

Variable information Public Delphi – Round 2

Name datafile: 'Public_Round2_Reshare_final.sav'
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Variable	Position	Label	Measurement Level	Column Width	Missing Values
ID	1	Participant ID	Nominal	8	
Imp_AV_envprobPT	2	Importance of automated vehicles in resolving environmental impacts of passenger transport	Nominal	20	
Imp_EV_envprobPT	3	Importance of electric vehicles in resolving environmental impacts of passenger transport	Nominal	20	
Imp_AF_envprobPT	4	Importance of alternative fuels (i.e. bio-diesels - produced from vegetable oil, animal oil/fats, or waste) resolving environmental impacts of passenger transport	Nominal	20	
Imp_SM_envprobPT	5	Importance of smart motorways (i.e. sections of motorways that use technologies to vary speed limits and access to the hard shoulder at busy times to manage traffic capacities) in resolving environmental impacts of passenger transport	Nominal	20	
Imp_SA_envprobPT	6	Importance of Smartphone Apps for route planning in resolving environmental impacts of passenger transport	Nominal	20	
Imp_DP_envprobPT	7	Importance of digital platform transport services (e.g. Uber, 'car clubs') in resolving environmental impacts of passenger transport	Nominal	20	
Imp_DT_envprobPT	8	Importance of electronic ticketing for buses and trains in resolving environmental impacts of passenger transport	Nominal	20	
Imp_RTIPT_envprobPT	9	Importance of real-time information for public transport in resolving environmental impacts of passenger transport	Nominal	20	
OtherTech_envprobPT	10	Additional technologies that will help to resolve passenger transport-related environmental problems	Nominal	50	
Imp_AV_envprobFT	11	Importance of automated vehicles in resolving environmental impacts of freight transport	Nominal	20	
Imp_AD_envprobFT	12	Importance of aerial drones in resolving environmental impacts of freight transport	Nominal	20	
Imp_EV_envprobFT	13	Importance of electric vehicles in resolving environmental impacts of freight transport	Nominal	20	
Imp_AF_envprobFT	14	Importance of alternative fuels (i.e. Bio-diesels - produced from vegetable oil, animal oil/fats, or waste) in resolving environmental impacts of freight transport	Nominal	20	

Imp_SM_envprobFT	15	Importance of smart motorways (i.e. sections of motorways that use technologies to vary speed limits and access to the hard shoulder at busy times to manage traffic capacities) in resolving environmental impacts of freight transport	Nominal	20	
Imp_SA_envprobFT	16	Importance of smartphone apps for route planning in resolving environmental impacts of freight transport	Nominal	20	
Imp_3D_envprobFT	17	Importance of 3D printing in resolving environmental impacts of freight transport	Nominal	20	
OtherTech_envprobFT	18	Additional technologies that will help to resolve freight transport-related environmental problems	Nominal	50	
DriverlessV_driver	19	Driverless vehicles - role of the 'driver'	Nominal	41	
DriverlessV_vehicle	20	Driverless vehicles - capability of the vehicle	Nominal	35	
DriverlessV_where	21	Driverless vehicles - where to be used	Nominal	50	
SelfdrivingV_driver	22	Self-driving vehicles - role of the 'driver'	Nominal	41	
SelfdrivingV_vehicle	23	Self-driving vehicles - capability of the vehicle	Nominal	35	
SelfdrivingV_where	24	Self-driving vehicles - where to be used	Nominal	50	
AutonomousV_driver	25	Autonomous vehicles - role of the 'driver'	Nominal	41	
AutonomousV_vehicle	26	Autonomous vehicles - capability the vehicle	Nominal	35	
AutonomousV_where	27	Autonomous vehicles - where to be used	Nominal	50	
AutomatedV_driver	28	Automated vehicles - role of the 'driver'	Nominal	41	
AutomatedV_vehicle	29	Automated vehicles - capabilities of the vehicle	Nominal	35	
AutomatedV_where	30	Automated vehicles - where to be used	Nominal	50	
ReasonsDiffProf	31	Reasons why public expects AVs for passenger transport earlier on the road than for freight whereas transport professionals expect the opposite	Nominal	50	
LS_CarClub01	32	Likert scale car club 1: For my household accessing a car through a car club is more attractive than owning a second vehicle	Nominal	26	
LS_CarClub02	33	Likert scale car club 2: I worry that the vehicle may not be available when I need it	Nominal	26	
LS_CarClub03	34	Likert scale car club 3: It would be a pain to not be able to keep personal belongings in the vehicle	Nominal	26	
LS_CarClub04	35	Likert scale car club 4: I do not want to use a vehicle previously occupied by strangers	Nominal	26	
LS_CarClub05	36	Likert scale car club 5: I worry about whether I would be adequately insured when using a car club vehicle	Nominal	26	
LS_CarClub06	37	Likert scale car club 6: Using a car club is better for the environment than owning a vehicle	Nominal	26	
LS_CarClub07	38	Likert scale car club 7: It would be more economical to use a car club than to own my own car	Nominal	26	

LS_CarClub08	39	Likert scale car club 8: I would drive the club car less than if I owned a car	Nominal	26	
LS_CarClub09	40	Likert scale car club 9: The inside of a shared car might be unhygienic	Nominal	26	
LS_CarClub10	41	Likert scale car club 10: I don't want to have to use an App or the web to book a vehicle	Nominal	26	
LS_CarClub11	42	Likert scale car club 11: Using a car club car means I do not have to worry about parking	Nominal	26	
IncUse_CarClub01	43	Reason making participant more likely to use car clubs 1: If the 'club' had a wide range of vehicles (i.e. mini cars, SUVs and vans)	Nominal	26	
IncUse_CarClub02	44	Reason making participant more likely to use car clubs 2: If the 'club' had very low emission vehicles (e.g. electric or hybrid)	Nominal	26	
IncUse_CarClub03	45	Reason making participant more likely to use car clubs 3: If membership and use of the vehicles was cheaper than owning a car	Nominal	26	
IncUse_CarClub04	46	Reason making participant more likely to use car clubs 4: If the car was parked close (less than 500m) to my home	Nominal	26	
IncUse_CarClub05	47	Reason making participant more likely to use car clubs 5: If the cars of the 'club' were the most efficient in petrol/diesel use within their vehicle class (e.g. small-vehicle, SUV, van, etc.)	Nominal	26	
IncUse_CarClub06	48	Reason making participant more likely to use car clubs 6: If the 'club' had vehicles with automated features (e.g. adaptive cruise control, lane assist, automatic parking)	Nominal	26	
IncUse_CarClub07	49	Reason making participant more likely to use car clubs 7: If the car was always cleaned between users	Nominal	26	
IncUse_CarClub08	50	Reason making participant more likely to use car clubs 8: If the car remembered my driving settings (e.g. preferred radio stations, seat position)	Nominal	26	
IncUse_STaxi01	51	Reason making participant more likely to use shared taxis 1: If I knew for sure there would be enough space for me to be comfortable	Nominal	26	
IncUse_STaxi02	52	Reason making participant more likely to use shared taxis 2: If the cost was significantly lower than travelling alone	Nominal	26	
IncUse_STaxi03	53	Reason making participant more likely to use shared taxis 3: If I knew for sure that it was better for the environment	Nominal	26	
IncUse_STaxi04	54	Reason making participant more likely to use shared taxis 4: If the vehicle was fully automated (i.e. with no human driver)	Nominal	26	
IncUse_STaxi05	55	Reason making participant more likely to use shared taxis 5: If I could vet who can get into a vehicle with me	Nominal	26	

IncUse_STaxi06	56	Reason making participant more likely to use shared taxis 6: If there was a wide range of vehicles from which I could choose (i.e. mini cars, SUVs)	Nominal	26	
IncUse_STaxi07	57	Reason making participant more likely to use shared taxis 7: If it was a very low emission vehicles (e.g. electric or hybrid)	Nominal	26	
IncUse_STaxi08	58	Reason making participant more likely to use shared taxis 8: If the vehicle was the most efficient in petrol/diesel use within their vehicle class (e.g. small-vehicle, SUV, van, etc.)	Nominal	26	
IncUse_STaxi09	59	Reason making participant more likely to use shared taxis 9: If the 'club' had vehicles with automated features (e.g. adaptive cruise control, lane assist, automatic parking)	Nominal	26	
IncUse_STaxi10	60	Reason making participant more likely to use shared taxis 10: If I knew it reduced congestion	Nominal	26	
IncUse_STaxi11	61	Reason making participant more likely to use shared taxis 11: If I knew it would arrive sooner than an individual taxi	Nominal	26	
IncUse_STaxi12	62	Reason making participant more likely to use shared taxis 12: If the interior of the vehicle was monitored by CCTV	Nominal	26	
LS_SimSV01	63	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 1: It is better for the environment to use shared taxis than to use individual taxis	Nominal	26	
LS_SimSV02	64	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 2: Using a shared taxi will mean the car will arrive sooner (less wait time)	Nominal	26	
LS_SimSV03	65	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 3: I don't want to have to talk to people I don't know	Nominal	26	
LS_SimSV04	66	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 4: The inside of a shared car might be unhygienic	Nominal	26	
LS_SimSV05	67	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 5: I would want to travel in a vehicle only with people of my own gender	Nominal	26	
LS_SimSV06	68	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 6: A human driver is important for the safety of all passengers	Nominal	26	
LS_SimSV07	69	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 7: It is a good way to meet new people	Nominal	26	

LS_SimSV08	70	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 8: I don't want to have to use an App or the web to book a ride	Nominal	26	
LS_SimSV09	71	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 9: I don't want other passengers to see where I live or where I go to	Nominal	26	
LS_SimSV10	72	Likert scale sharing vehicle simultaneously with other person (e.g. shared taxi, UberPool) 10: I would only want to travel in a vehicle with people of a similar age as mine	Nominal	26	
SuitSAE5_mw_PV	73	Suitability of motorways for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_mw_FV	74	Suitability of motorways for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_dcw_PV	75	Suitability of dual-carriageways for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_dcw_FV	76	Suitability of dual-carriageways for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_Ar_PV	77	Suitability of A-roads for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_Ar_FV	78	Suitability of A-roads for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_sub_PV	79	Suitability of suburbs for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_sub_FV	80	Suitability of suburbs for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_tcc_PV	81	Suitability of town/city centre for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_tcc_FV	82	Suitability of town/city centre for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_rr_PV	83	Suitability of rural roads for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_rr_FV	84	Suitability of rural roads for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_ur_PV	85	Suitability of unpaved roads for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_ur_FV	86	Suitability of unpaved roads for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_pr_PV	87	Suitability of private roads for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_pr_FV	88	Suitability of private roads for SAE-5 in freight vehicles	Nominal	31	
SuitSAE5_or_PV	89	Suitability of off-road conditions for SAE-5 in passenger vehicles	Nominal	31	
SuitSAE5_or_FV	90	Suitability of off-road conditions for SAE-5 in freight vehicles	Nominal	31	
WalkDist	91	Walking distance on an average week day	Nominal	16	
Walk_SAE5	92	Likelihood of walking if there were SAE-5 automated vehicles on the roads	Nominal	14	
CycleDist	93	Cycling distance on an average week day	Nominal	16	
Cycle_SAE5	94	Likelihood of cycling on the road if there were SAE-5 automated vehicles on the roads	Nominal	14	
IncComf_ShSAE5_01a	95	Increase comfort of sharing road with SAE-5 vehicle 1 as vehicle driver/passenger: physical barriers which separate the automated vehicle from other motorised vehicles	Nominal	5	

IncComf_ShSAE5_01b	96	Increase comfort of sharing road with SAE-5 vehicle 1 as cyclist: Physical barriers which separate the automated vehicle from other motorised vehicles	Nominal	5	
IncComf_ShSAE5_01c	97	Increase comfort of sharing road with SAE-5 vehicle 1 as pedestrian: Physical barriers which separate the automated vehicle from other motorised vehicles	Nominal	5	
IncComf_ShSAE5_02a	98	Increase comfort of sharing road with SAE-5 vehicle 2 as vehicle driver/passenger: Physical barriers which separate the automated vehicle from all other road users, including cyclists and pedestrians	Nominal	5	
IncComf_ShSAE5_02b	99	Increase comfort of sharing road with SAE-5 vehicle 2 as cyclist: Physical barriers which separate the automated vehicle from all other road users, including cyclists and pedestrians	Nominal	5	
IncComf_ShSAE5_02c	100	Increase comfort of sharing road with SAE-5 vehicle 2 as pedestrian: Physical barriers which separate the automated vehicle from all other road users, including cyclists and pedestrians	Nominal	5	
IncComf_ShSAE5_03a	101	Increase comfort of sharing road with SAE-5 vehicle 3 as vehicle driver/passenger: Greater awareness of what automated vehicles can and cannot do	Nominal	5	
IncComf_ShSAE5_03b	102	Increase comfort of sharing road with SAE-5 vehicle 3 as cyclist: Greater awareness of what automated vehicles can and cannot do	Nominal	5	
IncComf_ShSAE5_03c	103	Increase comfort of sharing road with SAE-5 vehicle 3 as pedestrian: Greater awareness of what automated vehicles can and cannot do	Nominal	5	
IncComf_ShSAE5_04a	104	Increase comfort of sharing road with SAE-5 vehicle 4 as vehicle driver/passenger: A fail-safe stop mechanism in the vehicle to ensure emergency stops	Nominal	5	
IncComf_ShSAE5_04b	105	Increase comfort of sharing road with SAE-5 vehicle 4 as cyclist: A fail-safe stop mechanism in the vehicle to ensure emergency stops	Nominal	5	
IncComf_ShSAE5_04c	106	Increase comfort of sharing road with SAE-5 vehicle 4 as pedestrian: A fail-safe stop mechanism in the vehicle to ensure emergency stops	Nominal	5	
IncComf_ShSAE5_05a	107	Increase comfort of sharing road with SAE-5 vehicle 5 as vehicle driver/passenger: Clear indications of the vehicles' intended movements (i.e. signals for turning, slowing, accelerating etc.)	Nominal	5	
IncComf_ShSAE5_05b	108	Increase comfort of sharing road with SAE-5 vehicle 5 as cyclist: Clear indications of the vehicles' intended movements (i.e. signals for turning, slowing, accelerating etc.)	Nominal	5	

IncComf_ShSAE5_05c	109	Increase comfort of sharing road with SAE-5 vehicle 5 as pedestrian: Clear indications of the vehicles' intended movements (i.e. signals for turning, slowing, accelerating etc.)	Nominal	5	
PercCarTT_Comm	110	Percentage of participant's travel time by car devoted to commuting	Nominal	3	-9
PercCarTT_ShopErr	111	Percentage of participant's travel time by car devoted to shopping and errands	Nominal	3	-9
PercCarTT_Chauff	112	Percentage of participant's travel time by car devoted to chauffeuring others (e.g. children)	Nominal	3	-9
PercCarTT_Leisure	113	Percentage of participant's travel time by car devoted to leisure	Nominal	3	-9
PercCarTT_Other	114	Percentage of participant's travel time by car devoted to other purposes	Nominal	3	-9
Freq_IVA01_pnow	115	Frequency of activity in vehicle 1 as passenger today: Watching scenery and/or people outside the vehicle	Nominal	9	
Freq_IVA01_pSAE5	116	Frequency of in-vehicle activity 1 as passenger in a SAE-5 vehicle: Watching scenery and/or people outside the vehicle	Nominal	9	
Freq_IVA01_dSAE5	117	Frequency of in-vehicle activity 1 as 'driver' in a SAE-5 vehicle: Watching scenery and/or people outside the vehicle	Nominal	9	
Freq_IVA02_pnow	118	Frequency of activity in vehicle 2 as passenger today: Daydreaming	Nominal	9	
Freq_IVA02_pSAE5	119	Frequency of in-vehicle activity 2 as passenger in a SAE-5 vehicle: Daydreaming	Nominal	9	
Freq_IVA02_dSAE5	120	Frequency of in-vehicle activity 2 as 'driver' in a SAE-5 vehicle: Daydreaming	Nominal	9	
Freq_IVA03_pnow	121	Frequency of in-vehicle activity in vehicle 3 as passenger today: Sleeping/resting	Nominal	9	
Freq_IVA03_pSAE5	122	Frequency of in-vehicle activity 3 as passenger in a SAE-5 vehicle: Sleeping/resting	Nominal	9	
Freq_IVA03_dSAE5	123	Frequency of in-vehicle activity 3 as 'driver' in a SAE-5 vehicle: Sleeping/resting	Nominal	9	
Freq_IVA04_pnow	124	Frequency of in-vehicle activity 4 as passenger today: Watching video	Nominal	9	
Freq_IVA04_pSAE5	125	Frequency of in-vehicle activity 4 as passenger in a SAE-5 vehicle: Watching video	Nominal	9	
Freq_IVA04_dSAE5	126	Frequency of in-vehicle activity 4 as 'driver' in a SAE-5 vehicle: Watching video	Nominal	9	
Freq_IVA05_pnow	127	Frequency of in-vehicle activity 5 as passenger today: Talking to people on the phone	Nominal	9	
Freq_IVA05_pSAE5	128	Frequency of in-vehicle activity 5 as passenger in a SAE-5 vehicle: Talking to people on the phone	Nominal	9	

Freq_IVA05_dSAE5	129	Frequency of in-vehicle activity 5 as 'driver' in a SAE-5 vehicle: Talking to people on the phone	Nominal	9	
Freq_IVA06_dnow	130	Frequency of in-vehicle activity 6 as passenger today: Talking to other people in the vehicle	Nominal	9	
Freq_IVA06_pSAE5	131	Frequency of in-vehicle activity 6 as passenger in a SAE-5 vehicle: Talking to other people in the vehicle	Nominal	9	
Freq_IVA06_dSAE5	132	Frequency of in-vehicle activity 6 as 'driver' in a SAE-5 vehicle: Talking to other people in the vehicle	Nominal	9	
Freq_IVA07_pnow	133	Frequency of in-vehicle activity 7 as passenger today: Reading/Gaming	Nominal	9	
Freq_IVA07_pSAE5	134	Frequency of in-vehicle activity 7 as passenger in a SAE-5 vehicle: Reading/Gaming	Nominal	9	
Freq_IVA07_dSAE5	135	Frequency of in-vehicle activity 7 as 'driver' in a SAE-5 vehicle: Reading/Gaming	Nominal	9	
Freq_IVA08_pnow	136	Frequency of in-vehicle activity 8 as passenger today: Eating/drinking	Nominal	9	
Freq_IVA08_pSAE5	137	Frequency of in-vehicle activity 8 as passenger in a SAE-5 vehicle: Eating/drinking	Nominal	9	
Freq_IVA08_dSAE5	138	Frequency of in-vehicle activity 8 as 'driver' in a SAE-5 vehicle: Eating/drinking	Nominal	9	
Freq_IVA09_pnow	139	Frequency of in-vehicle activity 9 as passenger today: Grooming (e.g. putting on make-up)	Nominal	9	
Freq_IVA09_pSAE5	140	Frequency of in-vehicle activity 9 as passenger in a SAE-5 vehicle: Grooming (e.g. putting on make-up)	Nominal	9	
Freq_IVA09_dSAE5	141	Frequency of in-vehicle activity 9 as 'driver' in a SAE-5 vehicle: Grooming (e.g. putting on make-up)	Nominal	9	
Freq_IVA10_pnow	142	Frequency of in-vehicle activity 10 as passenger today: Work- related tasks	Nominal	9	
Freq_IVA10_pSAE5	143	Frequency of in-vehicle activity 10 as passenger in a SAE-5 vehicle: Work-related tasks	Nominal	9	
Freq_IVA10_dSAE5	144	Frequency of in-vehicle activity 10 as 'driver' in a SAE-5 vehicle: Work-related tasks	Nominal	9	