2. No

If the vehicle was driven outside Great Britain (InElm4 = 1)

InElmA4

VEHICLE

How many miles/kilometres were driven outside Great Britain?

If the vehicle was driven during the travel week (MilesF<MilesL or KmF<KML)

InElm5

VEHICLE

(Were any of the [Total number of miles/ kilometres] driven) using the vehicle as a taxi or hire car?

1. Yes
2. No

If the vehicle was used as a taxi or hire car (InElm5 = 1)

InElmA5

VEHICLE

How many miles/kilometres were driven using the vehicle as a taxi or hire car?

INTERVIEWER: PRESS <END> TO GO TO NEXT PICK-UP QUESTION OR THE END OF THE QUESTIONNAIRE IF THERE ARE NO MORE VEHICLES

If any mileage driven travel week AND any or no miles driven for ineligible purposes ((MilesF<MilesL or KmF<KML)AND ((InelmA1= response OR InelmA2 = response OR InelmA3 = response OR InelmA4 = response OR InelmA5 = response) OR (Inelm1 =2 AND Inelm2 =2 AND inelm3=2 AND inelm4=2 AND inelm5=2))

TotInel

VEHICLE

TOTAL INELIGIBLE MILEAGE: [total number of miles/kilometres driven by non-household members plus any miles/kilometres driven in the course of work, off the public road or outside Great Britain] INTERVIEWER: PRESS ENTER TO CONFIRM OR GO BACK AND CHECK InElm QUESTIONS

Derived variable from TotInel

TotElig

VEHICLE

TOTAL ELIGIBLE MILES

Admin Block

BPenult/QPenult.INC

If Placement Interview completed (StatusQ=1)

Thank

THIS IS THE END OF THE PLACEMENT INTERVIEW.

Press 1 and <Enter> to continue.

If Placement Interview completed (StatusQ=1)

ConIntro

INTERVIEWER: YOU NOW NEED TO ENTER THE FULL NAMES OF ALL THE RESPONDENTS THAT AGREED

TO TAKE PART IN A FOLLOW UP STUDY. YOU MAY ALREADY HAVE THIS INFORMATION.

Press 1 and <Enter> to continue.

Bconname/ QPenult.INC

If respondent agreed to be followed up (Followup=1OR ConsPan=1)

Ttl

INTERVIEWER ASK OR CODE: And if we were to contact you to take part in a follow-up study, what name should we ask for. First what title should we use.

IF THE TITLE IS NOT KNOWN PRESS <CTRL K>.

2. Mr
3. Mrs
4. Ms
5. Miss
6. Other title

If respondent had other title (Ttl=5)

TtlX

INTERVIEWER: CODE OR ASK

Enter the title

If respondent agreed to be followed up (Followup=1 OR ConsPan=1)

ForNam

INTERVIEWER ASK OR CODE: And the first name?

IF THE FIRST NAME IS NOT KNOWN PRESS <CTRL K>

If respondent agreed to be followed up (Followup=1 OR ConsPan=1)

SurNam

INTERVIEWER ASK OR CODE: And the surname?

IF THE SURNAME IS NOT KNOWN PRESS <CTRL K>

If Placement Interview completed (StatusQ = 1)

Penult

INTERVIEWER: NOW INTRODUCE AND EXPLAIN THE DIARY

REMEMBER THAT SHORT WALKS SHOULD BE RECORDED ON DAY 1 ONLY

If expsamp=yes and DVAge >=16
PREPARE ADULT DIARIES FOR:
[Names]

If expsamp=yes and DVAge <16
PREPARE YOUNG PERSONS DIARIES FOR:
[Names]

Diary dates are as follows:

- 1 [DAY, DATE]
- 2 [DAY, DATE]
- 3 [DAY, DATE]
- 4 [DAY, DATE]
- 5 [DAY, DATE]
- 6 [DAY, DATE]
- 7 [DAY, DATE]

CIRCLE THE DAYS OF THE WEEK AND WRITE YOUR OWN NAME AND THE DATE YOU WILL BE CALLING BACK AT THE BOTTOM OF THE DIARIES

Press 1 and <Enter> to continue.

ASK ALL

MobNumOK

Other people have found it useful to receive a text message to remind them to start recording their travel. Would you like us to send you a text message to remind you to start completing the diary?

1. Yes
2. No

If gives a mobile number (MobNumOK=1)

MobNum

INTERVIEWER: ENTER MOBILE NUMBER FOR TEXT REMINDERS": string[20]

DialRem

INTERVIEWER: REMEMBER TO DIAL IN WHEN YOU GET HOME TO ENSURE THAT TEXT REMINDERS CAN BE SENT BY THE OFFICE IN TIME.

Dialdone

INTERVIEWER: PRESS 1 AND ENTER TO CONTINUE.

IF Placement Interview completed (StatusQ = 1)

AnyCom

INTERVIEWER: THE FOLLOWING OPEN QUESTION IS OPTIONAL AND IS FOR USE AT YOUR OWN DISCRETION. IT ASKS ABOUT GENERAL TRAVEL ISSUES.

Would you like to ask the respondent a general open question?

1. Yes
2. No

IF Interviewer asks general open question (Anycom= 1)

AnyComX

What aspects of transport would you most like the government to improve?

IF Placement Interview completed and household has a vehicle (StatusQ =1 AND DMNOVEH > 0)

Penult3

NOW PLACE A MILEAGE CHART FOR EACH VEHICLE. DON'T FORGET TO FILL IN READING DATES AND VEHICLE NUMBERS:

Reading dates are before first use on [Travel week start date] and after last use on [Travel week end date]

SN: [Serial number] : [Name]

Press 1 and <Enter> to continue.

IF Placement Interview completed (StatusQ = 1)

Penult4

INTERVIEWER: HOW LONG DID IT TAKE TO PLACE AND EXPLAIN THE DIARY AND OTHER DOCUMENTS?

INCLUDE ANY TIME SPENT PREPARING THE DIARIES BEFOREHAND (E.G. FILLING IN THE FRONT).

RECORD TO NEAREST MINUTE

Ask as the first question of the diary pick up interview, after diary collection.

IF Diary has been placed and pick up interview is completed face-to-face (If StatusQ=2).

ModePref

We are interested in ways in which we could ask people to complete travel diaries in the future. Thinking about the diary you / your household has / have completed for us, which of these options would you / your household have most preferred?

READ OUT...

INTERVIEWER: IF ASKED FOR FURTHER DETAILS, WE ARE JUST LOOKING FOR AN IDEA OF HOW PEOPLE WOULD PREFER TO COMPLETE THE DIARY. DESIGN OR DETAILS OF AN ONLINE VERSION HAVEN'T BEEN FINALISED.

1. ...a paper version of the diary, the same as the one that you completed, or,
2. an online version of the diary, which you could complete on the computer, phone or a tablet?
3. SPONTANEOUS ONLY: Some household members would prefer paper, some would prefer online
4. SPONTANEOUS ONLY: No preference
5. RESPONDENT NOT AVAILABLE AT PICK UP INTERVIEW

IF Pickup Interview completed (StatusQ = 2)

Penult5

INTERVIEWER: HOW LONG DID IT TAKE TO PICK UP AND CHECK THE DIARY(IES)?

RECORD TO NEAREST MINUTE

IF Pickup Interview completed (StatusQ = 2)

HDiaryPU

INTERVIEWER have you collected diaries for all members of the household?

1. Yes
2. No

IF have picked up diaries for every member of household (HDIary PU=1)

GiftI

INTERVIEWER: Please get the @B ^gifttxt @B gift card ready for the respondent.

Before handing over ...

Write amount in the circle at the top right-hand corner of the card.

Enter the last 8 digits of the card in the next question.

Press 1 and <Enter> to continue.

IF have picked up diaries for every member of household (HDIary PU=1)

GiftNX

Enter the last ^pDigits digits of the card number.

:STRING[8]

EndGC

INTERVIEWER: END OF GIFT CARD SECTION.

1. Press 1 and <Enter> to continue.

BSOC2000/QTSOC.INC

All questions asked of editors if job details collected

SOC2010

Standard Occupational Classification (SOC2010)

Person: [Name]

Job Title: [Job Title]

Job Description: [Job Description]

Responsibility: [Responsibility for staff]

Industry: [Industry]

Summary: [Summary]

EDITOR: press space bar to start coding

SOCDisp

JobTitle has been coded into:

SOC2010 :[SOC code]

EDITOR: PRESS '1' AND <ENTER> TO ACCEPT

Press 1 and <Enter> to continue.

XSOC2010

Standard Occupational Classification - SOC2010 - WITHOUT DOTS.

SEG

Socio-economic Group (old scheme)

SC

Social Class (old scheme)

SIC2007

EDITOR: Review industry details and assign 2-digit

SIC2007 code for: [Industry]

SICConf

EDITOR: Industry is now coded into SIC2007

group:[SIC group]

Is that what you intended?

1. Yes

2. No

IndexNo

Index number of SOC2010 entry selected in coding index

ES2010

Full employment status - derived from Job block questions and SOC2010

1. Self-employed : large establishment (25+ employees)
2. Self-employed : small establishment (1-24 employees)
3. Self-employed : no employees
4. Manager : large establishment (25+ employees)
5. Manager : small establishment (1-24 employees)
6. Foreman or supervisor
7. Employee (not elsewhere classified)
8. No employment status info given - for use in this program only

NSSEC

NS-SEC Socio-economic Class (full classification)- derived variable

SECFlag

Indicator for status of SEC

0 - valid combination of SEC and ES2010 1 - invalid combination 2 - no employment status info - simplified SEC used

BADMIN/QADMIN.INC

ALWAYS RECORD

Status

Current Interview Status

UPDATE THIS BEFORE EACH TRANSMISSION TO HEAD OFFICE.

0. No work done yet
1. Calls made but no contact
2. Contact made
3. Interview started/Any interviewing done.
4. Other - no interviewing required (eg. ineligible, refusal)

ALWAYS RECORD

MENUNOTE

REMINDER/NOTE FOR THE OPENING MENU (OPTIONAL)

IF NOTHING TO SAY, JUST PRESS <Enter>. ENTER IN HERE ANY USEFUL DETAILS YOU WISH TO APPEAR ON THE ADDRESS MENU

ALWAYS RECORD

Choice

INTERVIEWER: DO YOU NOW WANT TO...

INTERVIEWER: DON'T SELECT CODE 5 UNTIL ALL OTHER WORK ON THIS HOUSEHOLD IS COMPLETED.

1. LEAVE THIS QUESTIONNAIRE - without filling in the admin details?

5. FILL IN THE ADMIN DETAILS - and prepare this household for transmission to Head Office?

NO DON'T KNOW, NO REFUSAL

IF Interviewer has selected to enter admin details and has not conducted a pickup interview (Choice = 5) AND (Penult = RESPONSE) AND (StatusQ = 1)

NoPU

Please explain why you did not conduct the pick up interview.

ALWAYS RECORD

CallTot

INTERVIEWER: Enter the **total number of personal visits** made.

IF Household number equals 1 (HHold = 1)

FindDU

How many dwelling units did you find at this address?

INTERVIEWER: TAKE THE ANSWER AS RECORDED AT A2 ON THE A.R.F. FOR THIS ADDRESS.

IF ADDRESS IS INELIGIBLE, OR NUMBER OF DWELLING UNITS NOT ESTABLISHED, ENTER '0'

IF Household number equals 1 (HHold = 1)

DUCode

Please enter code of selected DUs from A5 on the ARF

IF Household number equals 1 (HHold = 1)

FindHH

How many households did you find in the selected DU?

INTERVIEWER: TAKE THE ANSWER AS RECORDED AT C1 ON THE A.R.F. FOR THIS ADDRESS.

IF ADDRESS IS INELIGIBLE, OR NUMBER OF HOUSEHOLDS NOT ESTABLISHED, ENTER '0'

IF More than one household at address (FindHH > 1)

HHCode

Please enter code of selected HH from **C2 ON THE ARF**

BIOut/QADMIN.INC

RECORDED FOR ALL

PIOut

Placement interview outcome (computed)

1. Full
2. Started
3. NoInt

ALWAYS RECORD FOR EACH PERSON IN TURN

Diary

Did you collect a completed diary for [Name]?

Full/started/No PLACEMENT INTERVIEW

FULLY COMPLETED = FILLED IN FOR ALL 7 DAYS (DAYS WHEN NO JOURNEYS MADE COUNT AS FILLED IN).

PARTIALLY COMPLETED = AT LEAST ONE JOURNEY RECORDED BUT ONE OR MORE DAYS NOT FILLED IN.

NO DIARY = NO JOURNEYS COMPLETED AT ALL.

1. Yes - fully completed diary
2. Yes - partially completed diary
3. No - no diary completed for this person

IF fully/partially completed diary for respondent (Diary=1 ro 2)

WhoFill

Who filled in the diary for [Name]?

1. Respondent filled it in themselves
2. Respondent filled it in with help from another household member
3. Another household member filled it in on respondent's behalf
4. Respondent filled it in with help from the interviewer
5. Interviewer filled it in on respondent's behalf

IF Respondent filled in diary with help from the interviewer OR Interviewer filled it in on respondent's behalf (WhoFill= 4 or 5)

DaysInt

Which day(s) did you (ie INTERVIEWER) fill in. CODE ALL THAT APPLY

1. Day 1
2. Day 2
3. Day 3
4. Day 4
5. Day 5
6. Day 6
7. Day 7

IF diary fully completed (Diary=1)

BlinkDry

INTERVIEWER: IS [Name]'S TRAVEL RECORD BLANK ON ALL DAYS (I.E. NO TRIPS ARE RECORDED ON ANY DAY)?

1. Yes
2. No

IF respondent's diary is blank (BlinkDry = 1)

BlinkWhy

INTERVIEWER: PLEASE RECORD THE REASON FOR NO TRIPS DURING THE TRAVEL WEEK.

1. Abroad/offshore all week
2. Housebound due to longstanding illness/disability
3. (Temporarily) unwell all week
4. Only did short walks on Days 2-7
5. Only did short walks on Days 1-6
6. Did not go out at all (but not due to illness/disability)
7. Other

NO DON'T KNOW, NO REFUSAL

IF CASI module completed

Casiprob

Did the respondent experience any problems with completing the self-completion questions on their own using the laptop?

1. Yes
2. No

If experienced problems (Casiprob = 1)

CasiPrWh

INTERVIEWER: RECORD WHAT THE PROBLEMS YOU EXPERIENCED WERE CAUSED BY

1. Reading/comprehension problems
2. Difficulties using the laptop
3. Illness/disability (physical or mental)
4. Eyesight problems
97. Other (Please specify)

If other problems experienced with CASI (CasProbWh = 5)

CasProbWhO

PLEASE SPECIFY OTHER PROBLEM :STRING [60]

ALWAYS RECORD

NFDiary

Number of full Diaries collected (derived variable)

ALWAYS RECORD

NDiary

Number of full/part Diaries collected (derived variable)

ALWAYS RECORD

NFull

Number of full productive interviews (derived variable)

ALWAYS RECORD

NProxy

Number of full proxy interviews (derived variable)

ALWAYS RECORD

VStart

Saved start date

ALWAYS RECORD

Outcome

FINAL OUTCOME FOR HOUSEHOLD INTERVIEW = Computed OR UnOut

If outcome is not productive (Outcome <> 110,120,130,210,211,220,221,230,231)

UnOut

ENTER OUTCOME CODE FROM ARF.

UnOutChk

You have entered:

[outcome code] Is this correct?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If unproductive due to language difficulties (Outcome code=540)

WhichL

INTERVIEWER: You said there were language difficulties with this address. Which language(s) did the respondent(s) speak?

By this we mean the language(s) that they could do the interview in, if a bilingual interviewer were available.

CODE ALL THAT APPLY

1. Arabic
2. Bengali
3. Cantonese
4. Gujarati
5. Polish
6. Punjabi (Gurmukhi)
7. Punjabi (Urdu)
8. Somali
9. Urdu
97. Other (please specify)
98. Not known

NO DON'T KNOW, NO REFUSAL

If other language spoken (WhichL=97)

XWhichL

Please specify the language(s)

If language spoken is codable (WhichL = 1, 2, 3, 4, 5, 6, 7, 8 or 9)

Willing

INTERVIEWER: Did they provide a contact telephone number?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If respondent is willing to provide a contact number (Willing=1)

LanguageN

Please enter the telephone number of the respondent so that the office can arrange for a bilingual interviewer to contact them, if possible.

If productive interview (Outcome code = 110, 120, 130, 241, 242, 251, 252, 261, or 262)

Translate

INTERVIEWER: Please code which best applies

1. The Placement interview was conducted in English.
2. The Placement interview was translated by another household member.
3. The Placement interview was translated by you, as an accredited bilingual NatCen interviewer.

NO DON'T KNOW, NO REFUSAL

If other ineligible (outcome code = 690 or 790)

WhyInel

RECORD REASON FOR USING Code 690 or Code 790

ALWAYS RECORD

If productive outcome (Outcome= 110,120,130,210,211,220,221,230,231)

PractDia

Did you complete the practice page of the travel record at the placement interview?

1. Yes
2. No

*IF interviewer did not use practice page
(PractDia=2)*

PracNo

Please explain why you didn't use the practice page of the travel record

*IF productive outcome (Outcome=
110,120,130,210,211,220,221,230,231)*

CallPlac

THE OUTCOME CODE IS [Outcome code]
INTERVIEWER: Enter the *total number of calls* up to (but NOT including) Diary placement.

IF outcome code is productive, non contact, refusal or other unproductive and first household from ARF (Outcome = 110,120,130,210,211,220,221,230,231, 310,320,330, 410,420,431,432,440,450, 510,520,530,540,550,560,641,642,651, 652,670 AND HHold = 1)

IF refusal (UnOut= 431, 432, 440, 450)

RefQs

Did the respondent answer the refusal questions (E2, E3 and E4 on the ARF)?

1. Yes
2. No

IF refusal questions completed on ARF (RefQs=1)

E2

E2 ON ARF

Do you (or your household) own or rent this accommodation?

1. Own outright
2. Buying with the help of a mortgage or loan
3. Part own and part rent (shared ownership)
4. Rent it (includes all those who are on housing benefit or local housing allowance)
5. Live here rent-free (including rent-free in relative's/friend's property but excluding squatters)
6. Squatting
8. Refusal

E3

E3 ON ARF

Do you, or any members of your household, at present own or have continuous use of any of any of the following motor vehicles? A four-wheel car, three-wheel car, minibus, motor caravan, van, lorry, motorcycle, scooter, moped, or other motor vehicle.

1. Yes
2. No
8. Refusal

E4

E4 ON ARF

In total, how many adults (aged 16+) currently live at this address?

1. One
2. Two
3. Three
4. Four or more
8. Refused

ObsDone

Have you filled in the Observation form details the ARF?

1. Yes
2. No

Bobs/QObsNR.INC

IF Observation details completed on ARF (ObsDone=1)

A2

A2 ON ARF

Are there any physical barriers to entry to the house/flat/building?

CODE ALL THAT APPLY

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Locked common entrance
2. Locked gates
3. Security staff or other gatekeeper
4. Entry phone access
5. None of these
8. Unable to obtain information.

IF Observation details completed on ARF (ObsDone=1)

A3

A3 ON ARF

Which of these best describes the selected flat or house?

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Detached house/bungalow
2. Semi-detached house/bungalow
3. Terraced house/end of terrace
4. Flat or maisonette - purpose built
5. Flat or maisonette - part of converted house/other
6. Room or rooms
7. Other - caravan or mobile home
8. Other, houseboat
9. Some other kind of accommodation

IF respondent lives in a house or bungalow (A3=1, 2, or 3)

A4

A4 ON ARF

Did you, at any visit, observe a car in the drive?

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Yes, car in driveway
2. No car in driveway
3. No driveway

If respondent lives in a house or bungalow (A3=1, 2, or 3)

A5

A5 ON ARF

Does the house/bungalow have a garage or car port?

USE <CTRL K> IF UNABLE TO OBTAIN INFORMATION

1. Yes
2. No
3. Not sure

If type of accommodation recorded (A3=Response)

A6

A6 ON ARF

Which of these best describes the condition of residential properties in the area?"

1. Mainly good
 2. Mainly fair
 3. Mainly bad
 4. Mainly very bad
 8. Unable to obtain information
- NO DON'T KNOW, NO REFUSAL

If type of accommodation recorded (A3=Response)

A7

A7 ON ARF

How is the external condition of the selected flat or house relative to other residential properties in the area?

1. Better
 2. About the same
 3. Worse
 4. Does not apply
 8. Unable to obtain information
- NO DON'T KNOW, NO REFUSAL

BADMIN/QADMIN.INC

If productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

RemCall

Did you make a reminder call or send a reminder card between placing the diaries and the start of the Travel Week?

SEE FRONT PAGE OF ARF - Purpose* COLUMN OF CALLS RECORD

1. Yes, reminder call
2. Yes, reminder card
3. No reminder call or card

If a reminder call was made between placing the diaries and the start of the Travel Week (RemCall = 1)

RemTime

How long did this reminder call take?
RECORD TO NEAREST MINUTE

If productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

MidWeek

Did you make a mid-week check-call during the Travel Week ?

SEE FRONT PAGE OF ARF - - **Call Status Column

1. Yes - by phone
2. Yes - in person
3. No

If a Mid-week call has been made either by phone or in person (MidWeek = 1 OR 2)

MidTime

How long did this mid-week check-call take?
RECORD TO NEAREST MINUTE

RECORD ALWAYS

Feetype

Pay fee items

If an outcome code has been entered (Outcome = RESPONSE)

IntDone

OUTCOME CODE: [CODE]

HAVE YOU COMPLETED ALL PICK UP INTERVIEWING, CHECKING AND NOTES?

CODE 1 (Yes) SIGNALS THAT THIS INTERVIEW IS READY FOR RETURN OF WORK TO HEAD OFFICE

1. Yes, completed all coding etc.
2. Not yet

If edit version of the program

EdDone

HAVE YOU FINISHED EDITING THIS HOUSEHOLD ?

1. Yes
 2. No
- NO DON'T KNOW, NO REFUSAL

If edit completed

INFOED

THAT COMPLETES THE EDIT. USE THE F7 FUNCTION KEY TO EDIT THE NEXT SERIAL NUMBER. USE THE Ctrl KEY AND F7 FUNCTION KEY TOGETHER TO BRING UP THE BROWSER MENU. USE Alt X TO FINISH EDITING

If edit completed

INFO

PRESS <Enter> TO LEAVE THE QUESTIONNAIRE

BPeople / BSAdmin.INC

ALWAYS RECORD

Intro

INTERVIEWER: You should now enter details for the people. Details already recorded for people who agreed to be followed up will be copied automatically. These can only be changed by going back to the original

Questions (ForNam, SurNam) at the end of the main NTS block of questions.

Press <Enter> to continue.

If age 16 or over.

Ask or compute from household block

SARNTtl

INTERVIEWER: Code the *title* of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.

If the title is not known or no contact made, press <Ctrl K>.

1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

If age 16 or over.

Ask or compute from household block

SARNTxt

INTERVIEWER: Enter the *title* of the [1st, 2nd, 2rd etc] person interviewed or selected for interview but not interviewed.

If age 16 or over.

Ask or compute from household block

SARNFor

INTERVIEWER: Enter the first name of the [1st, 2nd, 3rd etc] person interviewed or selected for interview but not interviewed.

If the first name is not known or no contact made, press <Ctrl K>.

If age 16 or over.

Ask or compute from household block

SARNSur

INTERVIEWER: Enter the *surname* of the [1st, 2^{ns}, 3rd etc] person interviewed or selected for interview but not interviewed.

If the surname is not known or no contact made, press <Ctrl K>.

Derived variable

SARInt

Whether [name] was interviewed?

1. Yes
2. No

SACNWho

INTERVIEWER: Who is the main contact person for this serial number? Select from the list below.

If the details for the main contact have already been recorded at the end of the individual interview they will be copied over. These can only be changed by going back to original questions (ForNam, SurNam, TelNoH, TelNoM) near the end of the individual sessions. Else code 5 for "Someone else" and enter the details at the following questions.

1. Person 1
2. Person 2
3. Person 3
4. Person 4
5. Someone else

NO DON'T KNOW, NO REFUSAL

Ask or compute from household block

SACNTtl

INTERVIEWER: Code the *title* of the main contact person. If the title is not known or no contact made, press <Ctrl K>.

1. Mr
2. Mrs
3. Ms
4. Miss
5. Other title

If other title (SACNTtl=5)

SACNTxt

INTERVIEWER: Enter the title of the main contact person.

Ask or compute from household block

SACNFor

INTERVIEWER: Enter the first name of the main contact person. If the first name is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD

SACNSur

INTERVIEWER: Enter the surname of the main contact person. If the surname is not known or no contact made, press <Ctrl K>.

ALWAYS RECORD

SA1Tel

INTERVIEWER: Enter the main telephone number. Include standard code.

If not obtained, press <Ctrl K>.

ALWAYS RECORD

SA2Tel

INTERVIEWER: Enter the alternative telephone number. Include standard code.

If not obtained, press <Ctrl K>.

ALWAYS RECORD

SASRF

INTERVIEWER: Has a Special Report Form (SRF) been filed for this address / serial number case or are you intending to do so?

A Special Report Form should be filed without delay if you think there is a risk to interviewer safety at this address.

This question must *only* be answered Yes if an SRF has been sent or will be sent promptly.

1. Special report form
 2. Yes, report already filed
 3. Yes, not yet filed but intending to
 4. No, not intending to file report
- NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

SAAdInf

INTERVIEWER: Please *enter* any information which may be useful at recontact or reissue.

This may be at quality control (recall), reissue or follow-up interview.

Ensure that any important points you have noted on the ARF are entered here.

(Enter the information here - not in a memo (remark).) If no info, press <Enter> to leave empty.

If Special Report Form required (SASRF=1 or 2)

ConfSRF

INTERVIEWER: Please confirm by typing 'C' that a Special Report Form has already been sent or will be sent to the office promptly.

ALWAYS RECORD

SAS1Act

INTERVIEWER: Is any special action required on receipt in the office for this address / serial number / case, e.g. to make a correction to the information collected that you are unable to make yourself for some reason?

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If Special Action required (SAS1Act =1)

SAS2Act

INTERVIEWER: Please enter details of the special action required. Enter the information here - not in a memo (remark).

If Special action required (SAS1Act=1)

ConfSAS

INTERVIEWER: You have answered Yes at SAS1Act, indicating that special action is required in the office for this case but you have not entered any details of such action at SAS2Act. Please type 'C' if you now wish to enter such details.

RECORD ALWAYS

SAAdCon

INTERVIEWER: Was the address on the ARF label correct and complete for the house/flat/building/dwelling unit to which this serial number relates? Answer No if you have noted any address amendment on the ARF or if you have identified multiple dwelling units within the issued address. Enter the required changes at the next question.

1. Yes
2. No

NO DON'T KNOW, NO REFUSAL

If address on ARF not correct Saadcom=2)

SAAdCor1

INTERVIEWER: Please enter the correct address First line...

If address on ARF not correct Saadcom=2)

SAAdCor2

(Please enter the correct address.) Second line...

If address on ARF not correct Saadcom=2)

SAAdCor3

Please enter the correct address. Third line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor4

(Please enter the correct address.) Fourth line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAAdCor5

(Please enter the correct address.) Fifth line... (Just press <Enter> if no more to add.)

If address on ARF not correct Saadcom=2)

SAPCCor

(Please enter the correct address.)|Postcode...

If address on ARF not correct Saadcom=2)

SAConfm

INTERVIEWER: Please check the details you have entered

1. Continue

If productive outcome (Outcome =110,120,130,210,211,220,221,230,231)

SASupFlg

INTERVIEWER: Was a supervisor present for all or part of this interview?

1. Yes - present for all or part
2. No - not present

NO DON'T KNOW, NO REFUSAL

ALWAYS RECORD

ConfAll

INTERVIEWER: Please confirm that you have entered all relevant information from the ARF that is requested at preceding questions.

1. Yes, done
2. Will do so later

NO DON'T KNOW, NO REFUSAL

Diary data

Record always

SerNo

Household Serial Number

Record always

JpersNo

Person number

1..10

Ask for every journey

TravDay

Travel day

1..7

Ask for every journey

Journum

Journey number

1..30

Ask for every journey

PurFrom

Purpose from (i.e. purpose of previous journey)

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

*Ask for every journey***PurTo**

Purpose to

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

*Ask for every journey***Timeleft**

Time left (12 hour clock)

0..12

*Ask for every journey***LeftMin**

Time left (minutes)

00..59

*Ask for every journey***TimeArr**

Time arrived (12 hour clock)

0..12

*Ask for every journey***Arrmin**

Time arrived (minutes)

00..59

*Ask for every journey***OrigCnty**

County code for journey origin

*Ask for every journey***OriginUa**

Unitary authority code for journey origin

*Ask for every journey***OriginUr**

Urban rural code for journey origin

*Ask for every journey***DestCnty**

County code for journey destination

*Ask for every journey***DestinUa**

Unitary authority code for journey destination

*Ask for every journey***DestinUR**

Urban rural code for journey destination

*Ask for every journey***Series**

Was the journey a series of calls?

0 Not a series of calls (default setting)

1 Journey was a series of calls

*Ask for every journey***NextDay**

Was the arrival time after midnight on the next day?

0 Arrival time before midnight (default setting)

1 Arrival time past midnight

*Ask for every journey***NumStag**

Number of stages in journey

1..10

*Ask for every journey***ldiscov**

Interviewer discovered journey

Interviewer did not discover journey (default setting)

Interviewer discovered journey

*Ask for every journey***Inelig**

Is the journey ineligible?

Eligible journey (default setting)

Ineligible journey (but journey is included for information, e.g. to link two eligible journeys)

Ask if diary day is blank

Blank

Why is day blank?

- 1 No journeys made
- 2 Day not filled in

Rjday

Repeat journey (same person, same/different day)

Enter travel day of original journey 1..7

Rjnum

Repeat journey number (same person, same/different journey number)

Enter journey number of original journey 1..29

Djpnun

Duplicate journey (another person)

Enter journey number of original journey 1..29

Djnum

Duplicate journey (another person, same/different journey number)

Enter person number of original journey 1..9

Stages

Ask for each stage

Stagenum

Number of journey stage

1.. 10

Ask for each stage

Method

Method of travel

1. Walk
2. Bicycle
3. Private (hire) Bus
4. Car
5. Motorcycle combination
6. Van or lorry
7. Other private transport
8. Ordinary Bus (London)
9. Ordinary Bus (Elsewhere)
10. Coach/Express Bus
11. Excursion/Tour Bus
12. LT underground
13. Train (formerly BR)
14. Light rail
15. Aircraft (public)
16. Taxi/Minicab/private hire vehicle
- 17.
18. Other public transport
19. Unspecified (private)
20. Unspecified (public)

Ask for each stage

Dunits

Distance in miles

0.25..500

Ask for each stage

Dtenths

Distance in tenths of miles

Ask for each stage in young person's diary

PartyNoa

Number of adults in party

1..30

Ask for each stage in young person's diary

PartyNoc

Number of children in party

1..30

Ask for each stage in adult diary

Partynum

Number of people in party

1..30

Ask for each stage

Travmins

Time travelling in minutes

1..600

Ask for each stage involving ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public

Ticktype

Type of ticket (Season ticket information gathered during the CAPI placement and pick up interviewers are coded 1-6).

- | | |
|----|----------------------------|
| 7 | Ordinary ticket – adult |
| 8 | Ordinary ticket – child |
| 9 | Reduced (Off-peak) - adult |
| 10 | Reduced (Off-peak) – child |
| 11 | Special category reduced |
| 12 | Other |

Ticktype

- TickType 1 = TickTyp2 1
TickType 2 = TickTyp2 2
TickType 3 = TickTyp2 3
TickType 4 = TickTyp2 4
TickType 5 = TickTyp2 5
TickType 6 = TickTyp2 6
TickType 7 = TickTyp2 7 + 13
TickType 8 = TickTyp2 8 + 14
TickType 9 = TickTyp2 9
TickType 10 = TickTyp2 10
TickType 11 = TickTyp2 11
TickType 12 = TickTyp2 12

Ask for each stage involving ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR

train OR light rail OR aircraft public OR other public OR unspecified public

TickTyp2

1. Special ticket 1
2. Special ticket 2
3. Special ticket 3
4. Special ticket 4
5. Special ticket 5
6. Special Ticket 6
7. Ordinary adult excl 1 day TCard
8. Ordinary child excl 1 day Tcard
9. Reduced off peak adult
10. Reduced off peak child
11. Reduced special category
12. Other special category
13. Adult one day travelcard
14. Child one day travelcard

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public)

CostPds

Stage cost in pounds
0.. 300

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR other public OR unspecified public)

CostPen

Stage cost in pence
0.. 99

Ask for each stage involving public transport (Method = ordinary bus London OR ordinary bus elsewhere OR coach/express bus, OR excursion/tour bus, OR LT underground OR train OR light rail OR aircraft public OR Taxi OR minicab OR other public OR unspecified public)

Numboard

Number of boardings
1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

WhichVeh

Household vehicle number
1..10

Ask for each stage involving car OR motorcycle combination OR van/lorry

Dripas

- Whether driver or passenger
- 1 Driver (only if adult diary)
 - 2 Front passenger
 - 3 Rear passenger
 - 4 Passenger position unknown

Ask for each stage involving car OR motorcycle combination OR van/lorry

Parkpds

Parking cost in pounds
0..50

Ask for each stage involving car OR motorcycle combination OR van/lorry

Parkpen

Parking cost in pence
0.. 99

All questionnaire changes since 2002

NB: Unless otherwise stated, questions have been included since 2002

NB: Unless otherwise stated, questions are asked all years.

Household questionnaire

Introductory questions

BSignin/ QSIGNIN.INC

Question	Summary	Details of change	Changed	Notes
Summary	Summary of interview sections	Added	2003	
		Additional interviewer instruction	May-Oct 2009	
InSample1	Reminder of structure of incentive option 1	Added	May-Oct 2009	
InSample2	Reminder of structure of incentive option 2	Added	May-Oct 2009	
InSample3	Reminder of structure of incentive option 3	Added	May-Oct 2009	
Whohere	Intro to demographics	Helpscreen text about added	2009	
FirstQ	Whether first time opened questionnaire	Additional interviewer instruction	May-Oct 2009	

BBNames/ QNAMES.HAR

Question	Summary	Details of change	Changed	Notes
Name	Record names of household members	Amend definition of a household	2014	

Demographics

BHComp / QTHCOMP.INC

Question	Summary	Details of change	Changed	Notes
Birth	Date of birth	Interviewer instruction added	2003	
Marstat	Marital Status	Interviewer note added	2007	
		Deleted	2009	Replaced with MarstatN
MarstatN	Marital Status	Added	2009	
		Deleted	2013	Replaced with MaritalStat
MaritalStat	Marital Status	Added	2013	
Livewith	Whether live with someone in house as couple	Routing change: also asked if MarstatN is "Civil Partnership"	2009	
		Deleted	2013	Replaced with LiveWithN
LiveWithN	Whether live with someone in house as couple	Added	2013	

Question	Summary	Details of change	Changed	Notes
Nation	Nationality	Added	2009	
		Deleted	2010	
xNation	Other Nationality	Added	2009	
		Deleted	2010	
COB	Country of birth	Added	2010	
XCOB	Other country of birth	Added	2010	
Hhldr	In whose name is accommodation owned or rented	Answer categories changed	2003	
		Moved to after ethnicity questions	2009	
EthGroup	Ethnicity	Change in location: now after LiveWith	2009	
		Answer categories changed, textfills added for England, Scotland and Wales	2011	
		Remove textfills for Scotland and Wales at answer category 1 and showcard reference	2014	
		Question wording changed.	2018	
OthWht	Other white ethnicity	Change in location: now after LiveWith	2009	
OthMxd	Other mixed ethnicity	Change in location: now after LiveWith	2009	
OthAsn	Other Asian ethnicity	Change in location: now after LiveWith	2009	
OthBlk	Other Black ethnicity	Change in location: now after LiveWith	2009	
OthEthn	Other ethnicity	Change in location: now after LiveWith	2009	
HHIndQn	Face to face, proxy or respondent not available	Added	2017	
HiHNum	Household member with highest income	Question wording changed	2018	

BHRelS/ QTHrelS.INC

Question	Summary	Details of change	Changed	Notes
R	Summary of relationships between each household member	Answer category added: "Civil partnership"	2009	
			2013	Replaced with Relation
Relation	Summary of relationships between each household member	Added	2013	
BHRelS	Marital status	Soft check for marital status/cohabitees being of opposite sex only removed	2016	

BSpOut/ QSpOut.INC

Question	Summary	Details of change	Changed	Notes
SpOut	Married but no spouse in household	Answer category changed	2013	

Accommodation

BAccom / QAccom.INC

Question	Summary	Details of change	Changed	Notes
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Accom	Type of accommodation	Interviewer instruction changed Categories 2 and 3 changed Helpscreen changed	2013	
		Minor change to wording	2018	
		Asked every four years	2020	
HseType	Type of house	Minor changes to wording	2018	
		Asked every four years	2020	
FltT yp	Type of flat	Deleted	2013	Replaced with FltTypN
FltT ypN	Type of flat	Added	2013	
		Asked every four years	2020	
AccOth	Type of other kind of accommodation	Asked every four years	2020	

BTenure / QTenure.INC

Question	Summary	Details of change	Changed	Notes
Ten1	Housing tenure	Question wording and categories changed New helpscreen	2013	
		Minor changes to wording Change to harmonised questions	2018	
Landlord	Type of landlord	Added	2017	
		Deleted	2018	

BResLen/ QReslen.INC

Question	Summary	Details of change	Changed	Notes
HLong	Time at current address	Deleted	2018	Replaced with HLongA
HLongA	Time at current address	New variables with some minor word changes to HLong.	2018	
		Asked every four years	2020	
YMove	Why moved from last address	Deleted	2005	
OthYMove	Other reasons for move	Deleted	2005	
YMoveM	Main reason why moved	Helpnote added	2003	
		Deleted	2005	

OthYMovM	Other main reason for move	Deleted	2005	
PTimp	How important was public transport when moved to this address	Deleted	2005	
OldAdd	How far away old address is	Deleted	2009	
Online	Whether has internet	Added	2009	
		Deleted	2013	
OnlineN	Whether has internet	Added	2013	

BHDSshop / QHDSshop.INC

Question	Summary	Details of change	Changed	Notes
FdFreq	How often main food shopper goes to buy food or drink	Question removed from survey	2020	
TravSh	How the main food shopper normally travels	Question removed from survey	2020	
XTravSh	If other mode of travelling to do shopping	Question removed from survey	2020	
TrShFo	Reasons for main food shopper walking	Question removed from survey	2020	
TrShFo	Other reasons for main food shopper walking	Question removed from survey	2020	
TrShBi	Reasons for main food shopper cycling	Question removed from survey	2020	
TrShBiO	Other reasons for main shopper cycling	Question removed from survey	2020	

Local transport services

BLocServ / QLOCSERV.INC

Question	Summary	Details of change	Changed	Notes
Servintr	Introduction to local services section	Delete	2013	
NearBus	Walking time to nearest bus stop.	Extra Interviewer instruction added	2005	
		Delete	2013	
NearBand	Banded walking time to nearest bus stop	Delete	2013	
GetBus	Frequency of buses	Delete	2013	
NearSta	Walking time to railway station	Question wording changed	2003	
		Question wording changed	2005	
		Delete	2013	
BanRail	Banded walking time to railway station	Delete	2013	

Question	Summary	Details of change	Changed	Notes
BusSta	Bus journey time to railway station	Delete	2013	
BanBus	Banded time taken to get to railway station by bus	Extra Interviewer instruction added	2003	
		Delete	2013	
DescTa	Station services	Delete	2013	
ClosSta	Tube, metro, light rail or tram closer than railway station	Helpnote added	2003	
		Helpnote altered	2005	
		Question wording changed	2009	
		Answer category added	2009	
		Delete	2013	Textfill now from ClosRail
NearTube	Walking time to nearest tube/metro/light rail etc	Delete	2013	
BanTube	Banded walking time to nearest tube/metro/light rail etc	Delete	2013	
BusTube	Bus journey time to nearest tube/metro/light rail etc	Delete	2013	
BanTBus	Banded bus journey time to tube, metro, light rail or tram	Extra Interviewer instruction added	2003	
		Delete	2013	

Accessibility of services

From 2009-2012 households were randomly assigned to two sub-groups. Subsample A were asked attitudes to local services questions and subsample B were asked accessibility of services questions. In 2013 questions on accessibility of services were deleted and the local services questions were asked of all households.

BAmenity/QAmenity.INC

Question	Summary	Details of change	Changed	Notes
DocWalk	How long to Doctors on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with AccGP
BanDoc	Approximately how long to doctors on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccGPK
POWalk	How long to post office on foot Asked of Module B only	Helpnote added	2003	
		Deleted	2005	Replaced with AccPO
BanPO	Approximately how long to post office on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccPODK
ChemWalk	How long to chemists on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with AccChm

Question	Summary	Details of change	Changed	Notes
BanChem	Approximately how long to chemists on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccChmK
GrocWalk	How long to Grocery shop on foot	Helpnote added	2003	
		Deleted	2005	Replaced with AccGro
BanGroc	Approximately how long to Grocery shop on foot	Deleted	2005	Replaced with AccGroK
SCenWalk	How long to Shopping centre on foot Asked of Module B only	Deleted	2005	Replaced with AccShC
BanSCen	Approximately how long to Shopping centre on foot	Deleted	2005	Replaced with AccShCDK
HospWalk	How long to hospital on foot Asked of Module A only	Helpnote added	2003	
		Deleted	2005	Replaced with Acchosp
BanHosp	Approximately how long to hospital on foot	Deleted	2005	Replaced with AcchosK
IntroB	Intro to distance to amenities by bus questions	Deleted	2005	
DocBus	How long to doctors by bus Asked of Module A only	Deleted	2005	Replaced with AccGP
BanDocB	Approximately how long to doctors by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccGPK
POBus	How long to PO by bus Asked of Module B only	Deleted	2005	Replaced with AccPO
BanPOB	Approximately how long to PO by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccPODK
ChemBus	How long to chemist by bus Asked of Module A only	Deleted	2005	Replaced with AccChm
BanChemB	Approximately how long to chemist by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccChmK
GrocBus	How long to grocery shop by bus	Deleted	2005	Replaced with AccGroc
BanGrocB	Approximately how long to grocery shop by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccGroK

Question	Summary	Details of change	Changed	Notes
ScenBus	How long to shopping centre by bus Asked of Module B only	Deleted	2005	Replaced with AccShC
BanSCenB	Approximately how long to shopping centre by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AccShCDK
HospBus	How long to hospital by bus Asked of Module A only	Deleted	2005	Replaced with Acchosp
BanHospB	Approximately how long to hospital by bus	Interviewer instruction about codes 6 and 7 added	2003	
		Deleted	2005	Replaced with AcchosK
IntroA	Intro to accessibility questions	Question text changed from reference to walking to reference to quickest route.	2005	
		Question text changed to refer to walking or public transport, whichever is the quickest.	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccSch to AccPODK	How long to get to various local amenities	Change in order of questions: Previously: GP, Chemist, Hospital, Shopping Centre, Grocery shop, PO, Primary School, Secondary school, FE college. New: Shopping centre, Grocery shop, GP, Hospital, Primary school, Secondary school, FE college, Chemist, PO	2009	
AccShC	How long to get to Shopping Centre	Added: Module A & B	2005	
		Definition of Shopping Centre added.	2006	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Added definition of Shopping Centre	2009	
		Deleted	2013	
AccShcDK	Approximate time to get to Shopping centre	Added : Module A&B	2005	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGro	How long to get to Grocery Shop	Added: Module A&B	2005	
		Interviewer Instruction added: 'By groceries we mean daily food items such as bread, milk, tea, coffee, tinned goods etc'	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGroDK	Approximate time to get to Grocery Shop	Added: Module A&B	2005	
		Asked of Random Subsample B only	2009	

Question	Summary	Details of change	Changed	Notes
		Deleted	2013	
AccGP	How long to get to GP	Added: Module A & B	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGPKD	Approximate time to get to GP	Added: Module A & B	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccHosp	How long to get to Hospital	Added: Module A & B	2005	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccHosDK	Approximate time to get to Hospital	Added: Module A & B	2005	
		Routing changed to module B only	2008	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPM	How long to get to primary school	Added: Module A & B.	2005	
		Routing changed to Module B only.	2008	
		Routing changed to if there is a child aged 5-10 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPMDK	How long to get Primary School	Added: Modules A & B.	2005	
		Routing changed to Module B only.	2008	
		Routing changed to if there is a child aged 5-10 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
Accsec	How long to secondary school	Added: Modules A & B	2005	
		Routing changed to Module B only	2008	
		Routing changed to if there is a child aged 11-15 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccsecDK	Approximate time to get to Secondary school	Added: Modules A & B	2005	
		Routing changed to Module B only	2008	
		Routing changed to if there is a child aged 11-15 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGCSE	How long to get to post-GCSE college	Added: Modules A & B	2005	
		Routing changed from to Module B only	2008	
		Routing changed to if there is a child aged 16-19 at 31 August	2009	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccGCDK	Approximate time to get to post GCSE college	Added: Module A & B	2005	
		Routing changed to Module B only	2008	
		Routing changed to if there is a child aged 16-19 at 31 August	2009	

Question	Summary	Details of change	Changed	Notes
		Asked of Random Subsample B only	2009	
AccChm	How long to get to chemist	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccChmDK	Approximate time to get to Chemist	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPO	How long to get to post office	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
AccPODK	Approximate time to get to post office	Added: Module A only	2005	
		Asked of Random Subsample B only	2009	
		Deleted	2013	
Order	Type of goods delivered to home	Helpscreen added	2003	
		Additional answer codes added	2003	
		Deleted	2005	
		Reintroduced for Module A only.	2008	
		Deleted	2009	Replaced with OrderN
OrderN	Type of goods delivered to home	Added Additional interviewer instruction. Additional and altered answer categories. Asked all years.	2009	
		Change in location –home deliveries and food shopping module after OnlineN	2013	
		Helpscreen text moved to question text	2013	
		Minor changes to wording. Change to answer categories.	2018	
		Question changes to be asked in odd years only	2019	
Deliv	Frequency of home deliveries	Deleted	2005	
		Reintroduced for Module A only	2008	
		Question wording changed	2009	
		Changed to ask all	2009	
		Change in location –home deliveries and food shopping module after Online	2013	
		Change to question wording.	2018	
		Question changes to be asked in odd years only	2019	
LastD	Last thing ordered by post, phone, or internet.	Additional answer codes added.	2003	
		Deleted	2005	
		Reintroduced for Module A only.	2008	
		Deleted	2009	Replaced with LastDN
xLastD	Other verbatim of LastD	Deleted	2003	
		Reintroduced for Module A only	2008	
		Deleted	2009	Replaced with XLastDN

Question	Summary	Details of change	Changed	Notes
LastDN	What was the last delivery to home	Added	2009	
		Additional and altered answer categories. Asked all years.		
		Routing changed: if more than one item recorded at OrderN	2010	
		Deleted	2013	
XLastDN	Other verbatim of LastDN	Added	2009	
		Deleted	2013	
HowOrd	How was last delivery ordered?	Deleted	2005	
		Reintroduced for Module A only	2008	
		Asked all years	2009	
		Deleted	2013	
DelMeth	How was last order delivered	Added	2009	
		Answer category added	2010	
		Interviewer note added	2010	
		Deleted	2013	
Delvisit	Whether visited shop first	Added	2009	
		Question wording changed	2010	
		Answer category added	2011	
		Deleted	2013	
HowB	How would have bought the last delivery, if not delivered to house	Answer categories changed	2003	
		Deleted	2005	
		Reintroduced for Module A only	2008	
		Deleted	2009	Replaced with HowBN
XHowB	Verbatim other answer for HowB	Deleted	2005	
		Reintroduced for Module A only	2008	
		Deleted	2009	Replaced with XHowBN
HowBN	How would have bought the last delivery, if not delivered to house	Added	2009	
		Deleted	2013	
xHowBN	Verbatim other answer for HowBN	Added. Additional and altered answer categories.	2009	
		Deleted	2013	
HowSpec	Whether would have made a specific trip to get item if it was not delivered	Added	2009	
		Question wording changed	2010	
		Answer category changed	2010	
		Deleted	2013	
TravSpec	How would have travelled to get it	Added	2009	
		Deleted	2013	
XTravSpec	Verbatim other answer for TravSpec	Added	2009	
		Deleted	2013	
WhoSHop	Who does main food shopping	Changed question wording	2009	
		Deleted	2013	
Shopoft	Who does main food shopping	Delete	2013	

Question	Summary	Details of change	Changed	Notes
DVShop	DV main food shopper	Delete	2013	
YNoShop	Why household does no food shopping	Delete	2013	
XYNoShop	Why household does no food shopping	Delete	2013	

Attitudes to local services

From 2017, the module on attitude to local services was deleted from the household questionnaire and some questions were moved to the individual interview in self completion.

BAttitud / QATTITUD.INC

Question	Summary	Details of change	Changed	Notes
SatServ to FrqMetro	Satisfaction with local transports	Block of questions moved to after BanTBus. Previously situated at end of the Household block (after WhoBlue)	2009	
		Delete	2017	
Attintro	Intro to attitude questions Asked of Module A only	Deleted	2004	
SatServ	Satisfaction with local buses	Added: Module A	2004	
		Asked every year of Random Subsample A only	2009	
		Change to category 3	2013	
		Asked of all households	2013	
		Moved to self-completion	2017	
Reliabus	Reliability of local buses Asked of Module A only	Question wording changed	2004	
		Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Moved to self-completion	2017	
FrqBus	Frequency of local buses	Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Moved to self-completion	2017	
ClosRail	Type of station closest	Added	2013	
		Delete	2017	
TrainSat	Satisfaction with train/underground/metro/light rail/tram	Added	2009	
		Asked every year of Random Subsample A only		
		Change to category 3	2013	
		Asked of all households	2013	
RelMetro	Reliability of train/underground/metro/light rail/tram	Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	
		Delete	2017	
FrqMetro	Frequency of train/underground/metro/light rail/tram	Asked every year of Random Subsample A only	2009	
		Asked of all households	2013	

Question	Summary	Details of change	Changed	Notes
		Delete	2017	
Integr	Availability of combined rail and bus tickets Asked of Module A only	Deleted	2006	
Cyclane	Provision of cycle lanes/paths locally	Deleted	2006	
		Added Asked of Module A	2010	
		Question wording changed	2011	
		Routing changed to ask all	2011	
		Delete	2017	
Pavement	Condition of pavements locally	Deleted	2006	
		Added Asked of Module A	2010	
		Routing changed to ask all	2011	
		Delete	2017	

Children's travel to school

BChTrav / QTCHTRAV.INC

Question	Summary	Details of change	Changed	Notes
All questions in block		Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
SchInt	Intro to school travel	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
Schdly	Does the child make a daily journey to school?	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
		Additional answer category	2009	
Schfar	How far is child's school (unit of measurement)	Answer categories changed	2004	
		Deleted	2007	
SChMins	How far is school in minutes	Deleted	2004	
SchMil	How far is school in miles	Deleted	2007	
SchKm	How far is school in KM	Deleted	2007	
SchYard	How far is school in Yards	Deleted	2007	
SchM	How far is school in metres	Deleted	2007	
TravSc	How child usually travels to school	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
		Interviewer instruction added	2003	
XTravSc	Verbatim other method of travel from TravSc	Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
TravScW	Does child share lift to school with another child	Added	2008	
		Asked about children aged 5-16 (previously asked about children aged 7-13)	2009	
		Addition to interviewer note	2009	
Accad	Usually accompanied to school?	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
YNWkSc	Reasons why children don't walk to school	Added	2018	

Question	Summary	Details of change	Changed	Notes
		Asked in odd years only	2020	
XYNWkSc	Answer for 'other' reason why child does not walk to school.	Added	2018	
		Asked in odd years only	2020	
YNWWkscA	Main reason child does not walk to school	Added	2018	
		Asked in odd years only	2020	
EncWkSc	What would encourage children to walk to school?	Added	2018	
		Asked in odd years only	2020	
EncWkScX	Answer for 'other' reason that would encourage children to walk to school	Added	2018	
		Asked in odd years only	2020	
EncWkscA	Main reason that would encourage child to walk to school	Added	2018	
		Asked in odd years only	2020	
NotAlw1	Why is child not allowed to travel without adult	Answer categories changed	2005	
		Question wording changed	2009	
		Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
		Asked in odd years only	2020	
xNotAlw1	Other verbatim reason from NotAlw1	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
		Asked in odd years	2020	
AgeAlw	What age first allowed to travel unaccompanied	Deleted	2009	

Question	Summary	Details of change	Changed	Notes
NotAlw2	Why was child not allowed to travel without adult	Answer categories changed	2005	
		Deleted	2009	
XnotAIW2	Other verbatim reason from NotAlw2	Deleted 2009	2009	
Roads	Whether child allowed to cross roads alone	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
		Deleted	2019	
MainRd	What kind of roads child is allowed to cross	Asked about children aged 5-13 (previously asked about children aged 7-13)	2009	
		Asked odd years only	2009	
		Deleted	2019	
Howsch	How travels home from school	Added (odd years only)	2009	
xHowsch	Other way of travelling home from school	Added (odd years only)	2009	

Vehicle grid

BVehNum.QVehNum.INC

Question	Summary	Details of change	Changed	Notes
CarPool	House use carpool car?	Helpnote added	2003	
		Asked every four years	2020	
UseVcl	Continuous use of vehicles	Question text changed	2004	
		Interviewer note added	2006	
		Interviewer instruction changed	2009	
BrokenV	Any broken down vehicles that will be used	Helpnote added	2003	
NoPlveh	Number of vehicles	Question text changed	2003	
NewVeh	Any new vehicles since end of travel week	Interviewer instruction changed	2009	

BVehTab/ QTVEHTAB.INC

Question	Summary	Details of change	Changed	Notes
Make	Make of vehicle	Question text changed	2003	
Model	Model of vehicle	Question text changed	2003	
ModSpec	Specification of model	Question text changed	2003	
TypeVcl	Whether car, lightvan, motorcycle or other	Deleted	2004	Imputed from TypeVcl2
CarType	Whether 4 wheel, 3 wheel or other	Question text changed	2003	

Question	Summary	Details of change	Changed	Notes
		Deleted	2004	Imputed from TypeVcl2
BikeType	Whether motorcycle, motorcycle with sidecar or other	Deleted	2004	Imputed from TypeVcl2
OthType	Whether 4 wheel drive, light van, some other can, minibus or other	Question text changed	2003	
		Deleted	2004	Imputed from TypeVcl2
TypeVcl2	Type of vehicle	Added Answer categories changed Interviewer instruction added	2004 2012	
		Answer categories changed	2013	
		Question and answer wording change	2018	Variable renamed as TypeVcl3
CompCar	Which business mileage band for car	Deleted	Mid 2002	
XcompCar	Why business mileage band does not apply	Deleted	Mid 2002	
Privvcl	Whether privately owned or not	Routing changed	2004	
		Question text changed	2009	
AutMan	Whether vehicle is manual or automatic	Added	2018	
HmnDriv	Who is the main driver of vehicle	Question text changed	2003	
BlueBdg	Whether anyone in house as a blue badge	Added	2008	
WhoBlue	Who has a blue badge	Added	2008	
SelPer	Who answered the household questionnaire	Added	2013	
SelCheck	Check on SelPer	Added	2013	

Individual questionnaire

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

Introductory questions

Session.NTS

Question	Summary	Details of change	Changed	Notes
IndInt	Intro to individual questions	Added	2009	

Disabilities that affect travel

BDisab / QTDIsab.NTS

Question	Summary	Details of change	Changed	Notes
Diffoot	Any disability that makes difficult to go out on foot?	Deleted	2007	
Genheal	Respondent general health	Added	2017	
Mobdiff	Any disability that makes it difficult to go by foot, car, or bus	Added	2007	
		Question text changed	2008	
		Category 1 text changed	2013	
		Wording changed	2018	
Heallll	Whether respondent has any long term physical and mental health conditions.	Added	2018	
Impcat	Impact of health conditions or illness.	Added	2018	
LimitAct	Whether illness or disability reduces respondents ability to carry out day-to-day activities.	Added	2018	
OthDis	Any other disability	Added	2007	
		Deleted	2018	
CycDiff	Disability making it difficult to cycle	Added	2017	
		Wording changed	2018	
Footout	Whether go out on foot at all	Changed question wording	2009	
PowWhl	Whether have wheelchair	Added	2005	
		Deleted	2009	Replaced with WhlAid
WhlAid	Whether have wheelchair, scooter or walking stick	Added Even years only	2009	
		Answer category added	2010	
		Changed to be asked in odd years only	2019	
PowWhuse	How often use wheelchair etc	Added	2005	
		Question wording changed	2009	
		Asked Even years only	2009	
		Changed to be asked in odd years only	2019	
PwWhopen	Why not use wheelchair much	Added	2005	
		Deleted	2009	
MobSct	Whether have scooter	Added	2005	
		Deleted	2009	Replaced with WhlAid
MobScuse	How often use scooter	Added	2005	
		Deleted	2009	
MobOpen	Why not use scooter much	Added	2005	
		Deleted	2009	
DifBus	Whether have disability that makes difficult to use bus	Interviewer instruction added	2003	
		Deleted	2007	
DifBusY	How is it a problem to use buses	Answer codes changed	2003	
		Changed question wording	2009	
		Changed question wording	2018	

Question	Summary	Details of change	Changed	Notes
Carer	Whether the respondent is a carer	Added	2019	
		Asked in odd years only	2020	
CareTime	How long respondent spends caring	Added	2019	
		Asked in odd years only	2020	
DifCar	Whether have disability that makes it difficult to use car	Deleted	2007	
BusPrb95	Reason why respondent doesn't use local bus service	Deleted	2020	
XBusPb95	Other reasons why respondent does not use local bus service	Deleted	2020	
SpecTr	Special transport aware of	Even years only	2009	
		Changed to ask in odd years only	2019	
XSpecTr	Other special transport aware of	Even years only	2009	
		Changed to ask in odd years only	2019	
SpecUs	Whether use special transport	Added	2009	
		Even years only		
		Interviewer instruction added	2010	
		Answer category added	2011	
		Interviewer instruction deleted	2011	
		Changed to ask in odd years only	2019	
XSpecUs	Other special transport used	Added	2009	
		Even years only		
		Interviewer instruction added	2010	
		Interviewer instruction deleted	2011	
		Changed to ask in odd years only	2019	
Leahous	Did you leave house yesterday?	Added	2005	
		Deleted	2009	
QLeahous	How many times left house	Added	2005	
		Deleted	2009	
NotLea	Why did not leave house	Added	2005	
		Deleted	2009	

Methods of transport used

Bmethod/ QTMethod.INC

Question	Summary	Details of change	Changed	Notes
IntroC	Intro to method of transport section	Question wording changed – only walking	2004	
		Asked odd years only. Routing changed	2004	
		Question wording changed – all methods of transport	2005	

Question	Summary	Details of change	Changed	Notes
		Question wording changed	2009	
PrivCar	How often by car	Added	2009	
		Changed answer scale	2019	
		Scale codes updated	2020	
OrdBus	How often by bus	Asked all years	2005	
		Changed question wording	2009	
		Change in routing	2009	
		Changed answer scale	2019	
		Scale codes and interviewer instructions updated	2020	
Coach	How often by coach	Asked all years	2009	
		Changed answer scale	2019	
		Scale codes and interviewer instructions updated	2020	
Train	How often by train	Asked all years	2009	
		Changed answer scale	2019	
		Scale codes and interviewer instructions updated	2020	
TaxiCab	How often by taxi or minicab	Asked all years	2009	
		Changed answer scale	2019	
		Scale codes and interviewer instructions updated	2020	
Plane	How often internal flight	Asked all years	2005	
		Changed question wording	2009	
		Changed answer scale	2019	
		Scale codes and interviewer instructions updated	2020	
Bicycle	How often by bike	Asked all years	2005	
		Moved to after Cycle12	2009	
Walk	How often 20 mins or more	Interviewer instruction added	2003	
		Changed answer scale	2019	
		Scale codes updated	2020	
WhWalk	Where you walked on last walk	Changed from Read Out to Show card	2003	
		Deleted	2009	
xWhWalk	Other place walked on last walk	Deleted	2009	
FarWalk	How long last walk took	Deleted	2009	
DistWalk	How far last walk was	Deleted	2009	
TrWalk	Whether had to travel to get to start of walk	Deleted	2009	
HtrWalk	How travelled to start of walk	Deleted	2009	
XHtrWalk	Other method of travel to start	Deleted	2009	

Walking

BWalk/ QTWalk.INC

Question	Summary	Details of change	Changed	Notes
YNWk	Barriers to walking more in local area	Added	2018	
		Asked in odd years only	2020	
XYNtWk	Other reason for not walking more in local area	Added	2018	
		Asked in odd years only	2020	
YNWkM	Main reason for not walking more in local area	Added	2018	
		Asked in odd years only	2020	
EncWk	What would encourage walking in local area.	Added	2018	
		Asked in odd years only	2020	
XEncWk	Other reason that would encourage walking in local area	Added	2018	
		Asked in odd years only	2020	
EncWkM	Main reason that would encourage walking in local area.	Added	2018	
		Asked in odd years only	2020	

Cycling

BCycle/ QTCycle.INC

Question	Summary	Details of change	Changed	Notes
Bicycle	How often ride a bike	Moved from Tmethod block	2009	
		Asked if aged 5 or older and cycled in the last 12 months	2009	
		Answer category removed	2011	
		Answer category added	2018	
		Answer scale changed	2019	
		Scale codes updated	2020	
Ebike	Whether respondent owns or has access to an ebike	Added	2019	
CycMore	Whether cycles more, less or about the same amount	Added	2015	

Question	Summary	Details of change	Changed	Notes
Cycle4w	Whether ridden a bicycle during the last 4 weeks	Added	2015	
		Deleted	2018	
CycRoute	Where cycle	Changed from Read Out to Showcard	2003	
		Deleted	2019	
LeRidCy	Whether respondent can ride a bike	Added	2018	
YNotCyc	Barriers to people cycling more	Added	2015	
		Deleted	2016	Replaced with YNotCycA and YNotCycB
YNotCycA YNotCycB	Barriers to people cycling more, reversed showcards	Added	2016	
		Change to answer codes	2018	
		Asked in even years only	2020	
XYNtCyA XYNtCyB	Other barriers to people cycling more, reversed showcards	Added	2016	
		Asked in even years only	2020	
ResMNCy	Main reason for not cycling	Added	2015	Replaced with RsMNCyA and RsMNCyB
		Added	2016	
RSMNCyA RSMNCyB	Main reason for not cycling more	Added	2016	
		Asked in even years only	2020	
EncCyc	What would encourage cycling in local area	Added	2018	
		Asked in even years only	2020	
XEncCyc	Other reasons that would encourage cycling in local area	Added	2018	
		Asked in even years only	2020	
EncCycM	Main reason that would encourage cycling in local area	Added	2018	
		Asked in even years only	2020	

Children as front/rear passengers

BCarPas / QTCarPas.INC

Question	Summary	Details of change	Changed	Notes
CarPass	Where child sits in the car	Added	2007	
		Odd years only	2009	
		Delete	2013	

Driving licences

BDrLic / QTDrLic.INC

Question	Summary	Details of change	Changed	Notes
LicChk	Code whether Intr checked licence	Deleted	2007	
VehUsu	Which car in household usually driven by respondent	Additional answer category	2003	
NoDriv95	Why respondent no longer drives	Deleted	2009	Replaced with NoDrivN
NoDrivN	Why respondent no longer drives	Added	2009	
		Asked in even years only	2020	
XNodriv		Asked in even years only	2020	
NoLic95	Why no longer holds licence	Deleted	2009	Replaced with NoLicN
XNoLic95	Other reason why no longer holds licence	Deleted	2009	Replaced with xNoLicN
EvDLic95	Ever held a full driving licence valid in Great Britain	Asked every year	2020	
NoLicN	Why no longer holds licence	Added	2009	
		Asked in even years only	2020	
XNoLicN	Other reason why no longer holds licence	Added	2009	
		Asked in even years only	2020	
DLAge	Age first obtained a full licence	Asked every year	2020	
ProTyp95	Type of vehicles provisional licence is for	Additional answer category	2008	
PDrivSt	Whether learning to drive	Added	2006	
LastDr95	Age when last drove	Asked in even years only	2020	
DrivLik	Whether likely to learn to drive in the future	Added	2006	
		Asked in odd years only	2019	
ThryTak	Whether taken the driving theory test	Added	2015	
		Deleted	2019	

Question	Summary	Details of change	Changed	Notes	
ThryWhM	When first took the driving theory test (month)	Added	2015		
		Deleted	2019		
ThryWhY	When first took the driving theory test (year)	Added	2015		
		Deleted	2019		
PassThry	Whether passed the driving theory test	Added	2015		
		Deleted	2019		
FailThryN	How many times failed the theory test before passing	Added	2015		
		Deleted	2019		
PracTak	Whether taken the practical driving test	Added	2015		
		Deleted	2019		
PracNum	How many times taken the practical test	Added	2015		
		Deleted	2019		
Prac1WhM	When first took the practical test (month)	Added	2015		
		Deleted	2019		
Prac1WhY	When first took the practical test (year)	Added	2015		
		Deleted	2019		
Prac2WhM	When did most recently take the practical test (month)	Added	2015		
		Deleted	2019		
Pract2WhY	When did most recently take the practical test (year)	Added	2015		
		Deleted	2019		
Prac3Wh	When plans to take the practical test	Added	2015		
		Deleted	2019		
CarClub	Whether a member of a car club	Added	2013		
			Additional question wording - examples	2014	
			Addition to interviewer note	2014	
			Deleted	2019	
PHVuse	Use of private hire vehicle services	Added	2018		
PHVFreq	Frequency of use of private hire vehicle services	Added	2018		
			Change to answer scale	2019	
			Scale codes updated	2020	
ResNdr	Why respondent does not drive	Added	2006		
		Deleted	2009	Replaced with ResNDN	
XResNdr	Other reason from ResNdr	Added	2006		

		Deleted	2009	Replaced with xResNDN
ResNDN	Why respondent does not drive	Added	2009	
		Show card reversed for half of the sample	2015	
		Changed to be asked in odd years only	2019	
XResNDN	Other reason from ResNdr	Added	2009	
		Changed to be asked in odd years only	2019	
ResNdrM	Main reason why not driving	Added	2006	
		Deleted	2009	Replaced with ResNDNM
XResNdrM	Other reason for not driving	Added	2006	
		Deleted	2009	
ResNDNM	Main reason why not driving	Added	2009	
		Changed to be asked in odd years only	2019	
XResNDNM	Other reason from ResNDNM	Added	2009	
		Changed to be asked in odd years only	2019	

Internet use

BIntUse / QTIntUse.INC

Question	Summary	Details of change	Changed	Notes
IntUse	Introduction use of internet questions	Added	2017	
HomeUse	Frequency of access to the internet at home	Added	2017	
WorkUse	Frequency of access to the internet at work, school or university	Added	2017	
OnGoUse	Frequency of access to the internet on the go	Added	2017	
ElseUse	Frequency of access to the internet from anywhere else	Added	2017	
InTrSer	Use if transport-related online services	Added	2018	
InTrSerO	Use of other transport-related online services	Added	2018	
OwnPhone	Whether respondent owns a smartphone	Added	2018	
		Deleted	2019	
SmPhUse	Use of smartphone	Added	2018	
		Deleted	2019	
InDev	Device used to access the internet	Added	2017	
		Showcard added	2019	
		Deleted	2020	
InDevO	Other device	Added	2017	

Question	Summary	Details of change	Changed	Notes
		Deleted	2020	

Attitude (CASI)

BAttitud / QATTITUD.INC

Question	Summary	Details of change	Changed	Notes
CASInt	Introduction to self-completion	Added	2017	
		Wording changed	2019	
CASInstr	Introduction of the card on motorways and major roads	Added	2017	
CASIPra1	Practice question 1	Added	2017	
CASIPra2	Practice question 2	Added	2017	
CASIEPl	Practice question 3	Added	2017	
SatisInt	Introduction satisfaction question	Added	2017	
NTrnSat	Satisfaction with trains	Added	2017	
RelTrain	Satisfaction with train reliability	Added	2017	
FrqTrain	Satisfaction with train frequency	Added	2017	
SatServ	Satisfaction with local bus services	Added	2017	
ReliaBus	Satisfaction with bus reliability	Added	2017	
FrqBus	Satisfaction with bus frequency	Added	2017	
SRNRdSat	Satisfaction with road network	Added	2017	
		Wording changed	2019	
LocRdSat	Satisfaction with local roads	Added	2017	
NCyclane	Satisfaction with cycling provisions	Added	2017	
WalkProv	Satisfaction with walking provision	Added	2017	
LackComp	How often lack companionship	Added	2019	
LeftOut	How often feel left out	Added	2019	
Isolated	How often feel isolated	Added	2019	
Lonely	How often feel lonely	Added	2019	
CASISegIn	Introduction to opinion questions	Added	2017	
		Deleted	2018	
CarStyle	Important things when buying a car	Added	2017	
		Deleted	2018	
PracNec	Car as practical necessity	Added	2017	
		Deleted	2018	
LivCit	Living in an urban area	Added	2017	
		Deleted	2018	
CASIEndX	End of CASI	Added	2017	
		Wording amended	2019	
CASIEndY	Instructions end of CASI	Added	2017	

Education, paid work and journey planning

BILO / QTILO.INC

Question	Summary	Details of change	Changed	Notes
TDirPriv	What used to plan journey by private transport	Added	2004	
		Changed answer categories	2005	
		Deleted	2006	
XDirPr	Other answer from TDirPriv	Added	2004	
		Deleted	2006	
TDirPub	What used to plan journey by public transport	Added	2004	
		Changed answer categories	2005	
		Deleted	2006	
XDirP	Other answer from TDirPub	Added	2004	
		Deleted	2006	
HowLong	How long has been looking for paid work	Answer categories changed	2013	
		Correction	2014	
		Answer categories changed	2018	

BEDUC / QTEduc.INC

Question	Summary	Details of change	Changed	Notes
EdAttn1	Whether has educational quals	Added	2005	
EdAttn2	Whether has vocational or work-related quals	Added	2005	
EdAttn3	Degree level or another	Added	2005	
		Deleted	2017	Replaced with EdAttn4
EdAttn4	Type of qualification	Added	2017	
		New numerical qualification added to the GCSE codes	2020	
HLongInd	How long living at this address	Added	2017	
HowLong	How long looking for work or training scheme	Added	2004	
		Deleted	2009	Replaced with EducN
EducFT	Whether in FT education	Deleted	2009	
EducN	Whether in education either FT or PT	Added	2009	

Transport-related barriers to work

BTrEmp / QTrEmp.INC

Question	Summary	Details of change	Changed	Notes
PrbJob	Whether turned down job due to transport	Deleted	2009	Replaced with PrbJobN
		Asked in even four years	2020	
PrbJobN	Whether turned down job due to transport	Added (Asked of all aged 16 to 70).	2009	

Question	Summary	Details of change	Changed	Notes
		Asked in even years only	2019	
Prbtyp1	What problems with transport	Routing changed (Asked of all aged 16 to 70)	2009	
		Asked in even years only	2019	
		Asked in even four years	2020	
XPrbTyp1		Asked only every four years	2020	
PrbNow	Whether has transport barriers to work now	Deleted	2009	
PrbSame	Whether problems same	Deleted	2009	
PrbTyp2	What problems with transport	Deleted	2009	
XPrbTyp2	Other answer from PrbTyp2	Deleted	2009	

Last paid job

BLastJb / QTLastJb.INC

Question	Summary	Details of change	Changed	Notes
DtJbL	Date left last job	Interviewer instruction added	2003	

Main job details

TMainJb / QTMainJb.INC

BMainJb

Question	Summary	Details of change	Changed	Notes
OcSect	What sector respondent works in	Added	2019	
OcPubSect	Which part of public sector respondent works in	Added	2019	
SENo	Number of employees as self employed	Answer categories changed	2003	
		Answer categories changed	2018	

TTrBen / QTTrBen.INC

BTrBen

Question	Summary	Details of change	Changed	Notes
TrBen	Whether employees get travel benefits	Change to answer categories	2003	
		Deleted	2004	
XTrBen	Other answers from TrBen	Deleted	2004	
TrBenU	Whether respondent gets travel benefits from employer	Change to answer categories	2003	
		Deleted	2005	
XTrBENU	Other answer from TrBenU	Deleted	2005	
UseBusT	Whether uses cut price bus tickets	Deleted	2005	
UseTrnT	Whether uses cut price train tickets	Deleted	2005	

Question	Summary	Details of change	Changed	Notes
UseLoan	Whether uses season ticket loan	Deleted	2005	
UsePL	Whether uses parking loan	Deleted	2005	
UseFP	Whether use cut price or free parking	Deleted	2005	
UseWrkB	Whether uses special bus	Deleted	2005	
CarAlt	Whether alternative to company car offered	Deleted	2005	
CarCh	Whether chose alternative	Deleted	2005	
CarAltA	Check whether accepted company car offer	Added	2004	
		Deleted	2005	

Income

TIncme / QTIncme.INC

BIncme

Question	Summary	Details of change	Changed	Notes
Incme	Whether receive income from any source	Question changed to Yes or No answer	2004	
		On screen list changed	2013	
		On screen list addition	2014	
IncGrp	Income bands	Added	2015	

Location of work

TWorkPI / QTWorkPI.INC

BWorkPI

Question	Summary	Details of change	Changed	Notes
Wkplace	Usual place of work	Change to question text	2009	
WkCode	Place of work from look up file	Deleted	2007	
XWkCode	Other place of work if not listed in lookup file	Deleted	2007	
WkRef	Place of work (from gazetteer)	Added	2007	
WkLon	Whether work is near central London	Deleted	2007	
WkAdd1	Work address line 1	Added	2008	
WkAdd2	Work address line 2	Added	2008	
WkAdd3	Work address line 3	Added	2008	
WkAdd4	Work address line 4	Added	2008	
WkPC	Work postcode	Added	2008	
WkKnow	Whether knew work address or looked it up	Added	2008	

Travel to work

TWkMeth / QTWkMeth.INC

BWkMeth

Question	Summary	Details of change	Changed	Notes
WkTrav	Mode of travel for journey to work	Interviewer instruction added.	2003	
WkTrFo	Reason for walking to work	Added	2017	
		Asked only every four years	2020	
WkTrFoO	Other reason why usually travels on foot	Asked only every four years	2020	
WkTrBi	Reason for cycling to work	Added	2017	
		Asked only every four years	2020	
WkTrBiO		Question has been removed from the survey	2020	
WkRoad	Usual roads to work	Added	2008	
		Odd years only	2009	
XWkRoad	Other roads used	Added	2008	
		Odd years only	2009	
WkDrive	Whether driver or not	Odd years only	2009	
WkLift	Whether give lifts or not	Added	2009	
		Odd years only.		
		Interviewer note added	2010	
ParkWrk	Where park at work	Added	2007	
		Odd years only	2009	
		Change to category 6	2013	
WkVEH	Whether house regularly uses the car used to travel to work	Deleted	2004	

Working at home

TWkHome / QTWkHome.INC

BWkHome

Question	Summary	Details of change	Changed	Notes
WkHome	Did you work at home at all in last week?	Deleted	2009	
Homeday	Which day usually work at home	Deleted	2009	Replaced with HomeDayN
HomedayN	Which day usually work at home	Added Now asked if works at home once a month or more often Additional and altered answer categories	2009	
		Asked in odd years only	2013	

Question	Summary	Details of change	Changed	Notes
PossHom	Is it possible to work from home	Deleted	2009	Replaced with PossHmN
PossHmN	Check whether any work can be done at home	Added Now asked if works at home less than once or twice a year Question wording changed	2009	
		Asked in odd years only	2013	
WkMuch	How much of work could do at home	Added	2009	
		Asked in odd years only	2013	
OfHome	How often work at home	Moved to start of block. Asked before HomeDayN	2009	
		Question wording changed	2009	
		Interviewer note changed	2010	
		Interviewer note changed	2011	
YnotWkH	Why do not work from home	Deleted	2009	Replaced with YNotWkHN
XYNotWkH	Other answer from YNotWkH	Deleted	2009	Replaced with XYNotWkHN
YnotWkHN	Why do not work from home	Added Now asked if works at home once or twice a year or more or could work from home Additional answer categories	2009	
		Asked in odd years only	2013	
		Minor change to once answer category	2018	
		Question has been removed from the survey	2020	
XYNotWkHN	Other answer from YNotWkHN	Added	2009	
		Asked in odd years only	2013	
		Question has been removed from the survey	2020	
TelComp	Use telephone when working at home	Deleted	2009	Replaced with WkTech
PossTel	Possible to work from home without telephone	Deleted	2009	Replaced with WkTech
PossComp	Possible to work from home without computer	Deleted	2009	Replaced with WkTech
WkTech	What equipment needed to work from home	Added	2009	
		Asked in odd years only	2013	
		Change to category 8	2013	
		Change to answer categories	2018	
		Question has been removed from the survey	2020	

Ease/Difficulty of travelling to work

TWkDiff / QTWkDiff.INC

BWkDiff

Question	Summary	Details of change	Changed	Notes
CarW	What problems travelling to work by car – intro question	Answer categories changed	2004	
		Change to question wording	2009	
		Asked in even years only	2013	
		Change to one answer category	2018	
		Asked in even years only	2019	
XCarW	Other problem travelling to work by car	Asked in even years only	2013	
CarWM	Main problem travelling to work by car	Answer categories changed	2004	
		Asked in even years only	2013	
		Change to one answer category	2018	
XCarWM	Main problem travelling to work by if other	Asked in even years only	2013	
CarsEas	How easy to travel to work a different way other than car	Added	2009	
		Interviewer note added	2010	
		Question wording and interviewer instruction changed	2011	
		Asked in even years only	2013	
WorkNew	How would go to work instead of usual method	Added	2009	
		Asked in even years only	2013	
XWorkNew	Other mode of travel to work if could not use normal method	Added	2010	
		Asked in even years only	2013	
CarWeas	How easy to travel to work a different way other than car	Answer categories changed	2003	
		Deleted	2004	
CarWy	Why would be difficult to use different method of transport to work other than car	Answer Categories changed	2003	
		Deleted	2004	
xCarWy	Other Answer from CarWY	Deleted	2004	
CarWyM	Main reason why would be difficult to travel to work by a different method other than car	Answer categories changed	2003	
		Deleted	2004	
XCarWyM	Other reasons from CarWyM	Deleted	2004	
OthW	Any difficulties travelling to work by other methods	Answer categories changed	2003	
		Change to question wording	2009	

Question	Summary	Details of change	Changed	Notes
		Asked in even years only	2013	
		Change to one answer category	2018	
XOthW	Other difficulty travelling to work by other methods	Asked in even years only	2013	
OthWM	Main difficulty travelling to work by other methods	Answer categories changed	2003	
		Asked in even years only	2013	
XOthWM	Main difficulty travelling to work by other methods if other	Asked in even years only	2013	
CarWN	Any cars stay at home while at work	Deleted	2004	
CarWNY	Why do not use car to go to work	Deleted	2004	
XCarWNY	Other reason from CarWNY	Deleted	2004	
CarWNYM	Main reason do not use car to go to work	Deleted	2004	
XCarWNYM	Other reason from CarWNYM	Deleted	2004	

Shopping

TShDiff

Question	Summary	Details of change	Changed	Notes
FdShp	How does food shopping	Added	2009	
		Interviewer note added	2010	
		Location change – new home deliveries and food shopping section after OnlineN	2013	
		Changed question wording	2013	
		Additional interviewer instruction	2013	
		Question changes to be asked in odd years only	2019	
FdDel	How often food delivered to home	Added	2009	
		Delete	2013	
FdFreq	How often go to food shop	Added	2009	
		Location change – new home deliveries and food shopping section after OnlineN	2013	
		Changed question wording	2013	
		Question changes to be asked in odd years only	2019	
Travsh	Method of travel to shops	Answer categories changed	2008	
		Change to routing	2009	
		Location change – new home deliveries and food shopping section after OnlineN	2013	
		Wording change	2013	
		Question changes to be asked in odd years only	2019	
XTravSh	Method of travel to shops	Location change – new home deliveries and food shopping section after OnlineN	2013	

Question	Summary	Details of change	Changed	Notes
		Question changes to be asked in odd years only	2019	
Delstrt	When started having shopping delivered	Added	2009	
		Interviewer note added	2010	
		Delete	2013	
Cars	What difficulties doing shopping by car	Answer categories changed	2003	
		Delete	2013	
XCars	Other difficulties doing shopping by car	Delete	2013	
CarSM	Main difficulty doing shopping by car	Answer categories changed	2003	
		Delete	2013	
XCarSM	Main difficulty doing shopping by car if other	Delete	2013	
ShpEas	How easy to do shopping by another method other than car	Added	2009	
		Question wording changed	2011	
		Interviewer Instruction added	2011	
		Delete	2013	
ShpTro	How would do shopping if not by car	Added	2009	
		Deleted	2010	Replaced with ShpTroN and ShpTrans
ShpTroN	How would do shopping if not by car	Added	2010	
		Delete	2013	
ShpTrans	Mode of transport for shopping if not by car	Added	2010	
		Delete	2013	
XshpTran	Other mode of transport for shopping	Added	2010	
		Delete	2013	
CarSeas	How easy to do shopping by another method other than car	Interviewer instruction added	2003	
		Deleted	2004	Replaced with ShpEas in 2009
CarsY	Why would be difficult to do shopping without car	Answer categories changed	2003	
		Deleted	2004	
xCarsY	Other answer from CarsY	Deleted	2004	
CarsYM	Main reason would be difficult to do shopping without car	Answer categories changed	2003	
		Deleted	2004	
xCarsYM	Other reason from CarsYM	Deleted	2004	

Question	Summary	Details of change	Changed	Notes
OthS	What difficulties doing shopping by other mode of transport	Routing changed	2008	
		Delete	2013	
XOthS	Other difficulties doing shopping by other mode of transport	Delete	2013	
OthSM	Main difficulty doing shopping by other mode	Delete	2013	
XOthSM	Main difficulty doing shopping by other mode if other	Delete	2013	
CarsN	Whether a car is not used to go shopping	Deleted	2004	
CarsNY	Why car is not used	Deleted	2004	
xCarsNY	other answer from CarsNY	Answer categories changed	2003	
		Deleted	2004	
CarsNYM	Main reason why car is not used to go shopping	Answer categories changed	2003	
		Deleted	2004	
xCarsNYM	Other answer from CarsNYM	Deleted	2004	

Transport difficulties

TDemTr

Question	Summary	Details of change	Changed	Notes
Whole block		Asked even years only	2009	
OthDif	Types of journeys have transport difficulties with	Deleted	2009	Replaced with OthDifN
xOthDif	Other journeys have transport difficulties with	Even years only	2009	
OthDifN	Types of journeys have transport difficulties with	Added Even years only Additional answer category	2009	
		Change to allow for up to 7 answers to be recorded	2011	
YDiff1	Difficulties getting to doctors	Question wording changed	2009	
		Even years only	2009	
XYDiff1	Other difficulties travelling to doctors	Even years only	2009	
YDiffH	Difficulties with getting to hospital	Added Even years only	2009	
XYDiffH	Other difficulties with getting to hospital	Added Even years only	2009	
YDiff2	Difficulties visiting friends/relatives	Even years only	2009	
XYDiff2	Other difficulties visiting friends/relatives	Even years only	2009	
YDiff3	Difficulties travelling to social activities	Even years only	2009	

Question	Summary	Details of change	Changed	Notes
XYDiff3	Other difficulties travelling to social activities	Even years only	2009	
YDiff4	Difficulties getting children to school	Question wording changed	2009	
		Even years only	2009	
XYDiff4	Other difficulties getting children to school	Even years only	2009	
YDiff5	Difficulties travelling to school/college/university	Even years only	2009	
XYDiff5	Other difficulties travelling to school/college/university	Even years only	2009	
YDiff6	Difficulties travelling for other purposes	Even years only	2009	
XYDiff6	Other difficulties travelling for other purposes	Even years only	2009	

Road accidents - Adults

BAccid / QAccid.INC

Question	Summary	Details of change	Changed	Notes
AccInt	Road accidents introduction	Added	2007	
		Question wording changed	2008	
Accident	Any accidents in last 3 years	Added	2007	
		Question wording changed	2008	
Acc3Yr	How many accidents in last 3 years	Added	2007	
Acc12Mn	How many accidents in last 12 months	Added	2007	
Injury3	Any injuries in accidents in last 3 years	Added	2007	
		Question wording changed	2010	
		Interviewer instruction changed	2011	
Acc3Inj	How many injuries in accidents in last 3 years	Added	2007	
Acc12Inj	How many injuries in accidents in last 12 months	Added	2007	
		Routing changed to ask if injured in last 3 yrs and in accident in last 12 months (Injury3=Yes and Acc12Mn>0)	2011	
AccInt2	Introduction to questions on details of accidents	Added	2007	
Incident	Transport at time of accident	Added	2007	
Injury	Injuries sustained in accident	Added	2007	
XInjury	Other injuries sustained in accident	Added	2007	
Medical	Medical treatment received for injuries	Added	2007	
XMedical	Other medical treatment received for injuries	Added	2007	
OthVeh	Other vehicles/pedestrians involved in accident	Added	2007	

Question	Summary	Details of change	Changed	Notes
		Interviewer instruction to code all that apply added.	2009	
Police	Whether the police attended accident	Added	2007	
Report	Whether accident was reported to the police	Added	2007	

Road accidents - Children

BChildAcc / QChAcc.INC

Question	Summary	Details of change	Changed	Notes
ChildAcc1	Introduction to child accident questions	Added	2010	
ChildAcc2	Whether child in road accident in last 3 years	Added	2010	
ChildWh1	Which children in accident	Added	2010	

BSubAcc / QChAcc.INC

Question	Summary	Details of change	Changed	Notes
CAcc3Yr	Number of accidents involved in last 3 years	Added	2010	
CAcc12Mn	Number of accidents involved in last 12 months	Added	2010	
CInjury3	Whether injured in accident in last 3 years	Added	2010	
		Interviewer instruction changed	2011	
CAcc3Inj	Number of accidents injured in last 3 years	Added	2010	
CAcc12Inj	Number of accidents injured in last 12 months	Added	2010	

Special tickets

BNoTick

Question	Summary	Details of change	Changed	Notes
StckT	Whether has special ticket or pass	Extra interviewer note added	2003	
		Extra interviewer note added	2005	
		Question wording changed	2009	

BTicket

Question	Summary	Details of change	Changed	Notes
SpecTk	Type of ticket	Answer categories changed	2005	
		Validation checks updated	2014	
		Answer categories modified	2015	
TkMode	Transport modes covered by ticket	Answer categories changed	2005	
		Answer category 4 changed	2013	
TkCost	Cost of ticket	Validation checks updated	2014	
TkTime	Cost of ticket	Validation checks updated	2014	

Question	Summary	Details of change	Changed	Notes
MoMIs	Transport modes covered by combined tickets	Question wording changed	2003	

Long-distance journeys

TWhoLDJ / QTWhoLDJ.INC

BWhoLDJ

Question	Summary	Details of change	Changed	Notes
IntPlane	How many times left country by plane	Added	2006	
		Interviewer instruction added	2008	
AnyLDJ1	Whether made any long distance journeys in last week	Question wording changed	2006	
AnyLDJ2	LDJs at pick-up	Deleted	2006	

QLDJINT.INC

BLDJINT

Question	Summary	Details of change	Changed	Notes
LStop	Reminder to complete long distance journey details later	Added	2003	
		Deleted	2006	
LDJInt	Long distance journey introduction	Question wording changed (not recorded in technical reports): From: Do you want to record NAME's journeys now or later? To: Press enter to begin recording journeys made by NAME.	2006	
		Routing change: Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	

TLDJQs / QTLDJQs.INC

BLDJQs

Question	Summary	Details of change	Changed	Notes
All Long Distance Journeys		Program can now only manage a maximum of 30 long distance journeys	2009	
LDJ	Long distance journey number	Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	
LDJDate	Long distance journey date	Routing changed (not recorded in technical report): Previously: routed from AnyLDJ2 In 2006: asked if AnyLDJ1=1.	2006	
RepJR	Journey number of return journey of other person	Added	2003	
Orig	Place journey began	Reference to showcard deleted	2007	
		Deleted	2007	Replaced with OrigRef

Question	Summary	Details of change	Changed	Notes
OrigRef	Place journey began	Added	2007	
Purpto	Purpose of journey	Interviewer note added	2010	
PurpFro	Where journey started from	Interviewer note added	2010	
Dest	Place journey ended	Interviewer instruction added	2003	
		Reference to showcard deleted	2007	
		Deleted	2007	Replaced with DestRef
DestRef	Place journey ended	Added	2007	

End on individual interview

TEndInd/ QTEndInd.INC

BEndInd

Question	Summary	Details of change	Changed	Notes
EndInd	End of individual interview	Deleted	2003	

Follow-up

BFollup.INC

BFollowUp

Question	Summary	Details of change	Changed	Notes
FollowUp	Agrees to be contacted for follow-up studies	Added	2006	
		Question wording changed	2007	
		Interviewer note added	2007	
		Question wording changed	2009	
Conspan	Agree to follow up research through NTS panel.	Added	2018	
		Slight wording change	2019	
Ttl	Title	Added	2007	
		Question moved to Admin Block	2008	
ForNam	First name	Added	2007	
		Question moved to Admin Block	2008	
SurNam	Surname	Added	2007	
		Question moved to Admin Block	2008	
TelNoH	Telephone number	Added	2007	
TelNoM	Alternative telephone number	Added	2007	
Email	Email address	Added	2015	

Individual pick-up

TPickUp / QTPICKUP.INC

BPickUp

Question	Summary	Details of change	Changed	Notes
LStop1	Reminder to complete details of long distance journeys later	Added	2003	
		Deleted	2006	
StckPic	Any new special tickets	Interviewer instructions added	2003	

Question	Summary	Details of change	Changed	Notes
		Interviewer instructions added	2005	
		Question wording changed	2006	
LicChk	Whether driving licence seen/consulted	Deleted	2007	
DLAge	Age obtained full licence if got between placemen and pick-up interview	Routing changed to be asked only if respondent has had a birthday since the placement interview	2010	
AnyLDJP	Whether any long distance journeys made	Deleted	2006	
Long2	Longest journey under 50 miles	Deleted	2006	
LDJDisp	Interviewer instruction to select session	Added	2003	
		Deleted	2006	
YPDQ	Whether coding playing in street now or later	Interviewer instruction deleted	2003	
		Deleted	2013	
LStop2	Reminder to complete details of time spent playing in the street later	Added	2003	
		Deleted	2013	
Instreet	Whether spent time in street	Question wording changed	2003	
		Deleted	2013	
Start1	Start of first period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End1	End of first period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start2	Start of second period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End2	End of second period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start3	Start of third period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End3	End of third period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start4	Start of fourth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	

Question	Summary	Details of change	Changed	Notes
End4	End of fourth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
Start5	Start of fifth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	
End5	End of fifth period in street	Question wording changed	2003	
		Question wording changed	2004	
		Deleted	2013	

Vehicle questionnaire

Registration number

BVehInt

Question	Summary	Details of change	Changed	Notes
LStop	Reminder to complete vehicle questionnaire later	Added	2003	
RegIntr	Whether willing to give registration number	Answer categories changed	2003	
		Helpnote added	2005	
		Question wording changed	2013	Change to consent
		Helpscreen changed	2013	
Personal	Whether registration personalised or cherished	Question moved to before VRegNo1	2010	
		Routing Changed to only be asked if willing to give registration number (RegIntr=1)	2011	
		Routing changed: asked of all who give registration details (RegIntr = 1)	2010	
VRegNo1	Registration number	Answer field changed to allow personalised number plates	2010	
RegExpl	Whether registration number can be passed to DVLA	Question wording changed	2004	
		Question wording changed	2010	
		Question wording changed	2013	Change to consent
		Question wording changed	2014	
		Question moved to before Personal	2014	
RegNo	Registration number	Coding of non-response amended.	2014	
FuelTyp	Type of fuel the engine uses	Answer categories changed	2013	
		Helpscreen changed	2013	
		Interviewer note added	2013	
Leaded	Whether engine uses unleaded petrol	Deleted	2004	

AnMiles	Approximate annual mileage	Check changed	2014	
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Vehicle details

BVMake

From 2013 routing for entire module changed. Removal of criteria "if fuel type is not electric".

Question	Summary	Details of change	Changed	Notes
LogBook	Whether logbook seen /consulted	Deleted	2007	
LogBook2	Interviewer note to suggest respondent gets log book	Added	2007	
SimReg	Format of registration number	Question wording changed	2003	
WhatNum	Number denoting year of registration	Question wording changed	2003	
TaxCl	Taxation class of vehicle	Question wording changed	2003	
		Deleted	2007	
XTaxCl	Other taxation class	Deleted	2007	
CarCoding	Coding of car make, model and specification	Routing changed	2003	
		Deleted	2013	

BEngFTS

Question	Summary	Details of change	Changed	Notes
EnSize	Engine size	Routing changed	2004	
		Routing changed	2007	
BEnSize	Banded engine size	Routing changed	2004	
		Routing changed	2007	
IntQust	Fuel tank size to be entered in litres or gallons	Delete	2012	
TankLtr	Fuel tank size in litres	Delete	2012	
TankGal	Fuel tank size in gallons	Delete	2012	

Parking

BPark

Question	Summary	Details of change	Changed	Notes
WherePk	Where is car usually parked overnight	Deleted	2004	
		Added	2007	
		Ask in even years only	2013	
		Routing changed	2013	
XWherePk	Other place car is usually parked	Deleted	2004	
		Added	2007	
		Ask in even years only	2013	
		Routing changed	2013	
HowFar	How far away from property is car parked	Deleted	2004	
HowFar2	How many metres/yards is car parked away from property	Deleted	2004	
HowFrMin	Time taken to walk from property to vehicle	Deleted	2004	

Question	Summary	Details of change	Changed	Notes
IfPay	Any parking costs where vehicle is parked overnight	Deleted	2004	
TypePay	Type of payment made for parking	Deleted	2004	
XTypePay	Other type of payment made for parking	Deleted	2004	
AnnFee	Cost of annual parking fee	Deleted	2004	

Company car

BComCar

Question	Summary	Details of change	Changed	Notes
HHReg	Vehicle registered to household member	Question wording changed	2004	
		Delete	2013	
OthReg	Whose name vehicle registered	Delete	2013	
WhoOwn	Who owns vehicle	Delete	2013	
WhyUse	Why have use of vehicle	Delete	2013	
XWhyUse	Other reason why have use of the vehicle	Delete	2013	
VehHire	Is vehicle in hire	Delete	2013	
WhoHire	Who has hired	Delete	2013	
CostHir	Costs of hiring	Delete	2013	
VehCost	Purchase costs	Delete	2013	
ComTax95	Company car tax	Delete	2013	
CapAll	Capital allowances	Delete	2013	
CourWk95	Use vehicle in course of work	Delete	2013	
Allow95	Mileage allowance for mileage in the course of work	Delete	2013	
XAllow95	Other assistance/allowance for mileage in the course of work	Delete	2013	
PrivMi95	Free fuel for private mileage	Delete	2013	
FTax95	Tax on free fuel for private mileage	Delete	2013	

Mileage

BMILEAG

From 2013 routing for entire module changed. Removal of criteria "if fuel type is not electric".

Question	Summary	Details of change	Changed	Notes
Deliver	Vehicle used to deliver goods in the course of work	Deleted	2007	
HowOf	How often vehicle used to deliver goods	Deleted	2007	
NumTrips	Number of delivery stops on most recent day vehicle used for deliveries.	Deleted	2007	
OutNI	Whether vehicle has been driven in Northern Ireland in last year	Deleted	2006	

Question	Summary	Details of change	Changed	Notes
MileNI	Number of miles driven in Northern Ireland on last trip	Deleted	2006	
PurpNI	Purpose of trip to Northern Ireland	Deleted	2006	
NIOther	Other purpose of trip to Northern Ireland	Deleted	2006	
SecCyc	Whether milometer is on second cycle	Deleted	2020	
MiloRep	Whether milometer has been replaced	Deleted	2020	
SatNav	Satellite navigation technology	Added	2008	
		Deleted	2009	Replaced by SatNavN
SatNavN	Satellite navigation technology	Added	2009	
		Change to answer categories	2018	
		Deleted	2019	

Vehicle pick-up interview

TVPickU

Question	Summary	Details of change	Changed	Notes
LStop	Whether fuel gauge details are to be completed now or later	Added	2003	
		Delete	2012	
FuelPds	Amount paid for fuel	Question wording changed	2010	
		Delete	2012	
FuelNow	Does interviewer want complete the fuel gauge details now	Delete	2012	
VFuelNow		Delete	2012	
AnyFuel	Any fuel entered into fuel grid on chart	Delete	2012	
IntQust1	Code if amount is in litres or gallons	Delete	2012	
FuelLtr	Amount of fuel in litres	Delete	2012	
FuelGal	Amount of fuel in gallons	Delete	2012	
FGauge	Check first fuel gauge reading	Delete	2012	
FFGRead	Enter first fuel gauge reading	Delete	2012	
LGauge	Check last fuel gauge reading	Delete	2012	
LFGRead	Enter last fuel gauge reading	Delete	2012	
StikFul	Fuel gauge indicator 'sticking' at full	Delete	2012	
Stikeml	Fuel gauge indicator is 'empty' when still contains fuel	Delete	2012	
StikFul2	StikFul check	Delete	2012	
Stikeml2	Stikml check	Delete	2012	

Admin block

Question	Summary	Details of change	Changed	Notes
Thank	End of placement interview	Additional interviewer instruction	May-Oct 2009	
Givecard	Discretionary incentive given	Added	2018	
		Question has been removed from the survey	2020	
IncGiv	Incentive given?	Added	May-Oct 2009	
IncGivS	Reminder to give vouchers	Added	May-Oct 2009	
PUResp	Intro to further contact questions	Added	2005	
		Deleted	2006	
DiaryTyp	How to make diary easier	Added	2005	
		Deleted	2006	
FurthCon	Whether ok to contact again	Added	2005	
		Deleted	2006	
OthCntc	Whether ok for another company to contact again	Added	2005	
		Deleted	2006	
ConTel	Telephone number	Added	2005	
		Deleted	2006	
ConEmail	Email Address	Added	2005	
		Deleted	2006	
ConIntro	Intro to further contact questions	Moved from BFollup	2007	
GiveCard	Gift card	Deleted	2020	
Ttl	Title	Moved from BFollup	2007	
Ttlx	Other title	Moved from BFollup	2007	
ForNam	Forname	Moved from BFollup	2007	
Surnam	Surname	Moved from BFollup	2007	
Penult	Introduction to diaries	Additional interviewer instruction	May-Oct 2009	
		Amend wording on screen	2013	
		Amend wording for short walk experiment	2016	
		Remove reference to day 7 and short walk experiment	2017	
PenultCh	Colour of diaries for short walk experiment	Added	2016	
		Deleted	2017	
MobNumOK	Agreement to text reminder	Added	2017	
		Updated wording of the question	2020	
MobNum	Mobile phone number	Added	2017	
DialRem	Reminder interviewer to dial in	Added	2017	
Dialdone	End of text reminder questions	Added	2017	
SCompOC	Completion of the self completion booklet	Deleted	2017	
SCAcc	Assistance in completing the booklet	Deleted	2017	
SCReas	Reason for not complete booklet	Deleted	2017	

Question	Summary	Details of change	Changed	Notes
AnyCom	Whether want to ask open question	Added	2004	
AnyComx	Open Question	Added	2004	
		Question wording changed	2009	
Penult2	Placing LDJ cards	Deleted	2006	
Penult3	Reminder to place fuel and mileage chart	Interviewer note added	2010	
		Question text changed	2012	
		Interviewer instruction removed	2013	
Penult4	Time to explain diaries	Question text changed	2003	
ModePref	Whether would have preferred to complete travel diary online or on paper	Added	2016	
NoPU	Why did not do pick up interview	Added	2003	
FindDU	Number of DUs at HH	Added	2008	
DUCode	Selected DU	Added	2008	
FindHH	Number of HHs at DU	Question wording changed Interviewer instruction changed	2008	
HHSel	How many HHs selected for interview	Question wording changed	2008	
		Deleted	2009	
HHCode	Household selected	Added	2009	
Diary	Whether collected diaries	Interviewer instruction added	2003	
Whofill	Who filled in the diaries	Routing changed	2003	
		Answer categories changed	2003	
DaysInt	Days interviewer helped with in diary	Added	2003	
Holiday	Whether they were abroad for travel week	Added	2007	
		Deleted	Mid 2008	
BlnkDry	Whether respondent had a completely blank travel diary	Added	Mid 2008	
		Routing changed to be asked if diary coded as fully completed	2010	
		Question wording changed	2010	
BlnkWhy	Why travel record was completely blank	Added	Mid 2008	
		Answer category added "5. Did not go out at all (but not due to illness/disability)"	2010	
		Answer category reworded	2011	
CasiProb	Whether respondent experience problems with CASI	Added	2017	
CasiPrWh	Type of problems experienced with CASI	Added	2017	
SCColl	Self completion booklet collection	Deleted	2017	
SCComPr	Self completion booklet collected at placement	Deleted	2017	
SCProb	Issue with placement or collection of the self completion booklet	Deleted	2017	

Question	Summary	Details of change	Changed	Notes
SCProbW	Description issues with self completion booklet	Deleted	2017	
VoucGive	Whether Voucher given	Added	May-Oct 2009	
		Deleted	2013	
VoucRec	Voucher receipt signed and given	Added	May-Oct 2009	
		Deleted	2013	
Promise	Whether promissory note left	Additional interviewer instruction	May-Oct 2009	
		Deleted	2013	
PromOp	Comments on incentives	Added	May-Oct 2009	
NoProm	Why not left promissory note	Deleted	May-Oct 2009	
		Deleted	2013	
GCNow	Issue gift cards now or later	Added	2013	
HDiaryPU	Whether have picked up a diary for every member of household	Added	2013	
IntroGC	Intro to gift card section and number of gift cards needed for household	Added	2013	
GiftI	Instructions for interviewer	Added	2013	
GiftNX	Enter gift card serial number	Added	2013	
Unoutcheck	Check that outcome entered is correct	Added	2005	
WhichL	Language spoken	Added	2009	
XWhichL	Other language spoken	Added	2009	
Willing	Willingness to give telephone number	Added	2009	
LanguageN	Telephone number for bilingual interview	Added	2009	
Translate	Whether translator used	Added	2009	
ARFB3	Reason for using outcome code 690 or 790	Added	2008	
		Deleted	2009	
WhyInel	Reason for using outcome code 690 or 790	Added	2009	
ARFQ3	Was information refused	Deleted	2005	
ARFQ11	Was refusal in proxy	Deleted	2005	
NoDiary	Why diaries not completed	Added	May-Oct 2009	
XNoDiary	Other reasons why diaries not completed	Added	May-Oct 2009	
CallPlac	Number of calls up to Diary Placement	Question wording changed	2003	
PractDia	Whether completed practice page	Added	2008	
PracNo	Why did not completed practice page	Added	2008	

Question	Summary	Details of change	Changed	Notes
RefQs	If respondent answered refusal questionnairre.	Added	2018	
E2	Tenure type, whether accommodation is ownred or rented.	Added	2018	
E3	Whether someone in household has use of a car.	Added	2018	
E4	Number of adults in household	Added	2018	
ConName	Contact name from ARF	Added	2004	
NRdone	Whether non-response details done	Deleted	2007	
Obs1	What kind of accommodation	Question wording changed. Routing changed	2004	
		Routing changed	2005	
		Deleted	2009	
Obs2	Car in drive	Question wording changed. Routing changed	2004	
		Routing changed	2005	
		Deleted	2009	
Obs3	Garage or carport	Routing changed	2004	
		Routing changed	2005	
		Deleted	2009	
Obs4	Condition of area	Added	2005	
		Deleted	2009	
Obs5	Condition of house	Added	2005	
		Deleted	2009	
Obs6	Physical barriers	Added	2005	
		Deleted	2009	
A2	Physical barriers	Added	2009	
A3	What kind of accommodation	Added	2009	
A4	Car in drive	Added	2009	
A5	Garage or carport	Added	2009	
A6	Condition of area	Added	2009	
A7	Condition of house	Added	2009	
NR1	How many cars owned by house	Deleted	2007	
NR2	Whether HRP did work in last week	Deleted	2007	
NR3	How HRP travels to work	Deleted	2007	
NR4	Whether left house yesterday	Deleted	2007	
NR5	How many times left house yesterday	Deleted	2007	
NR6	Day of week yesterday	Deleted	2007	
NR7	Number of people in house	Deleted	2007	
NR8	Number of people 17 or over in house	Deleted	2007	
NR9m	Number of men aged 17 or over	Deleted	2007	
NR9w	Number of women aged 17 or over	Deleted	2007	
NR10	Gender of respondent	Deleted	2007	
NR11	Relationship to main householder	Deleted	2007	

Question	Summary	Details of change	Changed	Notes
NR12	HRP's gender	Deleted	2007	
Remcall	Whether made reminder call	Answer category added	2003	
Remtime	Length of reminder call	Question wording changed	2003	
SA1RNC	Any reason why address should not be recontacted	Deleted	2005	
SA2RNC	Why address should not be recontacted	Deleted	2005	
SACNwho	Who is main contact	Added	2005	
SARInt	Title of main contact	Added	2005	
SACNtxt	Other title	Added	2005	
SACNfor	Forname of main contact	Added	2005	
SACNSur	Surname of main contact	Added	2005	

All travel diary changes since 2002

The table below outlines the changes that have been made to the diaries since 2002.

Survey year	Details of change	
	Adult travel diary	Young person travel diary
2003 / 2004	DTLR logo removed from front cover and replaced with DfT logo.	DTLR logo removed from front cover and replaced with DfT logo.
	NatCen logo updated.	NatCen logo updated.
	Box added on front cover for check letter.	Box added on front cover for check letter.
	Column added (column P) for Road/Congestion charges.	Boxes for start date and finish date added to front cover.
	Changes to examples.	Additional box for date of second interviewer call added to front cover.
	Column G updated to only collect "Distance in miles" rather than "Distance in miles or yards".	Column G updated to only collect "Distance in miles" rather than "Distance in miles or yards".
	Box added to recording day pages for date.	Removal of notes column – this was replaced with a box for notes at the bottom of the page.
	Note added to the bottom of the recording pages explaining that "After day 7 there is space for extra journeys".	Box added to recording day pages for date.
		Additional instructions included on recording day pages about shopping trips.
		Additional note added to remind respondents to record short walks on day 7.
	Note added to the bottom of the recording pages explaining that "After day 7 there is space for extra journeys".	
2005	No changes.	No changes.
2006	Blank example page with instructions in flaps added.	Blank example page with instructions in flaps added.
	Instructions state to record distance in miles or metres rather than miles and yards.	Instructions state to record distance in miles or metres rather than miles and yards.

Survey year	Details of change	
2007	Visual redesign of front and back cover.	Visual redesign of front and back cover.
	Key points to remember removed from front page and included on front of inside cover flaps.	Key points to remember removed from front page and included on front of inside cover flaps.
	Thank you included on front cover.	Thank you included on front cover.
	Notes pages reworded following column heading changes. Key changes were: removal of instruction about how to record journeys where departure was before midnight and return was after midnight; more detailed instructions about recording place name; instruction about stages of journey included in method of travel; respondents asked to tick 'nil' if they didn't pay anything for parking or road tolls/congestion charges; ticket types updated; respondents asked to write "exempt" if exempt from public transport or taxi charges; instruction added about recording shares of taxi costs.	Notes pages reworded following column heading changes. Key changes were: removal of instruction about how to record journeys where departure was before midnight and return was after midnight; more detailed instructions about recording place name; instruction about stages of journey included in method of travel; ticket types updated; instruction added about recording shares of taxi costs.
	Redesign of inside pages – inclusion of picture icons. Specific details of design changes outlined below.	Redesign of inside pages – inclusion of picture icons. Specific details of design changes outlined below.
	Instruction added to record each journey using a separate row and to record return journeys.	Instruction added to record each journey using a separate row and to record return journeys.
	Six rows rather than seven per page for recording journeys.	Six rows rather than seven per page for recording journeys.
	Column heading wording was amended to be asked as questions.	Column heading wording was amended to be asked as questions.
	Changes to column order. The time spent travelling column was reversed with the number in the party column. The car columns (M, N, O and P) in 2006 became columns J, K, L and M in 2007. The public transport columns (J, K and L in 2006) became columns N, O and P in 2007.	Changes to column order. The time spent travelling column was reversed with the number in the party column. The car column (M in 2006) became column J in 2007. The public transport columns (J, K and L in 2006) became columns K, L and M in 2007.
	Column B contained tick boxes for am/pm rather than circling am/pm	The number of people travelling column was split into "Adults" and "Children".
	A tick box for "Home" was added to column D and E.	Passenger type column removed.
	An instruction for columns F-Q was added explaining that these columns are for entering details of each stage of the journey.	Column B contained tick boxes for am/pm rather than circling am/pm
	In column K, tick boxes were added to for "D" (driver) or "P" (passenger).	A tick box for "Home" was added to column D and E.
	A "Nil" tick box was added to column L and M if there were no charges for parking or congestion/toll charges.	An instruction for columns F-N was added explaining that these columns are for entering details of each stage of the journey.

Survey year	Details of change	
	A "Nil" box was added to column O for journeys covered by a season ticket.	A "Nil" box was added to column for journeys covered by a season ticket.
	A new column was added (Q) to record the share of a taxi cost, if applicable.	A new column was added (N) to record the share of a taxi cost, if applicable.
	Example page updated with new examples.	Example page updated with new examples.
	Practice page included at the end of the diary.	Practice page included at the end of the diary.
	Centrefold moved to fall before number of people travelling.	Centrefold moved to fall before time spent travelling.
	Six slots per page rather than eight for recording extra journeys.	Six slots per page rather than eight for recording extra journeys.
	More space on day 7 in the "Where did you go" column for city and postcode.	More space on day 7 in the "Where did you go" column for city and postcode.
2008	Seven rows rather than six per page for recording journeys.	Seven rows rather than six per page for recording journeys.
	Colons added to time left and time arrived boxes	Colons added to time left and time arrived boxes
	14 rows rather than 12 for day 7.	14 rows rather than 12 for day 7.
2009	No changes.	No changes.
2010	No changes.	No changes.
2011	No changes.	No changes.
2012	NatCen logo updated.	NatCen logo updated.
2013	Redesign of front cover.	Redesign of front cover.
	DfT logo updated.	DfT logo updated.
	Examples updated.	Examples updated.
	Practice page amalgamated with example page – columns rather than a whole practice page.	Practice page amalgamated with example page – columns rather than a whole practice page.
	Road tolls/congestion charge column (M in 2012) removed.	Taxi cost column (Q in 2012) removed.
	Taxi cost column (Q in 2012) removed.	Where travelling to column made slightly wider.
	Where travelling to column made slightly wider.	
2014	Reminder for mileage chart added to day 1 and day 7 pages.	No changes.
2016	Two versions of the travel diaries used; one where short walks are recorded on day 1 and another where short walks are recorded on day 7.	Two versions of the travel diaries used; one where short walks are recorded on day 1 and another where short walks are recorded on day 7.
2017	Only one version of the travel diary with short walks recorded on day 1 only. The mention 'Day 1' on the corresponding page is highlighted in orange.	Only one version of the travel diary where short walks are recorded on day 1 only. The mention 'Day 1' on the corresponding page is highlighted in orange.

8.2 Appendix B: Advance letters



Department
for Transport

The Resident

Your interviewer will be:

Ref:
P12557

National Travel Survey

Tell us about your travel habits

Dear Sir or Madam,

Your address has been selected to take part in the National Travel Survey. The Department for Transport uses the study to help improve travel policy in England. If you would like to see improvements to transport, you can help us understand the current situation.

Last year more than 6,000 helpful households took part. Most people find taking part an interesting experience and are pleased to have their views taken into account by government.



What's next?

An interviewer from the National Centre for Social Research (NatCen) will call at your house in the next week or so to explain more. Obviously, we all lead busy lives, so they will arrange a convenient time for your interview. So you know who they are, they all carry a photo ID.



Thank you

As a gesture of goodwill, please find enclosed a book of first class stamps. When everyone in your household takes part, each person will also receive a £5 shopping voucher to spend at shops like Argos, Marks and Spencer and WHSmiths.



Any questions?

You can find out more about the survey on the reverse of this letter. If you have any further questions, please visit www.natcen.ac.uk/travel, email nts@natcen.ac.uk or call free on **0800 652 4568**.

Ian Knowles

Deputy Director, Statistics, Travel & Safety Division
Department for Transport

Frequently Asked Questions

Who is carrying out the survey?

The survey is commissioned by the Department for Transport. Your interview will be completed with an experienced research interviewer from the National Centre for Social Research.

How was I chosen?

We have selected a random sample of addresses from a list of all addresses in England, kept by the Post Office. This is to make sure that the survey represents the whole country. The findings will not identify you or your family because your name and address will not be passed to anyone outside the National Centre for Social Research without your permission.

I do not travel very often – do you want to interview me?

We are interested in your daily experience of travel – however much or little you do. The results are used to look at how travelling changes over time, and to make decisions about the future.

We need information from a wide range of people including those in or out of work, children, young people and the elderly. Otherwise we will not get a true picture of travel. The study provides current information about travel which cannot be collected in any other way.

What kinds of travel are covered by the survey?

We are interested in all the different types of journey you make and how often you do so. This includes journeys to school or work, shopping trips and trips for leisure or social purposes. Both local and long-distance travel are covered, as are all forms of transport (such as cars, buses, trains, cycling and walking).

What is the survey used for?

The National Travel Survey is used to build up a picture of how and why different kinds of people travel for reason of wider public interest. The information is anonymised and used by local and national government, as well as by consultants, academics, pressure groups and charities.

Some of the specific uses of the survey include studying school children's travel, monitoring road accidents, predicting future traffic levels and finding out the transport needs of minority groups.

What will happen to any information I give?

We will treat your information in the strictest confidence under current data protection legislation. The results are used for statistical purposes only. Your personal details will only be known to the teams processing the survey results at National Centre for Social Research and the Department for Transport. Personal data will be stored securely and securely deleted after two years. We will never pass on your personal details to anyone else. Information on how to contact the Data Protection Officer, exercise your rights in relation to your personal data, and on how to complain, can be found at: www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

Participation in this research is not compulsory and you have the right to withdraw at any stage.

If you wish to lodge a complaint about the way the survey has been conducted you can do so by contacting the National Centre for Social Research on info@natcen.ac.uk or **0800 652 4568**, quoting your reference number printed on the other side of this letter. If we're not able to resolve your complaint, you can contact the Information Commissioner's Office (www.ico.org.uk).

8.3 Appendix C: Non-contact letter



Department
for Transport

NatCen
Social Research that works for society

NTS V6

SN: _____

Sorry I missed you!

My name is _____.

I am an interviewer working on the **National Travel Survey**. Recently a letter was sent to your address inviting you to take part in this study, which is funded by the Department for Transport. I have called on a number of occasions but unfortunately have missed you each time.

Every year we ask around 22,000 adults and children about their travel experiences in order to get an accurate picture of people's travel and to help plan future transport provision. Your participation on this study is of course voluntary but this study is very important and I do hope that you will be able take part. If everyone in your household completes the survey you will **each receive a £5 gift card** to say thank you.

All the information you give will be treated in strict confidence in accordance with the Data Protection Act.

If you would like to let me know the best time to call, please call NatCen on 0800 652 4568. When I call back I will be carrying my identity card with a photograph so you will know who I am.

I look forward to speaking to you soon and will be glad to answer any questions you may have.

Thank you for your time.

NatCen Social Research
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX

T 0800 652 4568 (9.30am – 5.30pm, Mon – Fri)
E info@natcen.ac.uk
W www.natcen.ac.uk/nts
Company limited by guarantee. Reg No. 4392418.
A Charity registered in England and Wales (1091768) and in Scotland (SC038454)



How was I chosen?

We have selected a sample of addresses from a list kept by the Post Office of all addresses in England. This ensures that the people invited to take part in the survey are representative of the whole country.

The findings will not identify you or your family because your name and address will not be passed to anyone outside NatCen Social Research.



I do not travel very often – do you want to interview me?

We are interested in everybody's day-to-day experience of travel, however much or little they do. The results are used to look at how travelling changes over time, and to make decisions about the future.

We need information from a wide range of people including those in or out of work, children and the elderly. Otherwise we will not get a true picture of travel.

The study provides up-to-date information about travel which cannot be collected in any other way.



What kinds of travel are covered by the survey?

We are interested in all the different kinds of journeys that people make, as well as how often they make them. This includes journeys to school or work, shopping trips and journeys for leisure or social purposes. Both local and long distance travel are covered, as are all forms of transport (such as cars, public transport, cycling and walking).



What is the survey used for?

The National Travel Survey is used to build up a picture of how and why different kinds of people travel. The information is used by policy-makers in Government, as well as by consultants, academics, pressure groups and charities amongst others.

Some of the specific uses of the survey include studying school children's travel, monitoring road accidents, predicting future traffic levels and finding out the transport needs of minority groups.

8.4 Appendix D: Survey leaflet

WHAT CAN THE NATIONAL TRAVEL SURVEY TELL US ABOUT HOW AND WHY WE TRAVEL?

What do we know about the travel of school children?

- Nearly half of children's trips to and from school are walking trips, and one third by car.
- On average, 82% of 5-10 year olds and 88% of 11-16 year olds walk to school when the distance is under one mile.

Does travel vary across England?

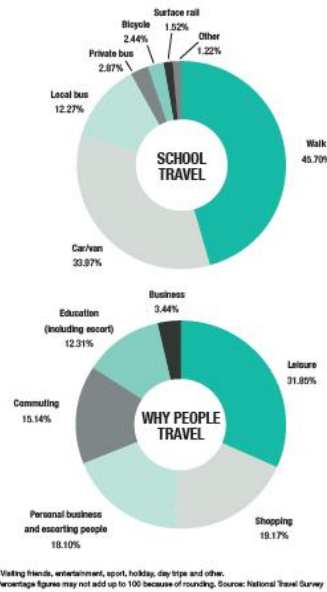
- People in the most rural areas of England travel an average of around 10,000 miles each year, much further than people in urban areas.
- People in London travel around 4,600 miles per year, but spend longer travelling than people in other areas.

What is the main purpose of most journeys?

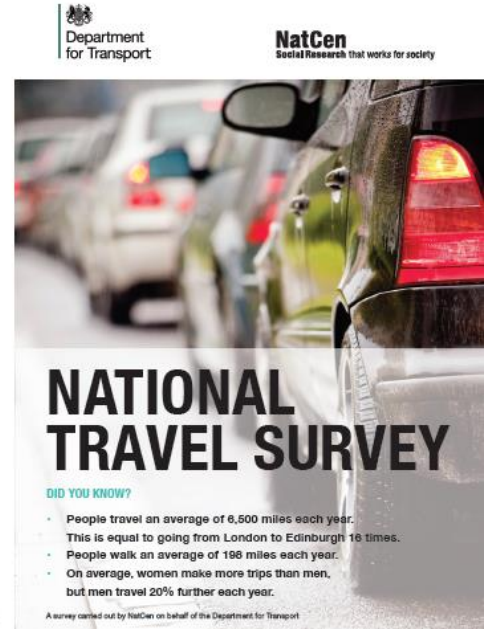
- One third of all trips are for leisure, such as visiting friends and entertainment, and one fifth of all journeys that people make are to go shopping.

Are people walking and cycling more?

- The number of journeys made on foot has fallen by around 20% since the mid-1990s, but has stabilised in recent years. Only 2% of trips are made by bicycle, but we're now cycling 16% further than we did in the mid-1990s.
- Men tend to make more cycling trips than women, but women make more trips by bus.



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WHAT IS THE NATIONAL TRAVEL SURVEY?

As you go about your daily life, the chances are that you have to travel somewhere. Some journeys we make can be routine, such as a journey to work. Some are more occasional, like a trip to see friends or relatives in another part of the country. Others are more spontaneous, like a short walk to the local shop to buy a newspaper.

The government makes decisions about transport services that affect how you travel. It needs up-to-date and reliable information on how people actually travel to ensure its policies are well developed and its transport plans appropriate. The best way to get this information is to ask people, like you, about the different journeys they make, and the National Travel Survey does just that. Where, why, how and how far people travel are all questions the survey tries to answer.

HOW DOES THE SURVEY WORK?

Each year, a representative sample of addresses in England is chosen at random. NatCen, an independent social research organisation, then invites the people who live at these addresses to take part in the survey.

The information gathered in this way is used to help create a national picture of how we travel.

HOW CAN YOU HELP?

People just like you have previously told us about their travel experiences, and we have learned a lot from this. But people's behaviour and needs change so it is important that we continue to collect information every year.

Now is your chance for your travel needs to be recognised. It doesn't matter how much or how little you travel and to get a good, representative picture, we need to include people of all ages and backgrounds.

Taking part in the survey is voluntary. However, if you decide not to join in, this means that your experience – and the experience of people like you – is less likely to be taken into account in transport planning.

WHAT DO YOU HAVE TO DO?

Taking part is easy. A NatCen interviewer will visit your home to ask you, and any other people who live with you, questions about travel. These cover subjects including: how you get to work, to school and to the shops; satisfaction with your local transport services; and any transport difficulties.

HOW IS THE INFORMATION USED?

The government uses the data for transport planning and policy development. For example, the survey results allow public authorities to study the travel of school children and to predict future traffic levels. The findings are also used by academics, businesses and the general public, as well as by campaigning organisations representing a wide range of groups, including motorists, cyclists, motorcyclists, the elderly, rural communities and children.

IS THE SURVEY CONFIDENTIAL?

Yes. NatCen and the Department for Transport (DfT), which are responsible for the data, are bound by the same code of confidentiality. Your answers will be treated in strict confidence in accordance with the Data Protection Act, and used for statistical purposes only. Your details will only be known to the team processing the survey results at NatCen and DfT. We won't pass on your name or address to anyone else.

WHERE CAN I GET MORE INFORMATION?

You can find more information for people taking part in the survey at NatCen's National Travel Survey website: www.natcen.ac.uk/nts

IF YOU WISH TO CONTACT NATCEN ABOUT THIS SURVEY PLEASE WRITE TO:

National Travel Survey
NatCen Social Research
Kings House
101-135 Kings Road
Brentwood
Essex CM14 4LX
Telephone: 01277 200 600 or 0800 652 4568
Email: info@natcen.ac.uk

YOU CAN FIND OUT MORE ABOUT THE NATIONAL TRAVEL SURVEY, INCLUDING ITS FINDINGS, ON THE DEPARTMENT FOR TRANSPORT WEBSITE:

www.gov.uk/government/collections/national-travel-survey-statistics
Telephone: 020 7344 3097 (DfT NTS enquiry number)
Email: national.travelsurvey@df.gov.uk

A large print version of this leaflet is available on request.

8.5 Appendix E: Adult and young person’s travel diaries

NTS V6
D1 version

Department for Transport
NatCen
Social Research

Area Add H CL P

In confidence

National Travel Survey

Travel record of

Travel week

Start day	Finish day
Start date	Finish date

Please use black or blue ink if possible
Thank you very much for your help

Your interviewer

will call again on

Day	Day
Date	Date
Time	Time

NatCen
Social Research
NatCen Social Research
Kings House
101-135 Kings Road
Surreywood
Essex CM14 4LX
Telephone 0800 052 4568
www.natcen.ac.uk/nts
https://www.gov.uk/government/collections/national-travel-survey-statistics

Printed on 100% recycled paper

Information Classification Level 3 – Respondent – Confidential

DAY 1 Mon Tues Wed Thur Fri Sat Sun

Remember to complete your mileage chart

For help with filling in please unfold side flap for notes

Turn over for more journeys

On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys.					STAGES These columns are for entering details of each stage of your journey				Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE		Only fill in these columns if you used PUBLIC TRANSPORT			
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
What was the purpose of your journey? <small>See Note A</small>	What time did you leave? <small>See Note B</small>	What time did you arrive? <small>See Note C</small>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	What method of travel did you use for each stage of your journey? <small>See Note F</small>	How far did you travel? (Miles) <small>See Note G</small>	How long did you spend travelling? (Minutes) <small>See Note H</small>	How many people travelled including you? <small>See Note I</small>	Which car or other motor vehicle did you use? <small>See Note J</small>	Were you the driver (D) or a passenger (P)? <small>See Note K</small>	How much did you pay for parking? <small>See Note L</small>	What type of ticket did you use? <small>See Note M</small>	How much did your ticket cost? <small>See Note N</small>	How many times did you board? <small>See Note O</small>
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USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

DAY 1 continued

Mon Tues Wed Thur Fri Sat Sun

Date

Remember to complete your mileage chart

Turn over for more journeys

On this day only, please include all walks (even walks under a mile)

STAGES These columns are for entering details of each stage of your journey

Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE

Only fill in these columns if you used PUBLIC TRANSPORT

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys.

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
What was the purpose of your journey? <small>See Note A</small>	What time did you leave? <small>See Note B</small>	What time did you arrive? <small>See Note C</small>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	What method of travel did you use for each stage of your journey? <small>See Note F</small>	How far did you travel? (Miles) <small>See Note G</small>	How long did you spend travelling? (Minutes) <small>See Note H</small>	How many people travelled including you? <small>See Note I</small>	Which car or other motor vehicle did you use? <small>See Note J</small>	Were you the driver (D) or a passenger (P)? <small>See Note K</small>	How much did you pay for parking? <small>See Note L</small>	What type of ticket did you use? <small>See Note M</small>	How much did your ticket cost? <small>See Note N</small>	How many times did you board? <small>See Note O</small>
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DAY 7 Mon Tues Wed Thur Fri Sat Sun

Remember to complete your mileage chart

For help with filling in please unfold side flap for notes

STAGES These columns are for entering details of each stage of your journey

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more

A		B		C		D		E		F		G		H		I		J		K		L		M		N		O	
What was the purpose of your journey? <small>See Note A</small>		What time did you leave? <small>See Note B</small>		What time did you arrive? <small>See Note C</small>		Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>		Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>		What method of travel did you use for each stage of your journey? <small>See Note F</small>		How far did you travel? (Miles) <small>See Note G</small>		How long did you spend travelling? (Minutes) <small>See Note H</small>		How many people travelled including you? <small>See Note I</small>		Which car or other motor vehicle did you use? <small>See Note J</small>		Were you the driver (D) or a passenger (P)? <small>See Note K</small>		How much did you pay for parking? <small>See Note L</small>		What type of ticket did you use? <small>See Note M</small>		How much did your ticket cost? <small>See Note N</small>		How many times did you board? <small>See Note O</small>	
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USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

EXTRA JOURNEYS
If you made more than 7 journeys on this day please use the extra space towards the back of the booklet

DAY 1 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

On this day only, please include all walks (even walks under a mile)

STAGES These columns are for entering details of each stage of your journey

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	STAGES			Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE		Only fill in these columns if you used PUBLIC TRANSPORT						
					F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people travelled including you? <small>See Note I</small>	J Which car or other motor vehicle did you use? <small>See Note J</small>	K What type of ticket did you use? <small>See Note K</small>	L How much did your ticket cost? <small>See Note L</small>	M How many times did you board? <small>See Note M</small>				
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					3											£ : : <input type="checkbox"/> Nil
2	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	Time : : <input type="checkbox"/> am <input type="checkbox"/> pm	<input type="checkbox"/> Home	<input type="checkbox"/> Home	F	G	H	I								
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					3											£ : : <input type="checkbox"/> Nil

USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

DAY 1 continued

Mon Tues Wed Thur Fri Sat Sun

Date

Turn over for more journeys

On this day only, please include all walks (even walks under a mile)

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys

STAGES These columns are for entering details of each stage of your journey

A What was the purpose of your journey? <small>See Note A</small>	B What time did you leave? <small>See Note B</small>	C What time did you arrive? <small>See Note C</small>	D Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	E Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	STAGES				J Which car or other motor vehicle did you use? <small>See Note J</small>	Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE		Only fill in these columns if you used PUBLIC TRANSPORT		M How many times did you board? <small>See Note M</small>	
					F What method of travel did you use for each stage of your journey? <small>See Note F</small>	G How far did you travel? (Miles) <small>See Note G</small>	H How long did you spend travelling? (Minutes) <small>See Note H</small>	I How many people travelled including you? <small>See Note I</small>		Adults	Children	K What type of ticket did you use? <small>See Note K</small>	L How much did your ticket cost? <small>See Note L</small>		
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					4										£ : : <input type="checkbox"/> Nil

DAY 7 Mon Tues Wed Thur Fri Sat Sun

For help with filling in please unfold side flap for notes

JOURNEYS Please record each journey on a new row. Include very short ones and return journeys. Include walks if 1 mile or more



STAGES These columns are for entering details of each stage of your journey

									Only fill in these columns if you used a CAR or OTHER MOTOR VEHICLE		Only fill in these columns if you used PUBLIC TRANSPORT		
A	B	C	D	E	F	G	H	I	J	K	L	M	
What was the purpose of your journey? <small>See Note A</small>	What time did you leave? <small>See Note B</small>	What time did you arrive? <small>See Note C</small>	Where did you start your journey? (Tick Home or give the name of the village, town or area) <small>See Note D</small>	Where did you go to? (Tick Home or give the name of the village, town or area) <small>See Note E</small>	What method of travel did you use for each stage of your journey? <small>See Note F</small>	How far did you travel? (Miles) <small>See Note G</small>	How long did you spend travelling? (Minutes) <small>See Note H</small>	How many people travelled including you? <small>See Note I</small>	Which car or other motor vehicle did you use? <small>See Note J</small>	What type of ticket did you use? <small>See Note K</small>	How much did your ticket cost? <small>See Note L</small>	How many times did you board? <small>See Note M</small>	
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USE THIS SPACE FOR ANYTHING ELSE YOU WANT TO TELL US

EXTRA JOURNEYS
If you made more than 7 journeys on this day please use the extra space towards the back of the booklet

8.6 Appendix F: Memory jogger

NTS V1		 Department for Transport	 NatCen Social Research that works for society
Area	<input type="text"/>	<h1>National Travel Survey</h1>	
Address	<input type="text"/>		
Household	<input type="text"/>		
Per. No.	<input type="text"/>		
<p>NatCen Social Research Kings House 101-135 Kings Road Brentwood Essex CM14 4LX 01277 200600 or 0800 652 4568 www.natcen.ac.uk/nts www.gov.uk/government/collections/national-travel-survey-statistics</p> 		In confidence	
<p>A Company Limited by Guarantee Registered in England No. 4392418 A Charity in England and Wales (1091768) and Scotland (SC038454) Information Classification Level 3 – Respondent – Confidential</p>		MEMORY JOGGER OF <input type="text"/>	
<p>Thank you very much</p>		START Day <input type="text"/>	
		FINISH Day <input type="text"/>	
		Day1SW	

8.7 Appendix G: Mileage chart



Area Add Hhld Veh

National Travel Survey – Mileage Chart

Please record your milometer reading at the start and end of your travel record week.

Vehicle make and model	<input style="width: 100%;" type="text"/>
-------------------------------	---

Start date	MILOMETER _____ Miles/Kilometres (delete one)
Day _____ <input type="text"/> / <input type="text"/> / <input type="text"/> <i>e.g. Wed 05/06/2016</i>	

End date	MILOMETER _____ Miles/Kilometres (delete one)
Day _____ <input type="text"/> / <input type="text"/> / <input type="text"/> <i>e.g. Tues 11/06/2016</i>	

Please complete the following, where possible, if you were unable to provide the information at the time of the interview:

Reg year	<input style="width: 100%;" type="text"/>	Reg month	<input style="width: 100%;" type="text"/>
Vehicle engine size	(1 litre = 1,000 cc)		

National Centre for Social Research, Kings House, 101-135 Kings Road, Brentwood, Essex, CM14 4LX

Information Classification Level 3 – Respondent – Confidential

NTS V6

8.8 Appendix H: Push-to-telephone advance letter



Department
for Transport

The Resident

Ref:

National Travel Survey

Help us understand the nation's transport needs

Dear Sir/Madam,

Your address has been selected to take part in the National Travel Survey. The Department for Transport uses the study to help improve transport policy. If you would like to see improvements to transport, you can help us understand the current situation by taking part.

During the current coronavirus pandemic, it is important for the Department for Transport to understand how people are moving about. We understand many people are not travelling far, if at all, but all responses are important to help us to fully understand behaviour in these challenging times. It is also important for us to look to the future, and to think about how to improve transport provision once the pandemic is over.

More than 6,000 helpful households took part in the last National Travel Survey. Most people find taking part an interesting experience and are pleased to have their views taken into account by government.



Taking part is easy

To help us understand the nation's travel, follow these four easy steps.

- 1 Using your computer, tablet or smartphone go to survey.natcen.ac.uk/ **National Travel Survey** or please call National Centre for Social Research (NatCen) for free on **0800 652 4568** to acknowledge you have received this letter
- 2 An interviewer from NatCen will then contact you to arrange a telephone interview
- 3 Complete the telephone interview and receive your reward of a £20 voucher for your household



What is involved?

An interviewer from the National Centre for Social Research (NatCen) will call you over the phone at a time which is convenient for you. The interview will cover a range of travel-related topics. Our interviewer will ask you about any trips you made over the last couple of days. They will call again after a few days to ask you about any journeys you made since your interview. The findings are confidential and will not identify you or your family.



Thank you

As a gesture of goodwill, your household will receive a **£20 shopping voucher** when you complete the second call with our interviewer.

J Wilkins

John Wilkins
Deputy Director, Statistics Travel & Safety
Division, Department for Transport

P14487

Frequently Asked Questions

Who is carrying out the survey?

The survey is commissioned by the Department for Transport. Your interview will be completed with an experienced research interviewer from the National Centre for Social Research.

How was I chosen?

We have selected a random sample of address from a list of all addresses in England. This is to make sure that the survey represents the whole country.

I am not making many journeys – do you want to interview me?

It is vital for us to understand how the coronavirus pandemic has impacted people's daily lives.

We are interested in your daily experiences of travel – however much or little you do – whether you walk, drive or use public transport. The results are used to look make decisions about the future transport policy. We need information from a wide range of people including those in or out of work, children, young people and the elderly.

What is the survey used for?

The National Travel Survey is used by local and national government, as well as by consultants, academics, pressure groups and charities.

Some of the specific uses of the survey include studying in school children's travel, monitoring road accidents, predicting future traffic level and finding out the transport needs of minority groups. This year we will be looking at how the coronavirus pandemic is impacting on travel.

What will happen to any information I give?

We will treat your information in the strictest confidence under current data protection legislation. The findings will not identify you. Your name, address and contact details will not be passed on to anyone outside the National Centre for Social Research or the Department for Transport. Personal data will be stored securely and securely deleted after two years. Participation in this research is not compulsory and you have the right to withdraw at any stage.

Any questions?

If you have any further questions, please visit www.natcen.ac.uk/travel, email nts@natcen.ac.uk or call free on **0800 652 4568**.

Data protection

Further information on how we store and use the data is available at: www.gov.uk/guidance/personal-information-and-data-protection#national-travel-survey. Information on how to contact the Data Protection Officer, exercise your rights in relation to your personal data, and on how to complain, can be found at www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

If you wish to lodge a complaint about the way the survey has been conducted you can do so by contacting info@natcen.ac.uk or **0800 652 4568**, quoting your reference number printed on the other side of this letter. If we're not able to resolve your complaint, you can contact the Information Commissioner's Office (www.ico.org.uk).

8.9 Appendix I: Push-to-telephone reminder letter



Department
for Transport

NatCen
Social Research

The Resident

<Address1>
<Address2>
<Address3>
<Address4>
<Address5>
<Postcode>

Ref:
<LETREF>

We'd still really like to hear from you

Dear Resident(s),

We wrote to you recently asking for your help with the National Travel Survey. If you have already responded, thank you very much for your time. If you have not taken part yet there is still time to do so.

Time is running out

If you have not yet taken part, we would be very grateful if you could do so as soon as possible. The Department for Transport uses the study to help improve transport policy.

Following government advice regarding coronavirus (COVID-19), we will be carrying out this study by telephone, instead of face-to-face. Collecting information is more important than ever, particularly as it will help the government to understand the impact of the coronavirus (COVID-19) pandemic on people's lives and travel patterns. However much or little you travel, all responses are important to help us understand travel patterns during these challenging times. The data will be used to help improve transport in Britain.

Time is running out to take part this year. Most people find it interesting and are pleased to have their views taken into account by the government.

Taking part is easy To help us understand the nation's travel, follow these three easy steps:

- 1 Using your computer, tablet or smartphone, type the following address into the address bar: survey.natcen.ac.uk/NationalTravelSurvey or call the National Centre for Social Research (NatCen) for free on 0800 652 4566 to acknowledge you have received this letter
- 2 Provide your preferred contact number so our interviewer can call you to carry out the interview or arrange a time which suits you
- 3 Complete the telephone interview and enjoy a £20 voucher

What is involved?

After you have acknowledged receipt of this letter, an interviewer from the National Centre for Social Research (NatCen) will call you at a time which is convenient for you. The interviewer will ask questions on a range of travel-related topics and about any trips you made over the last couple of days. They will call again after a few days to ask you about any journeys you make after your interview. All of your answers to the survey are completely confidential.

Thank you

As a gesture of goodwill, your household will receive a £20 shopping voucher when you complete the second call with our interviewer.

J Wilkins

John Wilkins
Deputy Director, Statistics Travel & Safety Division
Department for Transport

Frequently Asked Questions

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It is vital for us to understand how the coronavirus pandemic has impacted people's daily lives.

We are interested in your daily experiences of travel – however much or little you do – whether you walk, drive or use public transport. The results are used to make decisions about future transport policy. We need information from a wide range of people including those in or out of work, children, young people and the elderly.

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What will happen to any information I give?

We will treat your information in the strictest confidence under current data protection legislation. The findings will not identify you. Your name, address and contact details will not be passed on to anyone outside the National Centre for Social Research or the Department for Transport. Personal data will be stored securely and securely deleted after two years. Participation in this research is not compulsory and you have the right to withdraw at any stage.

Any questions?

If you have any further questions, please visit www.natcen.ac.uk/travel, email nts@natcen.ac.uk or call free on 0800 652 4568.

Data protection

Further information on how we store and use the data is available at: www.gov.uk/guidance/personal-information-and-data-protection#national-travel-survey. Information on how to contact the Data Protection Officer, exercise your rights in relation to your personal data, and on how to complain, can be found at www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter.

If you wish to lodge a complaint about the way the survey has been conducted you can do so by contacting info@natcen.ac.uk or 0800 652 4568, quoting your reference number printed on the other side of this letter. If we're not able to resolve your complaint, you can contact the Information Commissioner's Office (www.ico.org.uk).

8.10 Appendix J: Show cards

Show card 1

White

- 1. English/ Welsh/ Scottish/ Northern Irish/ British**
- 2. Irish**
- 3. Gypsy or Irish traveller**
- 4. Any other white background**

Mixed

- 5. White and Black Caribbean**
- 6. White and Black African**
- 7. White and Asian**
- 8. Any other Mixed / multiple ethnic background**

Asian or Asian British

- 9. Indian**
- 10. Pakistani**
- 11. Bangladeshi**
- 12. Chinese**
- 13. Any other Asian background**

Black or Black British

- 14. African**
- 15. Caribbean**
- 16. Any other black/ African/ Caribbean background**

Other ethnic groups

- 17. Arab**
- 18. Any other ethnic background**

Show card 2

- 1. Own outright**
- 2. Buying it with the help of a mortgage or loan**
- 3. Part own and part rent (shared ownership)**
- 4. Rent it (includes all those who are on Housing Benefit or Local Housing Allowance)**
- 5. Live here rent-free (including rent-free in relative's/friend's property but excluding squatters)**
- 6. Squatting**

Show card 3

- 1. Food and drink**
- 2. Takeaway meals**
- 3. Clothes or footwear**
- 4. Books / CDs / DVDs / software**
- 5. Furniture**
- 6. Soft furnishings/bedding**
- 7. Electrical appliances or items (e.g. computer / fridge / TV / kettle)**
- 8. Holiday/travel tickets**
- 9. Any other tickets (not for travel)**
- 10. Plants / bulbs / flowers / seeds**
- 11. Health goods and toiletries**
- 12. DIY / garden equipment**
- 96. Anything else**
- 97. None of these**

Show card 4

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

Show card 5

- 1. Go to shops / market in person**
- 2. Someone outside of the household goes to shops for me (e.g. friend, relative, carer)**
- 3. Order online for home delivery**
- 4. Order by phone for home delivery**
- 5. Order by post for home delivery**
- 96. Other**

Show card 6A

1. **It takes too long**
2. **It's too far**
3. **Lack of footpaths**
4. **Poor street lighting**
5. **Not enough crossing points**
6. **Too much traffic/traffic too fast**
7. **Poor pavement conditions** (damaged/uneven pavements, narrow pavements, pavement parking)
8. **Too much pollution**
9. **Road safety concerns**
10. **Personal security concerns**
11. **Health reasons**
12. **The weather**
13. **No one to walk with**
14. **Prefer current mode of transportation**
15. **Already walk enough**
16. **Children are too young**
17. **Parents do not allow walking to school**
18. **Parents cannot accompany them**
19. **No interest in walking**
97. **Other reason** (Please specify)

Show card 6B

1. **No interest in walking**
2. **Parents cannot accompany them**
3. **Parents do not allow walking to school**
4. **Children are too young**
5. **Already walk enough**
6. **Prefer current mode of transportation**
7. **No one to walk with**
8. **The weather**
9. **Health reasons**
10. **Personal security concerns**
11. **Road safety concerns**
12. **Too much pollution**
13. **Poor pavement conditions** (damaged/uneven pavements, narrow pavements, pavement parking)
14. **Too much traffic/traffic too fast**
15. **Not enough crossing points**
16. **Poor street lighting**
17. **Lack of footpaths**
18. **It's too far**
19. **It takes too long**
97. **Other reason** (Please specify)

Show card 7

1. **Safer roads** (e.g. with slower speeds, less traffic, more considerate driving)
2. **Well-maintained pavements** (even, clean, uncluttered, well-lit)
3. **Better provision for health needs** (e.g. benches, public toilets, ramps)
4. **More / safer crossing points**
5. **Provision of information on walking routes**
6. **A "walking bus"** (A system where recognised adults collect children at agreed points, and safely escort them to school on foot as a group)
7. **Less road noise**
97. **Other** (Please specify)

Show card 8

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

Show card 9

1. **Four-wheel car** (side windows behind driver) (includes Multi-Purpose Vehicles and people carriers)
2. **Four-wheel drive passenger vehicle** (side windows behind driver e.g. Landrover, Jeep or similar)
3. **Three-wheel car** (side windows behind driver)
4. **Minibus, motor caravan, dormobile etc.**
5. **Light van** (*no side windows behind driver*) (includes pickups and car based vans)
6. **Some other type of van or lorry**
7. **Motorcycle / scooter** (with or without sidecar)
8. **Moped**
9. **Some other motor vehicle (please say what)**

Show card 10

1. **Vision** (for example, blindness or partial sight)
2. **Hearing** (for example, deafness or partial hearing)
3. **Mobility** (for example, walking short distances or climbing stairs)
4. **Dexterity** (for example, lifting or carrying objects, using a keyboard)
5. **Learning or understanding or concentrating**
6. **Memory**
7. **Mental health**
8. **Stamina or breathing or fatigue**
9. **Socially or behaviourally** (for example, associated with autism, attention deficit disorder or Asperger's syndrome)
10. **Speech**
97. **Other (Please specify)**

Show card 11

- 1. Powered wheelchair**
- 2. Manual wheelchair**
- 3. Powered mobility scooter**
- 4. Walking sticks**
- 96. Other walking aid**

Show card 12

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

Show card 13

1. Keeping an eye out, 'being there':

Being available if needed

Making your whereabouts known so you can be contacted if needed

2. Social support and assistance:

Sitting with

Chatting with/listening to/reading to

Making/receiving telephone calls to talk to them

Encouraging them to do things for themselves

3. Accompanying on trips out to go:

Shopping

To hospital/GP/optician/dentist/chiroprapist

To the park/church/restaurant

4. Home and garden:

Making meals

Going shopping for someone

Washing/ironing/changing sheets

Cleaning/housework

Gardening

Odd jobs/maintenance

Lifting/carrying heavy objects

5. Paperwork/official/financial:

Helping with paperwork

Dealing with 'officials' (including by phone)

Paying bills/rents/rates

Collecting pension/benefits

6. Medical:

Collecting prescriptions

Giving medication

Changing dressings

7. Moving about the home: giving help with

Getting up and down stairs

Moving from room to room

Getting in and out of bed

8. Personal care: help with

Getting dressed

Feeding

Washing/bathing/using the toilet

Show card 14

- 1. Dial-a-ride service**
- 2. Supermarket bus**
- 3. Hospital car or service**
- 4. Day centre car or service**
- 5. Shared taxi scheme**
- 6. Taxi voucher scheme**
- 7. Postbus**
- 8. Community owned minibus**
- 97. Other special service (Please specify)**

Show card 15

- 1. At least once a day**
- 2. 5 or more times a week, but not every day**
- 3. 3 or 4 times a week**
- 4. Once or twice a week**
- 5. Less than that but more than twice a month**
- 6. Once or twice a month**
- 7. Less than that but more than twice a year**
- 8. Once or twice a year**
- 9. Less than once a year**
- 10. Never**

Show card 16A

1. **It takes too long**
2. **It's too far**
3. **Poor pavement conditions** (damaged/uneven pavements, narrow pavements, pavement parking)
4. **Lack of footpaths**
5. **Poor street lighting**
6. **Not enough crossing points**
7. **Too much traffic/traffic too fast**
8. **Too much pollution**
9. **Road safety concerns**
10. **Personal security concerns**
11. **Ill-health reasons/too old** (lack of resting places/benches, lack of public toilets, too many steps)
12. **Lack of facilities at destination to shower**
13. **The weather**
14. **No one to walk with**
15. **Walk enough already**
16. **No interest in walking**
97. **Other** (Please specify)

Show card 16B

- 1. No interest in walking**
- 2. Walk enough already**
- 3. No one to walk with**
- 4. The weather**
- 5. Lack of facilities at destination to shower**
- 6. Ill-health reasons/too old** (lack of resting places/benches, lack of public toilets, too many steps)
- 7. Personal security concerns**
- 8. Road safety concerns**
- 9. Too much pollution**
- 10. Too much traffic/traffic too fast**
- 11. Not enough crossing points**
- 12. Poor street lighting**
- 13. Lack of footpaths**
- 14. Poor pavement conditions** (damaged/uneven pavements, narrow pavements, pavement parking)
- 15. It's too far**
- 16. It takes too long**
- 97. Other** (Please specify)

Show card 17

1. **Safer roads** (e.g. slower driving speeds, less traffic, or more considerate driving)
2. **Well-maintained pavements** (even, clean, uncluttered, well-lit)
3. **Better provision for health needs** (e.g. benches, public toilets, access ramps)
4. **More / safer crossing points**
5. **Access to showers / changing facilities at destination**
6. **Provision of information on walking routes**
7. **Better maps and signposting**
8. **Less road noise**
97. **Other (Please specify)**

Show card 18

- 1. At least once a day**
- 2. 5 or more times a week, but not every day**
- 3. 3 or 4 times a week**
- 4. Once or twice a week**
- 5. Less than that but more than twice a month**
- 6. Once or twice a month**
- 7. Less than that but more than twice a year**
- 8. Once or twice a year**
- 9. Less than once a year**
- 10. Never**

Show card 19A

- 1. I cannot ride a bicycle**
- 2. It takes too long**
- 3. It's too far**
- 4. Poor quality of cycle paths**
- 5. Lack of cycle paths**
- 6. Poor street lighting**
- 7. Too much traffic/traffic too fast**
- 8. Too much pollution**
- 9. Road safety concerns**
- 10. Personal security concerns**
- 11. Lack of facilities at destination to shower**
- 12. Lack of facilities to store the bicycle**
- 13. Ill-health reasons**
- 14. Too old**
- 15. The weather**
- 16. Bike broken/don't own a bike**
- 17. I can ride a bike, but I'm not confident doing so**
- 18. Cycling enough already**
- 19. No interest in cycling**
- 97. Other (Please specify)**

Show card 19B

- 1. No interest in cycling**
- 2. Cycling enough already**
- 3. I can ride a bike, but I'm not confident doing so**
- 4. Bike broken/don't own a bike**
- 5. The weather**
- 6. Too old**
- 7. Ill-health reasons**
- 8. Lack of facilities to store the bicycle**
- 9. Lack of facilities at destination to shower**
- 10. Personal security concerns**
- 11. Road safety concerns**
- 12. Too much pollution**
- 13. Too much traffic/traffic too fast**
- 14. Poor street lighting**
- 15. Lack of cycle paths**
- 16. Poor quality of cycle paths**
- 17. It's too far**
- 18. It takes too long**
- 19. I cannot ride a bicycle**
- 97. Other (Please specify)**

Show card 20

- 1. Safer roads** (e.g. slower driving speeds, less traffic, or more considerate driving)
- 2. Off-road and segregated cycle paths**
- 3. Safe cycle lanes**
- 4. Promotion of local cycling routes**
- 5. Secure storage / parking provision at home / work / stations / on-street**
- 6. Access to showers / changing facilities at work**
- 7. Well-maintained road surfaces for cycling**
- 8. Better signposting of safer cycle routes**
- 9. Training to help me ride a bike or increase my confidence**
- 10. Cycle maintenance courses**
- 11. Better cycle hire facilities**
- 97. Other** (Please specify)

Show card 21A

- 1. Family or friends can drive me when necessary**
- 2. Other forms of transport available**
- 3. Cost of learning to drive**
- 4. Cost of insurance**
- 5. Cost of buying a car**
- 6. Other general motoring costs**
- 7. Environmental reasons**
- 8. Safety concerns/Nervous about driving**
- 9. Physical difficulties/disabilities/health problems**
- 10. Too old**
- 11. Too busy to learn**
- 12. Put off by theory/practical driving test**
- 13. Not interested in driving**
- 14. Busy/congested roads**
- 96. Other**

Show card 21B

- 1. Busy/congested roads**
- 2. Not interested in driving**
- 3. Put off by theory/practical driving test**
- 4. Too busy to learn**
- 5. Too old**
- 6. Physical difficulties/disabilities/health problems**
- 7. Safety concerns/Nervous about driving**
- 8. Environmental reasons**
- 9. Other general motoring costs**
- 10. Cost of buying a car**
- 11. Cost of insurance**
- 12. Cost of learning to drive**
- 13. Other forms of transport available**
- 14. Family or friends can drive me when necessary**
- 96. Other**

Show card 22

- 1. At least once a day**
- 2. 5 or more times a week, but not every day**
- 3. 3 or 4 times a week**
- 4. Once or twice a week**
- 5. Less than that but more than twice a month**
- 6. Once or twice a month**
- 7. Less than that but more than twice a year**
- 8. Once or twice a year**
- 9. Less than once a year**
- 10. Never**

Show card 23

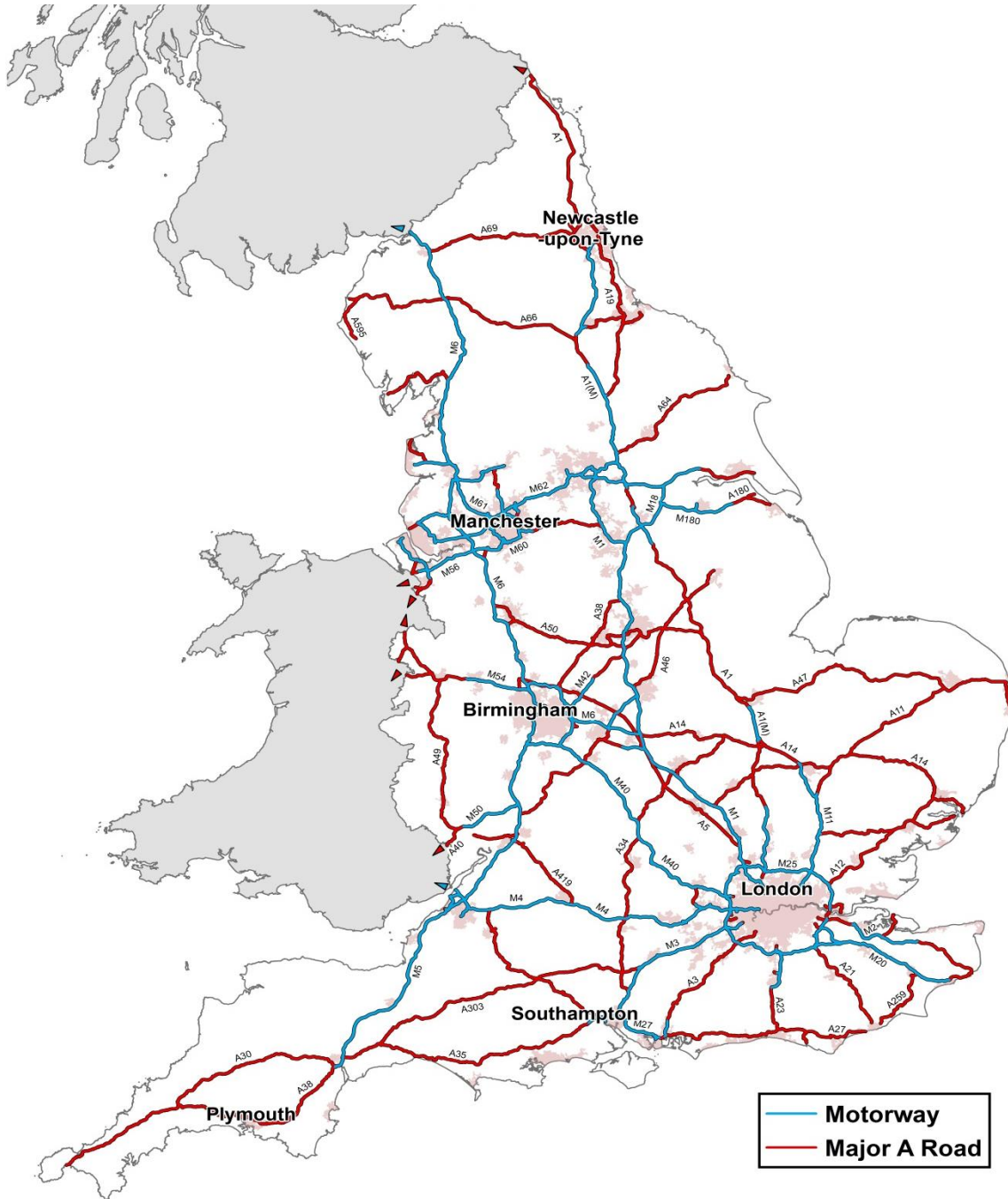
- 1. Several times a day**
- 2. Once or twice a day**
- 3. Several times a week**
- 4. Several times a month**
- 5. Less often**
- 6. Never**

Show card 24

- 1. Planning a journey in advance**
- 2. Accessing real-time journey information while on the move**
- 3. Purchasing mainline train tickets**
- 4. Purchasing tube, tram, metro or London overground train tickets, or topping up travel cards**
- 5. Purchasing ferry tickets**
- 6. Purchasing coach/bus tickets**
- 7. Purchasing airline tickets**
- 8. Online check-in for flights**
- 9. Using online administrative transport services** (for example, taxing a car, renewing a driving licence or applying for a disabled parking badge)
- 10. Booking taxis or private hire vehicles via a website or an app**
- 11. Booking car parking either in advance, or at the time of parking**
- 12. Hiring a car**
- 13. None of the above**
- 97. Other (Please specify)**

Show card 25

Motorways and major A roads in England



Show card 26

- 1. Higher degree or postgraduate qualifications**
(e.g. M.A., MSc., M.Ed, Ph.D. etc)
- 2. First degree level qualification degree, or degree level equivalent (e.g. BA; BSc) including foundation degrees; such as PGCE**
- 3. Diploma in higher education; HNC; HND; Nursing or Teaching qualification (excluding PGCE)**
- 4. A level; AS level; NVQ level 3; GNVQ Advanced; or equivalent**
- 5. GCSE grade A* - C / 4 - 9; O level; CSE grade 1; NVQ level 2; GNVQ intermediate; or equivalent**
- 6. GCSE grade D – G / 1 - 3; CSE below grade 1; NVQ level 1; GNVQ Foundation level; or equivalent**

Show card 27

- 1. Not yet started**
- 2. Less than 1 month**
- 3. 1 month but less than 3 months**
- 4. 3 months but less than 6 months**
- 5. 6 months but less than 12 months**
- 6. 12 months or more**

Show card 28

- 1. Private sector firm or company**
(including limited companies and PLCs)

- 2. Nationalised industry or public corporation** (including the Post Office and the BBC)

- 3. Other public sector employer** (including for example Central Government/Civil Service/Government Agencies, Local Authority/Local Education Authority, Universities, Health Authority, NHS Hospitals/NHS Hospitals/NHS Trusts/GP surgeries, Police/Armed Forces, Fire service)

- 4. Charity / Voluntary sector** (including charitable companies, churches, trade unions)

- 5. Other** (specify)

Show card 29

- 1. Central Government/Civil Service/Government Agencies**
- 2. Local Authority**
- 3. Local Education Authority/School**
- 4. Universities**
- 5. Health Governing Organisations** (for example Department of Health, NHS England, Clinical Commissioning Bodies and other Arm's-Length Bodies such as NHS digital, Health Education England and NHS improvement)
- 6. NHS Trusts or Foundation Trusts**
- 7. Primary care** (including GP surgeries)
- 8. Social or residential care**
- 9. Police**
- 10. Armed Forces**
- 11. Other**

Show card 30

- **Earned income / Salary**
- **Income from self-employment**
- **Pension (state, private or from former employer)**
- **Pension Credit (formerly Minimum Income Guarantee)**
- **Child Benefit**
- **Working Tax Credit (formerly Disabled Persons or Working Families Tax Credit)**
- **Child Tax Credit**
- **Disability Living Allowance**
- **Other state benefits e.g.**
 - **Jobseeker's Allowance**
 - **Income Support**
 - **Housing Benefit**
 - **Council Tax Benefit**
 - **Incapacity Benefit (formerly NI Sickness / Invalidity Benefit)**
 - **Maternity Allowance/Statutory Maternity Pay**
 - **Attendance Allowance**
 - **Carers Allowance (formerly Invalid Care Allowance)**
 - **Widow/Widowers'/Bereavement Benefits**
 - **Universal credit**
- **Interest from savings, building society, investments etc.**
- **Other regular allowances (e.g. maintenance from former partner, annuity, student grant, bursaries, scholarships etc)**
- **Other sources**

Show card 31

	<u>Per Week</u>	<u>Per Month</u>	<u>Per Year</u>
J.	Less than £19	Less than £83	£Less than £1,000
Q.	£19 to £38	£84 to £167	£1,000 to £1,999
U.	£39 to £57	£168 to £250	£2,000 to £2,999
A.	£58 to £76	£251 to £333	£3,000 to £3,999
H.	£77 to £95	£334 to £417	£4,000 to £4,999
N.	£96 to £115	£418 to £500	£5,000 to £5,999
L.	£116 to £134	£501 to £583	£6,000 to £6,999
V.	£135 to £153	£584 to £667	£7,000 to £7,999
C.	£154 to £172	£668 to £750	£8,000 to £8,999
S.	£173 to £191	£751 to £833	£9,000 to £9,999
W.	£192 to £239	£834 to £1,042	£10,000 to £12,499
D.	£240 to £287	£1,043 to £1,250	£12,500 to £14,999
R.	£288 to £335	£1,251 to £1,458	£15,000 to £17,499
E.	£336 to £383	£1,459 to £1,667	£17,500 to £19,999
T.	£384 to £479	£1,668 to £2,083	£20,000 to £24,999
B.	£480 to £575	£2,084 to £2,500	£25,000 to £29,999
F.	£576 to £671	£2,501 to £2,917	£30,000 to £34,999
G.	£672 to £767	£2,918 to £3,333	£35,000 to £39,999
I.	£768 to £959	£3,334 to £4,167	£40,000 to £49,999
P.	£960 to £1,150	£4,168 to £5,000	£50,000 to £59,999
O.	£1,151 to £1,342	£5,001 to £5,833	£60,000 to £69,999
M.	£1,343 to £1,439	£5,834 to £6,250	£70,000 to £74,999
Z.	£1,440 to £1,920	£6,251 to £8,333	£75,000 to £99,999
X.	£1,921 to £2,399	£8,334 to £10,416	£100,000 to £124,999
Y.	£2,400 to £2,879	£10,417 to £12,500	£125,000 to £149,999
K.	£2,880 or more	£12,501 or more	£150,000 or more

Show card 32

- 1. Motorway**
- 2. Dual carriageway**
- 3. Other major roads (other A roads)**
- 4. Local road in a city or town (including B roads)**
- 5. Local road outside a city or town (including B roads)**
- 97. Other (please specify)**

Show card 33

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

Show card 34

- 1. On the street**
- 2. On a driveway**
- 3. In a garage**
- 4. In a park-and-ride car park**
- 5. In another public car park**
- 6. In a firm/work's car park**
- 7. In another private car park**

Show card 35

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

Show card 36

- 1. Travelling to the doctors surgery**
- 2. Travelling to the hospital**
- 3. Visiting friends / relatives at their home**
- 4. Travelling to other social activities,
including taking children**
- 5. Taking the children to school**
- 6. Travelling to school / college /
university**
- 7. Travelling for any other reason (please
say what)**
- 8. No difficulties with any of these**

Show card 37

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

Show card 38

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

Show card 39

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

Show card 40

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

Show card 41

- 1. Season ticket**
- 2. Area travel card**
- 3. Combined season ticket / area travel card**
- 4. Railcard (e.g. family, young person's, senior citizen's, Network Card)**
- 5. Employee's special pass**
- 6. Other commercial ticket**
- 7. Passes for older people**
- 8. Scholar's pass**
- 9. Disabled person's pass**
- 10. Subsidised travel tokens**
- 11. Any other special ticket or pass**

Show card 42

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

Show card 43

- 1. Petrol**
- 2. Diesel**
- 3. Electric/Battery only**
- 4. Hybrid**
- 5. Plug-in hybrid**
- 6. Liquefied Petroleum Gas (LPG)**
- 7. Bi-fuel (combination of two fuels)**
- 97. Other**

Show card 44

1. AB12 CDE
2. A123 CDE, A12 BCD, A1 BCD
3. ABC 123D, ABC 12D, ABC 1A

Show card 45

Letter after number

	Jan to July	Aug to Dec		Jan to July	Aug to Dec
1963.....	A	A	1973.....	L	M
1964.....	B	B	1974.....	M	N
1965.....	C	C	1975.....	N	P
1966.....	D	D	1976.....	P	R
1967.....	E	F	1977.....	R	S
1968.....	F	G	1978.....	S	T
1969.....	G	H	1979.....	T	V
1970.....	H	J	1980.....	V	W
1971.....	J	K	1981.....	W	X
1972.....	K	L	1982.....	X	Y
			1983.....	Y	

Letter before number

	Jan to July	Aug to Dec		Jan to July	Aug to Dec
1983.....		A	1991.....	H	J
1984.....	A	B	1992.....	J	K
1985.....	B	C	1993.....	K	L
1986.....	C	D	1994.....	L	M
1987.....	D	E	1995.....	M	N
1988.....	E	F	1996.....	N	P
1989.....	F	G	1997.....	P	R
1990.....	G	H	1998.....	R	

Biannual change (letter before number) (* Aug to Dec)

	Jan to Feb	March to Aug	Sep to Dec
1998.....			S*
1999.....	S	T	V
2000.....	V	W	X
2001.....	X	Y	

Biannual change (age identifier)

	Jan to Feb	March to Aug	Sep to Dec
2001.....			51
2002.....	51	02	52
2003.....	52	03	53
2004.....	53	04	54
2005.....	54	05	55
2006.....	55	06	56
2007.....	56	07	57
2008.....	57	08	58
2009.....	58	09	59
2010.....	59	10	60
2011.....	60	11	61
2012.....	61	12	62
2013.....	62	13	63
2014.....	63	14	64
2015.....	64	15	65
2016.....	65	16	66
2017.....	66	17	67
2018.....	67	18	68
2019.....	68	19	69
2020.....	69	20	70

Show card 46

- 1. Up to 50cc**
- 2. 51 to 125cc**
- 3. 126 to 250cc**
- 4. 251 to 700cc**
- 5. 701 to 1000cc (0.7 to 1 litre)**
- 6. 1001 to 1300cc (1.0 to 1.3 litres)**
- 7. 1301 to 1400cc (1.3 to 1.4 litres)**
- 8. 1401 to 1500cc (1.4 to 1.5 litres)**
- 9. 1501 to 1800cc (1.5 to 1.8 litres)**
- 10. 1801 to 2000cc (1.8 to 2.0 litres)**
- 11. 2001 to 2500cc (2.0 to 2.5 litres)**
- 12. 2501 to 3000cc (2.5 to 3.0 litres)**
- 13. 3001cc and over (3 litres and over)**

Show card 47

1. 0 – 499 miles
2. 500 – 999 miles
3. 1,000 – 1,999 miles
4. 2,000 – 2,999 miles
5. 3,000 – 3,999 miles
6. 4,000 – 4,999 miles
7. 5,000 – 6,999 miles
8. 7,000 – 8,999 miles
9. 9,000 – 11,999 miles
10. 12,000 – 14,999 miles
11. 15,000 – 17,999 miles
12. 18,000 – 20,999 miles
13. 21,000 – 29,999 miles
14. 30,000 miles and over

Show card AA

- 1. Season ticket**
- 2. Area travel card**
- 3. Combined season ticket / area travel card**
- 4. Railcard (e.g. family, young person's, senior citizen's, Network Card)**
- 5. Employee's special pass**
- 6. Other Commercial ticket**
- 7. Passes for older people**
- 8. Scholar's pass**
- 9. Disabled person's pass**
- 10. Subsidised travel tokens**
- 11. Any other special ticket or pass**

8.11 Appendix K: Thank you Letter



Department
for Transport

Ian Knowles
DEPARTMENT FOR TRANSPORT

Web Site:
<https://www.gov.uk/government/organisations/department-for-transport>

Dear

Thank you for taking part in the National Travel Survey.

We really appreciate the time you have taken to share your answers with us, and to complete the travel diary. We hope you found it interesting and enjoyable.

The information you have supplied will form part of this crucial source of data for the Department for Transport. We will use the findings to help make decisions about travel services across the country.

The findings from the survey will also be used extensively by academics, charities and public interest groups here and throughout the world to understand more about how and why people travel in this country.

Find out more about the survey

You can find out more about the National Travel Survey and read the latest findings on the GOV.UK website here:

<https://www.gov.uk/government/collections/national-travel-survey-statistics>

Once again, thank you for your support.

Ian Knowles
Deputy Director, Statistics Travel & Safety Division
Department for Transport

8.12 Appendix L: 'Where do you work' lookup table

	WkUrbCd	WorkPI1
Aberdeen	1	5 minutes walk of Union Street
Birmingham	2	15 minutes walk of New Street
Blackpool	3	5 minutes walk of the Tower
Bolton	4	5 minutes walk of Town Hall (Victoria Square)
Bournemouth	5	5 minutes walk of The Square
Bradford	6	5 minutes walk of City Hall
Brighton	7	5 minutes walk of The Clock Tower
Bristol	8	15 minutes walk of Broadmead
Cardiff	9	5 minutes walk of St Davids Centre
Coventry	10	5 minutes walk of Broadgate
Derby	11	5 minutes walk of Market Place
Doncaster	12	5 minutes walk of the Law Courts
Dudley	13	5 minutes walk of Churchill Precinct
Dundee	14	5 minutes walk of City Square
Edinburgh	15	10 minutes walk of Princess Street
Glasgow	16	10 minutes walk of George Street
Huddersfield	17	5 minutes walk of Market Place
Hull	18	5 minutes walk of Victoria Square
Ipswich	19	5 minutes walk of The Cornhill
Leeds	20	10 minutes walk of City Station
Leicester	21	10 minutes walk of Clock Tower
Liverpool	22	10 minutes walk of The Town Hall
(London) Area bounded by the M25	23	Within the area shown on this map?
Luton	24	5 minutes walk of Arndale Shopping Centre
Manchester	25	15 minutes walk of Albert Square
Middlesborough	26	10 minutes walk of Victoria Square
Newcastle-Upon- Tyne	27	5 minutes walk of Eldon Square Shopping Centre
Northampton	28	5 minutes walk of The Market Square
Norwich	29	5 minutes walk of The Castle
Nottingham	30	10 minutes walk of Old Market Square
Peterborough	31	5 minutes walk of Queensgate Shopping Centre
Plymouth	32	10 minutes walk of Royal Parade
Portsmouth	33	10 minutes walk of The Guild Hall
Preston	34	5 minutes walk of The Market Square
Reading	35	10 minutes walk of Broad Street
Sheffield	36	10 minutes walk of Town Hall
Southampton	37	5 minutes walk of Bar Gate
Southend	38	10 minutes walk of Civic Centre
St.Helens	39	5 minutes walk of Victoria Square
Stockport	40	5 minutes walk of the Bus Centre
Stoke-On-Trent	41	5 minutes walk of Hanley Town Hall
Sunderland	42	5 minutes walk of Central Station
Swansea	43	5 minutes walk of The Dragon Hotel
Swindon	44	5 minutes walk of Brunel Shopping Centre
Walsall	45	10 minutes walk of Civic Centre
West Bromwich	46	5 minutes walk of Sandwell Shopping Centre
Wigan	47	5 minutes walk of Market Hall
Wolverhampton	48	5 minutes walk of Princess Square
	WkUrbCd	WorkPI1
Other urban area (not listed)	49	
Not in an urban area	50	Is it within 5 minutes walk of the main shopping/business centre?

8.13 Appendix M: 2020 allocation of PSUs to quota months

Major Stratum	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
1	2	3	4	3	3	2	3	4	2	2	5	2	35
2	1	2	2	1	2	3	2	2	0	1	1	2	19
3	2	2	2	0	3	3	3	2	2	5	1	1	26
4	2	2	1	3	1	1	2	1	2	3	0	2	20
5	2	2	3	2	4	1	2	1	4	3	2	1	27
6	2	2	2	2	2	2	2	3	1	4	0	3	25
7	2	3	1	3	2	1	2	1	3	3	3	1	25
8	3	2	3	1	2	4	3	1	3	1	3	2	28
9	2	2	3	2	3	2	2	3	3	3	2	3	30
10	2	2	2	2	3	2	3	2	2	3	2	2	27
11	3	2	1	2	2	3	2	3	1	1	2	2	24
12	1	1	4	3	1	1	1	2	2	2	2	2	22
13	1	2	1	1	1	2	1	1	2	0	2	2	16
14	2	3	1	3	2	1	3	2	1	1	2	3	24
15	4	2	2	3	3	3	1	2	5	2	3	4	34
16	3	0	3	2	1	3	3	2	1	2	3	1	24
17	3	3	3	2	2	3	2	4	3	3	3	2	33
18	3	0	1	3	2	0	1	1	2	2	1	2	18
19	1	4	4	2	3	5	4	3	2	2	3	3	36
20	4	1	1	1	1	3	2	1	2	2	2	2	22
21	2	2	3	3	3	1	2	3	3	2	2	3	29
22	1	2	1	1	2	1	2	1	1	0	2	1	15
23	2	1	2	1	2	2	2	2	1	4	1	1	21
24	2	3	4	2	3	4	3	2	4	3	3	3	36
25	4	2	1	4	2	1	1	4	2	1	2	4	28
26	2	1	1	1	2	2	1	2	2	2	1	2	19
27	2	3	4	3	1	3	3	4	1	4	1	2	31
28	2	2	2	3	2	2	3	1	1	0	4	2	24
29	2	2	1	2	2	1	2	2	2	3	1	2	22
30	1	2	1	1	2	1	1	1	2	0	2	2	16
Total	65	60	64	62	64	63	64	63	62	64	61	64	756

8.14 Appendix N: Logistic regression model for household participation

Face to Face Sample						
	B	S.E.	Wald	df	Sig.	Exp(B)
REGION:			7.33	9	0.603	
North East	0	(b/l)				1.00
North West	0.05	0.25	0.04	1	0.839	1.05
Yorkshire & Humberside	0.16	0.26	0.38	1	0.536	1.17
East Midlands	-0.27	0.28	0.88	1	0.347	0.77
West Midlands	0.25	0.26	0.95	1	0.330	1.28
Eastern	-0.09	0.25	0.12	1	0.728	0.92
Inner London	0.13	0.32	0.16	1	0.688	1.14
Outer London	0.06	0.28	0.05	1	0.827	1.06
South East	0.05	0.25	0.04	1	0.840	1.05
South West	0.15	0.26	0.34	1	0.559	1.16
Urban / rural (ru11ind):			0.63	5	0.986	
Urban - Major Conurbation	0	(b/l)				1.00
Urban - Minor Conurbation	0.08	0.34	0.06	1	0.804	1.09
Urban - City and Town	0.03	0.14	0.04	1	0.845	1.03
Rural - Town and Fringe	-0.05	0.19	0.07	1	0.784	0.95
Rural - Village	-0.05	0.24	0.05	1	0.828	0.95
Rural - Hamlets and Isolated Dwellings	-0.14	0.29	0.25	1	0.618	0.87
ACORN group:			41.20	4	<0.001	
Affluent Achievers	0	(b/l)				1.00
Rising Prosperity	-0.52	0.19	7.50	1	0.006	0.59
Comfortable Communities	-0.14	0.12	1.36	1	0.243	0.87
Financially Stretched	-0.30	0.14	4.77	1	0.029	0.74
Urban Adversity	-0.98	0.16	37.91	1	<0.001	0.37
Month:			97.40	2	<0.001	
January	0	(b/l)				1.00
February	-0.44	0.10	20.27	1	<0.001	0.65
March	-1.67	0.17	94.38	1	<0.001	0.19
Distance to nearest train station:			2.32	5	0.803	
Less than 500 m	0	(b/l)				1.00
500 m to 1 km	-0.30	0.22	1.77	1	0.183	0.74
1 km to 2 km	-0.29	0.21	1.93	1	0.164	0.74
2 km to 5 km	-0.26	0.21	1.44	1	0.230	0.77
5 km to 10km	-0.32	0.23	1.86	1	0.173	0.73
More than 10 km	-0.28	0.27	1.09	1	0.296	0.75
Intercept	0.88	0.33	7.02	1	0.008	2.40

Push to Telephone Sample

	B	S.E.	Wald	df	Sig.	Exp(B)
REGION:			21.18	9	0.012	
North East	0	(b/l)				1.00
North West	0.14	0.14	0.92	1	0.337	1.14
Yorkshire & Humberside	0.10	0.15	0.48	1	0.489	1.11
East Midlands	0.18	0.15	1.35	1	0.245	1.20
West Midlands	0.17	0.15	1.32	1	0.251	1.18
Eastern	0.32	0.14	5.19	1	0.023	1.38
Inner London	0.17	0.18	0.99	1	0.320	1.19
Outer London	-0.13	0.16	0.66	1	0.417	0.88
South East	0.25	0.14	3.25	1	0.071	1.29
South West	0.40	0.14	8.10	1	0.004	1.50
Urban / rural (ru11ind):			2.72	5	0.743	
Urban - Major Conurbation	0	(b/l)				1.00
Urban - Minor Conurbation	-0.07	0.17	0.20	1	0.659	0.93
Urban - City and Town	0.02	0.08	0.06	1	0.814	1.02
Rural - Town and Fringe	-0.02	0.11	0.04	1	0.843	0.98
Rural - Village	0.13	0.12	1.12	1	0.289	1.14
Rural - Hamlets and Isolated Dwellings	-0.05	0.15	0.14	1	0.712	0.95
ACORN group:			185.50	4	<0.001	
Affluent Achievers	0	(b/l)				1.00
Rising Prosperity	-0.35	0.10	12.05	1	0.001	0.71
Comfortable Communities	-0.28	0.06	19.29	1	<0.001	0.75
Financially Stretched	-0.80	0.08	105.43	1	<0.001	0.45
Urban Adversity	-1.06	0.09	131.80	1	<0.001	0.35
Month:			109.50	7	<0.001	
May	0	(b/l)				1.00
June	-0.21	0.12	3.09	1	0.079	0.81
July	-0.62	0.13	23.62	1	<0.001	0.54
August	-0.71	0.11	42.22	1	<0.001	0.49
September	-0.67	0.11	40.13	1	<0.001	0.51
October	-0.11	0.10	1.28	1	0.259	0.89
November	-0.08	0.10	0.70	1	0.401	0.92
December	-0.37	0.10	13.07	1	<0.001	0.69
Distance to nearest train station:			10.41	5	0.064	
Less than 500 m	0	(b/l)				1.00
500 m to 1 km	0.17	0.13	1.65	1	0.198	1.19
1 km to 2 km	0.11	0.13	0.84	1	0.360	1.12
2 km to 5 km	0.04	0.13	0.11	1	0.740	1.04
5 km to 10km	0.29	0.14	4.36	1	0.037	1.34
More than 10 km	0.17	0.15	1.20	1	0.273	1.18
Intercept	-1.22	0.19	39.30	1	<0.001	0.30

8.15 Appendix O: Calibration weighting control totals: interview sample

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Sex								
Male	3,266	47.9%	3,248	48.0%	3,548	49.5%	27,335,623	49.5%
Female	3,548	52.1%	3,517	52.0%	3,626	50.5%	27,936,512	50.5%
Region								
North East	290	4.3%	353	5.2%	340	4.7%	2,621,800	4.7%
North West	865	12.7%	908	13.4%	936	13.0%	7,210,975	13.0%
Yorks. And Humber	584	8.6%	624	9.2%	701	9.8%	5,400,641	9.8%
East Midlands	501	7.4%	502	7.4%	615	8.6%	4,737,021	8.6%
West Midlands	704	10.3%	669	9.9%	757	10.6%	5,834,823	10.6%
East Of England	866	12.7%	776	11.5%	796	11.1%	6,130,272	11.1%
London	937	13.8%	1,166	17.2%	1,150	16.0%	8,857,584	16.0%
South East	1,211	17.8%	1,073	15.9%	1,165	16.2%	8,977,646	16.2%
South West	856	12.6%	695	10.3%	714	10.0%	5,501,372	10.0%
Age by sex								
Males 0-4	174	2.6%	179	2.7%	220	3.1%	1,691,847	3.1%
Males 5-10	216	3.2%	229	3.4%	280	3.9%	2,160,517	3.9%
Males 11-16	214	3.1%	221	3.3%	256	3.6%	1,970,729	3.6%
Males 17-20	101	1.5%	99	1.5%	155	2.2%	1,194,871	2.2%
Males 21-29	274	4.0%	307	4.5%	422	5.9%	3,251,832	5.9%
Males 30-39	340	5.0%	354	5.2%	481	6.7%	3,705,604	6.7%
Males 40-49	361	5.3%	359	5.3%	455	6.3%	3,508,822	6.3%
Males 50-59	501	7.4%	489	7.2%	481	6.7%	3,708,966	6.7%
Males 60-64	232	3.4%	226	3.3%	197	2.7%	1,516,647	2.7%
Males 65-69	275	4.0%	259	3.8%	174	2.4%	1,342,365	2.4%
Males 70+	578	8.5%	526	7.8%	426	5.9%	3,283,422	5.9%
Females 0-4	171	2.5%	179	2.7%	208	2.9%	1,605,227	2.9%
Females 5-10	188	2.8%	196	2.9%	267	3.7%	2,058,640	3.7%
Females 11-16	225	3.3%	222	3.3%	244	3.4%	1,878,557	3.4%
Females 17-20	127	1.9%	133	2.0%	147	2.0%	1,128,685	2.0%
Females 21-29	279	4.1%	314	4.6%	410	5.7%	3,161,513	5.7%
Females 30-39	382	5.6%	413	6.1%	490	6.8%	3,777,307	6.8%
Females 40-49	431	6.3%	412	6.1%	464	6.5%	3,578,432	6.5%
Females 50-59	499	7.3%	491	7.3%	497	6.9%	3,825,529	6.9%
Females 60-64	282	4.1%	264	3.9%	205	2.9%	1,577,753	2.9%
Females 65-69	285	4.2%	261	3.9%	186	2.6%	1,435,500	2.6%
Females 70+	679	10.0%	634	9.4%	507	7.1%	3,909,368	7.1%
Total	6,814		6,766		7,174		55,272,134	

8.16 Appendix P: Logistic regression model for removing households that did not fully respond

Face to Face Sample						
	B	S.E.	Wald	df	Sig.	Exp(B)
REGION:			26.238	9	0.002	
North East	0	(b/l)				1.00
North West	-0.79	0.51	2.42	1	0.120	0.45
Yorkshire & Humberside	-0.36	0.57	0.41	1	0.523	0.69
East Midlands	0.01	0.66	0.00	1	0.982	1.02
West Midlands	-0.39	0.54	0.52	1	0.472	0.68
Eastern	-0.57	0.55	1.05	1	0.306	0.57
Inner London	2.71	1.13	5.69	1	0.017	14.97
Outer London	-0.60	0.54	1.23	1	0.268	0.55
South East	-0.62	0.52	1.40	1	0.237	0.54
South West	-1.43	0.53	7.21	1	0.007	0.24
Tenure:			0.23	1	0.634	
Not owner occupier	0	(b/l)				1.00
Owner occupier	0.11	0.22	0.23	1	0.634	1.11
Number of adults:			1.59	3	0.662	
One	0.00	(b/l)				1.00
Two	0.03	0.40	0.00	1	0.948	1.03
Three	0.52	0.62	0.72	1	0.395	1.69
Four or more	0.19	0.71	0.07	1	0.790	1.21
Any married couples:			0.01	1	0.943	
No	0	(b/l)				1.00
Yes	-0.03	0.38	0.01	1	0.943	0.973
Any cohabiting couples:			0.87	1	0.352	
No	0	(b/l)				1.00
Yes	-0.40	0.43	0.87	1	0.352	0.668
Regular use of vehicle:			1.05	1	0.305	
Yes	0	(b/l)				1.00
No	-0.29	0.28	1.05	1	0.305	0.75
Month:			79.72	2	<0.001	
January	0	(b/l)				1.00
February	-1.46	0.21	49.36	1	<0.001	0.23
March	-2.75	0.35	61.63	1	<0.001	0.06
<i>Cont...</i>						

	B	S.E.	Wald	df	Sig.	Exp(B)
Age of youngest household member:			3.46	8	0.902	
16 to 18	0	(b/l)				1.00
19 to 25	0.35	0.44	0.65	1	0.419	1.42
26 to 30	0.63	0.55	1.33	1	0.249	1.88
31 to 40	0.53	0.49	1.15	1	0.283	1.70
41 to 50	0.55	0.53	1.05	1	0.305	1.73
51 to 60	0.43	0.51	0.73	1	0.394	1.54
61 to 70	0.79	0.54	2.13	1	0.145	2.21
71 to 80	0.60	0.54	1.23	1	0.267	1.82
Older than 80	0.95	0.61	2.40	1	0.121	2.58
Ethnic groups of household members:			4.77	1	0.029	
All white	0	(b/l)				1.00
One or more not white	-0.56	0.26	4.77	1	0.029	0.57
Urban rural (ru11ind):			2.18	5	0.823	
Urban - Major Conurbation	0	(b/l)				1.00
Urban - Minor Conurbation	0.46	0.84	0.30	1	0.581	1.59
Urban - City and Town	-0.07	0.29	0.06	1	0.808	0.93
Rural - Town and Fringe	-0.34	0.36	0.85	1	0.357	0.71
Rural - Village	-0.34	0.43	0.66	1	0.418	0.71
Rural - Hamlets and Isolated Dwellings	0.12	0.62	0.04	1	0.844	1.13
Intercept	2.77	0.71	15.43	1	<0.001	15.97
Push to Telephone Sample						
	B	S.E.	Wald	df	Sig.	Exp(B)
REGION:			11.45	9	0.246	
North East	0	(b/l)				1.00
North West	0.43	0.64	0.46	1	0.499	1.54
Yorkshire & Humberside	0.71	0.74	0.93	1	0.336	2.04
East Midlands	1.56	0.85	3.41	1	0.065	4.76
West Midlands	0.82	0.70	1.35	1	0.245	2.26
Eastern	1.64	0.77	4.50	1	0.034	5.14
Inner London	0.34	0.82	0.17	1	0.681	1.40
Outer London	-0.02	0.75	0.00	1	0.976	0.98
South East	1.49	0.69	4.60	1	0.032	4.44
South West	1.58	0.74	4.56	1	0.033	4.84
Tenure:			0.07	1	0.784	
Not owner occupier	0	(b/l)				1.00
Owner occupier	-0.11	0.41	0.07	1	0.784	0.89
Number of adults:			2.49	3	0.476	
One	0.00	(b/l)				1.00
Two	-0.58	0.61	0.90	1	0.342	0.56
Three	-0.91	0.88	1.09	1	0.297	0.40
Four or more	-1.56	1.01	2.38	1	0.123	0.21
<i>Cont...</i>						

	B	S.E.	Wald	df	Sig.	Exp(B)
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Any married couples:			0.32	1	0.573	
No	0	(b/l)				1.00
Yes	0.32	0.57	0.32	1	0.573	1.38
Any cohabiting couples:			0.05	1	0.829	
No	0	(b/l)				1.00
Yes	-0.13	0.60	0.05	1	0.829	0.88
Regular use of vehicle:			1.04	1	0.307	
Yes	0	(b/l)				1.00
No	-0.47	0.46	1.04	1	0.307	0.63
Month:			34.19	7	<0.001	
May	-1.00	0.54	3.42	1	0.064	0.37
June	-1.55	0.53	8.50	1	0.004	0.21
July	0.33	0.67	0.25	1	0.617	1.40
August	0.67	0.68	0.99	1	0.320	1.96
September	0.45	0.58	0.59	1	0.443	1.56
October	0.33	0.58	0.32	1	0.571	1.39
November	0.84	0.67	1.58	1	0.209	2.31
December	-1.00	0.54	3.42	1	0.064	0.37
Age of youngest household member:			3.53	8	0.897	
16 to 18	0	(b/l)				1.00
19 to 25	-0.13	0.64	0.04	1	0.844	0.88
26 to 30	0.55	0.88	0.39	1	0.533	1.74
31 to 40	-0.32	0.73	0.19	1	0.659	0.72
41 to 50	0.52	0.85	0.37	1	0.543	1.68
51 to 60	0.18	0.81	0.05	1	0.823	1.20
61 to 70	0.31	0.81	0.15	1	0.698	1.37
71 to 80	0.13	0.83	0.02	1	0.876	1.14
Older than 80	0.55	1.07	0.27	1	0.605	1.74
Ethnic groups of household members:			0.70	1	0.403	
All white	0	(b/l)				1.00
One or more not white	0.39	0.46	0.70	1	0.403	1.47
Urban rural (ru11ind):			15.06	5	0.010	
Urban - Major Conurbation	0	(b/l)				1.00
Urban - Minor Conurbation	-0.50	0.90	0.31	1	0.578	0.60
Urban - City and Town	-0.50	0.45	1.21	1	0.271	0.61
Rural - Town and Fringe	-0.33	0.65	0.26	1	0.609	0.72
Rural - Village	-0.17	0.84	0.04	1	0.843	0.85
Rural - Hamlets and Isolated Dwellings	-2.13	0.60	12.49	1	0.000	0.12
Intercept	3.43	1.01	11.62	1	0.001	31.00

8.17 Appendix Q: Calibration weighting: fully responding sample

	Unweighted respondents		Sel & NR weights (Pre-calibration)		Post-calibration		Population estimates	
	n	%	n	%	n	%	n	%
Sex								
Male	2,982	47.8%	3,006	48.1%	3,282	49.5%	27,335,623	49.5%
Female	3,257	52.2%	3,245	51.9%	3,354	50.5%	27,936,512	50.5%
Region								
North East	270	4.3%	330	5.3%	315	4.7%	2,621,800	4.7%
North West	780	12.5%	862	13.8%	866	13.0%	7,210,975	13.0%
Yorks And Humber	544	8.7%	601	9.6%	648	9.8%	5,400,641	9.8%
East Midlands	489	7.8%	480	7.7%	569	8.6%	4,737,021	8.6%
West Midlands	637	10.2%	596	9.5%	700	10.6%	5,834,823	10.6%
East Of England	812	13.0%	713	11.4%	736	11.1%	6,130,272	11.1%
London	821	13.2%	992	15.9%	1,063	16.0%	8,857,584	16.0%
South East	1,122	18.0%	1,038	16.6%	1,078	16.2%	8,977,646	16.2%
South West	764	12.2%	638	10.2%	660	10.0%	5,501,372	10.0%
Age by sex								
Males 0-4	159	2.5%	166	2.7%	203	3.1%	1,691,847	3.1%
Males 5-10	197	3.2%	212	3.4%	259	3.9%	2,160,517	3.9%
Males 11-16	191	3.1%	212	3.4%	237	3.6%	1,970,729	3.6%
Males 17-20	83	1.3%	82	1.3%	143	2.2%	1,194,871	2.2%
Males 21-29	238	3.8%	275	4.4%	390	5.9%	3,251,832	5.9%
Males 30-39	312	5.0%	332	5.3%	445	6.7%	3,705,604	6.7%
Males 40-49	323	5.2%	325	5.2%	421	6.3%	3,508,822	6.3%
Males 50-59	462	7.4%	469	7.5%	445	6.7%	3,708,966	6.7%
Males 60-64	220	3.5%	209	3.3%	182	2.7%	1,516,647	2.7%
Males 65-69	257	4.1%	236	3.8%	161	2.4%	1,342,365	2.4%
Males 70+	540	8.7%	486	7.8%	394	5.9%	3,283,422	5.9%
Females 0-4	153	2.5%	162	2.6%	193	2.9%	1,605,227	2.9%
Females 5-10	166	2.7%	178	2.8%	247	3.7%	2,058,640	3.7%
Females 11-16	204	3.3%	205	3.3%	226	3.4%	1,878,557	3.4%
Females 17-20	115	1.8%	129	2.1%	135	2.0%	1,128,685	2.0%
Females 21-29	252	4.0%	291	4.7%	380	5.7%	3,161,513	5.7%
Females 30-39	345	5.5%	375	6.0%	453	6.8%	3,777,307	6.8%
Females 40-49	396	6.3%	381	6.1%	430	6.5%	3,578,432	6.5%
Females 50-59	461	7.4%	456	7.3%	459	6.9%	3,825,529	6.9%
Females 60-64	261	4.2%	240	3.8%	189	2.9%	1,577,753	2.9%
Females 65-69	268	4.3%	238	3.8%	172	2.6%	1,435,500	2.6%
Females 70+	636	10.2%	589	9.4%	469	7.1%	3,909,368	7.1%
Total	6,239		6,251		6,635		55,272,134	

8.18 Appendix R: Logistic regression model for excluding non-present adults

Face to Face Sample			
	Odds Ratio	p-value	Confidence Interval
Age-by-gender		0.005	
Males 16-29	1.00	-	-
Males 30-39	0.89	0.663	(0.54 , 1.48)
Males 40-49	1.14	0.645	(0.66 , 1.96)
Males 50-59	1.48	0.162	(0.85 , 2.57)
Males 60-69	2.74	0.004	(1.39 , 5.43)
Males 70+	3.44	0.003	(1.53 , 7.74)
Females 16-29	1.04	0.872	(0.67 , 1.60)
Females 30-39	2.38	0.003	(1.34 , 4.24)
Females 40-49	1.52	0.129	(0.88 , 2.61)
Females 50-59	1.64	0.075	(0.95 , 2.84)
Females 60-69	1.64	0.145	(0.84 , 3.20)
Females 70+	1.81	0.121	(0.86 , 3.83)
GOR		<0.001	
North east	1.00	-	-
North west	0.68	0.224	(0.37 , 1.27)
Yorkshire and the humber	1.01	0.982	(0.52 , 1.96)
East midlands	1.01	0.974	(0.52 , 1.97)
West midlands	1.28	0.447	(0.68 , 2.42)
East of england	1.45	0.258	(0.76 , 2.78)
London	0.56	0.065	(0.30 , 1.04)
South east	1.18	0.596	(0.64 , 2.18)
South west	1.27	0.472	(0.67 , 2.41)
Household size (16+)		0.008	
2	1.00	-	-
3+	0.62	0.008	(0.43 , 0.88)
Tenure		0.002	
3+	1.00	-	-
owner occupier	1.56	0.002	(1.19 , 2.06)
Individual income		<0.001	
<£14,999	1.00	-	-
£15,000-£24,999	1.21	0.343	(0.82 , 1.78)
£25,000-£34,999	1.03	0.903	(0.67 , 1.58)
£35,000-£49,999	1.11	0.669	(0.70 , 1.75)
£50,000+	1.42	0.128	(0.90 , 2.24)
missing	0.47	<0.001	(0.34 , 0.66)
Household size (all ages)		0.323	
2	1.00	-	-
3	1.05	0.824	(0.70 , 1.56)
4	0.82	0.337	(0.54 , 1.24)
5+	0.77	0.288	(0.48 , 1.24)
Marital status		0.003	
Married	1.00	-	-

	Cohabiting	0.87	0.458	(0.61 , 1.25)
	Single	0.48	<0.001	(0.32 , 0.71)
	Widowed/divorced/separated	0.98	0.962	(0.52 , 1.86)
Economic status			0.001	
	Employees	1.00	-	-
	Self-employed	0.95	0.803	(0.66 , 1.38)
	Unemployed/econ inactive	1.78	<0.001	(1.30 , 2.45)
Disability			0.157	
	yes	1.00	-	-
	no	1.78	<0.001	(1.30 , 2.45)
Car Use			0.299	
	3+ times a week	1.00	-	-
	once or twice a week	0.72	0.059	(0.51 , 1.01)
	less than once a week but more than once a month	0.98	0.951	(0.55 , 1.74)
	less than once a month	0.97	0.909	(0.59 , 1.61)
Ethnicity			0.578	
	white	1.00	-	-
	other	1.10	0.578	(0.78 , 1.56)
Intercept		2.20	0.058	

Push to Telephone Sample				
		Odds Ratio	p-value	Confidence Interval
Age-by-gender			<0.001	
	Males 16-29	1.00	-	-
	Males 30-39	1.18	0.392	(0.81 , 1.71)
	Males 40-49	1.51	0.036	(1.03 , 2.23)
	Males 50-59	1.82	0.003	(1.23 , 2.69)
	Males 60-69	2.19	<0.001	(1.40 , 3.43)
	Males 70+	2.61	<0.001	(1.62 , 4.21)
	Females 16-29	0.87	0.394	(0.63 , 1.20)
	Females 30-39	1.75	0.004	(1.19 , 2.58)
	Females 40-49	1.69	0.009	(1.14 , 2.50)
	Females 50-59	1.39	0.099	(0.94 , 2.05)
	Females 60-69	1.00	0.990	(0.64 , 1.56)
	Females 70+	0.86	0.548	(0.53 , 1.40)
GOR			0.366	
	North east	1.00	-	-
	North west	1.11	0.631	(0.73 , 1.67)
	Yorkshire and the humber	0.90	0.639	(0.59 , 1.38)
	East midlands	1.20	0.410	(0.78 , 1.85)
	West midlands	1.33	0.193	(0.87 , 2.03)
	East of england	1.02	0.912	(0.67 , 1.57)
	London	1.18	0.435	(0.78 , 1.78)
	South east	1.19	0.383	(0.80 , 1.77)
	South west	1.35	0.170	(0.88 , 2.06)
Household size (16+)			0.325	
	2	1.00	-	-
	3+	0.88	0.325	(0.69 , 1.13)

Tenure			0.010	
	Owner occupier	1.00	-	-
	Other	1.31	0.010	(1.07 , 1.61)
Individual income			0.085	
	<£14,999	1.00	-	-
	£15,000-£24,999	1.28	0.083	(0.97 , 1.69)
	£25,000-£34,999	1.32	0.067	(0.98 , 1.78)
	£35,000-£49,999	1.49	0.025	(1.05 , 2.11)
	£50,000+	1.17	0.346	(0.84 , 1.64)
	missing	1.02	0.867	(0.81 , 1.28)
Household size (all ages)			0.169	
	2	1.00	-	-
	3	1.00	0.997	(0.77 , 1.30)
	4	0.78	0.075	(0.60 , 1.02)
	5+	0.84	0.298	(0.61 , 1.17)
Marital status			<0.001	
	Married	1.00	-	-
	Cohabiting	0.98	0.868	(0.78 , 1.23)
	Single	0.42	<0.001	(0.31 , 0.57)
	Widowed/divorced/separated	2.05	0.003	(1.27 , 3.32)
Economic status			0.160	
	Employees	1.00	-	-
	Self-employed	0.94	0.691	(0.71 , 1.26)
	Unemployed/econ inactive	1.21	0.081	(0.98 , 1.50)
Disability			<0.001	
	yes	1.00	-	-
	no	1.21	0.081	(0.98 , 1.50)
Car Use			0.035	
	3+ times a week	1.00	-	-
	once or twice a week	1.28	0.013	(1.05 , 1.55)
	less than once a week but more than once a month	1.07	0.675	(0.77 , 1.49)
	less than once a month	0.86	0.371	(0.62 , 1.20)
Ethnicity			0.114	
	white	1.00	-	-
	other	0.81	0.114	(0.63 , 1.05)
Intercept		0.52	0.024	

8.19 Appendix S: Calibration weighting control totals: CASI sample

	CASI respondents weighted by wt_int_alt		Non-presence (NP) weights		Selection & NP weights		Final calibrated & scaled weights		Population estimates	
	n	%	n	%	n	%	n	%	n	%
Sex										
Male	835	47.5%	1,296	48.1%	1,448	48.9%	1,392	48.7%	21,816,727	49.0%
Female	704	52.5%	1,399	51.9%	1,512	51.1%	1,465	51.3%	22,682,759	51.0%
Region										
North East	142	5.0%	133	4.9%	143	4.8%	139	4.9%	2,145,285	4.8%
North West	374	13.1%	356	13.2%	384	13.0%	369	12.9%	5,808,288	13.1%
Yorks. & Humber	301	10.5%	292	10.8%	293	9.9%	282	9.9%	4,352,918	9.8%
East Midlands	248	8.7%	233	8.6%	257	8.7%	248	8.7%	3,840,031	8.6%
West Midlands	294	10.3%	265	9.8%	335	11.3%	294	10.3%	4,670,563	10.5%
East of England	309	10.8%	289	10.7%	315	10.6%	318	11.1%	4,922,379	11.1%
London	447	15.7%	458	17.0%	468	15.8%	453	15.9%	7,015,261	15.8%
South East	449	15.7%	404	15.0%	474	16.0%	463	16.2%	7,226,879	16.2%
South West	291	10.2%	265	9.8%	293	9.9%	290	10.2%	4,517,882	10.2%
Age by sex										
Males 16-20	18	0.6%	46	1.7%	88	3.0%	51	1.8%	1,499,069	3.4%
Males 21-29	121	4.2%	155	5.8%	205	6.9%	238	8.3%	3,251,832	7.4%
Males 30-39	202	7.1%	217	8.0%	236	8.0%	240	8.4%	3,705,604	8.3%
Males 40-49	241	8.4%	232	8.6%	245	8.3%	227	7.9%	3,508,822	8.0%
Males 50-59	254	8.9%	238	8.8%	252	8.5%	240	8.4%	3,708,966	8.3%
Males 60-64	124	4.3%	100	3.7%	98	3.3%	94	3.3%	1,516,647	3.3%
Males 65-69	113	3.9%	92	3.4%	99	3.3%	90	3.2%	1,342,365	3.1%
Males 70+	284	9.9%	216	8.0%	226	7.6%	212	7.4%	3,283,422	7.2%
Females 16-20	23	0.8%	51	1.9%	93	3.1%	67	2.4%	1,417,356	3.2%
Females 21-29	161	5.6%	189	7.0%	196	6.6%	226	7.9%	3,161,513	7.2%
Females 30-39	293	10.3%	253	9.4%	267	9.0%	244	8.6%	3,777,307	8.5%
Females 40-49	241	8.4%	230	8.5%	238	8.1%	231	8.1%	3,578,432	8.2%
Females 50-59	233	8.1%	233	8.6%	252	8.5%	247	8.7%	3,825,529	8.5%
Females 60-64	114	4.0%	103	3.8%	108	3.7%	104	3.6%	1,577,753	3.5%
Females 65-69	94	3.3%	83	3.1%	94	3.2%	91	3.2%	1,435,500	3.3%
Females 70+	339	11.9%	257	9.5%	263	8.9%	253	8.9%	3,909,368	8.6%
Total	2,854		2,695		2,960		2,857		44,499,486	