

Variable information Public Delphi – Round 3

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	
Use_BEV_d	2	Whether participant has ever driven a battery electric vehicle as the driver	Nominal	13	
Exp_BEV_d	3	Experience of driving a battery electric vehicle as the driver	Nominal	13	
Use_PHEV_d	4	Whether participant has ever driven a plug-in hybrid vehicle as the driver	Nominal	13	
Exp_PHEV_d	5	Experience of driving a plug-in hybrid vehicle as the driver	Nominal	13	
Use_BEV_p	6	Whether participant has ever ridden in a battery electric vehicle as a passenger	Nominal	13	
Exp_BEV_p	7	Experience of riding in a battery electric vehicle as a passenger	Nominal	13	
Use_PHEV_p	8	Whether participant has ridden in a plug-in hybrid vehicle as a passenger	Nominal	13	
Exp_PHEV_p	9	Experience of riding in a plug-in hybrid vehicle as a passenger	Nominal	13	
LS_BEV01	10	Likert scale BEV 1: For my next vehicle I want to buy or lease a battery electric vehicle	Nominal	41	
LS_BEV02	11	Likert scale BEV 2: For my next vehicle I want to buy or lease a plug-in hybrid vehicle	Nominal	41	
LS_BEV03	12	Likert scale BEV 3: I would seriously consider leasing or buying a battery electric vehicle or plug-in hybrid vehicle if I need a new vehicle	Nominal	41	
LS_BEV04	13	Likert scale BEV 4: I feel a strong personal obligation to buy or lease a battery electric vehicle for my next vehicle to reduce carbon emissions and improve air quality	Nominal	41	
LS_BEV05	14	Likert scale BEV 5: People who are important to me expect me to choose a battery electric vehicle or plug-in hybrid vehicle for my next vehicle	Nominal	41	
LS_BEV06	15	Likert scale BEV 6: Battery electric vehicles and plug-in hybrid vehicles do not come in the size or shape of car that suit my needs (e.g. too small for family)	Nominal	41	
LS_BEV07	16	Likert scale BEV 7: I like the sound and power of a conventional car engine	Nominal	26	

LS_BEV08	17	Likert scale BEV 8: When driving a battery EV, I would always be worried about running out of charge	Nominal	26	
LS_BEV09	18	Likert scale BEV 9: Because of my own principles, I feel that I should choose a battery EV for my next vehicle to reduce carbon emissions and improve air quality	Nominal	26	
LS_BEV10	19	Likert scale BEV 10: Over the longer term, battery EVs are a cheaper option than a diesel or petrol vehicle	Nominal	26	
LS_BEV11	20	Likert Scale BEV 11: I don't know where I could charge a battery EV near my home	Nominal	26	
LS_BEV12	21	Likert scale BEV 12: Many of the people who are important to me (friends, family) own fuel efficient and environmentally friendly cars	Nominal	26	
LS_BEV13	22	Likert scale BEV 13: Battery EVs are too expensive to purchase	Nominal	26	
LS_PHEV01	23	Likert scale PHEV 1: I like the sound and power of a conventional car engine	Nominal	26	
LS_PHEV02	24	Likert scale PHEV 2: Because of my own principles, I feel that I should choose a Plug-in Hybrid Electric Vehicle for my next vehicle to reduce carbon emissions and improve air quality	Nominal	26	
LS_PHEV03	25	Likert scale PHEV 3: Over the longer term, Plug-in Hybrid Electric Vehicles are a cheaper option than a diesel or petrol vehicle	Nominal	26	
LS_PHEV04	26	Likert scale PHEV 4: I don't know where I could charge a Plug-in Hybrid Electric Vehicle near my home	Nominal	26	
LS_PHEV05	27	Likert scale PHEV 5: Plug-in Hybrid Electric Vehicles are too expensive to purchase	Nominal	26	
CarClub_member	28	Whether participant is member of a car club	Nominal	3	
CarClub_EV	29	Whether participant's car club has electric vehicles (battery electric or hybrid)	Nominal	12	
CarClub_BEV	30	Whether participant's car club has full battery electric vehicles	Nominal	3	
CarClub_PHEV	31	Whether participant's car club has plug-in hybrid vehicles	Nominal	12	
CarClub_HEV	32	Whether participant's car club has 'traditional' hybrid vehicles	Nominal	12	
LS_CarClub01	33	Likert scale car club 1: I intend to join a car club that allows me to drive EVs as soon as one is locally available	Nominal	26	
LS_CarClub02	34	Likert scale car club 2: I plan to join a car club in order to reduce the number of vehicles in my household	Nominal	26	
LS_CarClub03	35	Likert scale car club 3: I plan to join a car club that has EVs	Nominal	26	
LS_CarClub04	36	Likert scale car club 4: I would be more willing to replace our second vehicle (rather than main vehicle) with membership of a car club with electric vehicles	Nominal	26	

LS_CarClub05	37	Likert scale car club 5: I would be willing to pay slightly more (10%) to use an electric car club vehicle than a conventional (non-electric) car club vehicle	Nominal	26	
LS_CarClub06	38	Likert scale car club 6: I would be willing to pay substantially more (25%) to use an electric car club vehicle than a conventional (non-electric) car club vehicle	Nominal	26	
LS_CarClub07	39	Likert scale car club 7: I would expect an electric car club car to be cheaper than a regular petrol/diesel-powered car club vehicle	Nominal	26	
LS_CarClub08	40	Likert scale car club 8: If an electric car club vehicle was 80% of the cost of a petrol/ diesel-powered car club vehicle I would choose the EV all or most of the time	Nominal	26	
LS_EIShTaxi01	41	Likert scale electric shared taxis 1: I would be willing to pay slightly more (10%) to use an electric shared taxi than a conventional (non-electric) shared taxi	Nominal	26	
LS_EIShTaxi02	42	Likert scale electric shared taxis 2: I would be willing to pay substantially more (25%) to use an electric shared taxi than a conventional (non-electric) shared taxi	Nominal	26	
LS_EIShTaxi03	43	Likert scale electric shared taxis 3: I would expect an electric shared taxi to be cheaper than a petrol/ diesel-powered shared taxi	Nominal	26	
LS_EIShTaxi04	44	Likert scale electric shared taxis 4: If an electric shared taxi was 80% of the cost of a petrol/ diesel-powered shared taxi, I would choose the EV all or most of the time	Nominal	26	
Imp_CCVAf_FC01	45	Importance of automated features in car club vehicles for reducing fuel consumption 1: Adaptive/dynamic cruise control	Nominal	16	
Imp_CCVAf_IS01	46	Importance of automated features in car club vehicles for increasing safety 1: Adaptive/ dynamic cruise control	Nominal	16	
Imp_CCVAf_FC02	47	Importance of automated features in car club vehicles for reducing fuel consumption 2: Lane assist	Nominal	16	
Imp_CCVAf_IS02	48	Importance of automated features in car club vehicles for increasing safety 2: Lane assist	Nominal	16	
Imp_CCVAf_FC03	49	Importance of automated features in car club vehicles for reducing fuel consumption 3: Automatic parking	Nominal	16	
Imp_CCVAf_IS03	50	Importance of automated features in car club vehicles for increasing safety 3: Automatic parking	Nominal	16	
Imp_CCVAf_FC04	51	Importance of automated features in car club vehicles for reducing fuel consumption 4: Emergency braking	Nominal	16	
Imp_CCVAf_IS04	52	Importance of automated features in car club vehicles for increasing safety 4: Emergency braking	Nominal	16	

RI_CCVAF01_Brit	53	Reason for interest in using car club vehicles with automated features among British public 1: try out new technologies before purchasing a car with those features (e.g. adaptive cruise control, automatic parking)	Nominal	13	
RI_CCVAF01_p	54	Reason for interest in using car club vehicles with automated features for participant 1: try out new technologies before purchasing a car with those features (e.g. adaptive cruise control, automatic parking)	Nominal	38	
RI_CCVAF02_Brit	55	Reason for interest in using car club vehicles with automated features among British public 2: drive a newer car than the car normally driven	Nominal	13	
RI_CCVAF02_p	56	Reason for interest in using car club vehicles with automated features for participant 2: drive a newer car than the car normally driven	Nominal	38	
RI_CCVAF03_Brit	57	Reason for interest in using car club vehicles with automated features among British public 3: novelty of the automated features	Nominal	13	
RI_CCVAF03_p	58	Reason for interest in using car club vehicles with automated features for participant 3: novelty of the automated features	Nominal	38	
RI_CCVAF04_Brit	59	Reason for interest in using car club vehicles with automated features among British public 4: cheaper than owning an electric vehicle	Nominal	13	
RI_CCVAF04_p	60	Reason for interest in using car club vehicles with automated features for participant 4: cheaper than owning an electric vehicle	Nominal	38	
RI_CCVAF05_Brit	61	Reason for interest in using car club vehicles with automated features among British public 5: more convenient than owning an electric vehicle	Nominal	13	
RI_CCVAF05_p	62	Reason for interest in using car club vehicles with automated features for participant 5: more convenient than owning an electric vehicle	Nominal	38	
RI_CCVAF06_Brit	63	Reason for interest in using car club vehicles with automated features among British public 6: Because it creates less air pollution than owning an electric vehicle	Nominal	13	
RI_CCVAF06_p	64	Reason for interest in using car club vehicles with automated features for participant 6: creates less air pollution than owning an electric vehicle	Nominal	38	
RI_CCVAF07_Brit	65	Reason for interest in using car club vehicles with automated features among British public 7: lower carbon emissions than owning an electric vehicle	Nominal	13	

RI_CCVAf07_p	66	Reason for interest in using car club vehicles with automated features for participant 7: lower carbon emissions than owning an electric vehicle	Nominal	38	
RI_CCVAf08_Brit	67	Reason for interest in using car club vehicles with automated features among British public 8: cheaper than using a conventional (non-EV) car club vehicle	Nominal	13	
RI_CCVAf08_p	68	Reason for interest in using car club vehicles with automated features for participant 8: cheaper than using a conventional (non-EV) car club vehicle	Nominal	38	
RI_CCVAf09_Brit	69	Reason for interest in using car club vehicles with automated features among British public 9: more convenient than using a conventional (non-EV) car club vehicle	Nominal	13	
RI_CCVAf09_p	70	Reason for interest in using car club vehicles with automated features for participant 9: more convenient than using a conventional (non-EV) car club vehicle	Nominal	38	
RI_CCVAf10_Brit	71	Reason for interest in using car club vehicles with automated features among British public 10: creates less air pollution than using a conventional (non-EV) car club vehicle	Nominal	13	
RI_CCVAf10_p	72	Reason for interest in using car club vehicles with automated features for participant 10: creates less air pollution than using a conventional (non-EV) car club vehicle	Nominal	38	
RI_CCVAf11_Brit	73	Reason for interest in using car club vehicles with automated features among British public 11: lower carbon emissions than using a conventional (non-EV) car club vehicle	Nominal	13	
RI_CCVAf11_p	74	Reason for interest in using car club vehicles with automated features for participant 11: lower carbon emissions than using a conventional (non-EV) car club vehicle	Nominal	38	
RH_SAE5ShTaxi01	75	Reason for hesitancy about using SAE-5 shared taxis 1: Concerns about behaviour of other passengers in the vehicle	Nominal	16	
RH_SAE5ShTaxi02	76	Reason for hesitancy about using SAE-5 shared taxis 2: Concern about traffic safety and interactions with other vehicles	Nominal	16	
RH_SAE5ShTaxi03	77	Reason for hesitancy about using SAE-5 shared taxis 3: Concerns that there is no driver available to offer support in situations where this might be needed	Nominal	16	
RH_SAE5ShTaxi04	78	Reason for hesitancy about using SAE-5 shared taxis 4: Uncertainty about what the automated vehicle technologies can do, and what they can not do	Nominal	16	

RH_SAE5ShTaxi05	79	Reason for hesitancy about using SAE-5 shared taxis 5: Concerns about cyber security and the possibility that automated vehicles might be hacked	Nominal	16	
IncDes_AShTaxi01	80	Factor making fully automated shared taxis more desirable 1: if they were 50% cheaper than human-driven shared taxis	Nominal	26	
IncDes_AShTaxi02	81	Factor making fully automated shared taxis more desirable 2: if they were 25% cheaper than human-driven shared taxis	Nominal	26	
IncDes_AShTaxi03	82	Factor making fully automated shared taxis more desirable 3: if participant knew a human somewhere was monitoring a camera that records the inside of the vehicle	Nominal	26	
IncDes_AShTaxi04	83	Factor making fully automated shared taxis more desirable 4: if participant knew that, if needed, an operator in a control room could take over and operate the vehicle from a distance	Nominal	26	
IncDes_AShTaxi05	84	Factor making fully automated shared taxis more desirable 5: if they were programmed to avoid streets and intersections with many pedestrians and cyclists	Nominal	26	
IncDes_AShTaxi06	85	Factor making fully automated shared taxis more desirable 6: if they only used segregated lanes (like a bus lane)	Nominal	26	
IncDes_AShTaxi07	86	Factor making fully automated shared taxis more desirable 7: if participant could accept/decline who to share the ride with on the basis of their online profile before I board the vehicle	Nominal	26	
IncDes_AShTaxi08	87	Factor making fully automated shared taxis more desirable 8: if the algorithm only matched my ride with that of one or more passengers of gender(s) and age range I have selected in my online personal preferences	Nominal	26	
VehOwnHH	88	Whether participant or anyone in their household own or lease any vehicles (cars, motorbikes, mopeds)	Nominal	3	
FreqVehOwnHH	89	Number of vehicles owned or leased by people within the participant's household	Nominal	2	
VehHH01_Type	90	First vehicle in participant's household: type	Nominal	9	
VehHH01_Own	91	First vehicle in participant's household: ownership arrangement	Nominal	14	
VehHH01_Make	92	First vehicle in participant's household: make and model	Nominal	29	
VehHH01_New	93	First vehicle in participant's household: first or second hand	Nominal	37	
VehHH01_Dur	94	First vehicle in participant's household: duration household has had the vehicle	Nominal	18	
VehHH01_Repl	95	First vehicle in participant's household: expectation about when vehicle will be replaced	Nominal	27	
VehHH02_Type	96	Second vehicle in participant's household: type	Nominal	9	
VehHH02_Own	97	Second vehicle in participant's household: ownership arrangement	Nominal	6	

VehHH02_Make	98	Second vehicle in participant's household: make and model	Nominal	28	
VehHH02_New	99	Second vehicle in participant's household: first or second hand	Nominal	37	
VehHH02_Dur	100	Second vehicle in participant's household: duration household has had the vehicle	Nominal	18	
VehHH02_Repl	101	Second vehicle in participant's household: expectation about when vehicle will be replaced	Nominal	27	
VehHH03_Type	102	Third vehicle in participant's household: Type	Nominal	9	
VehHH03_Own	103	Third vehicle in participant's household: ownership arrangement	Nominal	6	
VehHH03_Make	104	Third vehicle in participant's household: make and model	Nominal	21	
VehHH03_New	105	Third vehicle in participant's household: first or second hand	Nominal	37	
VehHH03_Dur	106	Third vehicle in participant's household: duration household has had the vehicle	Nominal	18	
VehHH03_Repl	107	Third vehicle in participant's household: expectation about when vehicle will be replaced	Nominal	27	
VehHH04_Type	108	Fourth vehicle in participant's household: type	Nominal	9	
VehHH04_Own	109	Fourth vehicle in participant's household: ownership arrangement	Nominal	14	
VehHH04_Make	110	Fourth vehicle in participant's household: make and model	Nominal	22	
VehHH04_New	111	Fourth vehicle in participant's household: first or second hand	Nominal	37	
VehHH04_Dur	112	Fourth vehicle in participant's household: duration household has had the vehicle	Nominal	18	
VehHH04_Repl	113	Fourth vehicle in participant's household: expectation about when vehicle will be replaced	Nominal	27	
LS_Rebound01	114	Likert scale rebound 1: If I become a member of a car club, then I expect to walk, cycle and use public transport more often than I currently do	Nominal	26	
LS_Rebound02	115	Likert scale rebound 2: If I was travelling in an automated vehicle, I could cover more mileage in my daily routine than I did previously	Nominal	26	
LS_Rebound03	116	Likert scale rebound 3: An automated vehicle might mean I could live further from work than I currently do as I could relax on the commute	Nominal	26	
LS_Rebound04	117	Likert scale rebound 4: I can see that, once I have successfully switched to an EV, I might be more willing to try out other energy-saving or low-carbon technologies (e.g. Solar panels on the roof)	Nominal	26	
LS_Rebound05	118	Likert scale rebound 5: I would use an automated vehicle for short journeys which I currently take by walking, cycling or public transport	Nominal	26	

LS_Rebound06	119	Likert scale rebound 6: Because shared, electric automated vehicles are better for the environment than other types of cars, I would not need to make environmentally-conscious decisions in other areas of my life	Nominal	26	
Prio_UKTP_Gen01	120	Priorities for national (UK) transport policy in general 1: Enhancing economic growth	Nominal	3	-9
Prio_UKTP_Gen02	121	Priorities for national (UK) transport policy in general 2: Reducing transport's contribution to climate change and poor air quality	Nominal	3	-9
Prio_UKTP_Gen03	122	Priorities for national (UK) transport policy in general 3: Reducing social inequality and increasing accessibility	Nominal	3	-9
Prio_UKTP_FFR01	123	Priorities for national (UK) transport policy for reducing consumption of fossil fuels 1: Cleaner fuels (including electric vehicles)	Nominal	3	-9
Prio_UKTP_FFR02	124	Priorities for national (UK) transport policy for reducing consumption of fossil fuels 2: Promoting public transport, cycling and walking	Nominal	3	-9
Prio_UKTP_FFR03	125	Priorities for national (UK) transport policy for reducing consumption of fossil fuels 3: Reducing travel through promotion of working from home and e-services	Nominal	3	-9
Prio_UKTP_VA01	126	Priorities for national (UK) transport policy for vehicle automation 1: Supporting and facilitating automation in freight transport	Nominal	3	-9
Prio_UKTP_VA02	127	Priorities for national (UK) transport policy for vehicle automation 2: Supporting and facilitating individually owned automated vehicles for passenger transport	Nominal	3	-9
Prio_UKTP_VA03	128	Priorities for national (UK) transport policy for vehicle automation 3: Supporting and facilitating shared and automated services for passenger transport	Nominal	3	-9