

Attitudes to the Trial of Motorcycles in Bus Lanes

Research Report

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1. Executive summary

1.1 Background

An eighteen month trial which allows motorcycles to travel in most red route bus lanes began on 5th January 2009.

1.2 Terminology used in the report

The report will say “the trial” to reference the trial of allowing motorcycles and other powered-two-wheelers to travel in most red route bus lanes. It will use the term P2W’s to refer to all powered-two-wheelers, including motorcycles, mopeds and scooters.

1.3 Summary

- 51% of Londoners are aware that a trial is currently taking place where motorbikes, mopeds and scooters are able to use most red route bus lanes in London.
- Awareness is highest among P2W users (92%). Awareness was also claimed by six in ten bicycle users and just over half of car/van users and bus users.

Among those aware of the trial:

- Among P2W users, close to a half say they have ridden more as a result of the trial, whilst a half say there has been no impact. Only 1% say that their use has reduced.
- A large majority of cyclists (74%), bus users (75%) and car/van users (72%) say there has been no change in their use of this mode of transport as a result of the trial.
- 10% of cyclists say they have travelled less by cycle as a result of the trial while a similar number (9%) say they have travelled more.
- 5% of car/van users say they have travelled less by car as a result of the trial, while a slightly higher proportion (9%) say they have travelled more.

- A similar pattern emerges when we look specifically at use of red route roads. Here, 63% of P2W riders tell us that the trial has resulted in their increased use of these roads.
- A large majority of cyclists (65%), bus users (74%), car/van users (69%) and pedestrians (77%) say there has been no change in their use of red routes. There are a small proportion of users of each mode who say they have used red routes less as a result of the trial (the most affected being 9% of cyclists and 5% of pedestrians). However, those reporting greater use always outnumber those reporting reduced use.
- 72% of P2W riders tell us that they feel safer on red routes as a result of the trial, whilst only 3% report feeling less safe.
- Among car/van users and walkers, those saying they feel 'safer' outnumber those answering 'less safe'; among walkers 18% feel safer compared to 11% feeling less safe: among car/van users 16% feel safer compared to 6% feeling less safe. Among cyclists, the proportion feeling safer (19%) is slightly less than those feeling less safe (23%).

Among Londoners overall:

- 54% support motorcycles using bus lanes, (including 22% who strongly support it). There are 18% who oppose the idea; thus supporters outnumber opponents three to one.
- Support is strongest among users of P2W's: 93% of users support motorcycles using bus lanes, with the majority (80%) being strongly in support. The scheme, however, also enjoys the support of the majority of users of cars/vans, bicycles, buses and those who walk (57%, 55%, 53% and 55% respectively).

- The most common reasons given by Londoners for supporting motorcycles in bus lanes are that:
 - It is safer/will reduce accidents (mentioned by 40% of those in support)
 - It keeps motorcycles away from traffic/out of traffic lanes (19%)
 - It helps reduce congestion/improve traffic flow (19%)
- The most common reasons given for opposing motorcycles in bus lanes are:
 - It is unsafe / will increase accidents (mentioned by 33% of those in opposition)
 - Poor / careless / inconsiderate driving by motorcyclists (18%)
 - Motorcyclists being dangerous to other road users and pedestrians (15%)
- If the trial were to become permanent:
 - More non-cyclists say they would be more likely to take up cycling as a result (19%) than say they would be less likely (9%)
 - More non-P2W riders say they would be more likely to take up P2W riding as a result (12%) than say they would be less likely (7%).
 - A majority of P2W riders (59%) say they will ride more, while only 2% say they will ride less
 - 26% of cyclists say they will cycle more, while fewer (11%) say they will cycle less
 - 13% of Londoners say they will walk more often as a result, while 5% say they will walk less often.

(NB: The focus of the question is on whether people think they are more or less likely to take up cycling/P2W riding or ride/walk more as a result of the trial becoming permanent, not on how likely they actually are.)

1.4 Conclusions

- The trial has been well received by P2W riders, with 93% supporting motorcycles use of red route bus lanes. Almost half of P2W riders say they have increased their P2W use (even more on use of red routes) and 72% say they feel safer travelling on red routes as a result of the trial.

Overall, just over half of Londoners support the idea of motorcyclists using red route bus lanes (54% support it compared with 18% oppose). There is a minority of other road users who have a negative response to the use of bus lanes by motorcycles. However, nine in ten motorcyclists and over half of users of buses, bicycles and cars/vans say they support motorcycles using bus lanes.

2. Introduction

2.1 Background

An eighteen month trial which allows motorcycles to travel in most red route bus lanes began on 5th January 2009.

2.2 Research objectives

Research was required to measure awareness of the trial and its impact on road behaviour among Londoners as a whole and specifically among:

- bus users
- car/van users
- cyclists
- users of P2W's
- walkers

TfL is also keen to measure the level of public support and opposition for the trial and to understand the likely impact on cycling, motorcycling and walking if the trial were to be made permanent.

2.3 Methodology

- The motorcycles in Bus Lanes questions were put as part of one of the TfL/Synovate Regular Research Slots in March 2009 and again in April 2009.
- In total, 2,012 telephone interviews were conducted among a representative sample of Londoners by fully trained Synovate interviewers on the two Regular Research Slots
- In order to ensure a representative sample of the population was included in the survey a random selection procedure was adopted. Interviews were conducted with the member of the household with the 'next birthday'
- In addition, over the two month period, 'top-up' interviews were conducted with an additional 209 P2W riders in order to achieve a sufficient sample size for this group. Contact details of these extra P2W riders were obtained from specially purchased lists
- Fieldwork dates: March 3rd-April 30th 2009
- The data set was subsequently weighted to the London profile (based on Office of National Statistics data drawn from the London section of the 2001 Census)

2.4 Analysis of users of modes of transport

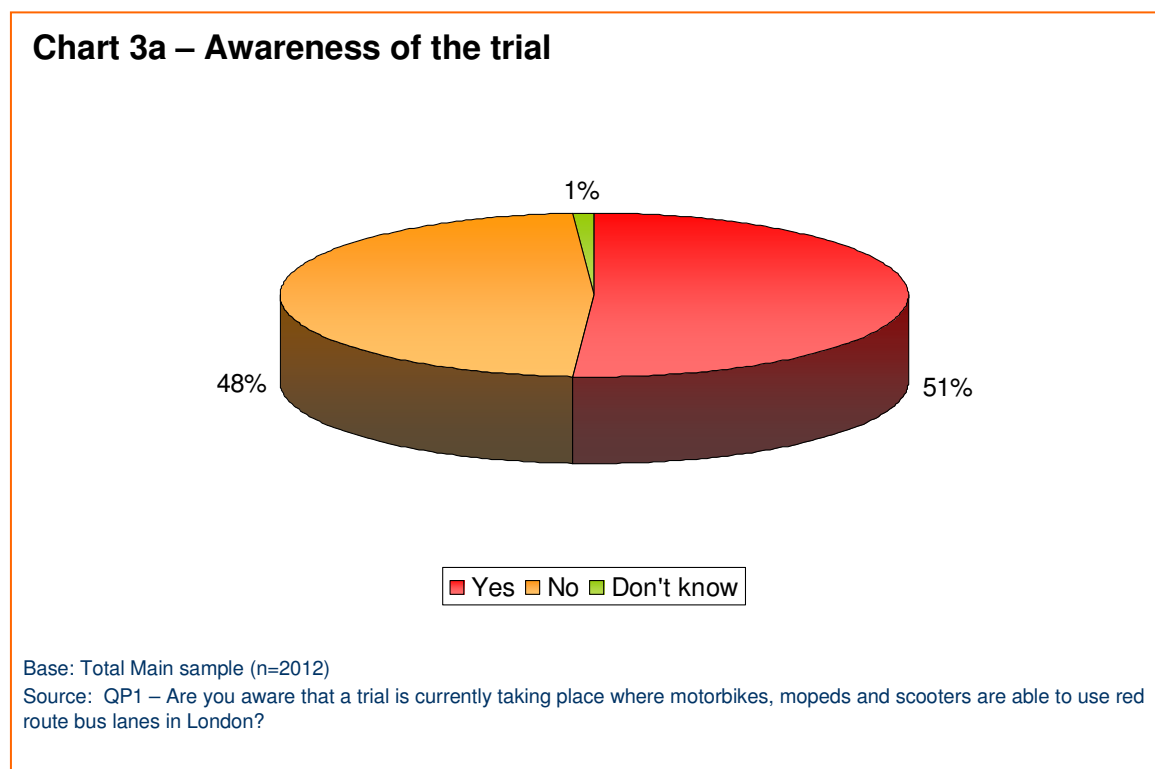
The analysis of bus users, car/van users and cyclists are drawn from the main sample of Londoners; this ensures that these sub-groups are representative of all Londoners in terms of geography and demographics (to whatever extent that is appropriate for that mode of transport).

In the light of feedback from stakeholders in advance of this survey taking place, it was agreed to ask the whole sample the questions about walking (rather than defining walkers as those who walk for five minutes or more).

The analyses of P2W users comprise both those P2W users who were in the main sample of Londoners and those obtained from the 'top-up' interviews.

3. Awareness of the Trial

Chart 3a below shows the proportion of Londoners who are aware of the trial.



Overall, around half of Londoners say they are aware that a trial is currently taking place where motorbikes, mopeds and scooters are able to use most red route bus lanes in London. (This level of awareness was very similar to that found in a survey of 1,000 Londoners carried out in February 2009: Streets Management Customer Satisfaction Survey 2009 – TfL 04112 – see appendix 6.3 for further information)

Table 3b below shows the level of awareness of the trial among users of various types of transport.

Table 3b – Awareness of the trial

%	Bus users	Car / van users	P2W users	Bicycle users
<i>Base: n=</i>	1708	1489	288	386
Yes	51	53	92	61
No	48	46	8	39
Don't know	1	1	<1	--

Base: Users of respective mode of transport (P2W users include boost sample)

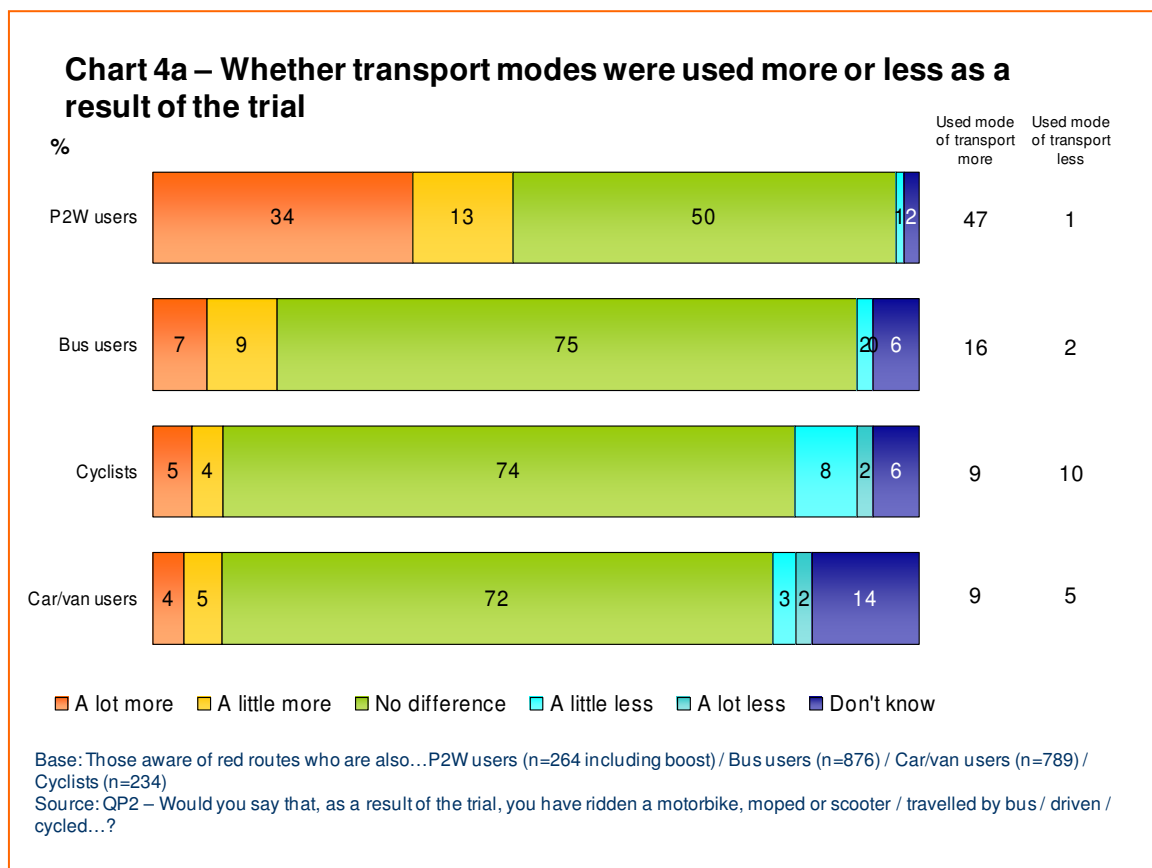
Source: QP1 – Are you aware that a trial is currently taking place where motorbikes, mopeds and scooters are able to use red route bus lanes in London?

Awareness is highest among P2W users (92%). Awareness was also claimed by six in ten bicycle users and just over half of car/van users and bus users.

4. Reactions to the Trial

4.1 Impact on use of modes of transport

Chart 4a below shows the impact the trial has had on the amount of travel undertaken by users of various types of transport (among those aware of the trial).



Among P2W users, close to a half say they have ridden more as a result of the trial, whilst a half say there has been no impact.

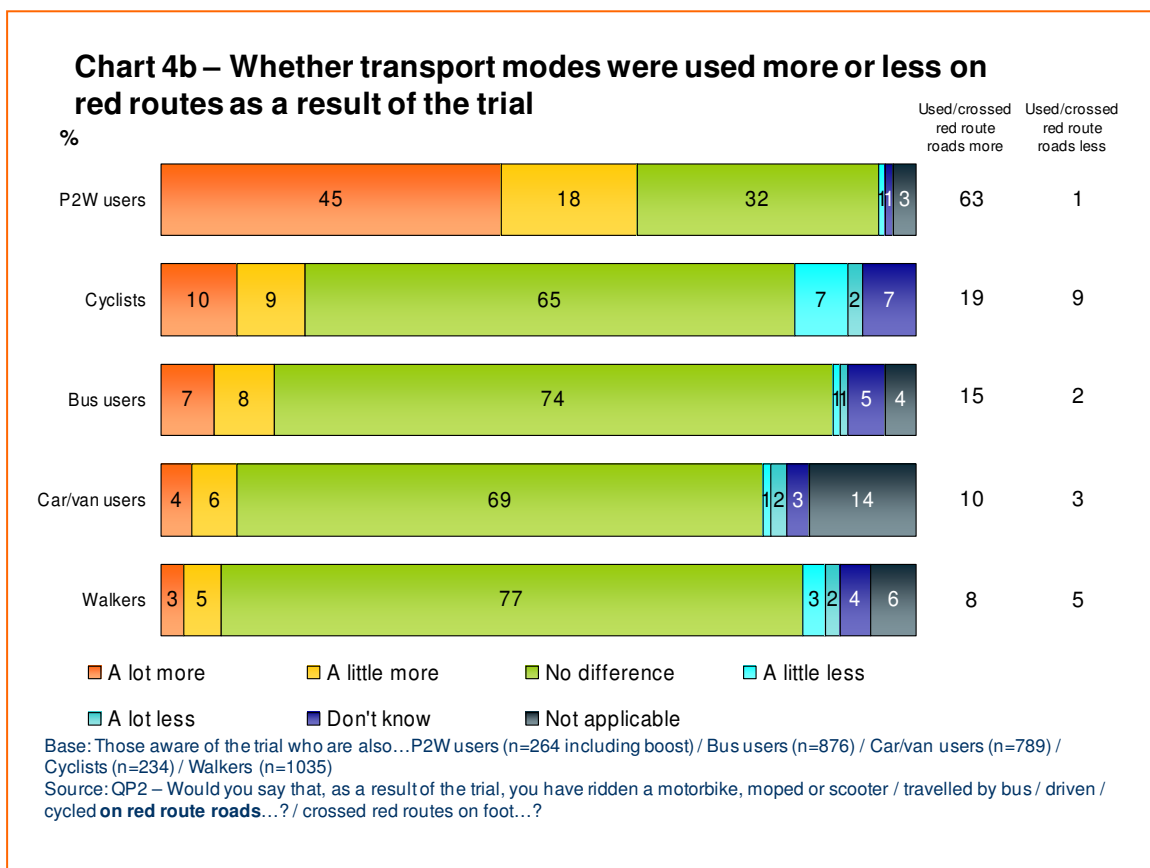
Around three-quarters of users of bus, car/van and bicycles report the trial has had no impact on their use of that mode. 10% of cyclists say they have travelled less by cycle as a result of the trial while a similar number (9%) say they have travelled more.

5% of car/van users say they have travelled less by car as a result of the trial, while a slightly higher proportion (9%) say they have travelled more.

Although we did not ask the reasons for these changes in use, we can gain insights from the reasons for supporting or opposing the trial as described in section 4.4.

4.2 Impact on use of modes of transport on red routes

Chart 4b below shows the reported impact that the trial has had on the amount of travel **on red route roads** undertaken by users of various types of transport (among those aware of the trial).



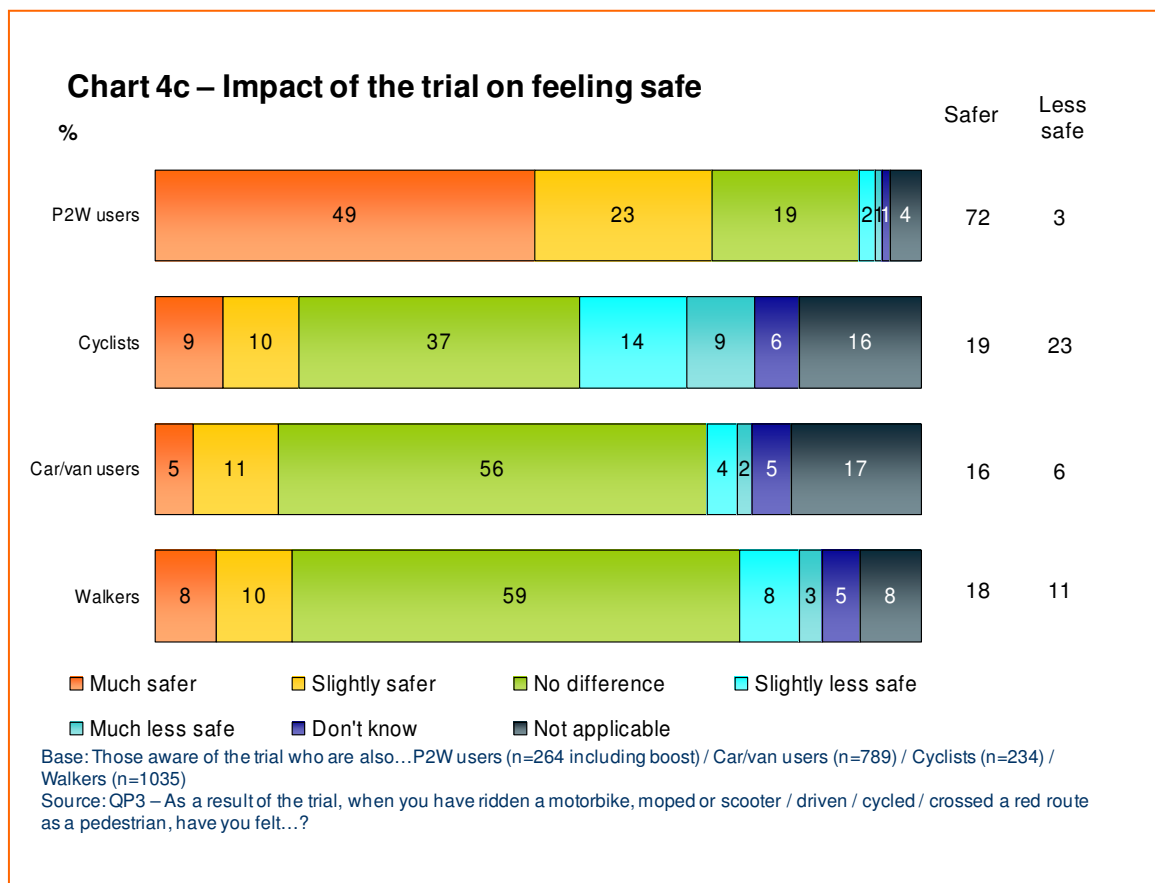
The trial has made a big difference to the red route use of P2W users who are aware of the trial, 63% of whom say they have ridden their motorcycles more on red routes (45% a lot more and 18% a little more).

Among users of other modes, the majority say the trial has made no difference to their use of red routes (comprising two thirds of cyclists and car/van users and three quarters of bus users and walkers).

There are a small proportion of users of each mode who say they have used red routes less as a result of the trial (the most affected being 9% of cyclists and 5% of walkers). However, those reporting greater use always outnumber those reporting reduced use.

4.3 Impact on feeling safe

Chart 4c below shows the impact the trial has had on feelings of safety among users of various types of transport who are aware of the trial.



72% of P2W riders who are aware of the trial say they feel safer when travelling on red routes (49% say they feel *'much safer'* and 23% say *'slightly safer'*).

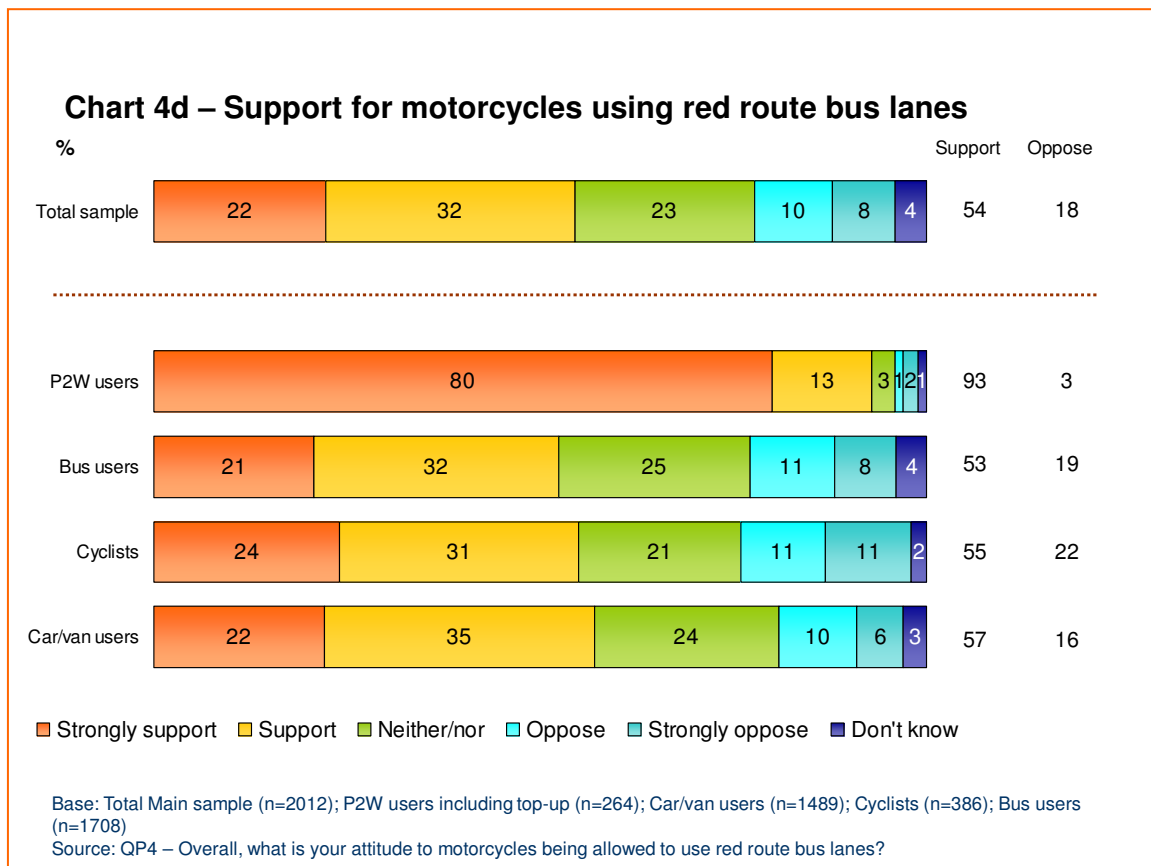
There are large proportions of other road users (who are aware of the trial) who say they feel neither more nor less safe as a result of the trial when travelling on or crossing red routes: 37% of cyclists, 56% of car/van users and 59% of pedestrians say this.

Around one in five cyclists (19%), and pedestrians (18%) say they feel safer when travelling on red route roads as a result of the trial. This is true of one in six car/van users (16%).

23% of cyclists, 11% of pedestrians and 6% of car/van users say they feel less safe on red route roads as a result of the trial. Relatively small proportions said they were unable to comment on the impact of the trial on feeling safe as they do not travel on red route roads (4% of P2W users, 16% of cyclists, 17% of car/van users and 8% of pedestrians).

4.4 Level of support for motorcycles using bus lanes

Chart 4d below shows the degree of support for motorcycles using red route bus lanes, both overall and among users of various types of transport.



Overall, 54% of Londoners support motorcycles using bus lanes, (including 22% who strongly support it). There are 18% who oppose it (including 8% who strongly oppose) and as a result, supporters outnumber opponents three to one. There are 23% who neither support nor oppose the idea.

This pattern of support/opposition was very similar to that found in a survey of 1,000 Londoners carried out in February 2009: Streets Management Customer Satisfaction Survey 2009 – TfL 04112 – see appendix 6.3 for further information.

It should be noted that in the light of feedback from stakeholders in advance of this survey taking place, it was agreed to ask the whole sample the questions about

walking (rather than defining walkers as those who walk for five minutes or more). Thus results for the total sample should be regarded as indicating the views of walkers. (In fact, analysis of the 1942 members of the main sample who said that they 'ever walk' for 5 minutes or more, showed their support was almost identical with that of the main sample: 22% strongly support, 33% support, 24% neither support nor oppose, 10% oppose and 8% strongly oppose motorcycles being allowed to use bus lanes.)

Support is strongest among users of P2W's: 93% of users support motorcycles using bus lanes, with the majority (80%) being strongly in support.

The scheme, also enjoys the support of the majority of users of cars/vans, bicycles and buses (57%, 55% and 53% respectively).

Table 4e on the following page shows the reasons Londoners give for supporting motorcycles using red route bus lanes.

The main reasons for support relate to issues about safety and traffic flow:

- "It is safer / will reduce accidents" (40%)
- "It keeps motorcycles away from traffic / out of traffic lanes" (19%)
- "It helps reduce congestion / improve traffic flow" (19%)

The reason for supporting motorcycles in bus lanes because "*it keeps motorcycles away from traffic / out of traffic lanes*" was given by more car/van users (21%) and bus users (19%) than P2W users (11%). Similarly, the reason "*motorcycles are dangerous to other road users / pedestrians*" was given by more bus users (3%) and car/van users (3%) than P2W users (0%).

The reason for supporting motorcycles in bus lanes because "*it is faster for motorcyclists*" was given by more P2W users (11%) than bus users (5%) and car/van users (5%). The reason "*it is better / easier / more convenient for motorcyclists*" was given by more P2W users (11%) than bus users (5%), car/van users (6%) and cyclists (8%).

Cyclists are more likely than the other user groups to support motorcyclists in bus lanes because “it helps reduce congestion / improve traffic flow” (24% of cyclists compared with 18% among bus users, 16% of car/van users and 16% of P2W users).

Table 4e - Reasons for supporting motorcycles using bus lanes

%	Total Main sample	Bus users	Car / van users	P2W users	Bicycle users
<i>Base: n=</i>	1101	893	852	243	213
SAFETY ISSUES					
It is safer / will reduce accidents	40	40	41	38	39
It keeps motorcycles away from traffic / out of traffic lanes	19	19	21	11	18
It will help reduce instances of motorcycles weaving in and out of traffic	8	8	9	6	10
Poor / careless / inconsiderate driving by motorcyclists	3	3	3	--	3
Motorcycles are dangerous to other road users / pedestrians	3	3	3	--	<1
TRAVEL ISSUES					
It helps reduce congestion / improve traffic flow	19	18	16	16	24
Better / easier / more convenient for motorcyclists	5	5	6	11	8
Motorcycles are small / don't cause much traffic	5	5	6	2	5
It is faster for motorcyclists	4	5	5	11	5
OTHER					
It will encourage people to use motorcycles	3	3	3	3	5
Other	6	6	6	6	5
Don't know / no particular reason	4	4	3	4	3

Table 4f below shows the reasons Londoners give for feeling neutral about motorcycles using red route bus lanes.

The main reasons given for neutral reactions are:

- “It doesn’t affect me” (29%)
- “It doesn’t bother me / concern me” (15%)

Opinion is broadly similar across users of different transport types. The main exceptions are that cyclists are more likely than others to feel that “*motorcyclists are dangerous to other road users / pedestrians*” (10% of cyclists compared with 4% of the total main sample) and that ‘*motorcyclists cut/weave in and out of traffic*’ (9% of cyclists compared with 4% of the overall main sample). Also cyclists are less likely to say ‘*Doesn’t affect me*’ (19% of cyclists compared with 29% of the total main sample) or ‘*Doesn’t bother me/concern me*’ (8% of cyclists compared with 15% of the total main sample).

Table 4f - Reasons for feeling neutral about motorcycles using bus lanes

%	Total Main sample	Bus users	Car/ van users	Bicycle users
*Base: n=	470	428	362	80
IMPACT				
Doesn't affect me	29	29	28	19
Doesn't bother me / concern me	15	15	16	8
Hasn't impacted on me	8	8	8	11
SAFETYISSUES				
Unsafe / will increase accidents	7	8	8	11
Safer / will decrease accidents	6	6	7	8
Motorcyclists are dangerous to other road users / pedestrians	4	4	4	10
Poor / careless / inconsiderate driving by motorcyclists	4	4	5	6
Motorcyclists cut / weave in and out of traffic	4	4	4	9
OTHER				
Other	7	7	6	17
Don't know / no particular reason	17	17	16	17

* NOTE: Small base size for bicycle users. Powered-two-wheeler base size too small to analyse (n=7)

Table 4g below shows the reasons Londoners give for opposing motorcycles using red route bus lanes. The main reasons for opposing this also relate to safety, with an emphasis on concerns about the driving of motorcycles:

- “It is unsafe / will increase accidents” (33%)
- “Poor / careless / inconsiderate driving by motorcyclists” (18%)
- “Motorcycles are dangerous to other road users / pedestrians” (15%)

There is also concern that motorcycles in bus lanes “*Will delay buses / public transport users*” (given as a reason for opposing by 14% of the total main sample) and that “*Should be for buses/buses should have priority*” (given by 8% of the total main sample).

Table 4g - Reasons for opposing motorcycles using bus lanes

%	Total Main sample	Bus users	Car / van users	Bicycle users
* Base: n=	362	319	232	84
SAFETY ISSUES				
Unsafe / will increase accidents	33	33	35	31
Poor / careless / inconsiderate driving by motorcyclists	18	17	21	23
Motorcycles are dangerous to other road users / pedestrians	15	14	15	15
Dangerous for cyclists	7	8	6	21
Motorcycles cut / weave in and out of traffic	4	4	4	4
TRAVEL ISSUES				
Should be for buses / buses should have priority	8	9	7	3
Will delay buses / public transport users	14	14	11	15
OTHER				
Motorcyclists should be treated the same as other road users	8	7	9	6
Other	10	10	9	10
Don't know / no particular reason	3	3	3	2

* NOTE: Small base size for bicycle users. P2W base size too small to analyse (n=7)

The reasons for opposing motorcycles using red route bus lanes are broadly similar across users of different transport types. The exception is that cyclists are more likely than others to feel that motorcyclists in bus lanes are “Dangerous for cyclists” (this reason for opposing was given by 21% of cyclists compared with 7% of the total main sample).

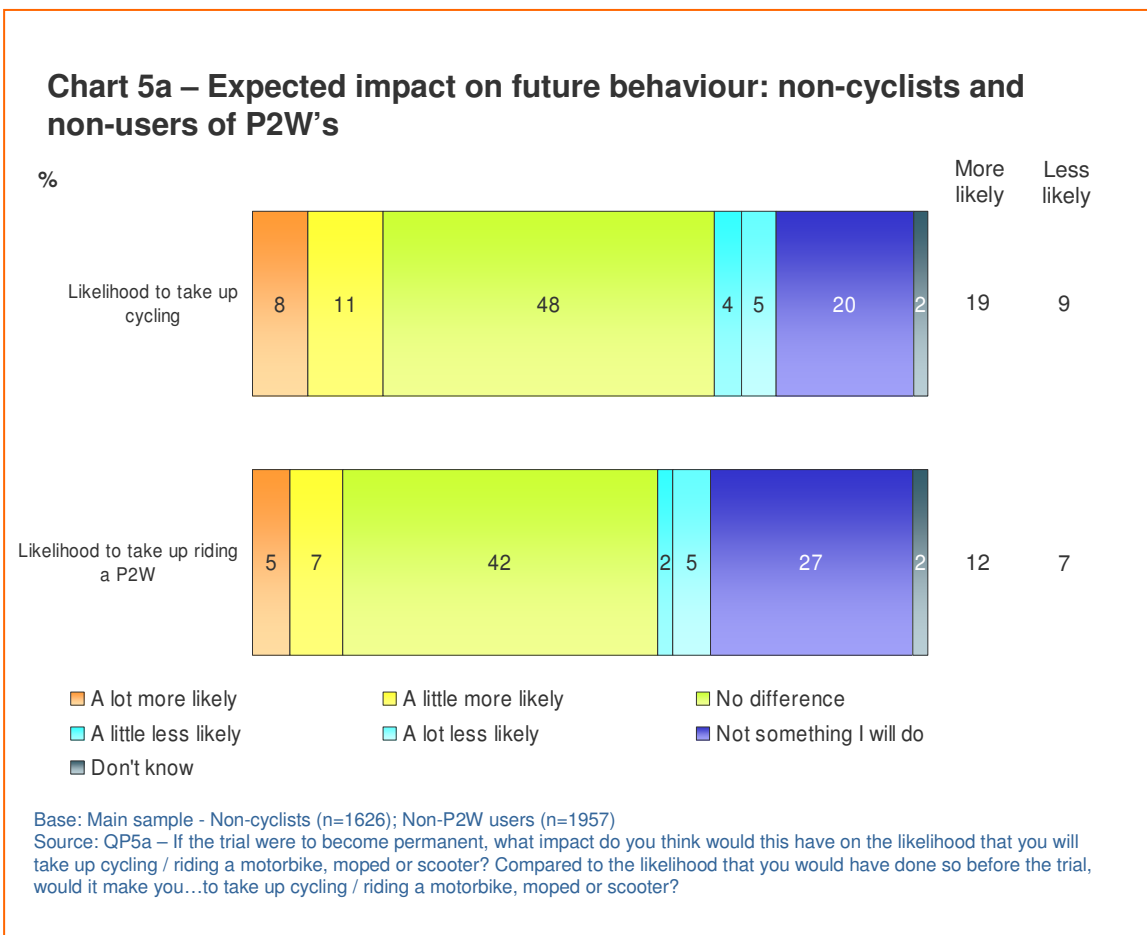
5. Impact on Future Behaviour

5.1 Impact on future behaviour of non-users

Chart 5a below shows the expected impact that making the trial permanent would have on Londoners' likelihood to take up cycling or riding a P2W, among those who do not currently use these types of transport.

It is important to remember that the question asks whether making the trial permanent would make take up of these modes 'more' or 'less' likely. It does not ask 'how likely' people are to do these things.

Also, it needs to be borne in mind that what people claim about their future behaviour may be an aspiration which they do not actually fulfil; we would need to look at data on actual behaviour over time to establish whether these expectations are realised.



19% of non-cyclists claim that they are '*more likely*' to take up cycling if the trial became permanent. This compares with 12% of non-users of P2W's saying that they are '*more likely*' to take up riding a motorbike, moped or scooter.

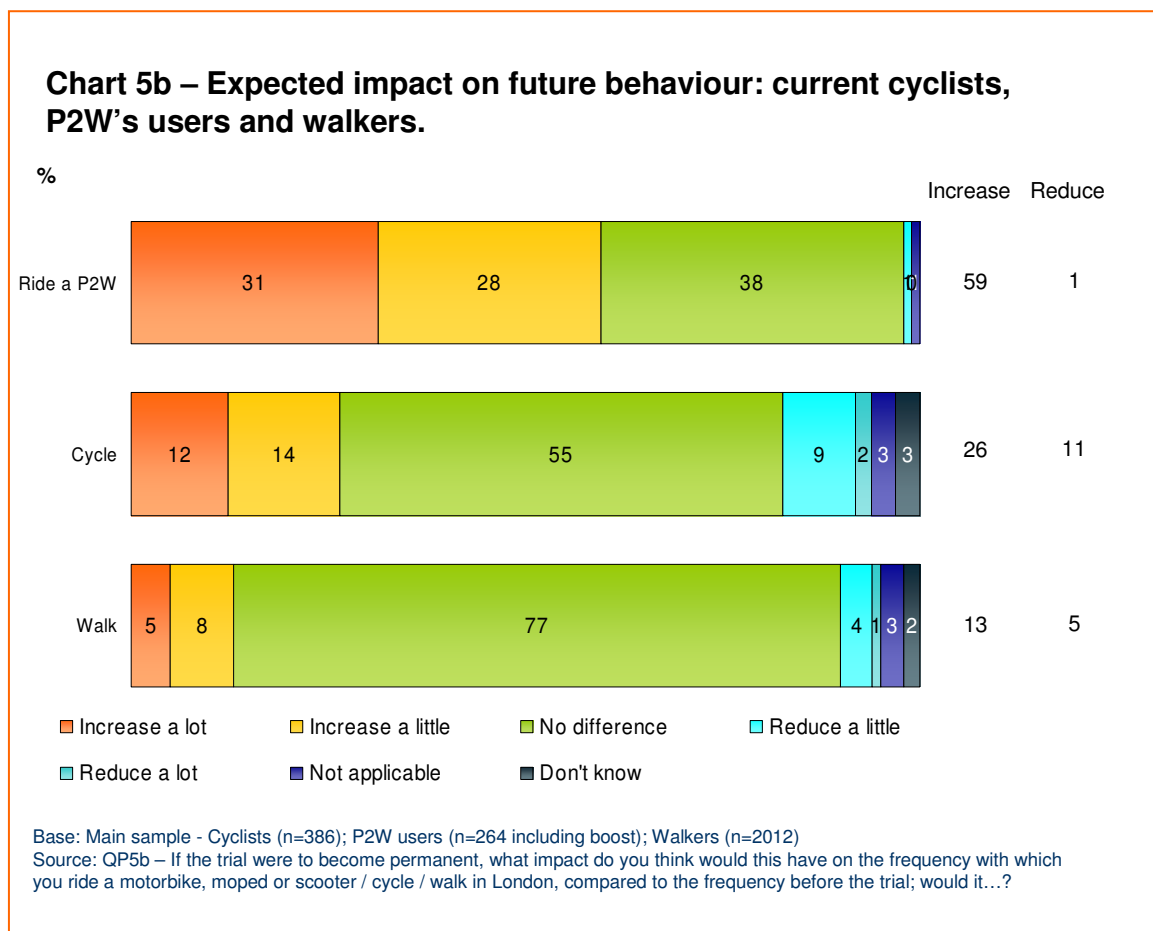
Smaller proportions say that they are '*less likely*' to take up cycling (9%) or to ride a P2W (7%) if the trial were to become permanent.

20% of non-cyclists say that cycling is not something they will do, and 27% of non-users of P2W's will not take up motorcycling (in both cases implying that it is for reasons other than motorcycles in bus lanes).

Large numbers say that, if the trial were to become permanent, it would make '*no difference*' to their likelihood to cycle (48%) or to ride a P2W (42%).

5.2 Impact on future behaviour of users

Chart 5b below shows the expected impact, if the trial were made permanent, on the frequency with which Londoners walk, cycle or ride a P2W among those who already use these modes of transport.



If the trial was made permanent, 59% of P2W users claim that they would increase the frequency with which they ride their motorbike, moped or scooter in London. This compares with 26% of cyclists who say that they would increase the frequency with which they cycle; and with 13% of people who say they would increase the frequency with which they walk in London.

11% of cyclists say that the frequency with which they cycle would reduce if the trial became permanent. Smaller proportions said they would reduce the frequency of walking (5%) or riding a P2W (2%).

38% of P2W users say that, if the trial became permanent, it would make '*no difference*' to the frequency with which they travel in London, compared to 55% of cyclists and 77% of walkers.

6. Appendix

6.1 Sample profile

Table 6a below shows the profile of Londoners interviewed, compared with those who are users of P2W's.

It can be seen that users of P2W's are more likely than Londoners overall to be male, aged 16-34, White and working full-time.

Table 6a – Sample profile

%	Excluding boost		Including boost
	Total sample	P2W users	P2W users
<i>Base: n=</i>	<i>2012</i>	<i>55</i>	<i>264</i>
Gender			
Male	49	78	89
Female	51	22	11
Age			
16-34	39	35	59
35-54	34	44	35
55+	26	21	6
Ethnicity			
White	69	89	78
BAME	25	5	15
Other	3	--	3
Refused	3	6	4
Working			
Full time	47	74	72
Part time	13	7	11
Not working	40	19	17
Social grade			
ABC1	60	68	62
C2DE	31	28	26
Refused	9	4	12

Table 6b below profiles the sample according to Londoners' support or opposition to motorcyclists in bus lanes.

Those who support motorcyclists in bus lanes are slightly more likely than Londoners overall to be male, aged 35-54 years, from White ethnic groups, working full-time and to be in ABC1 socio-economic groups.

Those who oppose motorcyclists in bus lanes are slightly more likely than Londoners overall to be female and to be non-working.

Table 6b - Sample profile by support or opposition of motorcyclists in bus lanes

%	Total Main sample	Support for motorcycles in bus lanes		
		Support	Neutral	Oppose
<i>Base n=</i>	2012	1101	470	362
Gender				
Male	49	55	41	46
Female	51	45	59	54
Age				
16-34	39	37	45	41
35-54	34	37	33	29
55+	26	25	23	29
Ethnicity				
White	69	72	66	68
BAME	25	22	28	28
Other	3	3	4	2
Refused	3	3	2	2
Working				
Full time	47	50	48	40
Part time	13	13	13	13
Not working	40	37	39	47
Social grade				
ABC1	60	62	63	57
C2DE	31	29	29	33
Refused	9	9	8	10

Table 6c below shows the profile of Londoners who claim that they would be ‘more likely’ to take up cycling or riding a P2W if the trial became permanent.

Table 6c – Sample profile by likelihood to take up cycling or riding a P2W

%	Total Main sample	Gender		Age			Ethnicity		Social class	
		Male	Female	16-34	35-54	55+	White	BAME	ABC1	C2DE
<i>Base: n=</i>	<i>1626</i>	<i>729</i>	<i>897</i>	<i>628</i>	<i>533</i>	<i>464</i>	<i>1087</i>	<i>432</i>	<i>961</i>	<i>516</i>
Likely to take up cycling	19	20	18	26	20	9	17	24	18	19
<i>Base: n=</i>	<i>1957</i>	<i>943</i>	<i>1014</i>	<i>773</i>	<i>669</i>	<i>516</i>	<i>1342</i>	<i>495</i>	<i>1180</i>	<i>593</i>
Likely to take up riding a P2W	12	15	8	16	11	6	9	15	12	11

Source: Q5a – If the trial were to become permanent, what impact do you think would this have on the likelihood that you will take up cycling / riding a motorbike, moped or scooter? Compared to the likelihood that you would have done so before the trial, would it make you...to take up cycling / riding a motorbike, moped or scooter?

This shows that the groups that claim to be more likely to take up cycling if the trial became permanent are more likely to be:

- aged 16-34 (26%) or 35-54 (20%) than aged 55 or above (9%)
- from BAME ethnic groups (24%) than from White ethnic groups (17%)

The groups that claim to be more likely to take up riding a P2W if the trial became permanent are more likely to be:

- men (15%) than women (8%)
- aged 16-34 (16%) or 35-54 (11%) than aged 55 or above (6%)
- from BAME ethnic groups (15%) than from White ethnic groups (9%)

Table 6d below shows the profile of Londoners who claim that they would walk, cycle or ride a P2W more often if the trial became permanent.

Table 6d – Sample profile by likelihood to increase frequency of cycling, walking or riding a P2W

%	Total Main sample	Gender		Age			Ethnicity		Social class	
		Male	Female	16-34	35-54	55+	White	BAME	ABC1	C2DE
* Base: n=	55	43	12	19	24	11	49	3	37	15
Likely to increase riding a P2W	47	52	44	68	50	27	52	43	65	27
* Base: n=	386	257	129	164	160	63	304	66	256	93
Likely to increase cycling	26	30	20	31	27	14	21	53	23	30
Base: n=	2012	986	1026	792	693	527	1391	498	1218	609
Likely to increase walking	13	12	14	17	11	46	9	24	10	16

* NOTE: Some small base sizes

Source: Q5b – If the trial were to become permanent, what impact do you think would this have on the frequency with which you ride a motorbike, moped or scooter / cycle / walk in London, compared to the frequency before the trial; would it...?

The groups that claim that they will increase the frequency with which they ride a P2W if the trial becomes permanent are more likely to be:

- aged 16-34 (68%) than 55 or above (27%)
- in socio-economic groups ABC1 (65%) than C2DE (27%)

The groups that claim that they will increase the frequency with which they cycle are more likely to be:

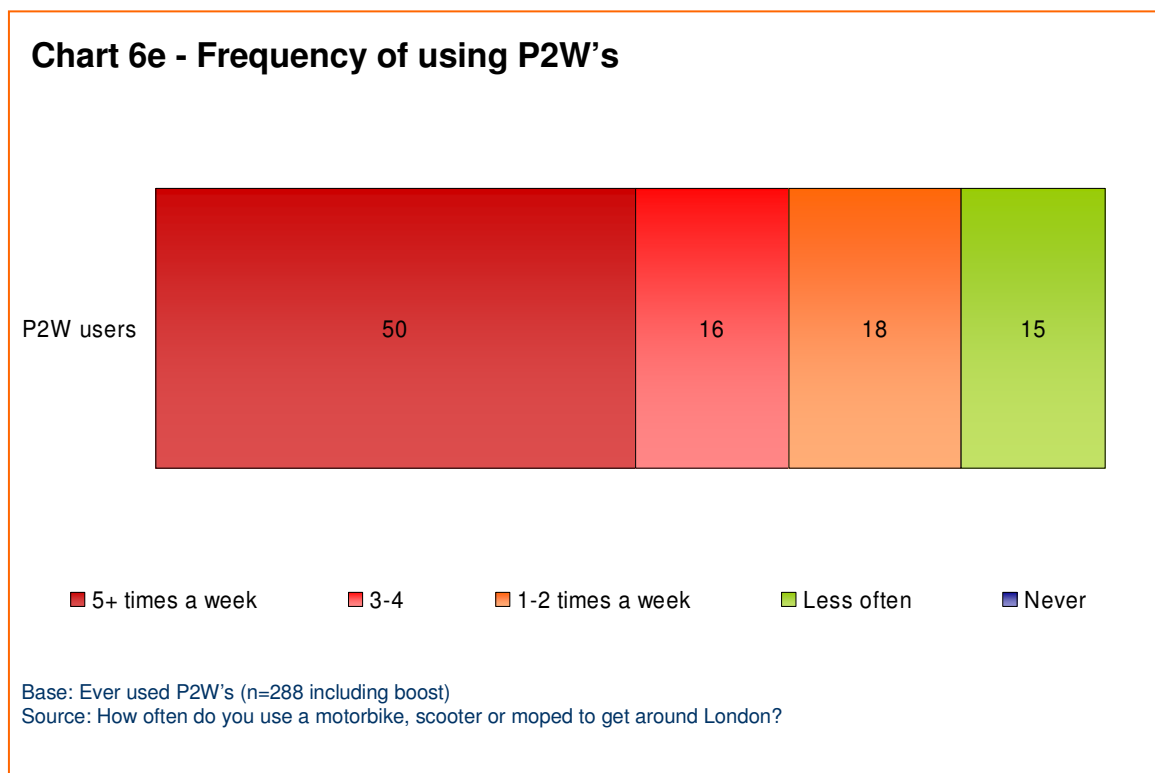
- male (30%) than female (20%)
- aged 16-34 (31%) or 35-54 (27%) than aged 55 or above (14%)
- from BAME groups (53%) than White ethnic groups (21%)

The groups that claim that they will increase the frequency with which they walk in London if the trial becomes permanent are more likely to be:

- aged 55 or above (46%) than aged 16-34 (17%) or 35-54 (11%)
- from BAME groups (24%) than White ethnic groups (9%)
- in socio-economic groups C2DE (16%) than ABC1 (10%)

6.2 Background usage behaviour

Chart 6e below shows the frequency with which P2W's are used in London. As 97% of Londoners never use a P2W, the levels of frequency are amongst the 3% of Londoners that do.



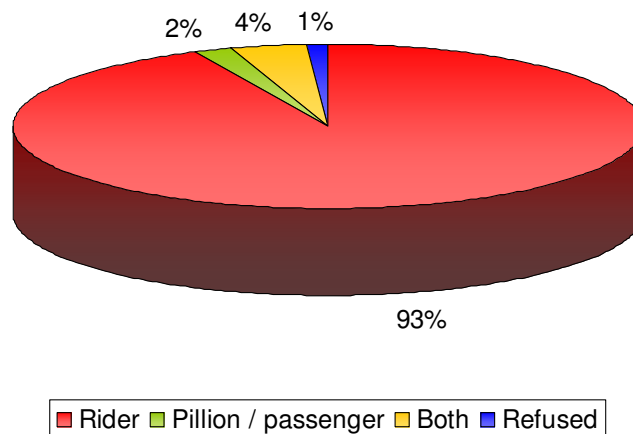
Among those that do use a P2W, five in ten (50%) use it to travel five or more times a week, with a further three in ten (34%) using it 1-4 times a week.

Chart 6f below shows the proportion of P2W users who travel as riders, pillion / passengers, or both.

It can be seen that 93% of P2W users travel as riders, with only 2% travelling as a passenger / on pillion and 4% doing both.

There are no significant demographic differences in the method of travel by P2W.

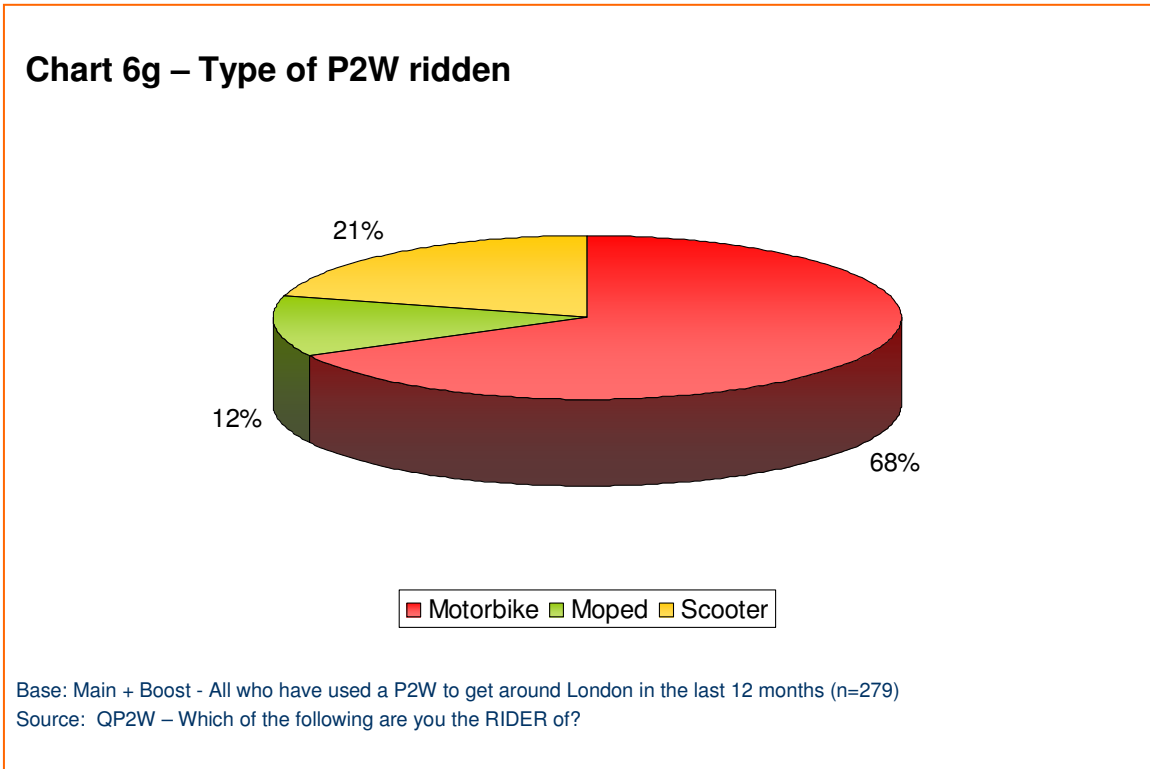
Chart 6f – Use of P2W’s



Base: Main + Boost - All who have used a P2W to get around London in the last 12 months (n=279)

Source: QFREQ_MBIKE CLARIFY 1 – You say you use a motorbike, a scooter, or a moped to get around London; is that as a rider, a pillion or passenger, or both?

Chart 6g below shows the type of P2W that the sample of riders use.



68% of P2W's ridden are motorbikes while 21% are scooters and 12% are mopeds.

There are no significant demographic differences between the riders of different types of P2W.

Table 6h below shows the engine size of the different types of P2W's.

Table 6h – Engine size of P2W's

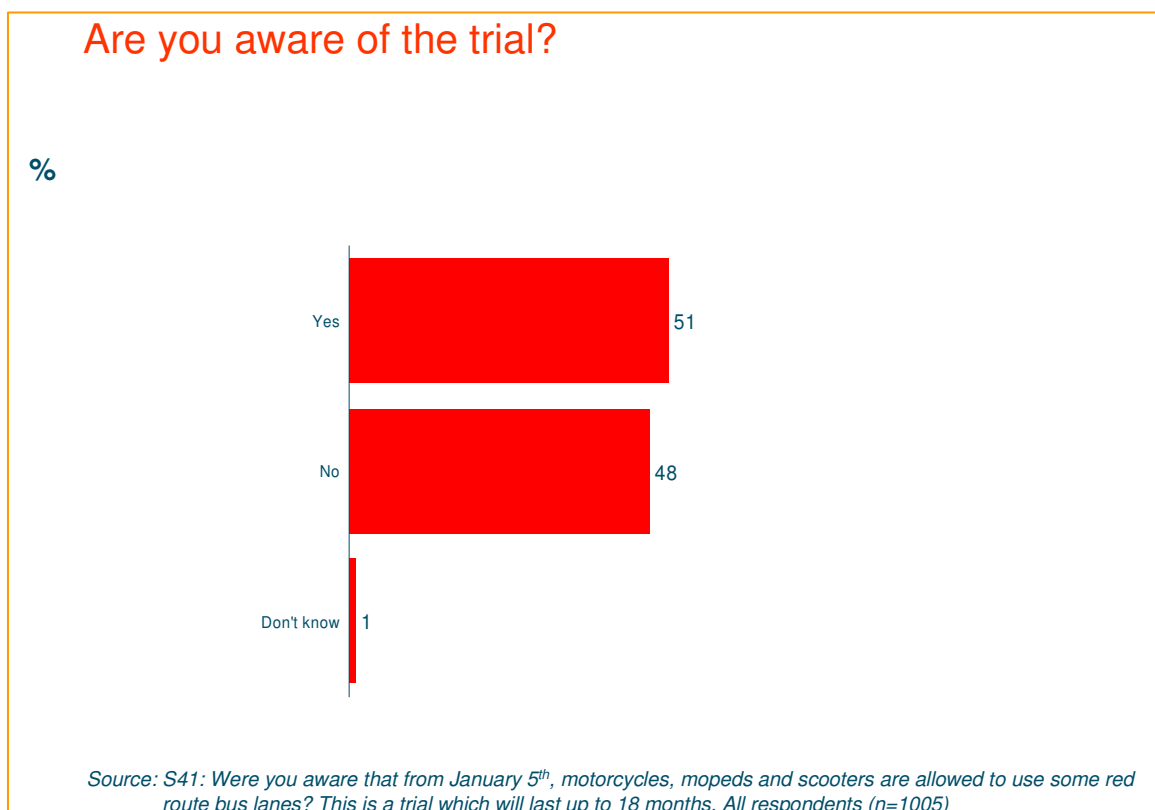
	Motorbike	Moped	Scooter
<i>* Base: Main + Boost - All who ride n=</i>	<i>184</i>	<i>33</i>	<i>57</i>
	%	%	%
Less than 50cc	--	57	26
50cc to less than 125cc	11	43	42
125cc to less than 500cc	21	--	32
500cc or above	68	--	--
Don't know	1	--	--

* Note: small base sizes

Source: QP2W2 – What is the engine size of the motorbike / moped / scooter?

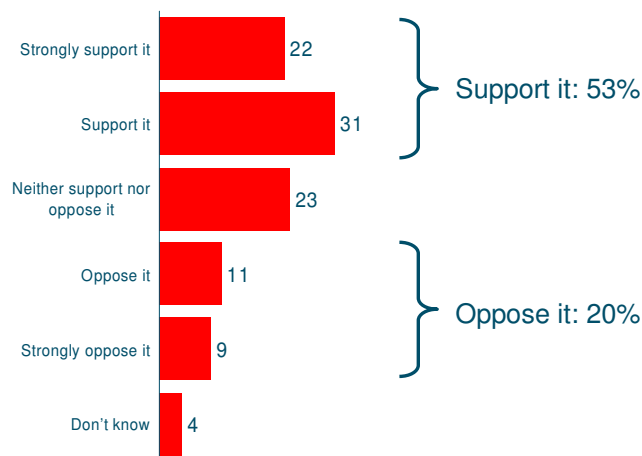
6.3 Previous research

The levels of awareness and support found in this survey were very similar to that found in a previous survey for TfL: Streets Management Customer Satisfaction Survey 2009 – TfL 04112. That survey was carried out in the February Regular Research Slot, by means of telephone interview among a representative sample of around 1,000 Londoners, and it established the level of awareness of the trial and the level of support for the idea at that time. As can be seen below, half the people to whom we spoke told us that they were aware of the trial. The chart on the following page shows that just over half told us that they supported the idea of motorcycles, mopeds and scooters being able to use red route bus lanes whilst one in five told us that they were opposed.



Londoners attitudes towards P2W's using red route bus lanes

%



Source: S42: What is your attitudes to motorcycles, mopeds and scooters being allowed to use red route bus lanes? All respondents (n=1005)

This study (TfL 04112) showed that around one in four cyclists and P2W riders had used red route bus lanes since January 5th and one in five car drivers had driven a car or van on red routes. These people were then asked how the trial has impacted on their feelings of safety when travelling on red routes. Overall, 28% say they feel safer and 13% less safe. Splitting responses to this question into the three groups (cyclists, P2W riders and drivers) is difficult with the small numbers involved, but we can report that among cyclists who have cycled in red route bus lanes since the trial began, 34% feel safer and 28% feel less safe; and that amongst P2W and car drivers, those who feel safer outnumber those who feel less safe.

6.4 Questionnaire

The questions on attitudes to the trial of allowing P2W's to travel in bus lanes were put on the Synovate/TfL Regular Research Slot in March 2009 and again in April 2009. The Regular Research Slot is an omnibus survey, run exclusively for TfL, which puts a series of transport related questions to a representative sample of 1,000 Londoners and is typically run around six times per year. Shown below are the standard core questions plus those specifically put on the trial of allowing P2W's to travel in bus lanes.

Good morning/afternoon/evening. My name is and I am calling from Synovate, an independent research agency. We are carrying out a survey on behalf of Transport for London about transport issues in the capital and travelling around London.

The survey will take about ??-?? minutes, depending on your answers

QBIRTHDAY: To be sure we talk to a cross-section of Londoners, please can I speak to the person aged 16 or over in your household who celebrates their birthday next?
IF NOT AVAILABLE, RECORD NAME OF PERSON AND MAKE APPOINTMENT TO CALL BACK.
REPEAT INTRODUCTION.

May I assure you that we are a member of the Market Research Society and follow their strict Code of Conduct. As such you will not be subject to follow-up sales of any kind & all your answers will remain confidential and reported back to Transport for London as aggregated data

Before we start, may I just check a couple of classification questions

Esc H for further help

QGENDER: (Do not ask)

1. Male
2. Female

QEXEMPT: Do you or does anyone in your household work in any of these organisations?
READ OUT

- | | |
|---|----------|
| 1. London Transport/Transport for London | CLOSE |
| 2. London Underground | CLOSE |
| 3. British/National Rail/ Train operating company | CLOSE |
| 4. Taxi or Minicab firms* | CONTINUE |
| 5. Bus or coach operators | CLOSE |
| 6. Marketing/PR/journalism/advertising/ Market research | CLOSE |

7. (None/Don't know)*

CONTINUE

IF CODE 1, 2, 3, 5 OR 6 THEN THANK & CLOSE

AGE: Before we start, may I just ask what your age was last birthday?

ENTER EXACT AGE

USE -1 FOR REFUSED

CATI TO CODE TO FOLLOWING AGE BANDS:

1. 16-34
2. 35-54
3. 55+

IF REFUSED THANK AND CLOSE

IF AGED 15 OR LESS

QAGE2: It is possible to speak to someone aged 16 or over please?

1. Yes – Take referral
2. No – Close

NOTE FOR SCRIPT WRITER – PLEASE PROGRAMME ANSWERS TO READ INTO DUMMYQAGE

QBOROUGH: Which London borough do you live in?

- | | |
|--------------------------|-------------------------------------|
| 1. Barking & Dagenham | 18. Hillingdon |
| 2. Barnet | 19. Hounslow |
| 3. Bexley | 20. Islington |
| 4. Brent | 21. Kensington & Chelsea |
| 5. Bromley | 22. Kingston-upon-Thames |
| 6. Camden | 23. Lambeth |
| 7. City of London | 24. Lewisham |
| 8. City of Westminster | 25. Merton |
| 9. Croydon | 26. Newham |
| 10. Ealing | 27. Redbridge |
| 11. Enfield | 28. Richmond-upon-Thames |
| 12. Greenwich | 29. Southwark |
| 13. Hackney | 30. Sutton |
| 14. Hammersmith & Fulham | 31. Tower Hamlets |
| 15. Haringey | 32. Waltham Forest |
| 16. Harrow | 33. Wandsworth |
| 17. Havering | 34. Not in a London Borough – CLOSE |
| | 35. (Don't know) |

CLOSE IF DO NOT LIVE IN ANY LONDON BOROUGH (CODE 34)

MONITORING QUOTA ON BOROUGH

TRAVEL MODES & FREQUENCY SECTION

QFREQ: Which of these modes of transport do you ever use to get around London?

READ OUT

- | | |
|----------------------------------|---------------------|
| 1. Buses | ASK QFREQ_BUS |
| 2. Underground/ tube | ASK QFREQ_TUBE |
| 3. DLR (Docklands Light Railway) | ASK QFREQ_DLR |
| 4. Train | ASK QFREQ_TRAIN |
| 5. Car/Van | ASK QFREQ_CAR |
| 6. Motorbike/ moped/ scooter | ASK QFREQ_MOTORBIKE |
| 7. Bicycle | ASK QFREQ_BICYCLE |
| 8. Black cab/ Taxi | ASK QFREQ_BLACKCAB |
| 9. Minicab (not black cab) | ASK QFREQ_MINICAB |
| 10. Tram | ASK QFREQ_TRAM |
| 11. (None of these) | SKIP TO QWALK |

ASK IF BUS CODED @ QFREQ (CODE 1)

QFREQ_BUS: Typically, how often do you use a bus to get around London?

INTERVIEWER NOTE: IF RESPONDENT SAYS IT VARIES ASK HOW OFTEN THEY WOULD USE THE MAJORITY OF THE TIME OVER THE COURSE OF A YEAR

IF CAN'T REMEMBER CODE AS 'NOT IN THE LAST 12 MONTHS'

PROBE AS PER PRECODES

1. 5 or more days a week
2. 3-4 days a week
3. 2 days a week
4. Once a week
5. Once a fortnight
6. Once a month
7. Less often than once a month
8. Not in the last 12 months
9. (Never)

ASK IF TUBE CODED @ QFREQ (CODE 2)

QFREQ_TUBE: Typically, how often do you use the tube to get around London?

ASK IF TRAIN CODED @ QFREQ (CODE 4)

QFREQ_TRAIN: Typically, how often do you use a train to get around London?

ASK IF MOTORBIKE etc CODED @ QFREQ (CODE 6)

QFREQ_MBIKE: Typically, how often do you use a motorbike/ scooter/moped (either as a rider or pillion/ passenger) to get around London?

ASK IF BICYCLE CODED @ QFREQ (CODE 7)

QFREQ_BIKE: Typically, how often do you use a bicycle to get around London?

ASK IF BLACK CAB CODED @ QFREQ (CODE 8)

QFREQ_TAXI: Typically, how often do you use a black cab/ taxi to get around London?

ASK IF MINICAB CODED @ QFREQ (CODE 9)

QFREQ_CAB: Typically, how often do you use a minicab to get around London?

ASK IF DLR CODED @ QFREQ (CODE 3)

QFREQ_DLR: Typically, how often do you use the Docklands Light Railway to get around London?

ASK IF TRAM CODED @ QFREQ (CODE 10)

QFREQ_TRAM: Typically, how often do you use Trams to get around London?

ASK ALL

QWALK: How often do you walk in London? By this I mean where you walked for 5 minutes or longer.

USE ESC H FOR WHICH WALKING TRIPS TO INCLUDE/ EXCLUDE

INTERVIEWER NOTE: IF RESPONDENT SAYS IT VARIES ASK HOW OFTEN THEY WOULD TRAVEL THE MAJORITY OF THE TIME OVER THE COURSE OF A YEAR

PROBE AS PER PRECODES

1. 5 or more days a week
2. 3-4 days a week
3. 2 days a week
4. Once a week
5. Once a fortnight
6. Once a month
7. Less often than once a month
8. Not in the last 12 months
9. (Never)

INTERVIEWER NOTES ON WHICH WALKING TRIPS TO INCLUDE/EXCLUDE:	
<u>Include:</u>	<ol style="list-style-type: none"> 1. walks made as part of a greater journey e.g. to bus stop/station/car, if 5 minutes or longer 2. all walks longer than 5 minutes e.g. 3. walk to the postbox on the corner 4. walk to get a paper, pint of milk 5. stopping at dry cleaners/bank/etc. on the way to somewhere else 6. walks on street between shops 7. walk to car if parked on street 8. interchange between Buses
<u>Exclude:</u>	<ol style="list-style-type: none"> 9. walks made as part of a greater journey e.g. to bus stop/station/car if less than 5 mins 10. interchange between Underground lines/ National Rail lines 11. walk from house to car on drive 12. walk from train to station car-park 13. walk from shops or building e.g. hospital to associated car park 14. walks between shops in a shopping centre 15. jogging for health/sport (but do include walk to gym) 16. walking the dog

QFREQ_CAR: Typically, how often do you use a car or van (either as a driver or a passenger) to get around London? By this I mean any trip you may use a car or a van for.

INTERVIEWER: INCLUDE ALL CAR/ VAN TRIPS, NO TRIPS TO BE EXCLUDED

IF RESPONDENT SAYS IT VARIES ASK HOW OFTEN THEY WOULD USE THE MAJORITY OF THE TIME OVER THE COURSE OF A YEAR

PROBE AS PER PRECODES

1. 5 or more days a week
2. 3-4 days a week
3. 2 days a week
4. Once a week
5. Once a fortnight
6. Once a month
7. Less often than once a month
8. Not in the last 12 months
9. (Never)

ASK IF USE CAR OR VAN AT QFREQ_CAR (CODES 1-8)

QFREQ_5a: You say you use a car/ van to get around London, is that as a passenger, driver or both?

1. Passenger
2. Driver
3. Both

TICKETS SECTION

ASK IF TRAVEL BY BUS (CODE 1 @ QFREQ)

QTICKBUS: What tickets or passes do you use to travel by bus in London?

PROBE AS PER PRECODES & CONFIRM TICKET TYPE WITH RESPONDENT. READ OUT POSSIBLE OPTIONS IF UNSURE. CODE ALL THAT APPLY

ASK IF TRAVEL BY TUBE (CODE 2 @ QREQ)

QTICKTUBE: What tickets or passes do you use to travel by tube in London?

PROBE AS PER PRECODES & CONFIRM TICKET TYPE WITH RESPONDENT. READ OUT POSSIBLE OPTIONS IF UNSURE CODE ALL THAT APPLY

ASK IF TRAVEL BY DLR (CODE 3 @ QREQ)

QTICKDLR: What tickets or passes do you use to travel by DLR in London?

PROBE AS PER PRECODES & CONFIRM TICKET TYPE WITH RESPONDENT. READ OUT POSSIBLE OPTIONS IF UNSURE CODE ALL THAT APPLY

ASK IF TRAVEL BY TRAM (CODE 10 @ QREQ)

QTICKTRAM: What tickets or passes do you use to travel by Tram in London?

PROBE AS PER PRECODES & CONFIRM TICKET TYPE WITH RESPONDENT. READ OUT POSSIBLE OPTIONS IF UNSURE CODE ALL THAT APPLY

ASK IF TRAVEL BY TRAIN (CODE 4 @ QFREQ) OTHERS GO TO VACCESS

QTICKTRAIN: What tickets or passes do you use to travel by train in London?

PROBE AS PER PRECODES & CONFIRM TICKET TYPE WITH RESPONDENT. READ OUT POSSIBLE OPTIONS IF UNSURE CODE ALL THAT APPLY

DISPLAY FOR ALL

1. Pay cash /use Single /Return
2. Oyster Pay As You Go / Pre Pay**

CATI TO DISPLAY FOR QTICKBUS

3. Bus saver ticket
4. 1 Day Bus Pass
5. Weekly Bus Pass*
6. Monthly Bus Pass*
7. Annual Bus Pass*
8. Other period Bus Pass*

CATI TO DISPLAY FOR QTICKTUBE, QTICKDLR, QTICKTRAM, QTICKTRAIN

CATI TO DISPLAY FOR QTICKBUS IF MULTICODED WITH QTICKTUBE, QTICKDLR, QTICKTRAM, QTICKTRAIN

9. 1 Day Travelcard
10. 3 Day Travelcard
11. Family Travelcard
12. Weekly Travelcard*
13. Monthly Travelcard*
14. Annual Travelcard*
15. Other period Travelcard*

CATI TO DISPLAY FOR QTICKTUBE

16. Carnet (Tube)
17. Tube only Season ticket*

CATI TO DISPLAY FOR QTICKTRAIN

18. National Rail Season ticket*

CATI TO DISPLAY FOR ALL

19. Freedom Pass (OAP /Blind /Disabled)**
20. Staff Pass**
21. Other (specify)
22. (Can't remember)

TICKETS TAGGED ** ARE OYSTER.

ASK IF ONE TICKET TYPE WITH A * CODED @ QTICKBUS, QTICKTUBE, QTICKTRAIN, QTICKTRAM OR QTICKDLR (OTHERS SEE QOYSTER 2)

QOYSTER_1: Is your pass /ticket on an Oyster card?

1. Yes (Oyster)
2. No (Paper /Magnetic)

ASK IF MORE THAN ONE TICKET TYPE WITH A * CODED (OTHERS SEE QFREEDOMB)

QOYSTER_2: Are any of your passes /tickets on an Oystercard?

PROBE AS PER PRECODES / REMIND AS NECESSARY

CATI TO DISPLAY * RESPONSES CHOSEN AT QTICKBUS - QTICKTRAIN

1. Weekly Bus Pass (IF QTICKBUS & CODE 5)
2. Monthly Bus Pass (IF QTICKBUS & CODE 6)
3. Annual Bus Pass (IF QTICKBUS & CODE 7)
4. Other period Bus Pass (IF QTICKBUS & CODE 8)
5. Weekly Travelcard
6. Monthly Travelcard
7. Annual Travelcard
8. Other period Travelcard
9. Tube only Season ticket (IF QTICKTUBE & CODE 17)
10. National Rail Season ticket (IF QTICKTRAIN & CODE 18)
11. (No passes/ tickets are Oyster)

ASK IF AGED 60+ AND 'ANNUAL BUS PASS' (CODE 7 @ QTICKBUS) OR 'ANNUAL TRAVELCARD (CODE 14 @ QTICKBUS, QTICKTUBE, QTICKDLRTRAM OR QTICKTRAIN) CODED

QFREEDOM b: Can I just check, is your Annual XXX Bus Pass/ (or) Travelcard [IF CODE 7 @ QTICKBUS/CODES 14 @ QTICKBUS, QTICKTUBE, QTICKDLRTRAM OR QTICKTRAIN] a Freedom Pass?

1. Yes
2. No
3. (Don't know)

ASK IF AGED 60+ @ QAGE & FREEDOM PASS NOT CODED @ QTICKBUS, QTICKTUBE, QTICKDLRTRAM, QTICKTRAIN OR QFREEDOMb (OTHERS SEE QTICK 1)

QFREEDOM: Can I just check do you have a Freedom Pass?

1. Yes
2. No
3. (Don't know)

ASK IF MORE THAN ONE TICKET TYPE CODE AT QTICKBUS EXCLUDING CODES 16, 17 and 18 OTHERS SEE QTICK 2

QTICK_1: What ticket or pass do you use most often when travelling by bus?

CATI TO DISPLAY CODES (tickets) SELECTED AT QTICKBUS EXCLUDING CODES 16, 17 and 18 PROBE AS PER PRECODES / REMIND AS NECESSARY. INCLUDE 'NONE MOST OFTEN'

ASK IF MORE THAN ONE CODE AT QTICKTUBE EXCLUDING CODES 3 – 8 and 18 OTHERS GO TO VACCESSa

QTICK_2: What ticket or pass do you use most often when travelling by Tube?

CATI TO DISPLAY CODES (tickets) SELECTED AT QTICKTUBE EXCLUDING CODES 3 – 8 and 18: PROBE AS PER PRECODES / REMIND AS NECESSARY INCLUDE 'NONE MOST OFTEN'

ASK ALL

QVACCESS a: Does your household have access to any of the following vehicles? (Regardless of whether you actually use them or not.)

READ OUT & CODE ALL THAT APPLY

- | | |
|---------------------------------|----------------|
| 1. Car | ASK QVACCESS b |
| 2. Van | |
| 3. Motorbike/ moped/ or scooter | |
| 4. Bicycle | ASK QVACCESS c |
| 5. (None of these) | |

ASK IF HAVE ACCESS TO CAR (CODE 1 @ QVACCESS a) OTHERS SEE QVACCESS c)

QVACCESS b: How many cars are there in your household?

1. None
2. One
3. Two
4. Three or more

ASK IF HAVE ACCESS TO BICYCLE (CODE 4 @ QVACCESS a) OTHERS GO TO XXXX

QVACCESS c: Can you tell me about the ownership/ use of the bicycle. Would you say....

INTERVIEWER NOTE: IF RESPONDENT USES MORE THAN ONE BICYCLE, PLEASE ASK ABOUT BIKE USED MOST OFTEN

READ OUT & CODE ONE ONLY

1. It's my own bicycle and I use it
2. It's my own bicycle but I don't use it
3. It's someone else's bicycle which I use
4. It's someone else's bicycle which I don't use

FOR P2W RIDERS ONLY

QFREQ_MBIKE CLARIFY 1: You say you use a motorbike/ scooter/moped to get around London, is that as a rider, a pillion/passenger or both?

1. Rider
2. Pillion/passenger
3. Both

IF BOTH, ASK QFREQ_MBIKE CLARIFY 2

QFREQ_MBIKE CLARIFY 2: Typically, how often do you ride a motorbike/ scooter/moped in London?

1. 5 or more days a week
2. 3-4 days a week
3. 2 days a week
4. Once a week
5. Once a fortnight
6. Once a month
7. Less often than once a month
8. Not in the last 12 months
9. (Never)

FOR P2W RIDERS ONLY

Which of the following do you ride?

Motorbike
Moped
Scooter

What is the engine size of your:

- a) **Motorbike**
- b) **Moped**
- c) **Scooter**

Less than 50cc
50cc to less than 125cc
125 cc to less than 500cc
500 cc or above
(Don't know)



synovate

Research reinvented

INTERVIEWER NOTE: WHERE MORE THAN ONE OF EACH IS USED, PLEASE ASK ABOUT THE ONE MOST FREQUENTLY USED WHEN TRAVELLING IN LONDON

QFREQ_5a: You say you use a car/ van to get around London, is that as a passenger, driver or both?

- Passenger
- Driver
- Both

IF BOTH, ASK QFREQ_CAR CLARIFY

QFREQ_CAR CLARIFY: Typically, how often do you use a car or van as a driver to get around London. By this I mean any trip you may use a car or a van for as a driver.

- 5 or more days a week
- 3-4 days a week
- 2 days a week
- Once a week
- Once a fortnight
- Once a month
- Less often than once a month
- Not in the last 12 months
- (Never)

P2W's In Bus Lanes Section

Q1 Are you aware that a trial is currently taking place where motorbikes, mopeds and scooters are able to use red route bus lanes in London?

- Yes
- No
- Don't know

On 5 January 2009 an eighteen month trial began, which allows motorcycles to travel in red route bus lanes. Red routes are the major roads in London which are managed by TfL, and are recognisable by their red – instead of yellow – lines.

IF 'YES' AT Q1, GO TO Q2. OTHERWISE, GO TO Q4.

Q2 Can you please tell me what impact the trial has had on you personally. Would you say that as a result of the trial, you have:

- a) Cycled (cyclists only)
- b) cycled in red route bus lanes(cyclists only)
- c) ridden a motorbike, moped or scooter (P2W riders only)
- d) ridden a motorbike, moped or scooter on red route roads (P2W riders only)
- e) crossed red routes on foot (everyone)
- f) driven (drivers only)
- g) driven on red routes (drivers only)
- h) travelled by bus (bus users only)
- i) travelled by bus in red routes (bus users only)

- A lot more
- A little more
- Has made no difference
- A little less
- A lot less
- (Don't know)
- (Not applicable)

Q3 As a result of the trial, how do you feel when travelling on red routes when you have:

- a) Cycled (cyclists only)
- b) Ridden a motorbike, moped or scooter (P2W riders only)
- c) Driven (drivers only)
- d) Crossed the road as a pedestrian

- Much safer
- Slightly safer
- Neither more nor less safe
- Slightly less safe
- Much less safe
- (Don't know)
- Not applicable)

ASK EVERYONE

Q4 Overall, what is your attitude to motorcycles being allowed to use red route bus lanes?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Oppose strongly
- (Don't know)

ASK EVERYONE

Q4a Why do you say that?

Q5a When compared to before the trial, if the trial were to become permanent, what impact do you think would this have on the likelihood that you will:

Take up cycling in London (non-cyclists only)

Take up riding a motorbike, moped or scooter in London (non-P2W riders only)

- Make it a lot more likely
- Make it a little more likely
- Make no difference
- Make it a little less likely
- Make it a lot less likely
- Doesn't apply – this is not something I will do
- (Don't know)

Q5b When compared to before the trial, if the trial were to become permanent, what impact do you think would this have on the frequency with which you:

Cycle in London (cyclists only)

Ride a motorbike, moped or scooter in London (P2W riders only)

Walk in London (ask everyone)

- Increase it a lot
- Increase it a little
- Make no difference
- Reduce it a little
- Reduce it a lot
- (Don't know)
- (Not applicable)

CLASSIFICATION

Finally I would just like to ask you a few more questions about yourself so we can classify your answers

QETHNICITY: To which of these ethnic groups do you consider you belong?

READ OUT AND CODE ONE ONLY

A: White

1. British
2. Irish
3. Any other White background

B: Mixed

4. White and Black Caribbean
5. White and Black African
6. White and Asian
7. Any other Mixed background

C: Asian or Asian British

8. Indian
9. Pakistani
10. Bangladeshi
11. Any other Asian background

D: Black or Black British

12. Caribbean
13. African
14. Any other Black background

E: Chinese or Other Ethnic Group

15. Chinese
16. Any other ethnic group
17. (Refused)

ASK IF CODE 3,7,11,14 OR 16 @ QETHNICITY

OTHERS GO TO QDISABILITY

QETHNICITYb: What would you describe as your ethnic background or ethnic origin?

OPEN ENDED

ASK ALL

QLANGUAGE: Do you consider English to be your main spoken language?

1. Yes
2. No

ASK IF 'No' AT QLANGUAGEa

QLANGUAGEb: What is your main spoken language?

OPEN ENDED

ASK ALL

- i. Do you have any long-term physical or mental disability which limits your daily activities or the work you can do, including problems due to old age? [ask all]

- a) Mobility impairment
- b) Visual impairment
- c) Hearing impairment
- d) Learning disability
- e) Mental health condition
- f) Serious long term illness
- g) Other (Specify)
- h) (None)
- i) (Refused)

ii. Do you use a wheelchair for travelling? [ask all]

Yes
No

ASK ALL

QEMPLOYMENT: Are you ...?

READ OUT + MULTICODING ALLOWED e.g. might work part time and be a part time student

- 1. Working full time (30+ hours a week)
- 2. Working part time (less than 30 hours a week)
- 3. A full time student
- 4. A part time student
- 5. Not working – looking for work
- 6. Not working (not looking for work)
- 7. Retired
- 8. Looking after family and home
- 9. Other (please write in)
- 10. (Refused)

QSEG: What is the occupation of the chief income earner in your household?

PROBE FOR:

INDUSTRY SECTOR

TYPE OF WORK DONE

MANUAL/ NON-MANUAL

SKILLED/ SEMI SKILLED

JOB TITLE/ POSITION

SIZE OF COMPANY

NUMBER RESPONSIBLE FOR (IF MANAGER/SELF EMPLOYED)

QUALIFICATIONS HELD RELEVANT TO JOB

- 1. AB
- 2. C1
- 3. C2
- 4. D
- 5. E
- 6. (Refused)

ASK ALL

QINCOMESUPPORTa: Do you or does anyone in your household claim any kind of Income Support?

SINGLE CODE ONLY

- 1. Yes ASK QINCOMESUPPORTb

- 2. No SKIP TO QFAITH
- 3. (Don't know) SKIP TO QFAITH
- 4. (Refused) SKIP TO QFAITH

ASK ALL WHO CLAIM INCOME SUPPORT (code 1 at QINCOMESUPPORTa)

QINCOMESUPPORTb: Which of the following types of Income Support do you or do other members of your household claim?

READ OUT IN TURN CODE ALL MENTIONED

- 1. Income Support for lone parents
- 2. Income Support for carers
- 3. Income Support for those with a disability
- 4. Income Support for short term or long term sickness
- 5. Income Support for students
- 6. Other type of Income Support
- 7. (None of these)
- 8. (Don't know)
- 9. (Refused)

QFAITH: Which faith or belief do you follow?

PROBE AS PRE PRECODES

- 1. None
- 2. Buddhist
- 3. Christian (including Church of England, Catholic, Protestant & all other Christian dominations)
- 4. Hindu
- 5. Jewish
- 6. Muslim
- 7. Sikh
- 8. Other (please specify)
- 9. Refused

QLICENSE: Do you hold any of these types of licenses?

READ OUT & CODE ALL THAT APPLY

INTERVIEWER NOTE: YOU CANNOT OWN A FULL AND PROVISIONAL LICENCE FOR THE SAME VEHICLE

- 1. Full licence - Car
- 2. Provisional licence - Car
- 3. Full licence – Motorcycle
- 4. Provisional licence – Motorcycle
- 5. Full licence – Moped
- 6. Provisional licence – Moped
- 7. PSV (Public Service Vehicle) licence (e.g. buses/ coaches)
- 8. HGV licence
- 9. (No licence)
- 10. (Refused)

QLIVELONDON: How long have you lived in London?

PROBE AS PER PRECODES

1. All my life/born in London
2. Up to 1 year
3. Over 1 year up to 2 years
4. Over 2 years up to 5 years
5. Over 5 years up to 10 years
6. Over 10 years up to 15 years
7. Over 15 years up to 20 years
8. Over 20 years or more
9. (Don't know/can't remember)

QKIDS_UNDER18. Are there any children aged 18 or under in the household? IF YES: How many?
IS ASKING ABOUT ALL THOSE UNDER 18 IN THE HOUSEHOLD REGARDLESS OF WHETHER THE RESPONDENT IS THE PARENT / GUARDIAN I.E. INCLUDE SIBLINGS

1. One
2. Two
3. Three
4. Four
5. Five
6. More than five
7. None
8. (Refused)

ASK IF CHILDREN IN HOUSEHOLD (CODES 1-6 @ QKIDS1) OTHERS GO TO QRECONTACT
QKIDS_AGES. And how old XXX is your child/ are your children?

1. 0-4 years
 2. 5-9 years
 3. 10 years
 4. 11 years
 5. 12 years
 6. 13 years
 7. 14 years
 8. 15 years
 9. 16 years
 10. 17 years
 11. 18 years
- (Refused)

ASK ALL

Q Do you have a bank account, either held personally or jointly with a partner?

1. Yes
2. No
3. (Refused)

QPOSTCODE: Could I take a note of your postcode please?

Interviewer to record post code. ENTER 'REF' FOR REFUSED

ASK ALL

QRECONT: Thank you very much for taking part in this survey. Transport *for* London often wish to speak to Londoners to obtain their opinion on transport issues. Would you be happy to take part in any future research?

1. Yes
2. No

QNAME: And finally, for proof of this interview, may I please take a note of your name
ENTER NAME