

Public Engagement with Air Quality in Scotland Report 2022

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Public Engagement with Air Quality in Scotland: 2022

Final Report

Prepared for the Scottish Government

by **BMG Research**

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1.1 Background and Research Objectives

This report contains the findings from a quantitative study exploring public perceptions of air quality in Scotland among adults aged 16 and above. This research was conducted by BMG Research on behalf of the Scottish Government.

The Scottish Government's Cleaner Air for Scotland 2 strategy sets out how the Scottish Government will deliver air quality improvements over the next five years. In doing so, it hopes to secure a vision of Scotland having the best air quality in Europe, helping to safeguard and enhance health, wellbeing and the wider natural environment.

The strategy identifies a need for clear evidence on levels of knowledge, attitudes, and concern related to air pollution, as well as on willingness to change behaviours which contribute toward air pollution.

This baseline survey is key to establishing the current awareness amongst the Scottish public of air pollution health effects and source contributors.

The key evidence gaps to be addressed in the baseline survey are detailed below:

- Knowledge of the sources of air pollution
- Knowledge of the health impacts of air pollution
- Awareness of the role that individual action can play in reducing air pollution
- Awareness of how reducing air pollution relates to wider environmental benefits e.g. more pleasant urban environment from fewer vehicles
- Real and perceived barriers to uptake of low/zero emissions vehicles and further modal shift to public transport and active travel
- The behavioural drivers that could help to incentivise such changes

1.2 Methodology

1.2.1 Survey design

The survey included questions on: awareness of air pollution; understanding of the impacts of it; level of concern about it both generally and locally; perceptions of the role that individuals and organisations can play in tackling poor air quality; and perceptions of ultra-low emissions vehicles and public transport in Scotland (including push and pull factors for the uptake of these).

The majority of questions were designed to be single-response questions for the ease of the respondent but some multiple-response and open-ended questions were also included where appropriate.

Questions were ordered to minimise the impact of influencing responses i.e. broader and higher-level questions which required less prior knowledge were asked first, with more complicated questions, sometimes provided with definitions of key terms, asked later in the survey.

The survey was designed to be easy for all adults to understand (See Annex 1 for the full questionnaire).

The survey took approximately 10-15 minutes to complete. Fieldwork was conducted between the 1st and 13th September 2022. A total of 1,520 respondents completed the survey.

1.2.2 Recruitment of participants

Adult participants (aged 16 years and above) were recruited using online panels¹, with representative quotas set on age, gender and region. A 'panel blend' approach was taken to fieldwork. This involves blending the sample across several research panels to increase the potential overall sample size, help ensure good coverage across key demographic groups, and to reduce the risk of panel biases that can sometimes occur by relying solely on a single panel provider. The panels used for this project were:

- Panelbase
- Savanta
- Lucid

¹ An online panel is defined as an online group of recruited people willing to conduct social and market research surveys in return for a small financial incentive for each survey completed.

1.2.3 Weighting

The survey data used for this report is weighted to ensure the data is representative of the Scottish population aged 16+.

Results for respondents were weighted by age, gender, region, ethnicity and educational attainment.²

1.2.4 Presentation of results

Throughout the report, results are discussed in terms of differences between sub-groups and the total result. Differences are considered to be significant at the 95% confidence level, meaning that there is only a 5% possibility that the difference occurred by chance rather than by being a real difference. This is a commonly accepted level of confidence.

The data used in this report are rounded up or down to the nearest whole percentage. It is for this reason that, on occasion, tables or charts may add up to 99% or 101%. Results that do differ in this way should not have a sum-total deviance that is larger than around 1 to 2%.

All differences highlighted in this report are statistically significant unless stated otherwise.

² Targets for age, gender and region taken from ONS mid-year population estimates. Ethnicity targets taken from 2011 census. Educational attainment targets taken from the 2019 Scottish Household Survey.

2. Executive Summary

2.1 Examining knowledge and awareness around the causes of air pollution and the associated health impacts

A majority of the Scottish public (62%) say they are knowledgeable about the environmental issues presented by air pollution. A similar proportion (68%) of Scots say they understand the health impacts of air pollution, a smaller proportion than for knowledge of the impacts of smoking (89%), alcohol (88%) and obesity (86%).

When asked an open question about what the main effects of air pollution are on health and well-being, the problems most commonly identified are breathing difficulties (28%) and lung problems (22%).

The Scottish public regard transport/traffic (81%), industry (59%), and energy generation (48%) as the top three main causes of poor air quality. When looking at the risks of exposure to air pollution, two-fifths (42%) of the Scottish public think they are more exposed to air pollution on the street than in their vehicle, while 38% think it makes no difference either way.

Concern about air pollution and its impacts is generally high (79%), and similar to levels of concern for other environmental issues such as deforestation (79%) and conservation (81%). The extent to which respondents are concerned about air pollution correlates highly with the level of knowledge they have about the issue.

While general concern about air quality is high, the Scottish public are less likely to be concerned about their local air quality (44% concerned about local air quality cf. 79% concerned generally). Indeed, most Scots think that the air quality in their local area has stayed the same (60%), although more Scots say their local air quality is getting worse (17%) than better (11%). There is some regional variation on this question, with those living in large urban areas more likely to say the quality of the air is getting worse (21%).

2.2 Understanding of the role that the individual can play in combatting air pollution

Most Scots agree that they worry about the environment (71%) and see themselves as an environmentally friendly person (61%). That said, there is a greater disagreement on the extent to which economic growth should be prioritised over the environment (31% agree against 48% disagree). The role Scots feel they can play in reducing the poor air quality is also muted, with just 42% saying they can make a difference.

Most Scots think action is needed to reduce emissions to improve the quality of the air in Scotland. This is most strongly felt for tackling emissions from industry (69%), buses, taxis, HGVs and other commercial vehicles (62%), and emissions from private vehicle use (56%).

Most Scots think large public sector organisations such as the Scottish Government (71%) or private sector groups such as industry (74%) are much more likely to have a large impact on improving air quality. Individual members of the public (26%) and community groups (40%) are regarded as less influential in improving air quality.

Thinking about who has responsibility for improving air quality in their area, most Scots tend to think that the government at a local (46%), Scottish (50%) and UK (34%) level have the most responsibility for improving air quality. These three levels of government are also cited by Scots as the three groups who ought to be responsible for improving air quality. The largest gaps for groups who are seen as responsible for air quality and who should be responsible for air quality are the Scottish Government (50% cf. 60%), the UK Government (34% cf. 47%) and global businesses (12% cf. 21%).

When thinking about the potential actions people themselves can take to improve air quality, making more journeys by foot/bicycle (63%), switching to a less polluting vehicle (61%) and using public transport more (57%) are the actions that most cite as impactful.

Official health bodies (e.g. the NHS Scotland or Public Health Scotland) are the source most people select as one they would trust around information and advice on the health risk of air pollution (54%). This is followed by medical professionals such as doctors / GPs (45%), an official environmental body (41%) and medical associations (40%). 38% select the Scottish Government, more than both the UK Government (26%) and local councils/authorities (22%).

The type of information most sought about air quality is the Scottish Government's plan for improving air quality in Scotland (47% would like to know), followed by where air pollution hotspots are (41%), and what is being done to tackle these hotspots (40%).

2.3 Attitudes towards and take up of Ultra Low Emission Vehicles and Public Transport

Knowledge of the term Ultra Low Emission Vehicle (ULEV) is low with around a third (32%) saying they had not heard the term before taking the survey, and just 22% knowing the term/definition. 46% of respondents had heard the term before, but didn't know much about the definition or what it involved.

Reported ULEV ownership sits at 7%, while a further 20% say they have considered buying one. A third (33%) have not thought about buying a ULEV at all, while around one in eight (12%) considered doing so, but decided against it. The likelihood of not having considered buying a ULEV decreases according to respondents' income. 42% of respondents with a household income of £20-25k say they haven't thought about buying a ULEV, compared to 18% of those with a household income of £85-100k.

Among respondents who thought about buying a ULEV but decided not to, high cost/unaffordability (66%) is by some distance the greatest barrier, followed by issues around charging (11%) and range/mileage (10%). In line with the view that high initial costs deter uptake of ULEVs, the general perception is that the more fully electric the car, the more it appears unaffordable (66% electric, 55% hybrid, 39% petrol ULEV compliant).

When asked what was the single most appealing aspect about an electric vehicle, the Scottish public were most likely to say the environmental benefit (29%), with running costs also appealing (17%). The results for hybrid vehicles were similar with 28% citing environmental benefits and 18% citing running costs.

Almost half of Scots (48%) regularly make a car or van journey of under 15 minutes each week, with a similar number regularly making journeys of more than 15 minutes (49%). Under a quarter (23%) regularly make journeys of 15 minutes or more by public transport, and one in five (18%) take public transport for journeys of less than 15 minutes. Walking or cycling is a much more common way of getting around for both journeys of less than 15 minutes (59% of Scots do this) and 15 minutes or more (50% of Scots do this).

When thinking about the potential benefits of public transport, the Scottish public give similar ratings for both buses and trains/tubes. For example, similar proportions agree that bus and train/tube are safe (62% for bus, 64% for train/tube) and convenient (51% bus, 50% train/tube).

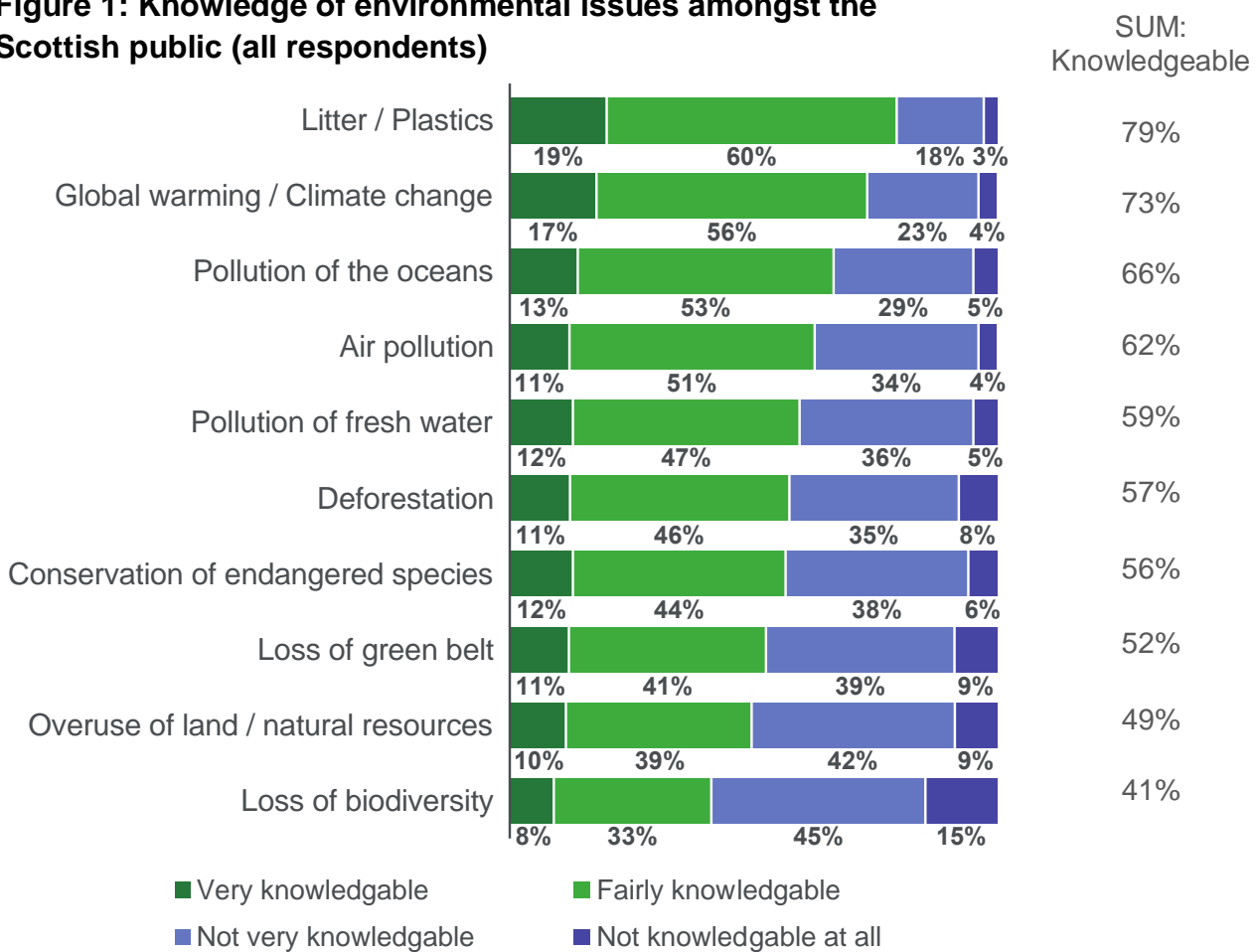
The bus is seen as more affordable (53% bus, 32% train/tube) and more accessible (65% bus, 54% train/tube) than the train/tube. The train/tube, meanwhile, is seen as more time efficient (52% train/tube, 36% bus) and good for the environment (50% train/tube, 43% bus).

3. Examining knowledge and awareness around the causes of air pollution and the associated health impacts

Over three in five (62%) of the Scottish public say they are very or fairly knowledgeable about the environmental issues presented by air pollution. This makes it the fourth best-understood environmental issue amongst the Scottish public behind litter and plastics (79%), climate change (73%), and pollution of the oceans (66%).

Understanding of air pollution is higher amongst men (67% cf. 57% of women), among ethnic minority groups (78% cf. 62% of White respondents), and among those with an educational qualification at degree level or above (68% cf. 59% of those that have attained a lower educational level).

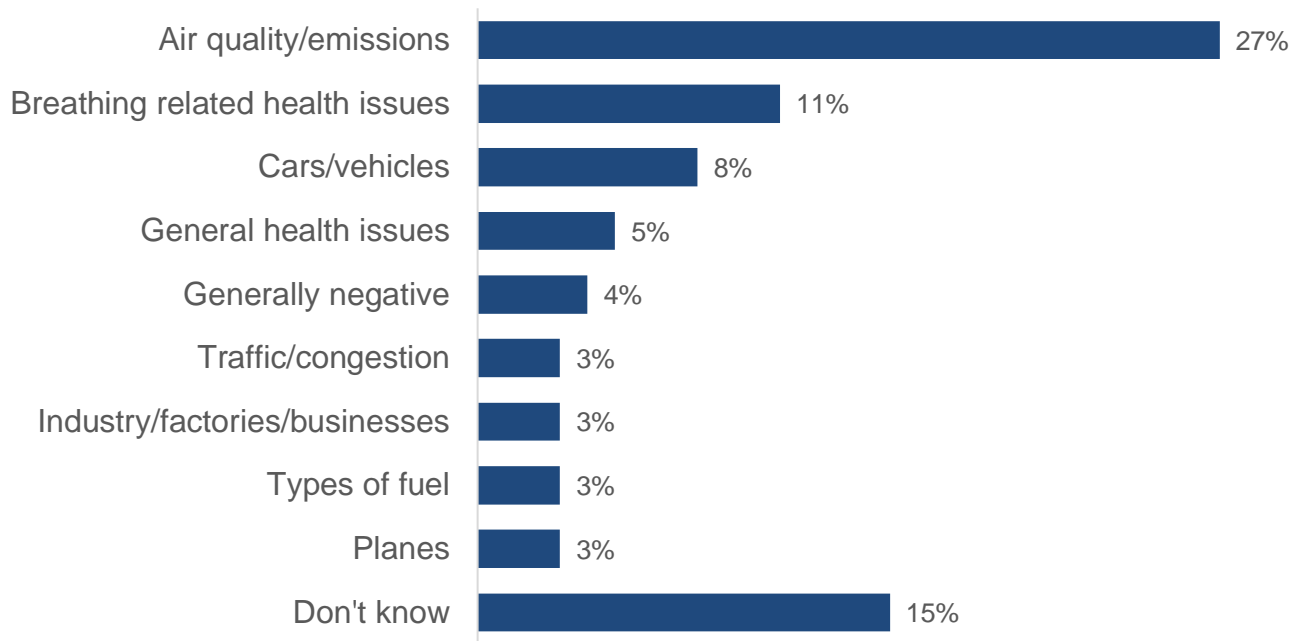
Figure 1: Knowledge of environmental issues amongst the Scottish public (all respondents)



A03.A: How knowledgeable would you say you are you about the following environmental issues?
Unweighted base: 1,520

Respondents most commonly associate air pollution with poor air quality and emissions (27%), breathing issues (11%), or cars and vehicles (8%). It is important to note that respondents were asked this as an open question, and as a result, were not asked to provide any detail on their associations.

Figure 2: Associations with air pollution (50% of sample shown at random)

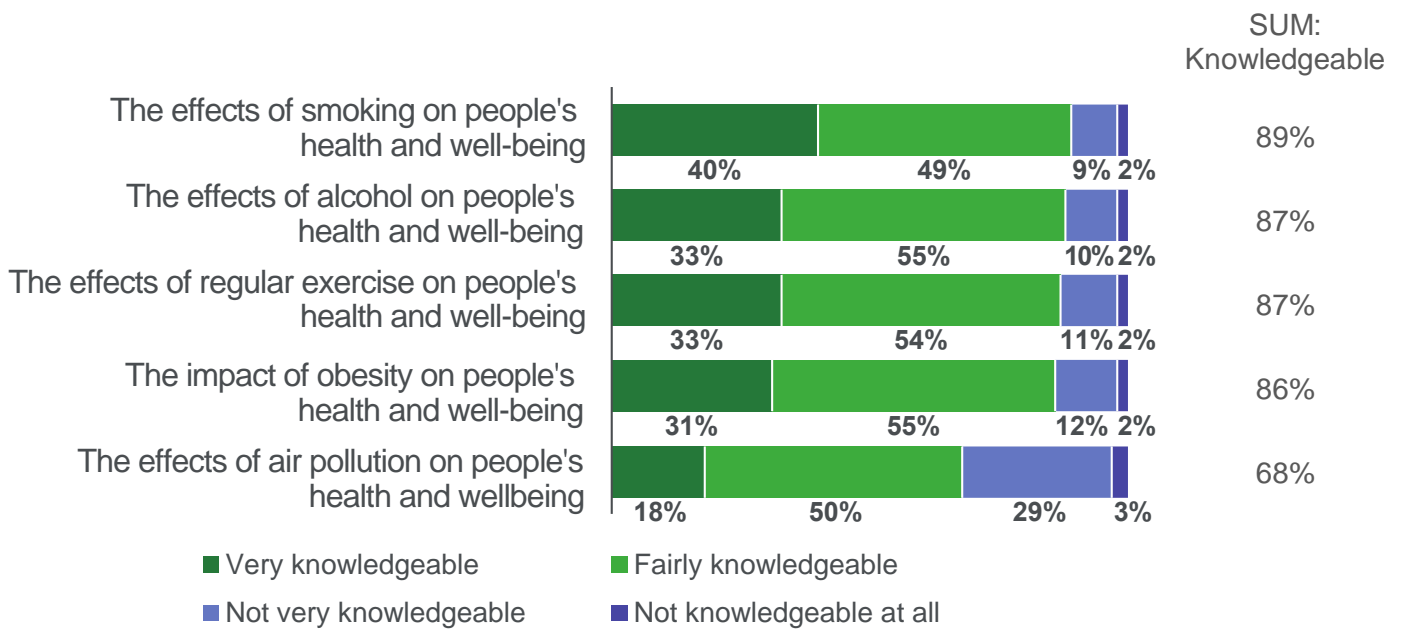


A05.A: What one word comes to your mind when you think about the phrase air pollution? Only showing codes mentioned by at least 3% of the sample
Unweighted base: 828

A similar proportion to the share that say they are knowledgeable about air pollution say they understand the effects of it on people’s health and wellbeing (68%). However, levels of knowledge about the impacts of air pollution are much lower than for smoking (89%), alcohol (88%), and obesity (86%).

As with knowledge of air pollution, those with an educational qualification at degree level or above are more likely to say they are knowledgeable about the effects of air pollution than those that have attained a lower educational level (73% vs 65%).

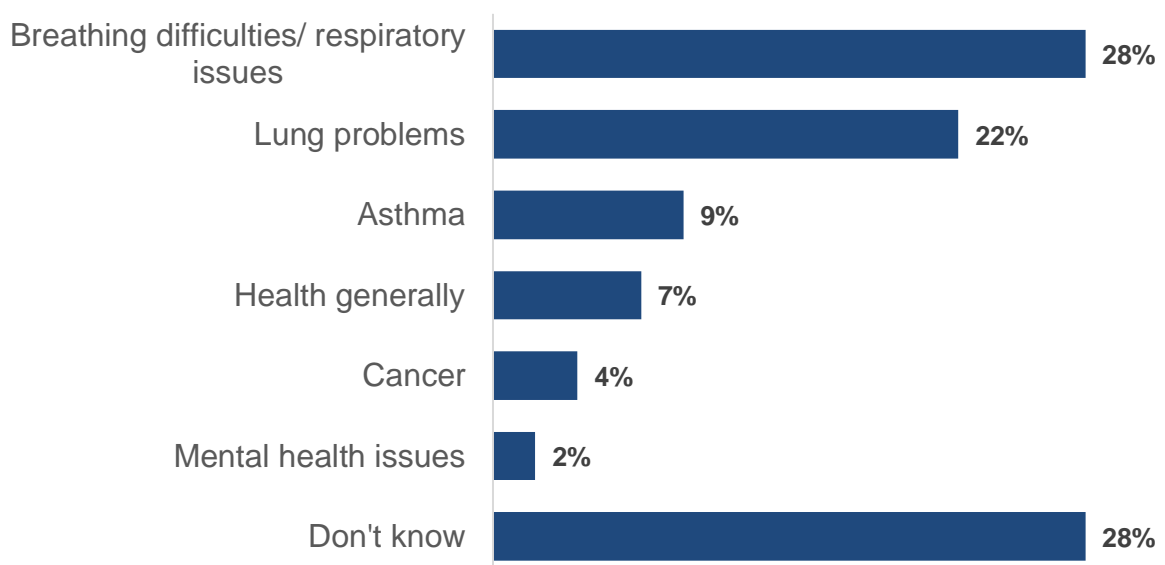
Figure 3: Knowledge of the effects of common health issues amongst the Scottish public (all respondents)



A04.A: How much do you know about the following issues?
 Unweighted base: 1,520

The Scottish public most commonly associate air pollution with breathing difficulties/respiratory issues (28%) and lung problems (22%). Asthma (9%) and cancer (4%) are the most prominent more specific conditions that are mentioned. The public did not mention conditions linked to poor air quality like coronary heart disease or strokes.

Figure 4: Associations with the effects of air pollution (50% of sample shown at random)

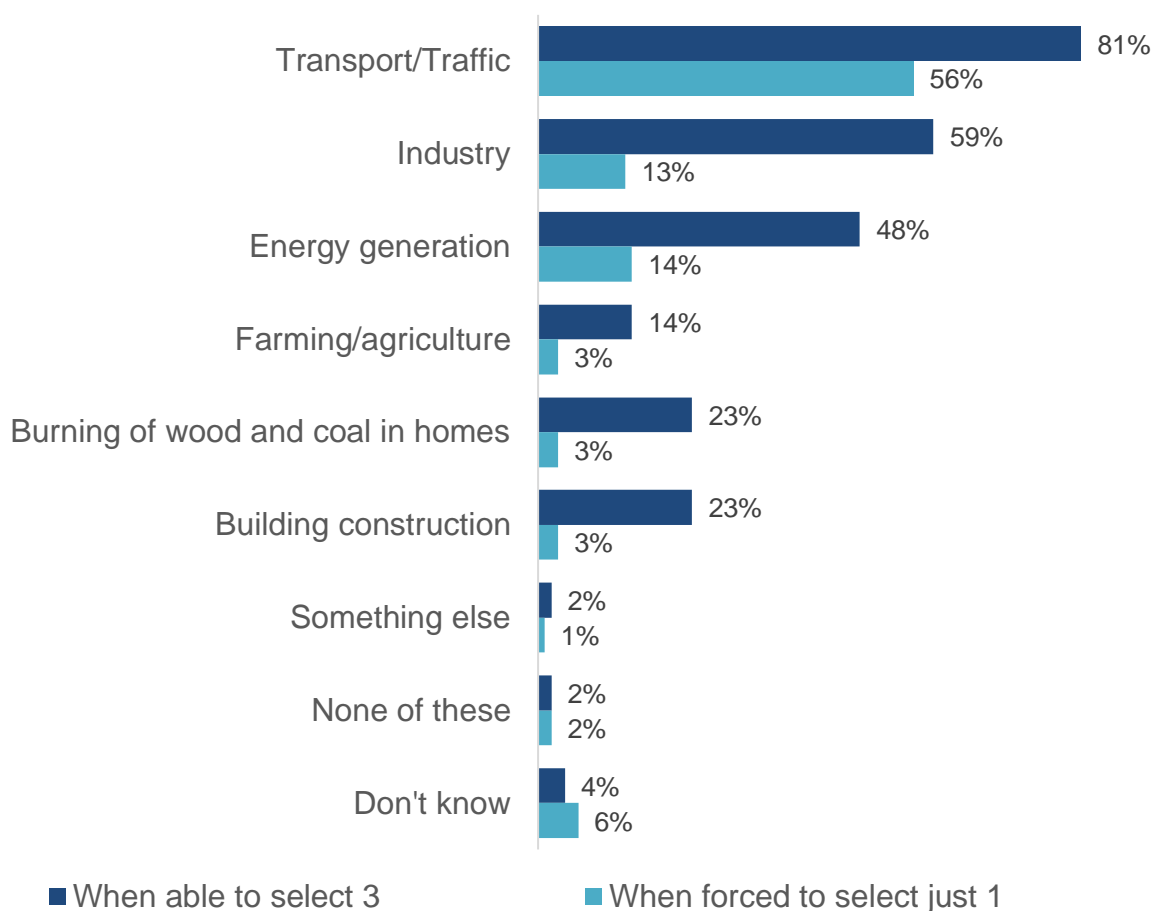


A05.B: What do you understand as the main effects of air pollution on people's health and wellbeing?
 Open response question: only showing codes mentioned by at least 2% of the sample
 Unweighted base: 867

Thinking about the main causes of poor air quality in Scotland, the public are most likely to see transportation and traffic as one of the primary contributors (81%), with more than half selecting it as the main cause when forced to select just one (56%). Industry (59%) and energy generation (48%) are the second and third most cited contributors respectively when respondents selected three options.

Those aged 16 to 24 are more likely than average to attribute air pollution primarily to energy generation (25%), and farming (7%) and less likely to attribute it to transport/traffic (41%).

Figure 5: Public view of the main causes of poor air quality in Scotland (all respondents)

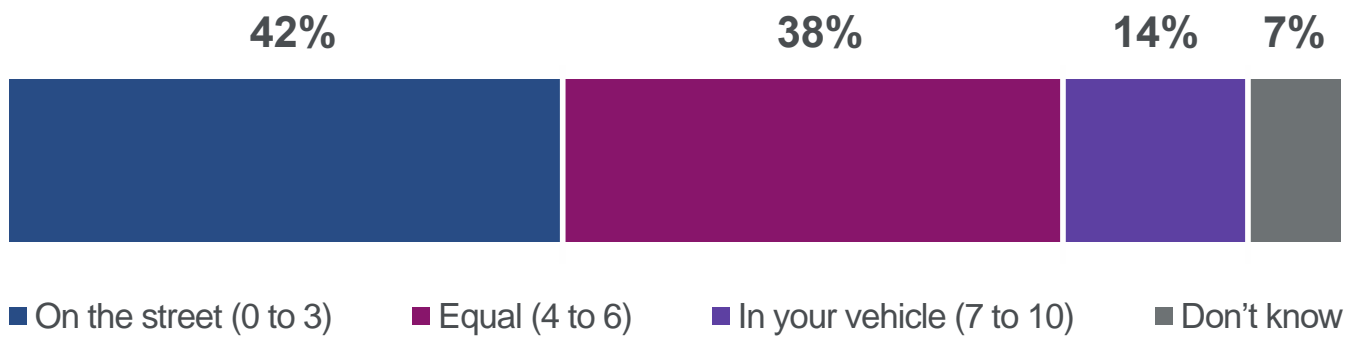


B03/3A: Which THREE/ONE, if any, of the following do you think are the MAIN cause of poor air quality in Scotland?
Unweighted base: 1,520

Two-fifths (42%) of the Scottish public think they are more exposed to air pollution on the street than in their vehicle, while 14% think they are more exposed in their vehicle. 38% think it makes no real difference.

Scots aged 65+ are much more likely than those aged 16-24 to think that being on the street exposes them to more emissions (54% vs 30%). Those who are concerned about air pollution are also more likely than Scots overall to say they are more exposed on the street (44%).

Figure 6: Where the public thinks there is a greater risk of harmful emissions (all respondents)



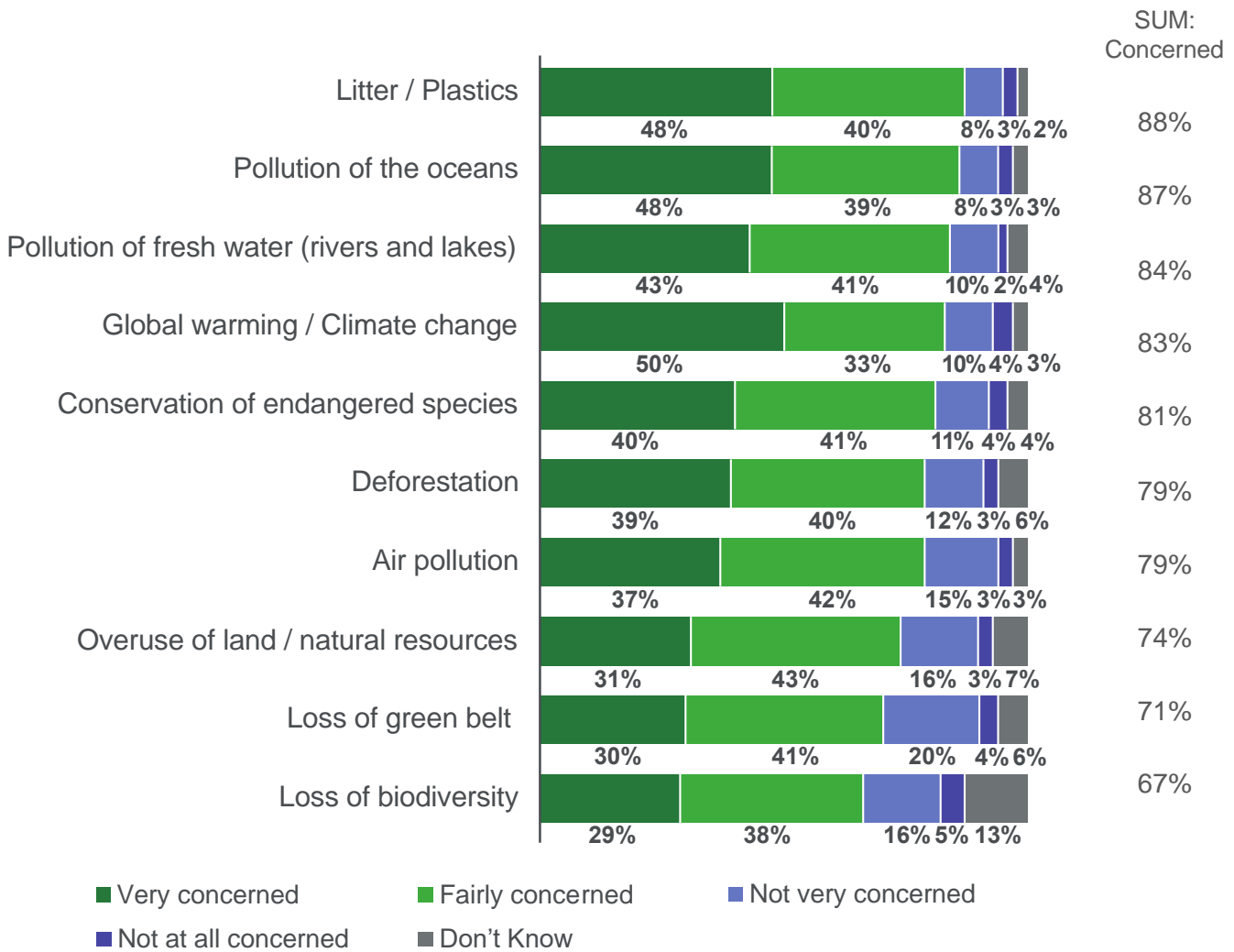
B05: Please indicate whether you think you would be more exposed to air pollution on the street or in your vehicle?

Unweighted base: 1,520

Overall concern about air quality is generally high (79%), and similar to levels of concern for environmental issues such as conservation (81%) and deforestation (79%). However, the degree to which respondents are very concerned about air pollution (37%) is considerably lower than other metrics, particularly climate change (50%), litter/plastics (48%) and pollution of the oceans (48%).

Respondents who say they are knowledgeable about air pollution are also more likely to say they are concerned about air pollution than those who say they know little about the issue (88% cf. 64%).

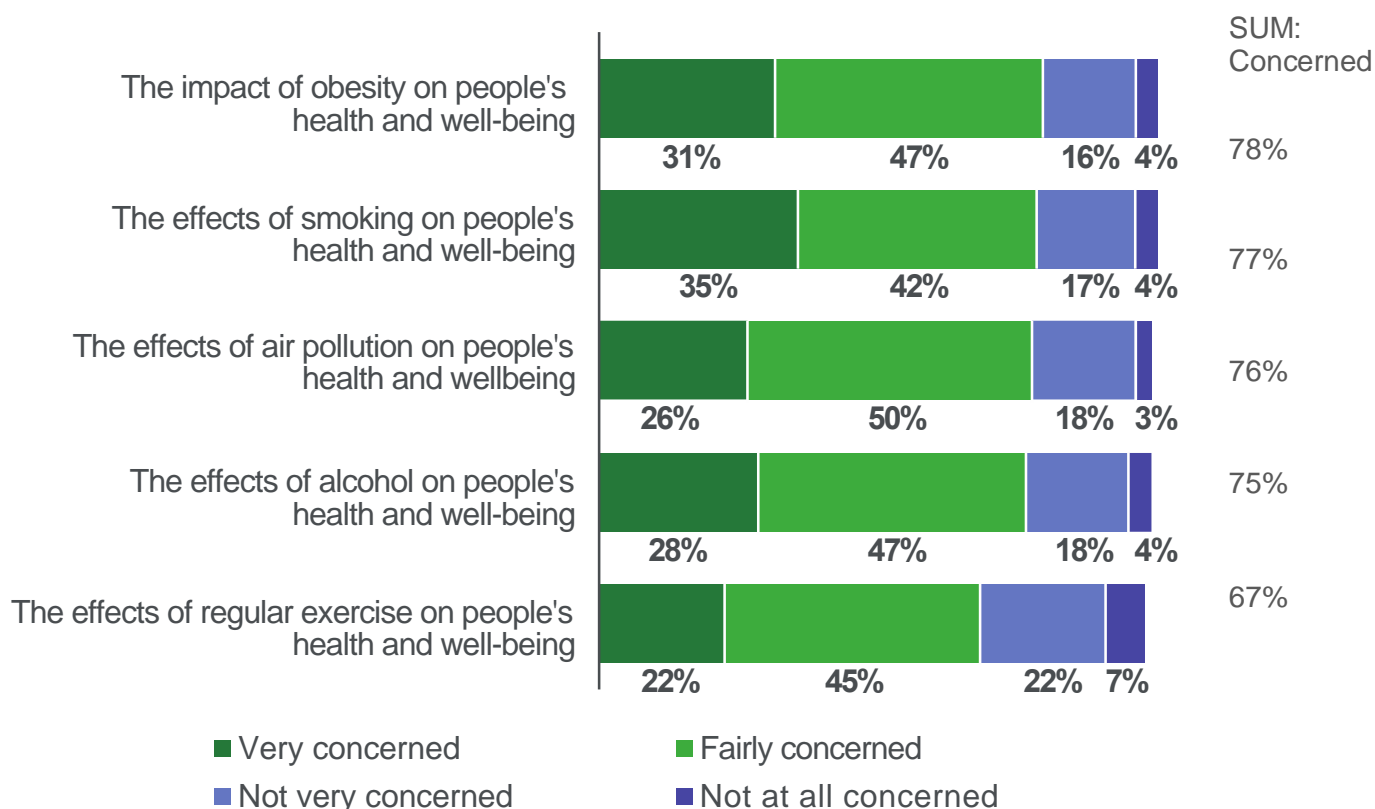
Figure 7: Concern about environmental issues amongst the Scottish public (all respondents)



AO3.B: How concerned are you about the following environmental issues?
 Unweighted base: 1,520

In addition to high levels of concern about air pollution, three quarters (76%) say they are concerned about the effects of air quality on people's health and wellbeing, this is in line with the proportion who are concerned the effects on people's health and well-being of obesity (78%), smoking (77%) and alcohol (75%).

Figure 8: Concern about the effects of common health issues amongst the Scottish public (all respondents)



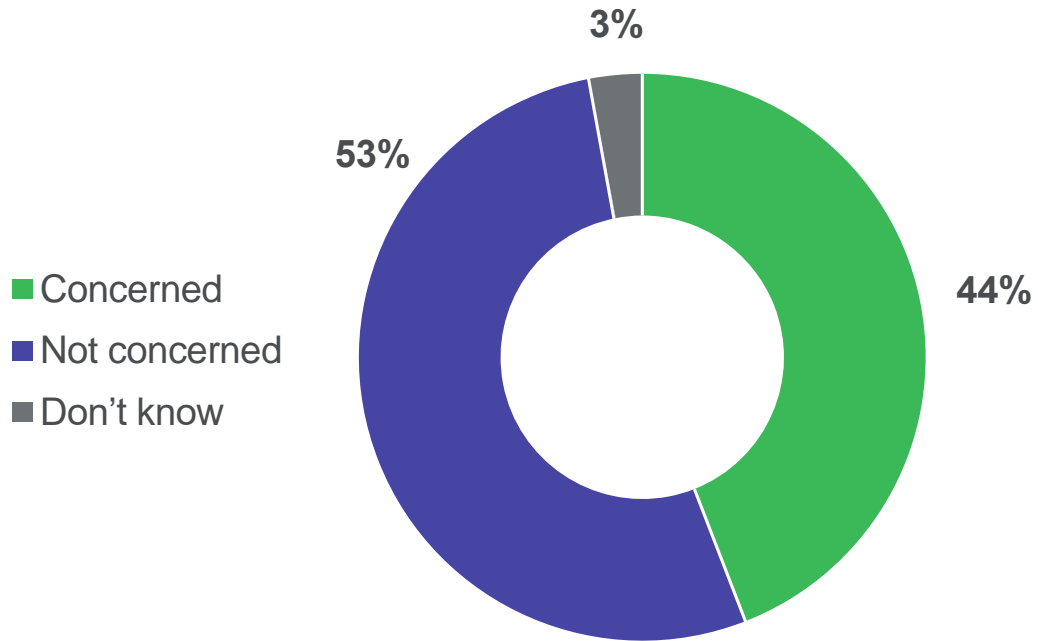
AO4.B: How concerned are you about the following health issues?
Unweighted base: 1,520

Concern about the effects of air pollution is much higher among older respondents (83% concerned for ages 65+).

While general concern is high, the Scottish public are less likely to be concerned about the air quality in their local area. Just 44% of respondents are concerned about local air pollution compared to 53% who are not concerned.

Concern about local air pollution is more prevalent among younger Scots, with 52% of those aged 16-24 saying they are concerned compared to just 31% of those aged 65 and over. Concern about local air pollution is much higher in large urban areas (54%), especially when compared to remote rural areas (20%). This gap in concern between urban and rural respondents is further evidenced at a regional level: those living in Glasgow are more concerned than average (60%), while those living in the Highlands and Islands (25%) and South Scotland (36%) are less concerned than average.

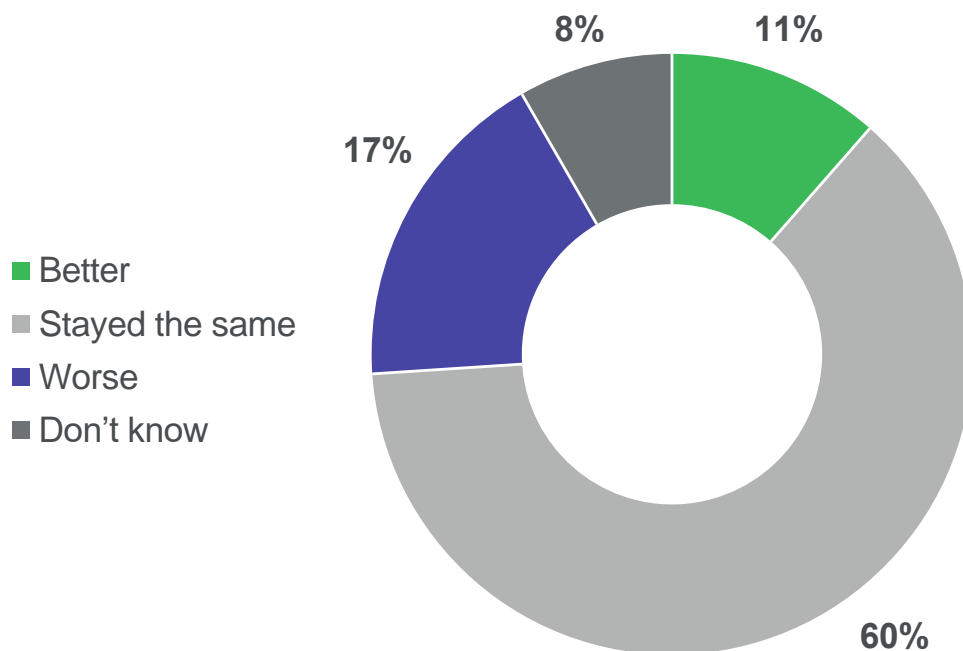
Figure 9: Concern about air quality in local area (all respondents)



B01: How concerned, if at all, are you about the air pollution in your local area (an area within a 15-20-minute walk from where you live)?
Unweighted base: 1,520

Three in five (60%) Scots think that the air quality in their local area (defined as within a 15-20 minute walk from where you live) has stayed the same, although more Scots say their local air quality is getting worse (17%) than better (11%). Those aged 16 to 24 are more likely than average to think it is getting worse (22%), as are those living in Central Scotland (25%).

Figure 10: Perceptions of improvements to local air quality (all respondents)

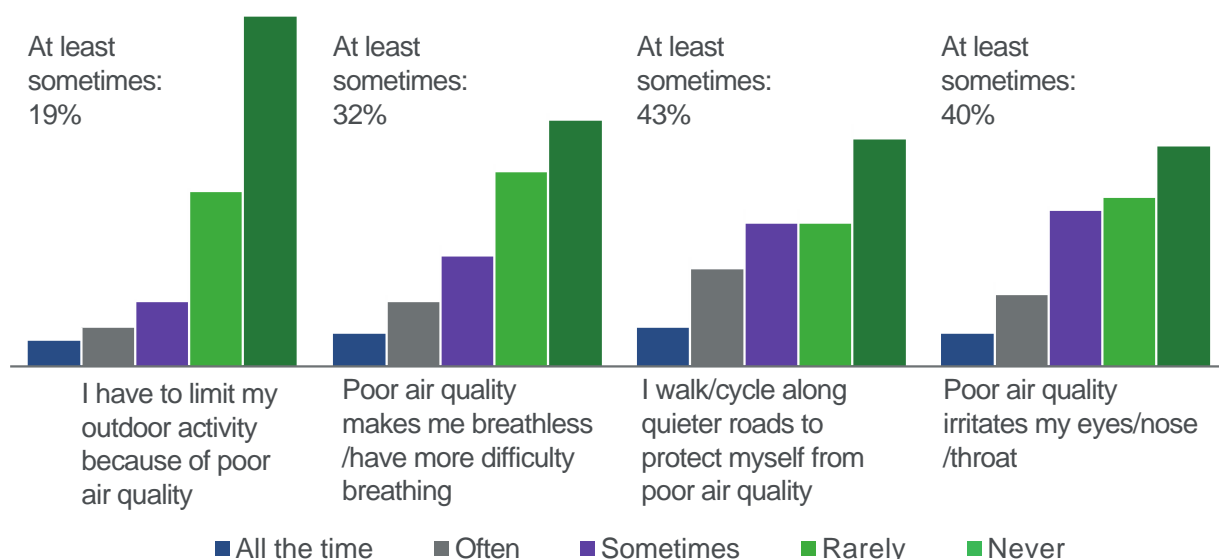


B02: In your opinion, is the air quality in your local area (an area within 15-20-minute walk from where you live) getting better, worse, or has it stayed the same?
Unweighted base: 1,520

While most of the Scottish public say they do not regularly experience health impacts due to poor air quality, a significant proportion say they still do at least some of the time. Two in five (40%) say poor air quality irritates their eyes, nose or throat at least some of the time, while a third (32%) say it makes them breathless or have breathing difficulty at least some of the time. These figures are notably higher amongst those aged 16-24 (58% experience irritation and 47% become breathless), and those in Glasgow (50% experience irritation and 39% become breathless). However, in all cases, relatively few say they experience these symptoms often or all of the time.

Only one in five (20%) Scots have to limit their outdoor activity because of poor air quality at least sometimes, but over two in five (43%) walk or cycle along quieter roads to protect themselves from poor air quality at least sometimes. The same groups (those aged 16-24 and those in Glasgow) are more likely to adapt their behaviours due to poor air quality.

Figure 11: Effects of poor air quality and adapting behaviours (all respondents)



B04.A: How often, if at all, does the following happen to you?
 Unweighted base: 1,520

4. Understanding of the role that the individual can play in combatting air pollution

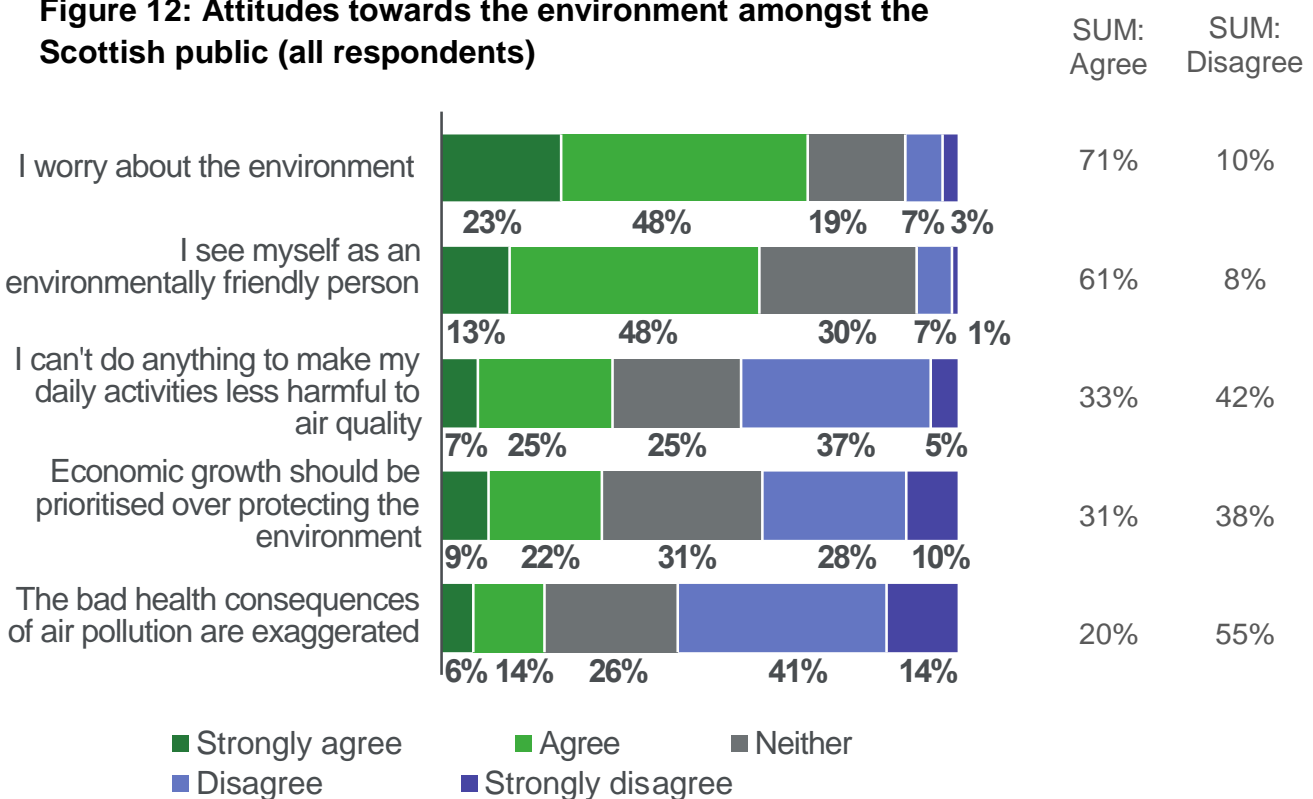
Having established general perceptions of air quality amongst Scots, the survey sought to better understand what Scots think they and others around them can do to tackle air pollution, as well as views around the role of other actors in tackling the problem.

Most Scots say they worry about the environment (71%) and see themselves as environmentally friendly (61%). Moreover, greater numbers disagree (42%) than agree (33%) that they cannot do anything to make their daily activities less harmful to air quality. In addition, over half (55%) disagree that the bad health consequences of air pollution are exaggerated (cf. 20% who agree).

However, they are more divided on whether economic growth should be prioritised over the environment, with more disagreeing (38%) than agreeing (31%).

Agreement that the bad health consequences of air pollution are exaggerated decreases with age, from 38% of those aged 16 to 24, to 13% of those aged 65 or over. Interestingly, agreement that they personally cannot do anything to make their daily activities less harmful to air quality peaks among the youngest age group (42% of those aged 16 to 24) and the oldest age group (39% of those aged 65 or over).

Figure 12: Attitudes towards the environment amongst the Scottish public (all respondents)

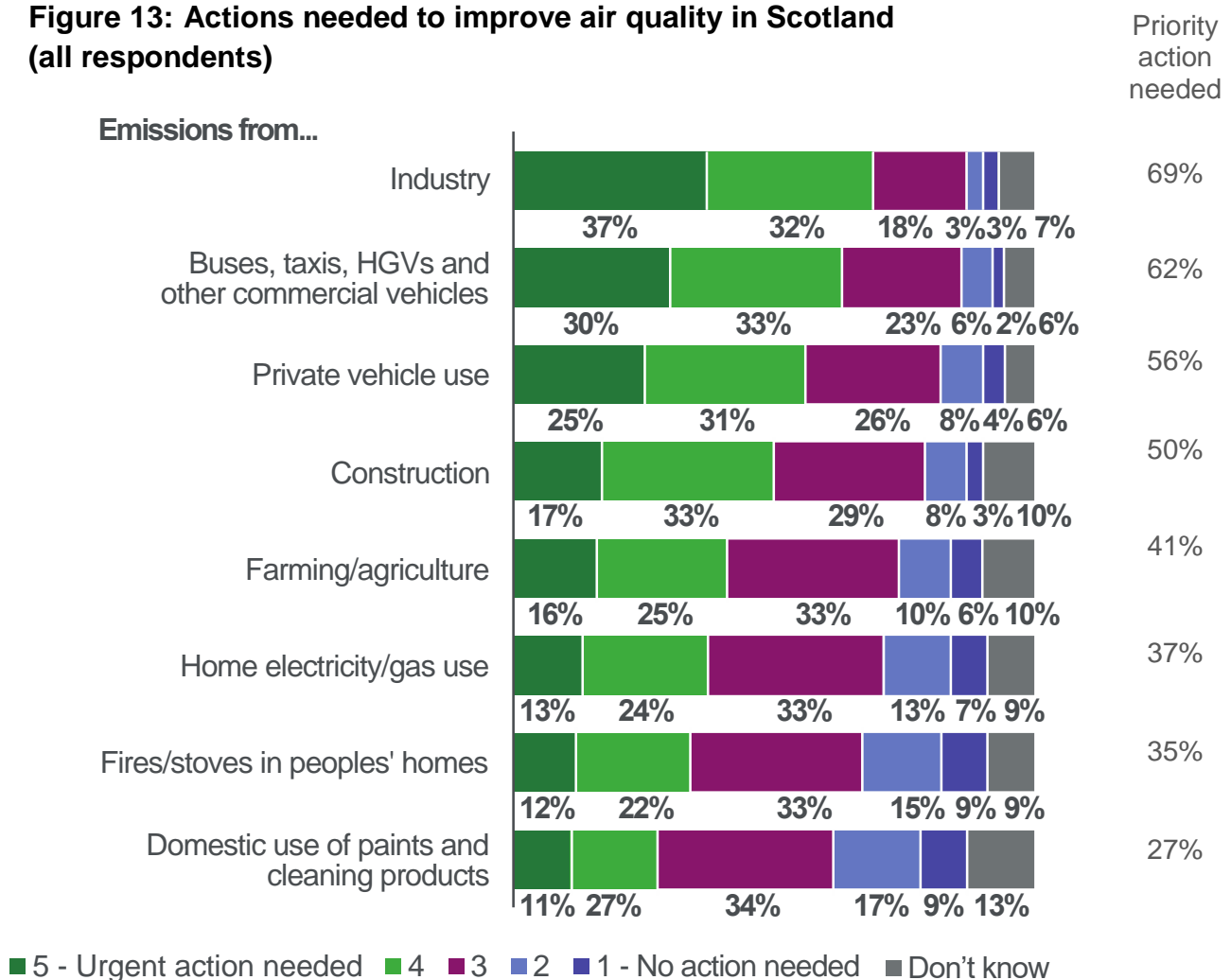


F11: Thinking about the environment, how strongly do you agree or disagree with these statements?
Unweighted base: 1,520

A majority of Scots believe that action is needed to reduce emissions from industry (69%), buses, taxis, HGVs and other commercial vehicles (62%) and private vehicle use (56%). They are less likely to prioritise action on emissions from domestic use of paints or cleaning products (27%), from fires/stoves (35%) or home electricity/gas use (37%).

The extent to which respondents prioritise action on large vehicles tends to increase with age. The extent to which respondents prioritise action on industry and agriculture also increases with age, but peaks for both issues among respondents aged 45-54. The reverse is true in relation to emissions from home energy use: 46% of respondents aged 16-24 want priority action taken on this matter, while results for all other age groups is more in-line with the Scottish average.

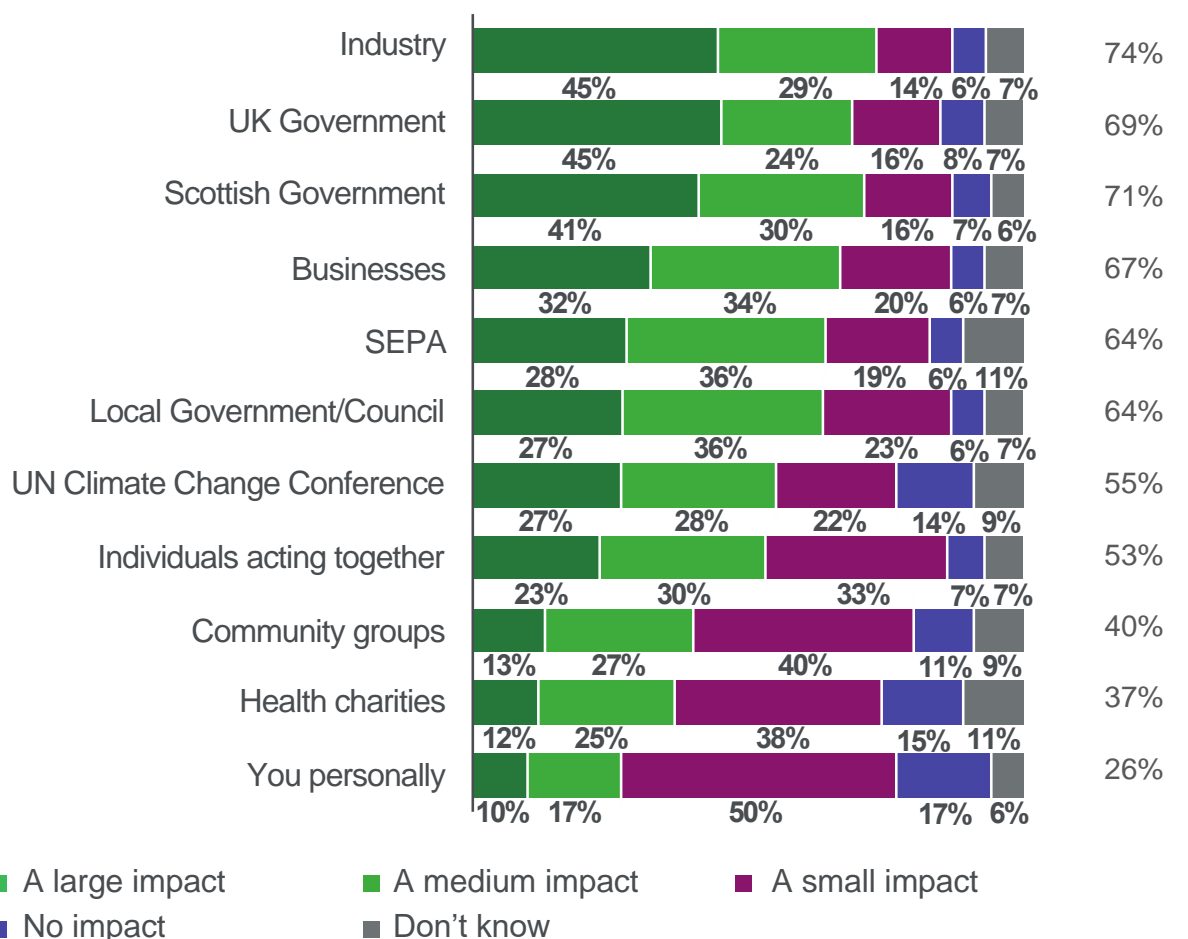
Figure 13: Actions needed to improve air quality in Scotland (all respondents)



F01: To what extent do you think action is needed to reduce the following in order to improve air quality in Scotland?
 Unweighted base: 1,520

Respondents believe that large public and private sector organisations such as industry (45%), the UK Government (45%) and the Scottish Government (41%) are more likely to have a large impact on improving air quality. By contrast, only around one in ten believe they personally (10%), or charities (12%) and community groups (13%) can have a large impact on their own.

Figure 14: Impact that organisations/individuals can have on improving air quality (all respondents)



F03: How big a difference do you think the following can make on improving local air quality?
Unweighted base: 1,520

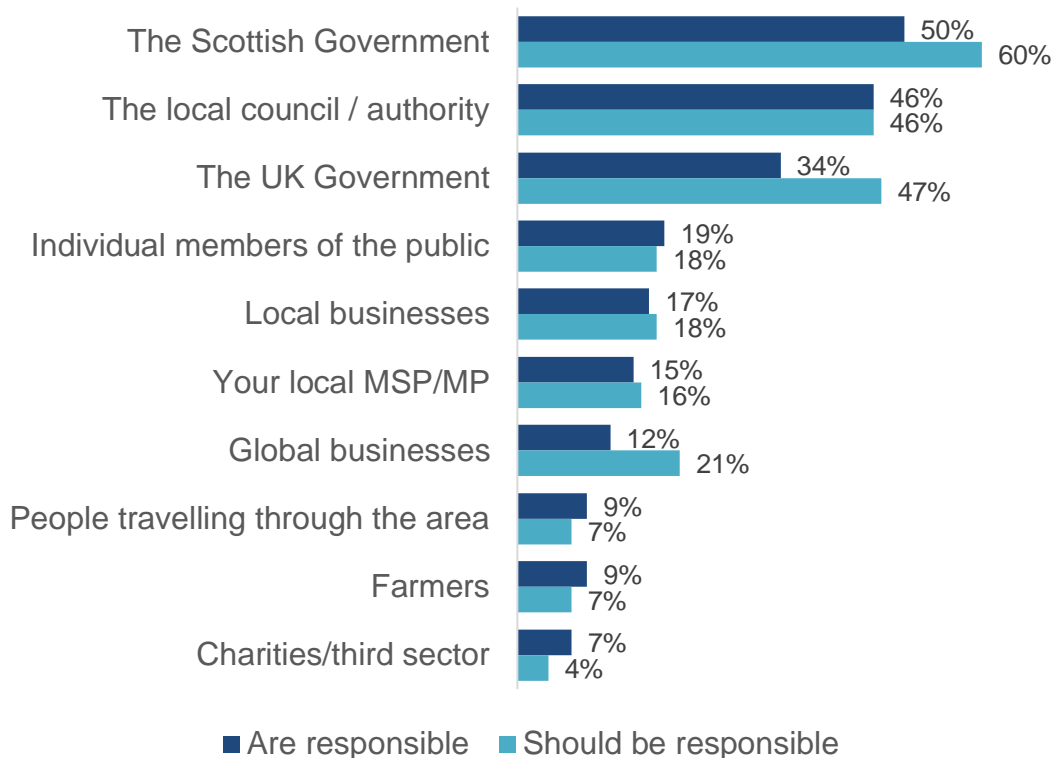
Views as to who is, and who should be, responsible for air quality in their local area are very closely aligned and focus on the Scottish and UK Governments and local councils/authorities.

There are three exceptions to this. Fewer believe the Scottish Government *are responsible* (50%) than say they *should be* responsible (60%). The same is true for the UK Government (34% and 47% respectively) and global businesses (12% and 21% respectively).

The extent to which respondents attribute responsibility for air quality to their local council/authority increases with age, from 27% of those aged 16 to 24 to 60% of those aged 65 or over, as does the extent to which they think they should be responsible (from 29% to 59%).

Those aged 65 or over are also more likely than average to think that the Scottish Government (65%), local businesses (24%) and individual members of the public (22%) should be responsible. Meanwhile, those aged between 16 and 24 are more likely than average to think that global business (28%) should be responsible.

Figure 15: Responsibility for improving air quality (all respondents)



F09a: As it stands, which three of the following groups do you think are currently given the most responsibility for improving air quality in your local area?

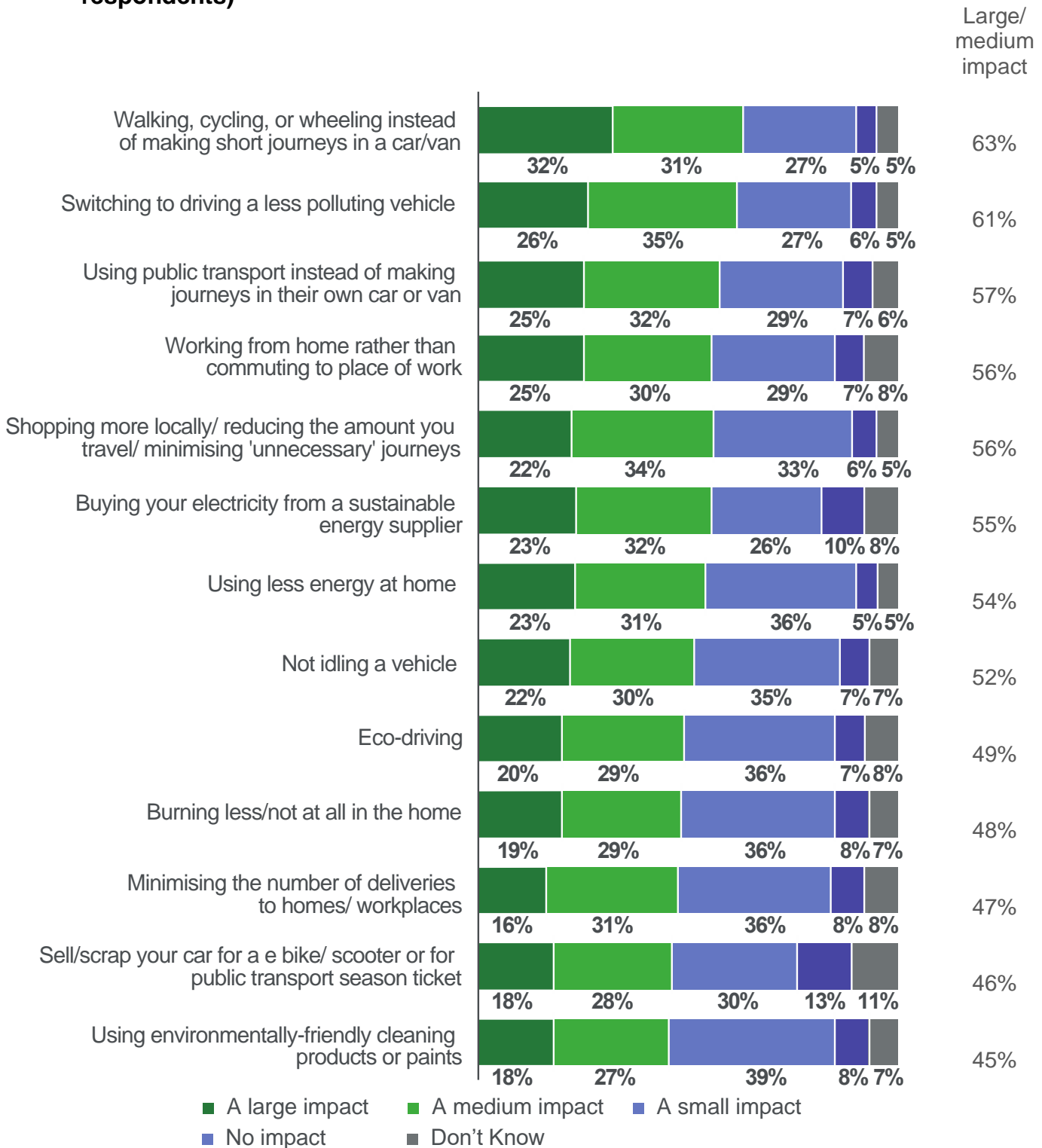
F09b: And which three do you think should have the most responsibility?

Unweighted base: 1,520

When thinking about the actions and behaviours that individuals can make to improve air quality, Scots cite: walking, cycling or wheeling instead of making short journeys by car/van (63% a large or medium impact); switching to a less polluting vehicle (61%); using public transport more (57%); shopping more locally (56%); and working from home where possible (56%) as the most impactful.

Those aged 25-34 are significantly more likely to say that walking, cycling or wheeling instead of making short journeys by car/van will have a large/medium impact than those aged 65 and over (71% cf. 54%). Those in larger urban areas are also more likely to say that this will have a large/medium impact (66%) compared to those living in remote rural areas (45%).

Figure 16: Impact that individuals can have on improving air quality (all respondents)

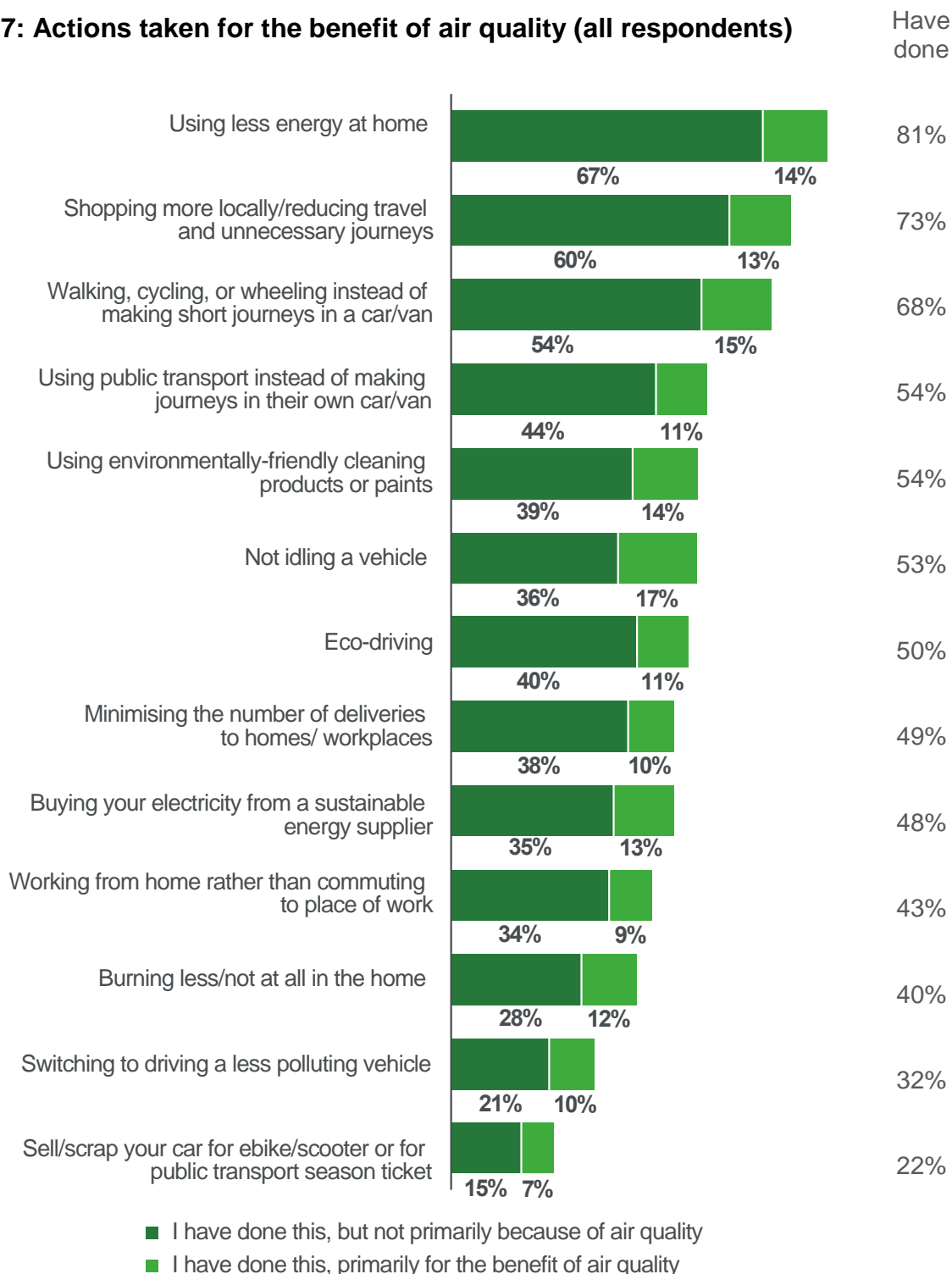


F04: Below is a list of things that people can do to help reduce their contribution to air pollution. For each one, please select if you think this would have a small impact on air quality, a large impact or no impact at all.

Unweighted base: 1,520

The majority of Scots say they are doing some of the easier everyday actions like using less energy at home (81%) or shopping more locally (73%). However, even though many Scots are taking these actions, few are doing so with improving local air quality specifically in mind.

Figure 17: Actions taken for the benefit of air quality (all respondents)



F05: Over the last 12 months, how often have you consciously done any of the following for the benefit of air quality? Some statements are shortened for brevity. See the questionnaire for full terminology.
 Unweighted base: 1,520

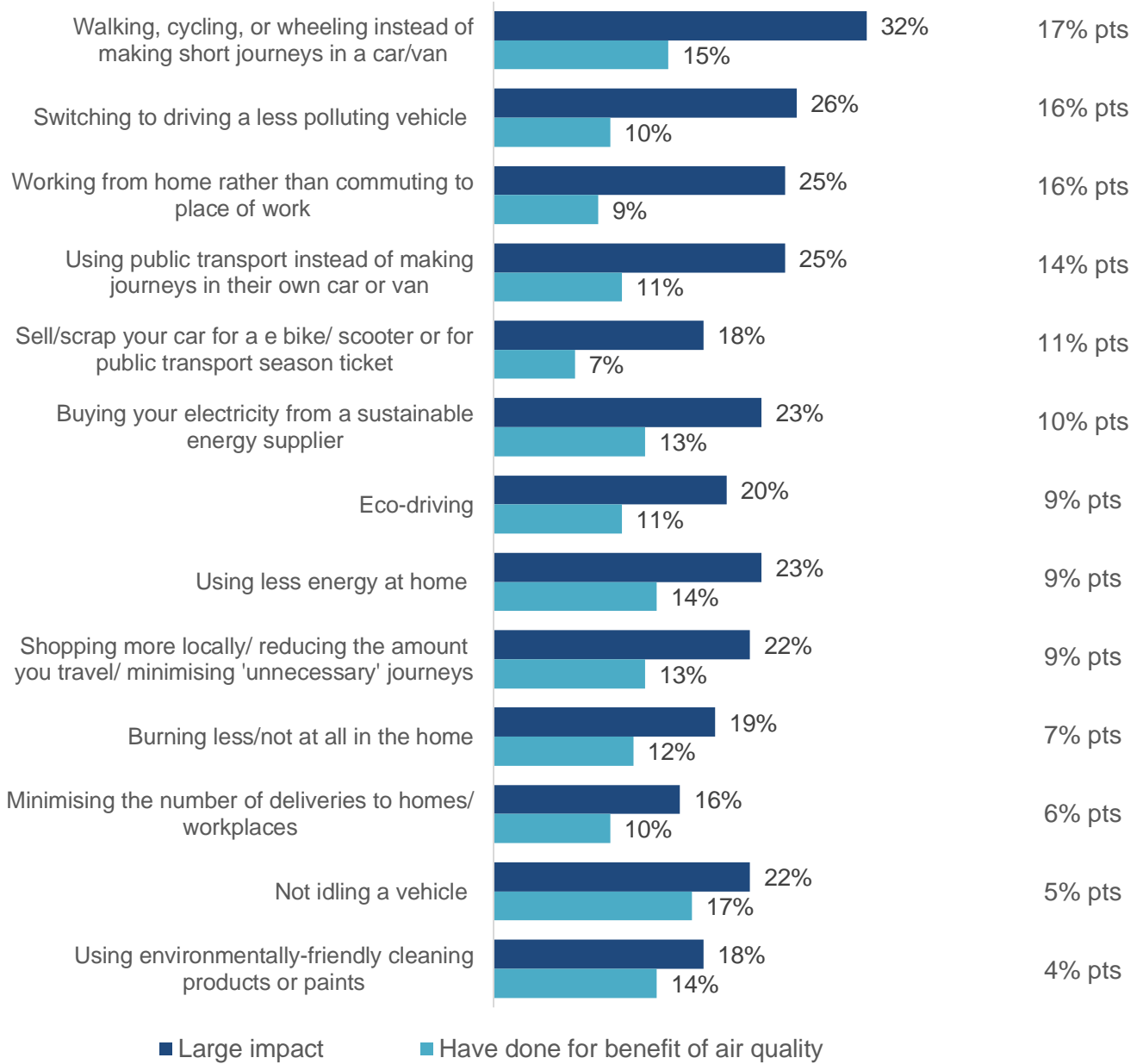
Looking at the discrepancy around which actions may have a large impact, but have *not* been taken by respondents, it's notable that women are significantly less likely than Scots overall to say they have not walked or cycled instead of making short car journeys (35%). White respondents (32%) are more likely than those from ethnic minority groups (13%) to not walk or cycle instead of making short car journeys.

Those aged 65 and over are more likely than average to have not walked or cycled (42%), as are those living in remote rural areas (42%). This may help explain the gaps between what respondents consider to be beneficial to air quality and how willing they are to act in that way: being less physically mobile as people get older and the practicality of rural living goes some way to explaining the drivers of action among respondents, despite feeling air quality is important.

There is little correlation between the impact respondents believe actions will have and the extent to which they have taken them specifically for the benefit of air quality. The actions where the greatest gaps exist are walking, cycling, or wheeling instead of making short journeys in a car/van (17% point difference), switching to driving a less polluting vehicle (16% point difference), working from home rather than commuting to a place of work (16% point difference), and using public transport instead of making journeys in their car or van (14% point difference).

Figure 18: Impact and frequency of actions to improve air quality (all respondents)

Impact vs. action taken for air quality



F04: Below is a list of things that people can do to help reduce their contribution to air pollution. For each one, please select if you think this would have a small impact on air quality, a large impact or no impact at all.

F05: Over the last 12 months, how often have you consciously done any of the following for the benefit of air quality?

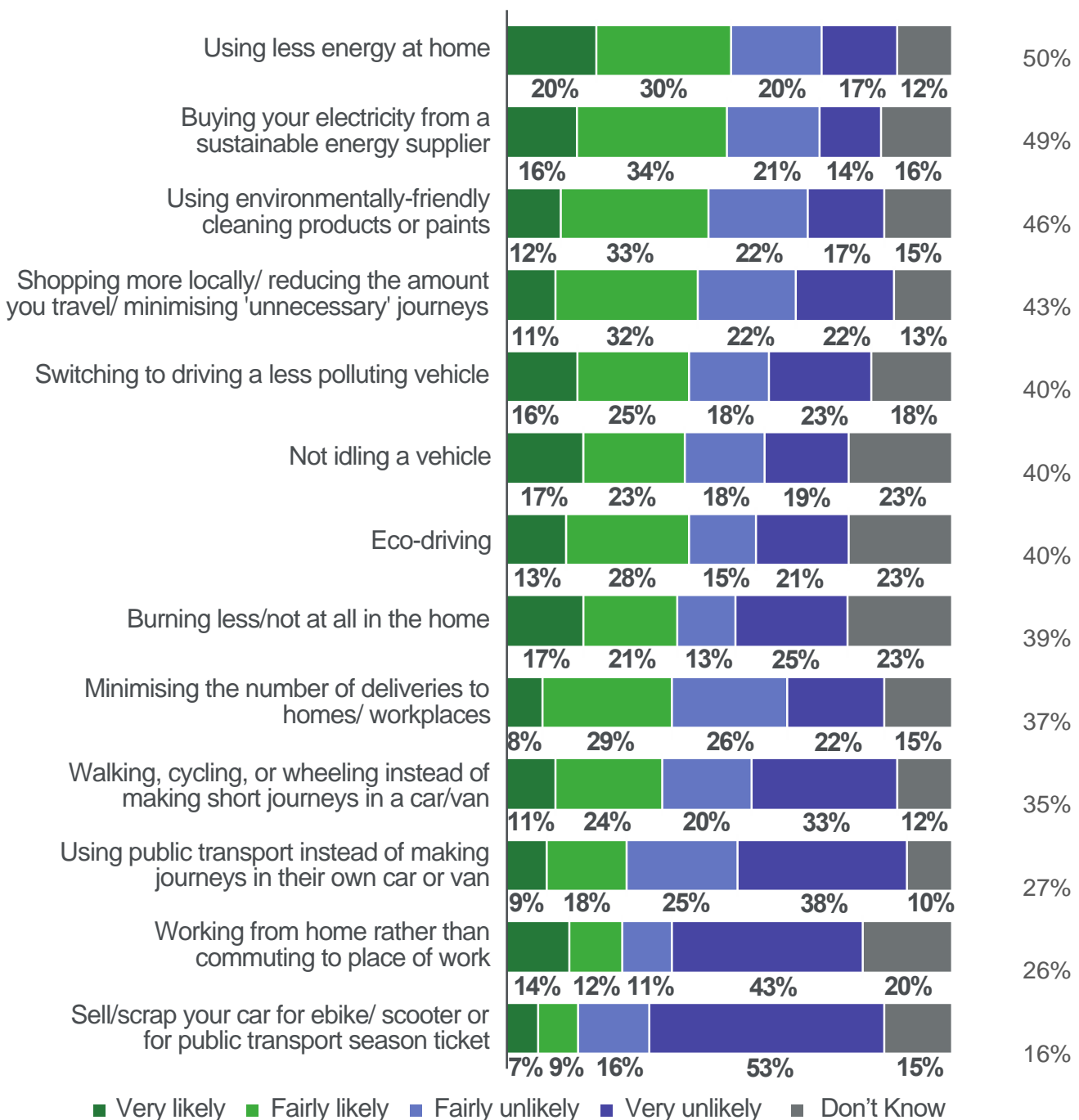
Unweighted base: 1,520

Above chart sorted by size of gap between impact of action and whether action taken for benefit of air quality

Where they are not doing the action already, respondents were asked how likely they are to start this in future if they felt it would make a difference to air quality. The most popular action is to use less energy at home, although most respondents are doing this already.

Of those actions not currently done by at least half of Scots, the three they are most open to doing in future are buying their energy from a sustainable supplier (49% likely), using environmentally-friendly cleaning products (46%) or shopping more locally (43%).

Figure 19: Impact that organisations/individuals can have on improving air quality (where not done already) Likely



F06: How likely would you be to do the following to improve air quality, if you felt it would make a difference? Unweighted bases vary between 293 and 1,040

The table on the following page shows the greatest perceived barriers to taking each of the actions that might improve air quality (shaded cells). Cost is the most cited barrier to driving a less polluting vehicle (58%), shopping more locally (40%), buying from a sustainable energy supplier (43%) and using environmentally-friendly cleaning products or paints (49%).

People liking what they do currently is a perceived barrier to reducing the amount of fire and stove burning at home (33%). Inconvenience is the main perceived barrier to using public transport (54%) and walking or cycling rather than driving (49%), selling/scrapping your car for an e-bike/scooter or public transport season ticket (45%) and minimising the number of home deliveries (45%). Finding it hard to break the habit is the main perceived barrier when it comes to not idling a vehicle (44%), eco-driving (35%) and using less energy (38%).

Working from home is a choice that many Scots say is out of their hands and relies on the agreement of others to be achieved (46%).

Table 1: Barriers to taking actions to improve air quality (2 behaviours shown at random per respondent)

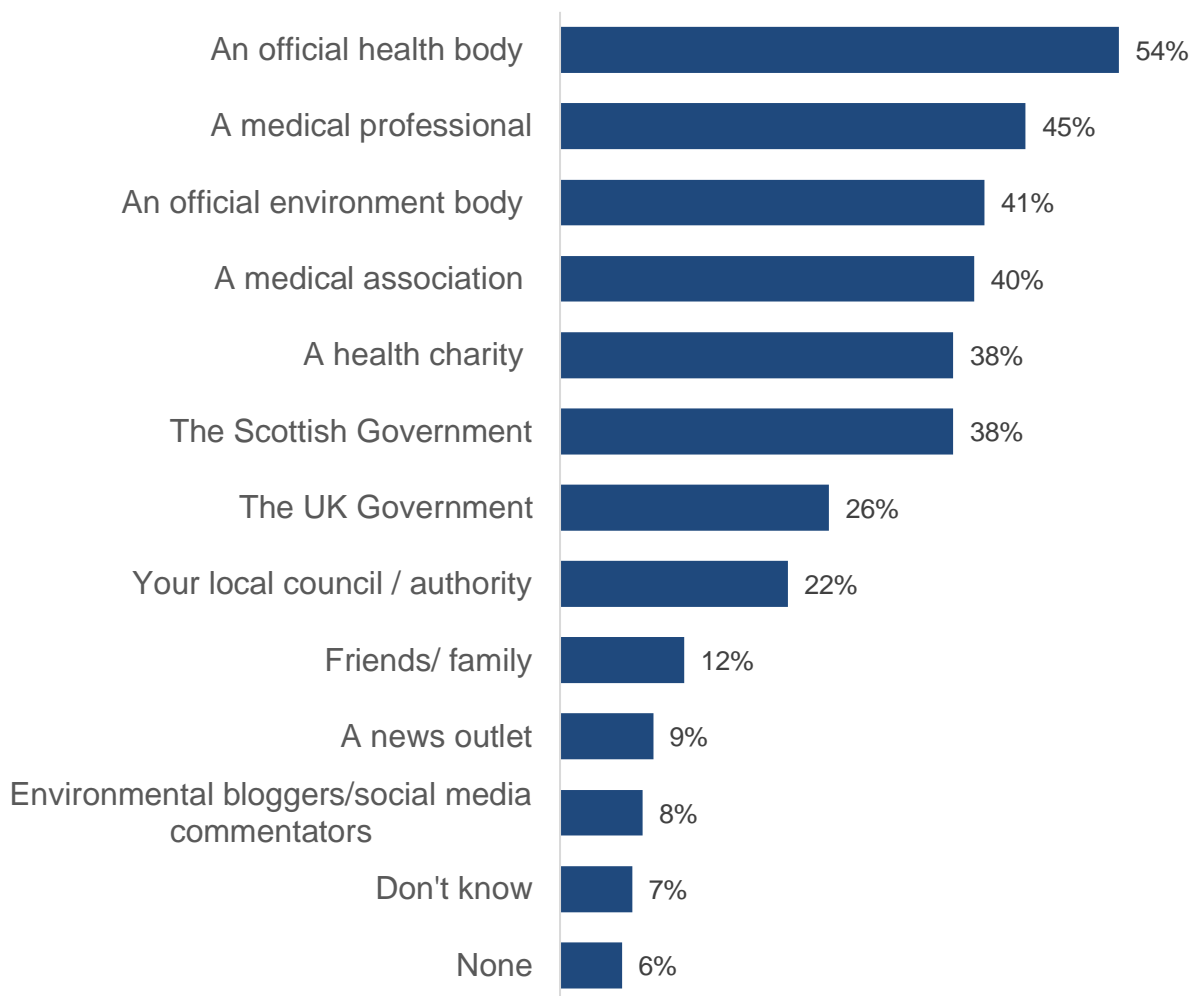
Action	Cost	Like how it is now	Inconvenience	Hard to break habit	Need others to agree
Switching to driving a less polluting vehicle	58%	27%	18%	18%	15%
Using public transport instead of making journeys in their own car or van	33%	36%	54%	30%	20%
Not idling a vehicle	10%	22%	22%	44%	7%
Eco-driving	19%	26%	12%	35%	9%
Walking, cycling, or wheeling instead of making short journeys in a car/van	13%	33%	49%	39%	17%
Shopping more locally/ reducing the amount you travel/ minimising 'unnecessary' journeys	40%	32%	26%	31%	16%
Working from home rather than commuting to place of work	23%	20%	22%	15%	46%
Sell/scrap your car for a e bike/ scooter or for public transport season ticket	29%	34%	45%	18%	24%
Buying your electricity from a sustainable energy supplier	43%	16%	17%	18%	14%
Using less energy at home	16%	37%	22%	38%	29%
Using environmentally-friendly cleaning products or paints	49%	28%	18%	26%	13%
Minimising the number of deliveries to homes/ workplaces	21%	32%	45%	25%	19%
Burning less/not at all in the home	31%	33%	24%	25%	17%

F07: What do you feel stops people from?
 Unweighted base: c.200 for each behaviour

Scots are most likely to trust information on the health risk of air pollution if it comes from an official health body like NHS Scotland or Public Health Scotland (54%), from a medical professional (45%), or an official environmental body (41%).

Those aged 16 to 24 are more likely than average to trust friends/family (17%), and less likely to trust an official health body (47%), an official environment body (32%) and a medical association (31%).

Figure 20: Trust in information sources (all respondents)

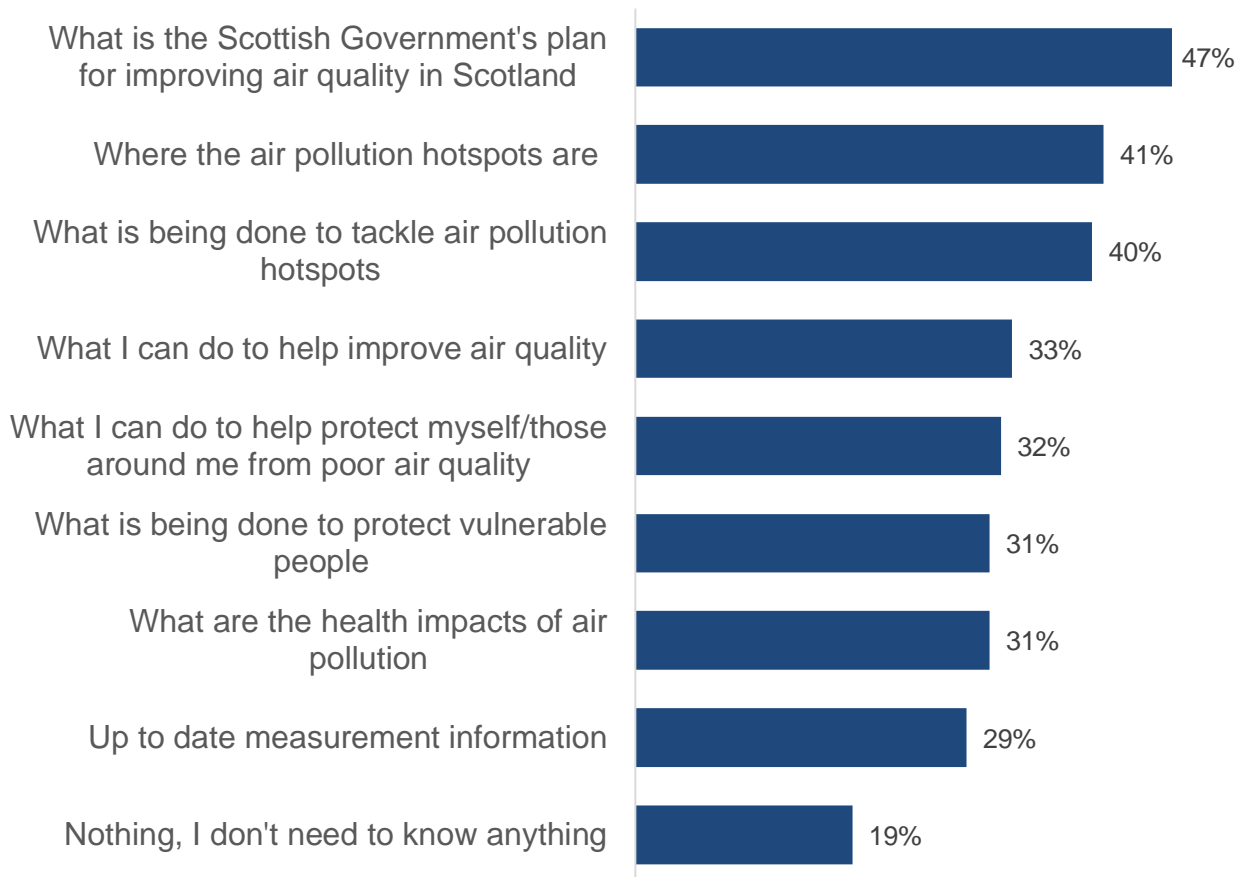


F08: Who would you trust for information or advice on the health risks of air pollution?
 Unweighted base: 1,520

Thinking about air quality, respondents are most likely to want more information on what the Scottish Government's plan is for improving air quality in Scotland (47%), where air pollution hotspots are (41%), and what is being done to tackle these hotspots (40%).

Interest in knowing what the Scottish Government's plan is for improving air quality is higher among older respondents than young ones: 53% of those aged 65 and over select this compared to 40% of those aged 16-24. Conversely, 16-24s are keen to know more about what they can do to protect themselves from poor air quality (39% cf. 26% for those aged 65+).

Figure 21: Information required about air quality (all respondents)



F10: What, if anything, would you like to know about air quality in Scotland?
Unweighted base: 1,520

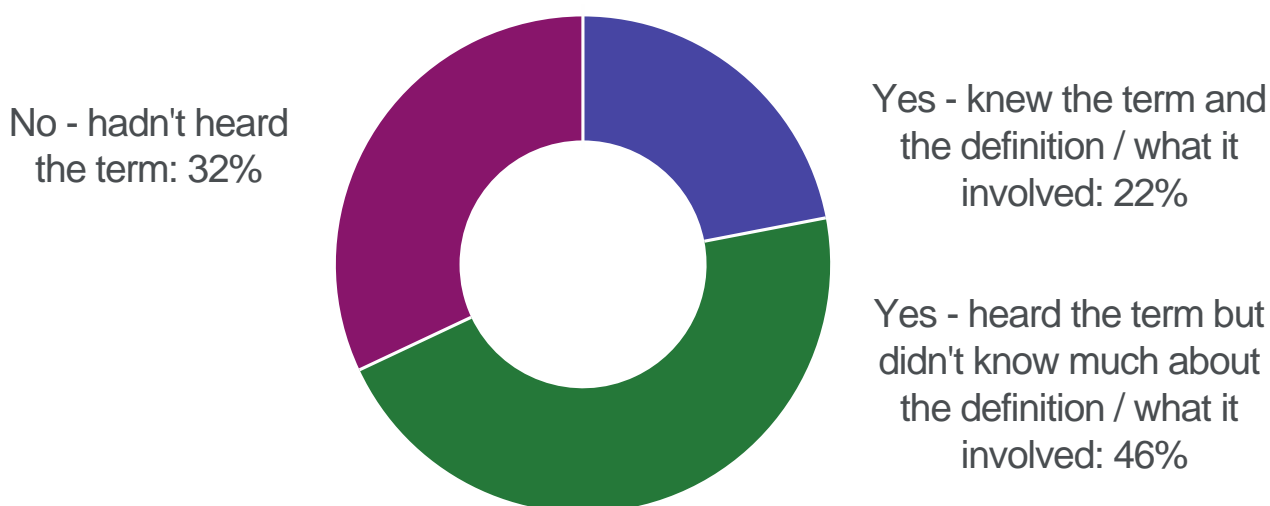
5. Attitudes towards and take up of Ultra Low Emission Vehicles and Public Transport

5.1 Ultra Low Emission Vehicles

A third (32%) of Scots had not heard the term Ultra Low Emission Vehicle before taking the survey, while just 22% knew the term and the definition and what it involves. 46% had heard the term ULEV but didn't know much about the definition or what it involved.

Men are significantly more likely to say they know the term and definition of ULEV (30%), while just 29% said they hadn't heard the term. Just 15% of women say they know the term and definition, and 35% say they've not heard it before. Awareness of ULEVs and understanding of the term also increases as you go up the income scale. For example, 15% of those with a household income of £15k or less say they know the term and definition, rising to 34% among those with a household income of £70k and over.

Figure 22: Awareness of Ultra Low Emission Vehicles (ULEVs) (all respondents)



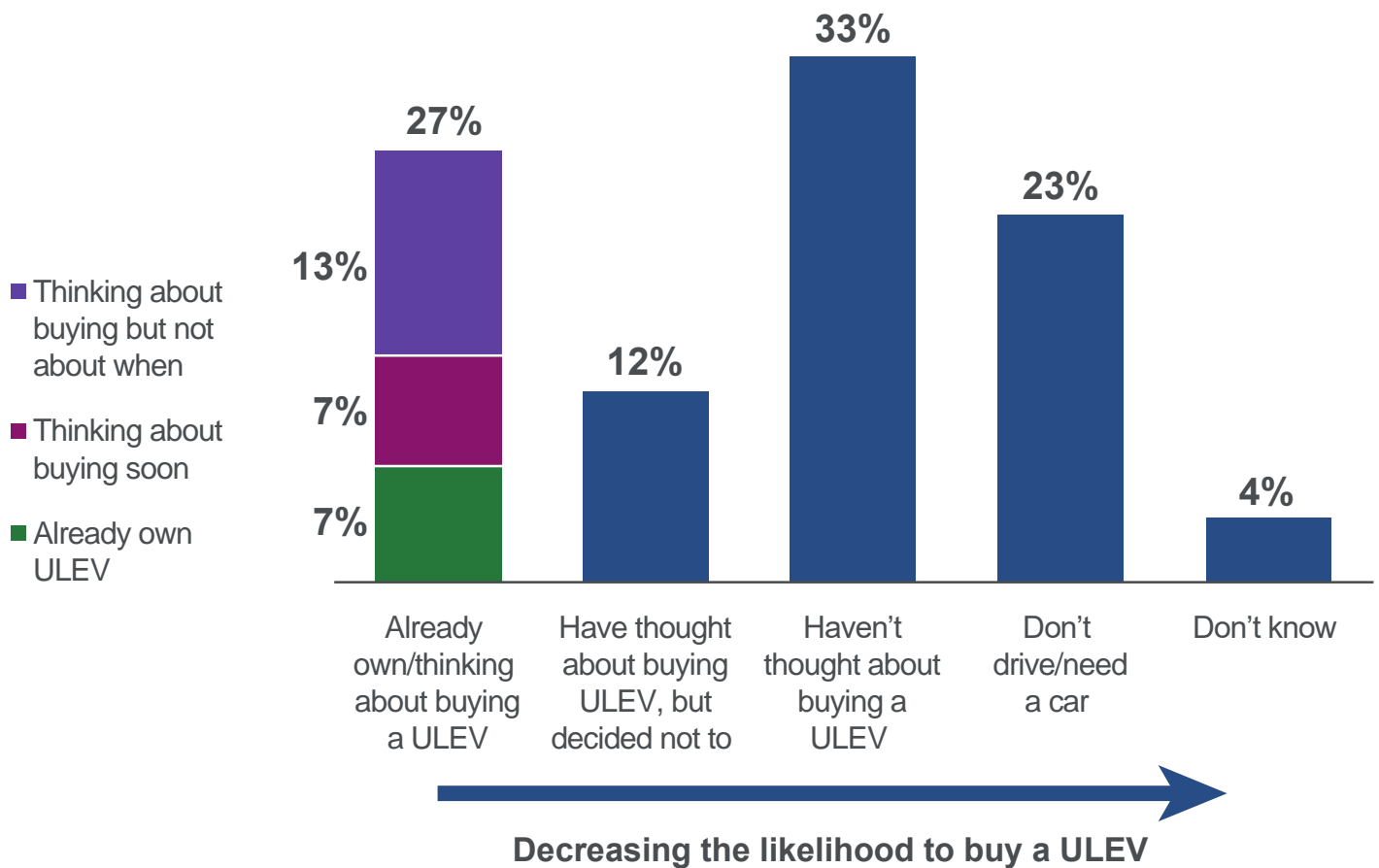
C03b: Have you heard about Ultra Low Emission Vehicles (ULEVs) before taking this survey?
Unweighted base: 1,520

7% of respondents already own or are thinking about buying a ULEV³: 7% of respondents already own a ULEV, while another 7% are thinking about buying one quite soon, and 13% have thought about buying a ULEV but not when they will buy one. A third (33%) have not thought about buying one. The likelihood of not having considered buying a ULEV decreases according to respondents' income. 39% of respondents with a household income of £15-25k say they haven't thought about buying a ULEV, compared to 28% of those with a household income of £70k and over.

³ ULEV definition used in the questionnaire: 'These are currently defined as cars or vans that emit less than 75 grams of CO₂ per kilometre (g/km) from the exhaust.' For full definition and examples of ULEVs shown to respondents, see page 59.

Looking at the urban/rural divide, respondents living in remote rural areas are more likely than those living in large urban areas to say they have not thought about buying a ULEV (47% cf. 25%).

Figure 23: Attitude towards buying a ULEV (all respondents)

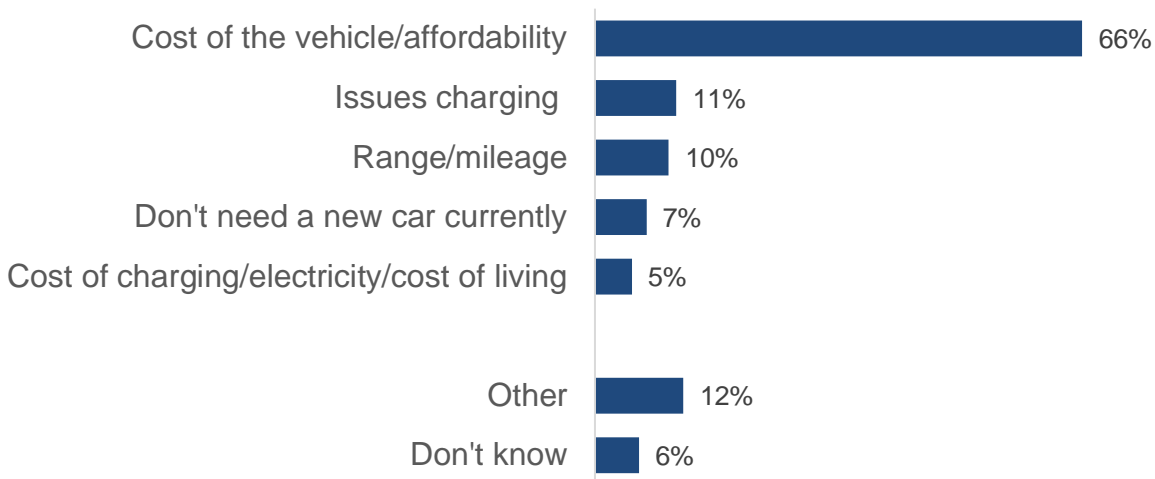


C04 Thinking specifically about ULEV cars or vans, which of these statements best describes your current attitude towards buying a ULEV car or van?

Unweighted base: 1,520

Among respondents who thought about buying a ULEV but decided not to (12%), the most common reason for not doing so is cost/affordability (66%). Around one in ten cite charging issues (11%), range/mileage (10%), and not needing a new car (7%).

Figure 24: Reason for not buying a ULEV (where decided not to buy ULEV)



C04A Please tell us why you decided not to buy an Ultra-Low Emission vehicle
Unweighted base: 191

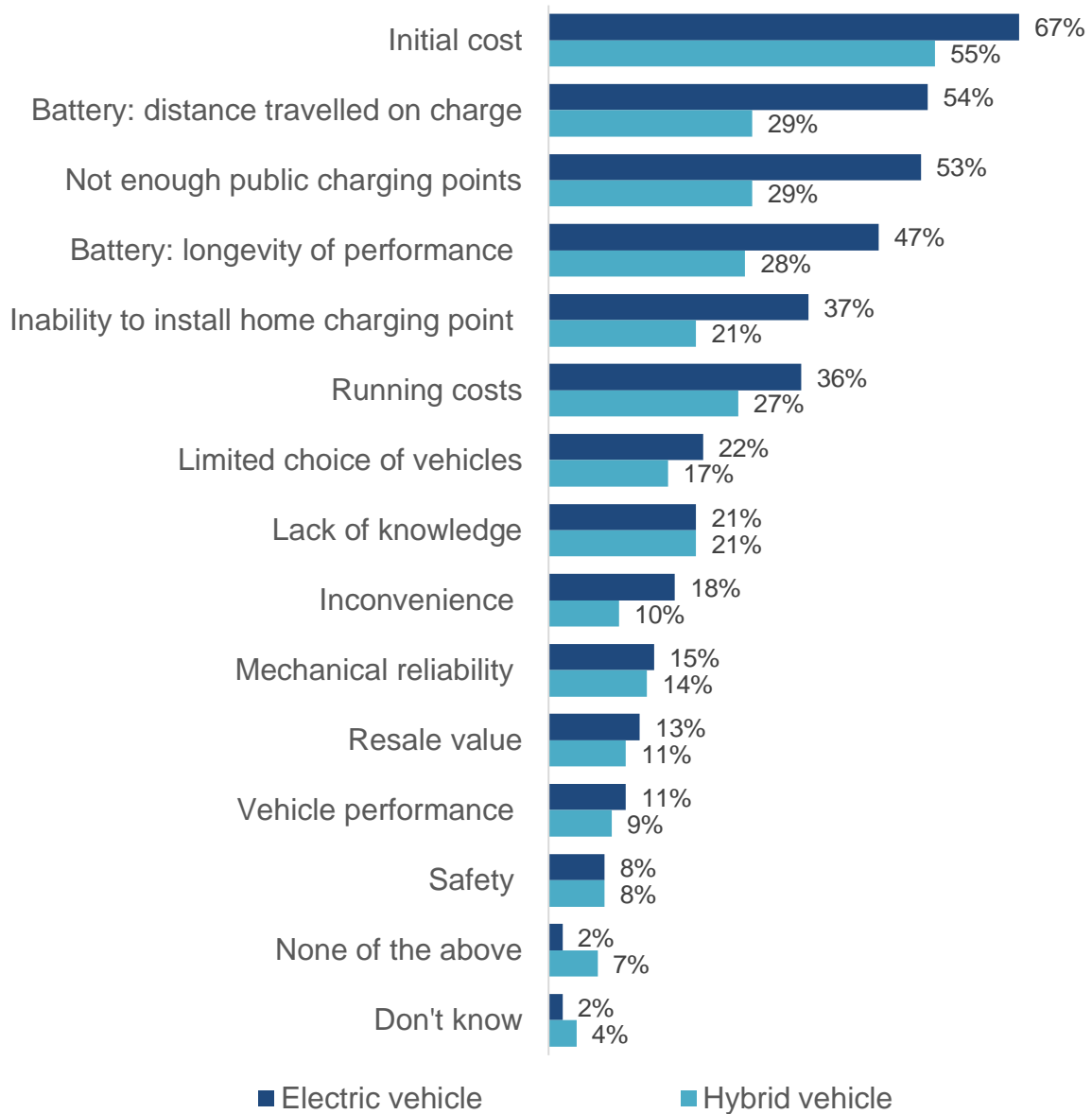
Respondents were also asked to think about potential barriers in greater detail with specific reference to both electric and hybrid cars. The initial cost is the most important deterrent when buying either an electric (67%) or hybrid (55%) vehicle. Battery issues around the distance you can travel (54% and 29% respectively), access to charging points (53% and 29% respectively) and longevity (47% and 28% respectively) follow as more secondary concerns.

Generally, respondents identify more deterrents to buying an electric vehicle than a hybrid vehicle, which is unsurprising given that, apart from cost, the main barriers relate to battery issues.

The longevity of performance for electric cars is a greater issue among those living in accessible rural areas compared to an urban area (58% cf. 40%) where the average distance travelled each day is likely to vary significantly. Similarly, the distance travelled on a charge is of greater concern to those in remote rural areas compared to large urban areas (66% cf. 49%).

Meanwhile, the initial cost is unsurprisingly less important for respondents on higher incomes. For example, 77% of those on a relatively modest household income of £30-35k cite it as a barrier, compared to 51% of those earning £85-100k.

Figure 25: Deterrents to buying electric/hybrid vehicles (all who drive/need a car)



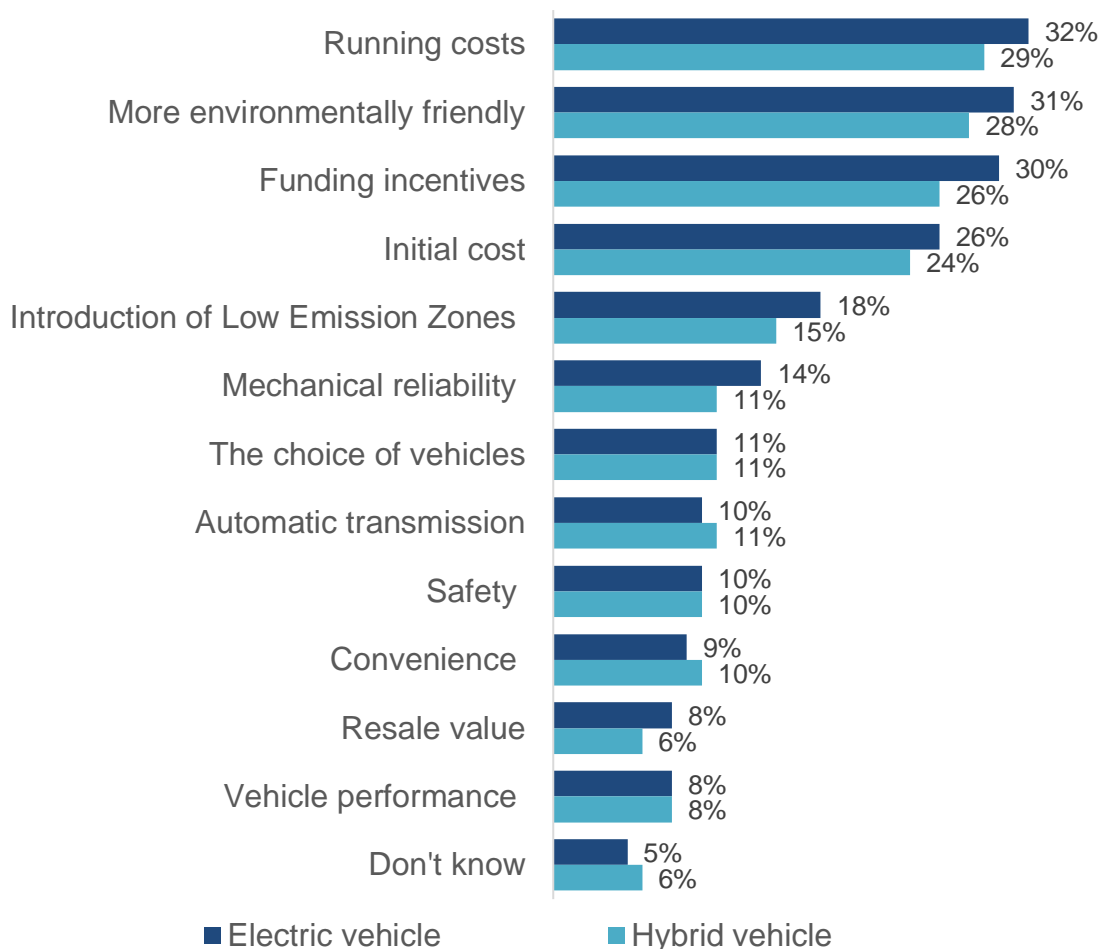
C05: If you were to buy a car or van in the next 12 months, what, if anything would put you off buying an electric/hybrid vehicle?

Unweighted base: 1,129

Running costs are an important incentive to buying either an electric (32%) or a hybrid (29%) car, as are environmental considerations (31% and 28% respectively), funding incentives (30% and 26% respectively) and the initial cost (26% and 24% respectively).

Generally, and unlike perceived barriers, the pattern of response is very similar with regards to incentives to buy electric or hybrid cars.

Figure 26: Incentives for buying electric/hybrid vehicles (all who drive/need a car)



C06: If you were to buy a car or van in the next 12 months, what, if anything, about current ULEV vehicles would encourage you to buy one?

Unweighted base: 1,129

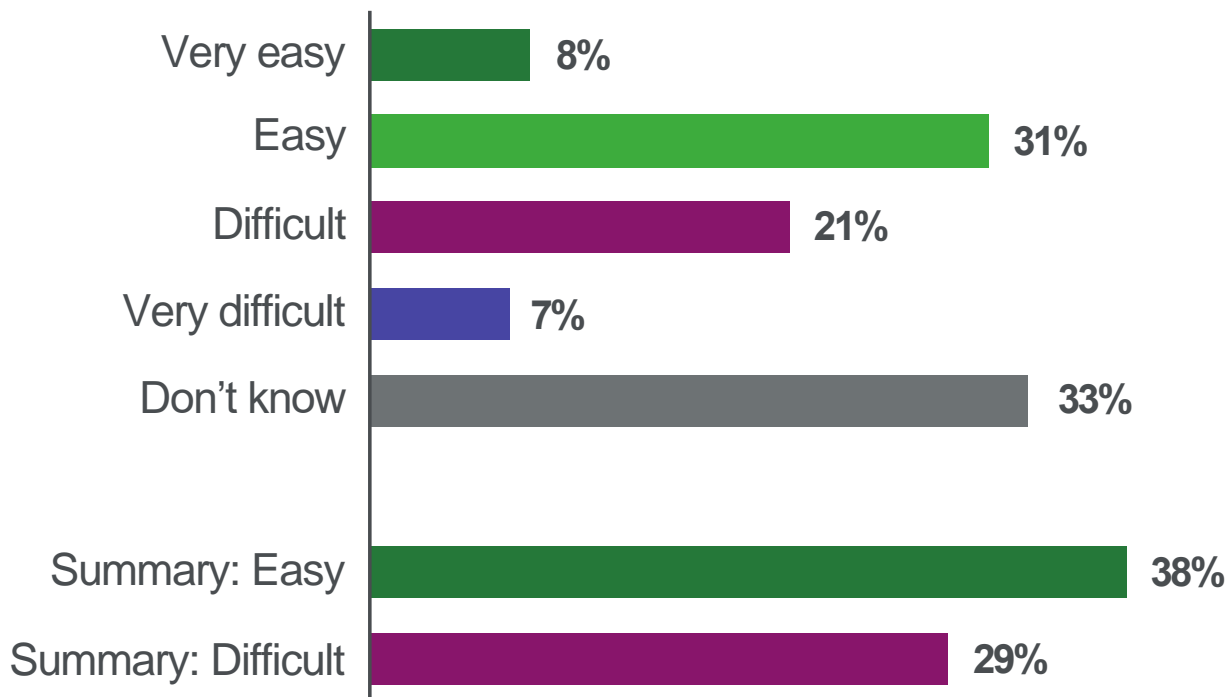
When asked what was the single most appealing aspect about a ULEV, the environmental benefit is the most common response for both electric and hybrid cars (29% and 28% respectively).

Cost is a unique factor in determining whether respondents would or would not buy a ULEV: the initial cost of purchasing a ULEV acts as a barrier to purchasing either an electric or hybrid vehicle and appears to have a greater influence on the decision-making than the incentive of potentially lower running costs. Indeed, the running costs of a ULEV is more of a barrier than an incentive, though the proportion who say so for hybrid vehicles is closely aligned (27% barrier, 29% incentive).

When key considerations are looked at together, the initial cost of a ULEV deters most Scots from buying one despite the opportunity for cheaper running costs, and the potential environmental benefit encourages them. In a trade-off between costs and environmental benefits, the initial cost is a greater deterrent to buying a ULEV than the environmental benefit is as an incentive.

While slightly more Scots think it's easier to find a ULEV for sale than say it is difficult (38% and 29% respectively), a third (33%) do not know.

Figure 27: Ease of finding a ULEV for sale in Scotland (all who drive/need a car)



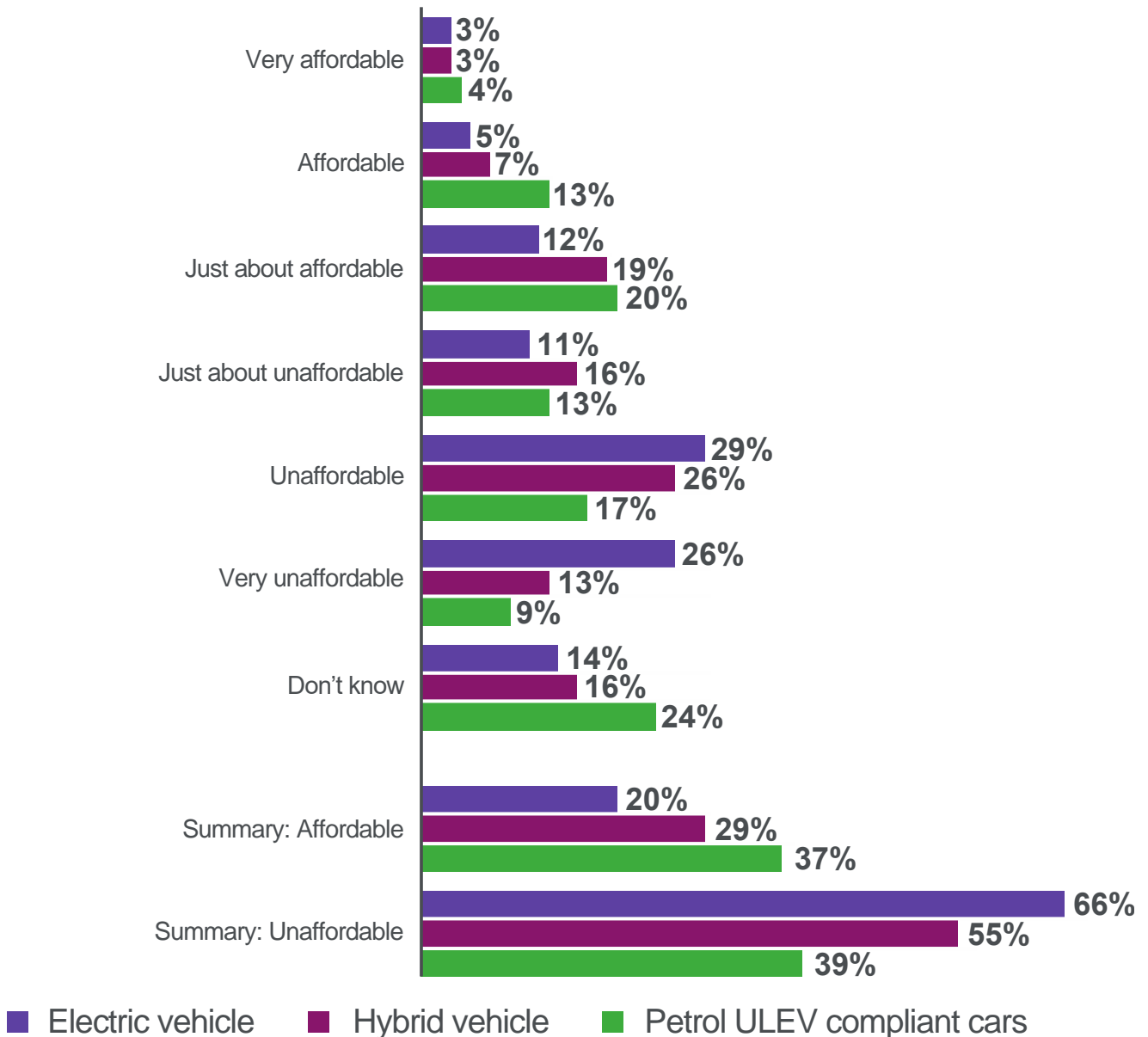
C07: How easy or difficult would you say it is to find an Ultra-Low Emission Vehicle for sale in Scotland?
Unweighted base: 1,129

The perception that it is easy to find a ULEV for sale in Scotland is higher among men than women (47% cf. 30%). Respondents in Central Scotland are also more likely to say it's easier to find a ULEV (48%) compared to those in the North East (29%), while those living in large urban areas consider it easier (44%) compared to 54% in remote small towns who don't know whether it would be easy or difficult.

Respondents who are more concerned with local air quality are more likely to say finding a ULEV is easy (48%) compared to those who are not concerned (31%), with a sizeable proportion of this latter group saying they don't know either way (42%).

Looking at cost in more detail, there is a trend whereby the more fully electrical the car, the more likely it is to be perceived as unaffordable (39% petrol ULEV compliant, 55% hybrid and 66% electric). For petrol ULEV compliant cars, the proportion of Scots who say they are affordable is similar to the number who say they are unaffordable (37% and 39% respectively).

Figure 28: Affordability of ULEVs (all who drive/need a car)



C06: If you were to buy a car or van in the next 12 months, what, if anything, about current ULEV vehicles would encourage you to buy one?

Unweighted base: 1,129

5.2 Public Transport

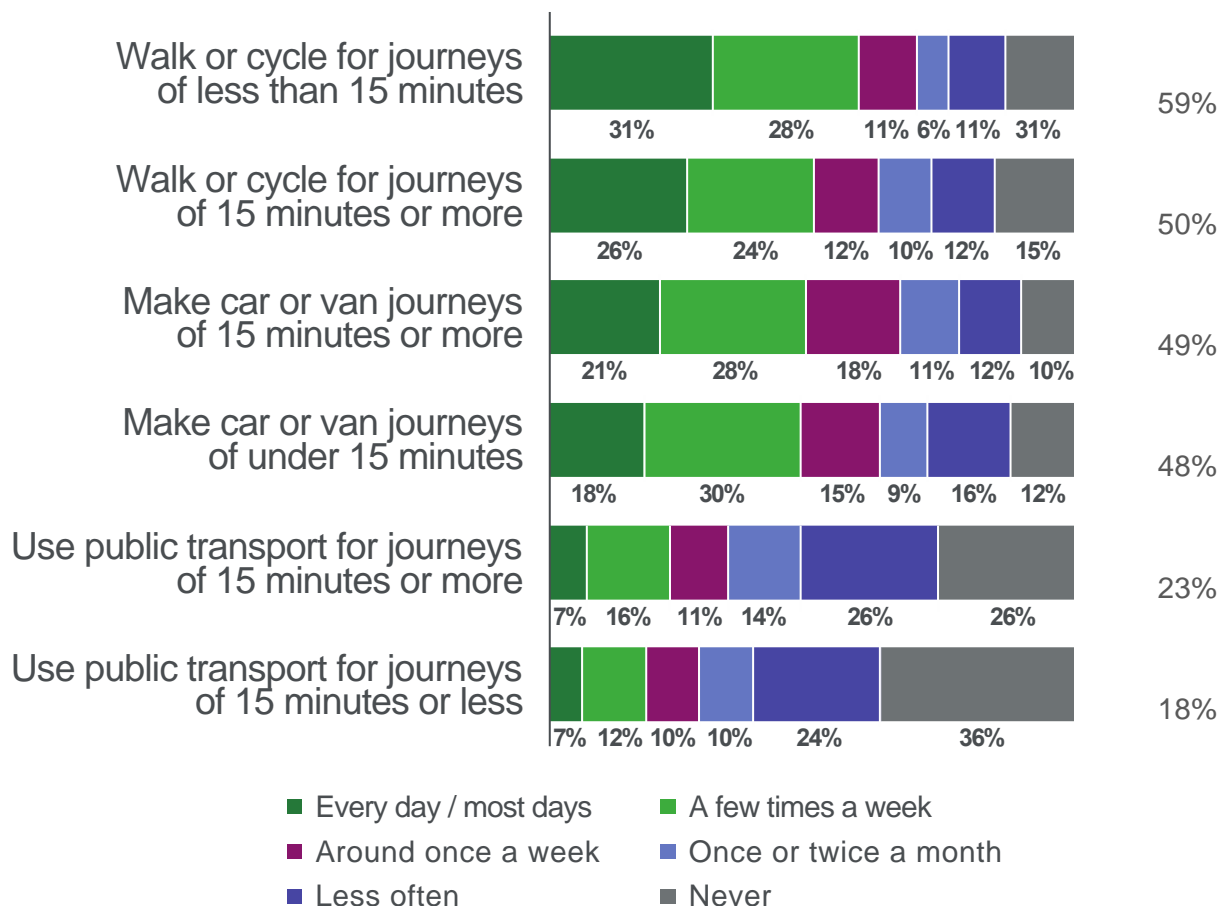
Almost half (48%) of Scots regularly make a car or van journey of under 15 minutes each week, while around one in five regularly make journeys by public transport for any length of time. Those aged 16 to 24 are generally more likely than average to undertake each type/length of journey, but this is particularly the case when it comes to their use of public transport, with 38% regularly making journeys of less than 15 minutes, and 45% making journeys of 15 minutes or more.

Among Scots who use public transport, 75% say they use the bus and 53% say they use the train. Bus use is higher among respondents aged 55 and over (86%) while the train is more popular among those aged 25-34 (62%) and 25-44 (62%).

Three in five (61%) of Scots do not have regular use of a bicycle, and this rises to 70% among women, and 79% of those aged 65 or over.

Figure 29: Frequency of type of journey (all respondents)

Regularly

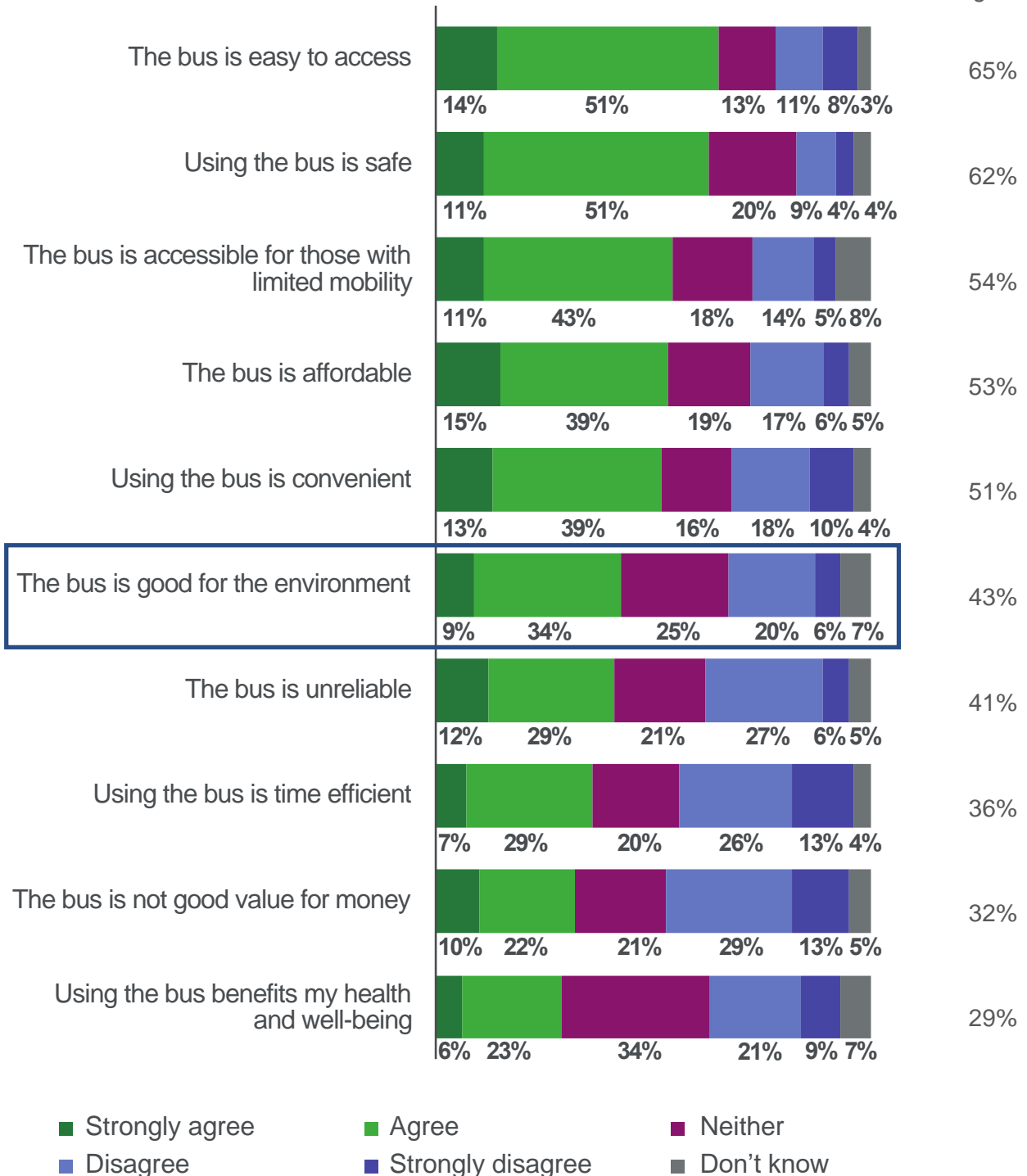


D01: Thinking about the type of journeys that you make in your day-to-day life (including for work).
Generally, how often do you do the following?
Unweighted base: 1,520

Across various dimensions, respondents rate buses and trains/tubes similarly. For example, similar proportions agree that buses and trains/tubes are safe (62% for buses, 64% for trains) and convenient (51% for buses, 50% for trains). The bus is seen as more affordable (53%) and more accessible (65%) than the train/tube. The train/tube, meanwhile, is seen as more time efficient (52%) and good for the environment (50%).

Figure 30: Views on public transport: buses (all respondents)

SUM:
Regularly

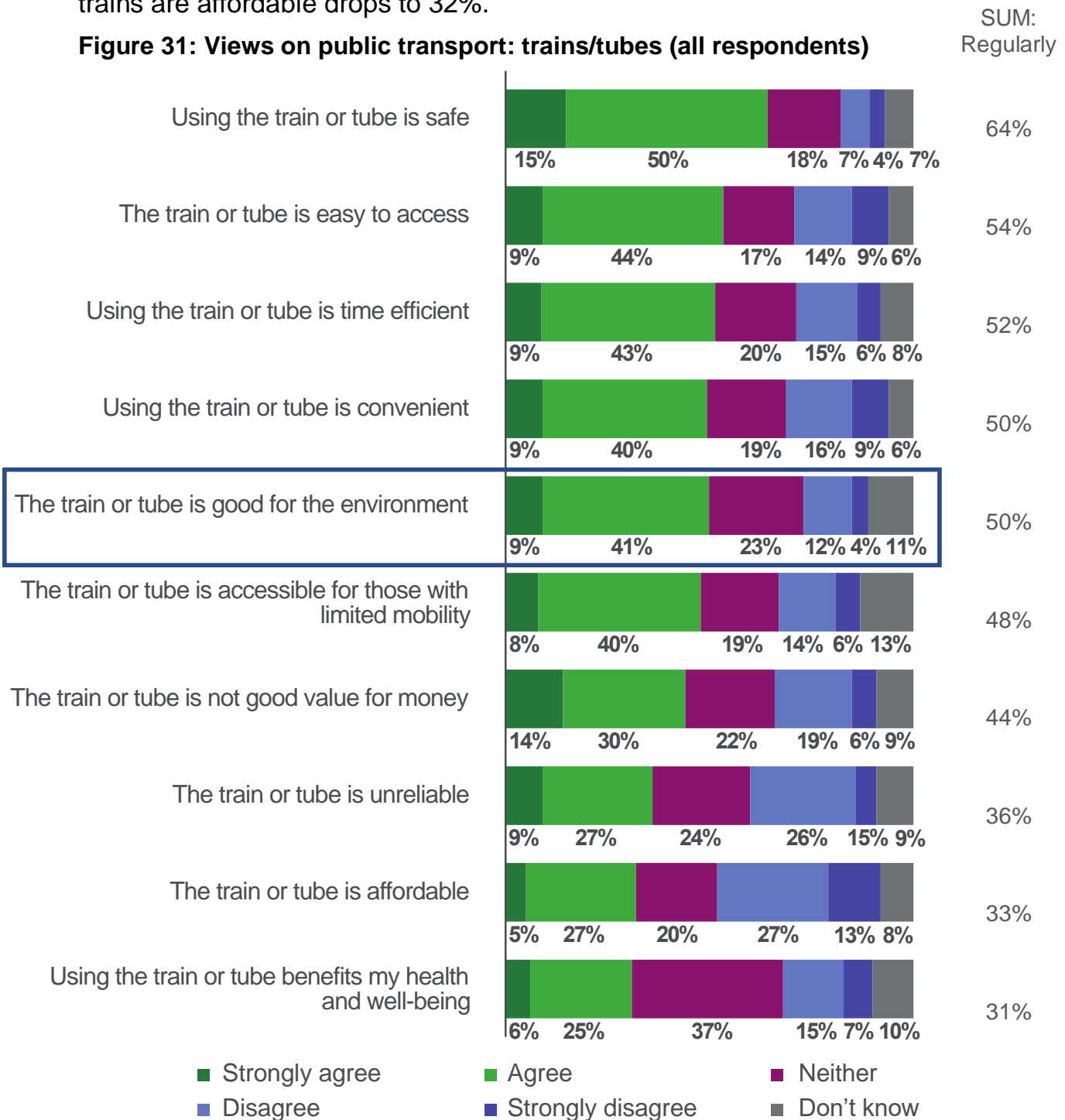


D04. Thinking about public transport, please indicate your agreement or disagreement with...?
Unweighted base: 1,520

When looking at these key considerations in the context of respondents who actually use the bus, we see that agreement that using the bus is good for the environment sits at 50%, but 67% agree that the bus is convenient and 64% say the bus is affordable. This suggests that where buses are being used, convenience and cost rank higher than environmental benefit as motivating factors.

The convenience and environmental benefit of using trains both rank equally high as considerations among all respondents (50%). The perception that trains are affordable drops to 32%.

Figure 31: Views on public transport: trains/tubes (all respondents)



D04. Thinking about public transport, please indicate your agreement or disagreement with...?
Unweighted base: 1,520

Among respondents who report using the train/tube, we see agreement that the train/tube is convenient rise to 68%, but the perception that the train is affordable drops to 43%. Concern for the environmental benefit of this form of travel sits at 61% which suggests that despite the perceived unaffordability of trains, their convenience motivates use more than the potential environmental benefits, and train users are still willing to pay for that convenience.

7. Annex 1 - Questionnaire

Survey introduction

ONLINE INTRO

We are conducting a survey on behalf of the Scottish Government about current awareness of and attitudes towards issues facing society in Scotland today.

Your response will help inform decisions made by the government.

The survey will take around **15 minutes to complete**.

Just to confirm, your responses will be treated in the strictest confidence. BMG Research abides by the Market Research Society Code of Conduct and data protection laws at all times.

You can find out more information about our surveys and what we do with the information we collect in our Privacy Notice which is here <http://www.bmgresearch.co.uk/privacy>

Click **NEXT** to begin the survey

By clicking the **NEXT** button, you agree to participate in the survey.

Screening & Profiling (Section S)

INTRO TEXT

Firstly, some questions about you ...

Base: All respondents

SINGLE CODE

S01_A. This survey **requires** us to ask some questions that may be perceived as sensitive such as gender identity, age, postcode, employment status, ethnicity, education level, income, number of household occupants, and whether you have any long-term conditions or impairments. Providing information in response to these questions is entirely voluntary and you may withdraw your consent at any time. Prefer not to say options are available for each question. The answers that you provide will be used only for market research analysis purposes.

Do we have your permission to ask you these questions?

Code	Answer list	Scripting notes	Routing
1	Yes		
2	No	SCREENOUT	

Base: All respondents

SINGLE RESPONSE

S01_B. This survey **requires** respondents to give their full postcode. Are you happy to provide this?

This information will only be used for statistical purposes to analyse the results by specific areas, such as Local Authority, Constituency and Government areas. Asking for your postcode saves you time and helps us to report more accurate information. All answers will be treated entirely anonymously and postcode information will not be used for any other purpose.

Please select one only

Code	Answer list	Scripting notes	Routing
1	Yes		
2	No	SCREENOUT	

Base: All respondents

OPEN RESPONSE, POSTCODE FORMATTING & VALIDATION APPLIED – SCREENOUT NON-SCOTTISH POSTCODE – VARIABLE USED FOR QUOTA

S02. COULD YOU PLEASE PROVIDE YOUR FULL UK POSTCODE?

Please ensure to **include a space** where applicable, e.g. AB1 2CD

Please answer in the box below

[_____]

Base: All respondents

SINGLE RESPONSE – VARIABLE USED FOR QUOTA

S03. How do you describe your gender?

Please select one only

Code	Answer list	Scripting notes	Routing
1	A man (including trans man)		
2	A woman (including trans woman)		
3	Non-binary		
95	Prefer to self-describe	ADD OPEN TEXT BOX	
98	Prefer not to say		

Base: All respondents

OPEN RESPONSE, FORCE NUMERIC, SCREEN OUT IF < 16, CAP AT 110 – VARIABLE USED FOR QUOTA

S04_A. Please can you tell me your age at your last birthday?

Please type your response in the box below

[_____]

Fixed codes	Answer list	Scripting notes	Routing
98	Prefer not to say	FIX, EXCLUSIVE	GO TO S04_B

Base: Where do not want to provide exact age (**S04_A = 98**)

SINGLE RESPONSE – VARIABLE USED FOR QUOTA

S04_B. ... Can you tell us which band your age falls within?

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Under 16	SCREENOUT	
2	16 to 24		
3	25 to 34		
4	35 to 44		
5	45 to 54		
6	55 to 64		
7	65 to 74		
8	75+		

Base: All respondents

OPEN RESPONSE, FORCE NUMERIC, CAP AT 20, DO NOT PERMIT 0

S05. What is the total number of people in the household (**including yourself** and any children)?

Please type your response in the box below

[_____]

Base: All respondents

SINGLE RESPONSE

QC. Please select “somewhat agree” to advance.
Please select one only

Code	Answer list	Scripting notes	Routing
1	Strongly agree	SCREENOUT, QUALITY FAIL	
2	Somewhat agree		
3	Neither agree nor disagree	SCREENOUT, QUALITY FAIL	
4	Somewhat disagree	SCREENOUT, QUALITY FAIL	
5	Strongly disagree	SCREENOUT, QUALITY FAIL	

Base: Ask if more than one person living in household (S05 = >1)

SINGLE RESPONSE

S06. Do any children aged under 16 live in your household?
Please select all that apply

Fixed codes	Answer list	Scripting notes	Routing
1	Yes, aged 0-2		
2	Yes, aged 3-4		
3	Yes, aged 5-11		
4	Yes, aged 12-15		
5	No children aged under 16	EXCLUSIVE	
98	Prefer not to say	EXCLUSIVE	

Base: Where have children in household (S06 = 1-4)

SINGLE RESPONSE

S07. Are you responsible for any of the children aged under 16 in your household as a parent or guardian?

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Yes		
2	No		
98	Prefer not to say		

Base: All respondents

MULTI RESPONSE

S08. Do you have caring responsibilities for people in your household (not including children)?

Select all that apply

Fixed codes	Answer list	Scripting notes	Routing
1	Yes, caring for disabled adults		
2	Yes, for adults who are frail or unwell		
3	Yes, for others		
4	No caring responsibilities		
98	Prefer not to say	EXCLUSIVE	

Base: All respondents

MULTIPLE RESPONSE PER ROW, RANDOMISE ROWS

S09. Please select whether you, or someone you have caring responsibilities for has any of the following conditions.

Please select all that apply

Row Code	Row list	Column 1	Column 2	Scripting notes	Routing
		Me personally	Someone I have caring		

			responsibilities for		
1	Lung conditions (e.g. Asthma, Bronchitis, Cystic Fibrosis, Pulmonary Fibrosis, Emphysema, COPD)				
2	Heart Conditions (e.g. Heart disease, Coronary Artery Disease, Angina)				
3	Memory conditions (e.g. Dementia, Alzheimer's)				
5	None of these				
97	Don't know				
98	Prefer not to say				

Base: All respondents

MULTIPLE RESPONSE

S10. Please say whether you, or your partner is currently pregnant.

Please select all that apply

Row Code	Row list	Scripting notes	Routing
1	Me personally		
2	My partner		
3	No, neither I nor my partner is pregnant	EXCLUSIVE	
98	Prefer not to say	EXCLUSIVE	

Section A: Knowledge

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

A03_A. How knowledgeable would you say you are you about the following environmental issues?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	Global warming / Climate change		
2	Pollution of fresh water (rivers and lakes)		
3	Litter / Plastics		
4	Pollution of the oceans		
5	Conservation of endangered species		
6	Deforestation		
7	Air pollution		
8	Loss of green belt (an area of open land in or around an urban area, on which development is restricted)		
9	Overuse of land / natural resources		
10	Loss of biodiversity		

Column code	Column list	Scripting notes	Routing
1	Very knowledgeable		
2	Fairly knowledgeable		
3	Not very knowledgeable		
4	Not knowledgeable at all		

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

A03_B. How concerned are you about the following environmental issues?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	Global warming / Climate change		
2	Pollution of fresh water (rivers and lakes)		
3	Litter / Plastics		
4	Pollution of the oceans		
5	Conservation of endangered species		
6	Deforestation		
7	Air pollution		
8	Loss of green belt (an area of open land in or around an urban area, on which development is restricted)		
9	Overuse of land / natural resources		
10	Loss of biodiversity		

Column code	Column list	Scripting notes	Routing
1	Very concerned		
2	Fairly concerned		
3	Not very concerned		
4	Not at all concerned		
97	Don't know		

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

A04_A. How much do you know about the following issues...?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	The impact of obesity on people's health and well-being		
2	The effects of air pollution on people's health and wellbeing		
3	The effects of smoking on people's health and well-being		
4	The effects of alcohol on people's health and well-being		
5	The effects of regular exercise on people's health and well-being		

Column code	Column list	Scripting notes	Routing
1	Very knowledgeable		
2	Fairly knowledgeable		
3	Not very knowledgeable		
4	Not knowledgeable at all		

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

A04_B. How concerned are you about the following health issues?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	The impact of obesity on people's health and well-being		
2	The effects of air pollution on people's health and wellbeing		

3	The effects of smoking on people's health and well-being		
4	The effects of alcohol on people's health and well-being		
5	The effects of regular exercise on people's health and well-being		

Column code	Column list	Scripting notes	Routing
1	Very concerned		
2	Fairly concerned		
3	Not very concerned		
4	Not at all concerned		
97	Don't know		

Base: All respondents

OPEN RESPONSE, 200 CHARACTER LIMIT

A05A. What one word comes to your mind when you think about the phrase **AIR POLLUTION**

Please type in what you immediately think about when you see these words. This could be ANYTHING. Just whatever you think of when you see the term.

Please answer in the box below.

[_____]

Fixed codes	Answer list	Scripting notes	Routing
97	Don't know	FIX, EXCLUSIVE	

Base: All respondents

OPEN RESPONSE, 200 CHARACTER LIMIT

A05B. What do you understand as the main effects of air pollution on people's health and wellbeing?

Please answer in the box below.

[_____]

Fixed codes	Answer list	Scripting notes	Routing
97	Don't know	FIX, EXCLUSIVE	

Section B: Air Quality Perceptions

INTRO TEXT

Air pollution results from the introduction of a range of harmful substances into the atmosphere from a wide variety of sources. By 'air quality' we mean the degree to which the air in a particular place is pollution-free.

Now some more questions about air quality...

Base: All respondents

SINGLE RESPONSE PER ROW,

B01. How concerned, if at all, are you about the air pollution in your local area (an area within 15-20-minute walk from where you live)?

Please select one only

Column code	Column list	Scripting notes	Routing
1	Very conerned		
2	Fairly concerned		
3	Not very concerned		
4	Not at all concerned		
97	Don't know		

Base: All respondents

SINGLE RESPONSE PER ROW,

B02. In your opinion, is the air quality in your **local area** (an area within 15-20-minute walk from where you live) getting better, worse, or has it stayed the same?

Don't worry if you're uncertain about a change in air quality. We'd like to understand your general impression of any changes in your local area.

Please select one only

Column code	Column list	Scripting notes	Routing
-------------	-------------	-----------------	---------

1	Significantly better		
2	Somewhat better		
3	Stayed the same		
4	Somewhat worse		
5	Significantly worse		
97	Don't know		
99	Not lived here long enough to have a view		

Base: All respondents

MULTI RESPONSE, RANDOMISE ROWS

B03. Which THREE, if any, of the following do you think are the MAIN cause of poor air quality in the Scotland?

Please select three only

Code	Answer list	Scripting notes	Routing
1	Transport/Traffic		
2	Industry		
3	Energy generation (e.g. fossil fuels, biomass, energy from waste)		
4	Farming/agriculture		
5	Burning of wood and coal in homes		
6	Building construction		
95	Something else (please specify)		
96	None of these		
97	Don't know		

SINGLE RESPONSE

B03_A. And which of these do you think is the MAIN cause of poor air quality in Scotland?

Please select one only

Code	Answer list	Scripting notes	Routing
1	Transport/Traffic	PIPE IF SELECTED AT B03	
2	Industry	PIPE IF SELECTED AT B03	
3	Energy generation (e.g. fossil fuels, biomass, energy from waste)	PIPE IF SELECTED AT B03	
4	Farming/agriculture	PIPE IF SELECTED AT B03	
5	Burning of wood and coal in homes	PIPE IF SELECTED AT B03	
6	Building construction	PIPE IF SELECTED AT B03	
95	Something else (please specify)		
96	None of these		
97	Don't know		

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

B04A. How often, if at all, does the following happen to you?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	Poor air quality irritates my eyes/nose/throat		
2	I have to limit my outdoor activity because of poor air quality		
3	I walk/cycle along quieter roads to protect myself from poor air quality		

4	Poor air quality makes me breathless/have more difficulty breathing		
---	---	--	--

Column code	Column list	Scripting notes	Routing
1	All the time		
2	Often		
3	Sometimes		
4	Rarely		
5	Never		

Base: All respondents

SINGLE RESPONSE

Q11. Below is a pair of statements. Please indicate whether you think you would be more exposed to air pollution in your vehicle or on the pavement of the same street on a 10-point scale where 0 means you are exposed to significantly more pollution on the street, 10 you are exposed to significantly more pollution in your vehicle, and 5 means it is equal/makes no difference.

Please select one answer for each pair

Statement A	Scale													Statement B	Scripting notes
	0	1	2	3	4	5	6	7	8	9	10	Don't know			
On the street	0	1	2	3	4	5	6	7	8	9	10	Don't know	In your vehicle		

Section C: Behaviours and attitudes - zero and ultra-low emission vehicles (ULEVs)

INTRO TEXT

We'd now like to ask you a few questions about your use of vehicles (i.e., cars, vans).

Base: All respondents

SINGLE RESPONSE

C01. Do you have access to a vehicle, either as a driver or as a passenger?

Please select one only

Code	Answer list	Scripting notes	Routing
1	Yes, as a driver or driver and passenger		
2	Yes, as a passenger only		
3	No		

Base: Access to a car C01 = 1 OR 2

SINGLE RESPONSE

C02. How many vehicles do you have access to?

Please select one only

Code	Answer list	Scripting notes	Routing
1	1		
2	2		
3	3+		

Base: Ask all

MULTI RESPONSE, RANDOMISE

C03A. Looking at the list below, which of these things are, or would be, important to you when buying a vehicle? If you don't drive a car, please consider what would be important to you if you did.

Please select all that apply

Code	Answer list	Scripting notes	Routing
1	Comfort		
2	Cost		
3	Environmentally friendly / low-emissions		

4	Electric car or van		
5	Style / design / brand / model		
6	Interior space / boot size		
7	Reliability		
8	Engine size / speed / performance		
9	Safety		
95	Other (please specify)	FIX	
96	None of the above	FIX, EXCLUSIVE	
97	Don't know	FIX, EXCLUSIVE	

INTRO TEXT, FORCE ON PAGE FOR 10 SECONDS

We'd like to ask you some questions about Zero and Ultra Low Emission Vehicles (ULEVs).

These are currently defined as cars or vans that emit **less than 75 grams of CO2 per kilometre (g/km)** from the exhaust.

ULEVs range from pure electric vehicles and fuel cell electric vehicles, to plug-in hybrids, and petrol or diesel cars with smaller/efficient engines. For example:

Example vehicle	CO2 emissions (below 75g/km = ULEV)
A fully electric vehicle	0 grams per kilometre
A Peugeot 508 hybrid car	46 grams per kilometre
Honda Jazz 1.5 litre petrol car	72 grams per kilometre

Base: All respondents

SINGLE RESPONSE

C03B. Have you heard about Ultra Low Emission Vehicles (ULEVs) before taking this survey?

Reminder: Zero and Ultra Low Emission Vehicles (ULEVs) are currently defined as cars or vans that emit less than 75 grams of CO2 per kilometre (g/km) from the tail pipe. Many models fall into this category but this could include a fully electric vehicle, a Peugeot 508 hybrid car, or a Honda Jazz 1.5 litre petrol car.

Please select one only

Code	Answer list	Scripting notes	Routing
1	Yes – knew the term and the definition / what it involved		
2	Yes – heard the term but didn't know much about the definition / what it involved		
3	No – hadn't heard the term		

Base: All respondents

SINGLE RESPONSE

C04. Thinking specifically about ULEV cars or vans...Which of these statements best describes your current attitude towards buying a ULEV car or van?

Reminder: Zero and Ultra Low Emission Vehicles (ULEVs) are currently defined as cars or vans that emit less than 75 grams of CO2 per kilometre (g/km) from the tail pipe. Many models fall into this category but this could include a fully electric vehicle, a Peugeot 508 hybrid car, or a Honda Jazz 1.5 litre petrol car.

Please select one only

Code	Answer list	Scripting notes	Routing
1	I already own a ULEV car or van		
2	I am thinking about buying a ULEV car or van quite soon		
3	I am thinking about buying a ULEV car or van, but I haven't thought about when I will buy it		
4	I have thought about buying a ULEV car or van, but have decided not to at this stage		
5	I haven't really thought about buying ULEV car or van		
96	I don't drive / don't need a car		
97	Don't know		

Base: C04 = 4

OPEN RESPONSE, 200 CHARACTER LIMIT

C04A. Please tell us why you decided not to buy an Ultra-Low Emission vehicle.

Please answer in the box below.

Fixed codes	Answer list	Scripting notes	Routing
97	Don't know	FIX, EXCLUSIVE	

Base: C04 = 1,2,3,4,5

MULTI RESPONSE, RANDOMISE

C05. If you were to buy a car or van in the next 12 months, what, if anything would **put you off** buying an electric or hybrid vehicle?

Please select all that apply

Row code	Answer list	Scripting notes	Routing
1	Limited choice of vehicles		
2	Lack of knowledge		
3	Initial cost		
4	Mechanical reliability i.e. not breaking down		
5	Inconvenience		
6	Resale value		
7	Battery: distance travelled on charge		
8	Safety		
9	Vehicle performance (e.g. top speed, cornering)		
10	Inability to install home charging point (if applicable)		
11	Not enough public charging points		
12	Running costs		

13	Battery: longevity of performance (e.g. less effective as the battery ages)		
95	Other (please specify)	FIX	
96	None of the above	FIX, EXCLUSIVE	
97	Don't know	FIX, EXCLUSIVE	

Column code	Answer list	Scripting notes	Routing
1	Electric vehicle		
2	Hybrid vehicle		

Base: Where select more than one response at C05

SINGLE RESPONSE, RANDOMISE

C05_B. And which would you say is the **main factor** putting you off buying an electric or hybrid vehicle?

Please select one

Row code	Answer list	Scripting notes	Routing
1	Limited choice of vehicles	PIPE IF SELECTED AT C05	
2	Lack of knowledge	PIPE IF SELECTED AT C05	
3	Initial cost	PIPE IF SELECTED AT C05	
4	Mechanical reliability i.e. not breaking down	PIPE IF SELECTED AT C05	
5	Inconvenience	PIPE IF SELECTED AT C05	
6	Resale value	PIPE IF SELECTED AT C05	

7	Battery: distance travelled on charge	PIPE IF SELECTED AT C05	
8	Safety	PIPE IF SELECTED AT C05	
9	Vehicle performance (e.g. top speed, cornering)	PIPE IF SELECTED AT C05	
10	Inability to install home charging point (if applicable)	PIPE IF SELECTED AT C05	
11	Not enough public charging points	PIPE IF SELECTED AT C05	
12	Running costs	PIPE IF SELECTED AT C05	
13	Battery: longevity of performance (e.g. less effective as the battery ages)	PIPE IF SELECTED AT C05	
95	Other (please specify)	FIX, PIPE IF SELECTED AT C05	
97	Don't know	FIX, EXCLUSIVE	

Code	Answer list	Scripting notes	Routing
1	Electric vehicle		
2	Hybrid vehicle		

Base: C04 = 1,2,3,4,5

MULTI RESPONSE, RANDOMISE

C06_A. If you were to buy a car or van in the next 12 months, what, if anything, about **current** electric and hybrid vehicles would **encourage you** to buy one?

Please select all that apply

Row code	Answer list	Scripting notes	Routing
1	The choice of vehicles		

2	More environmentally friendly		
3	Initial cost		
4	Mechanical reliability i.e. not breaking down		
5	Convenience		
6	Resale value		
7	Automatic transmission		
8	Safety		
9	Vehicle performance (e.g. top speed, cornering)		
10	Funding incentives i.e. rewards or discounts for purchasing		
11	Introduction of Low Emission Zones (i.e. increased costs for not driving a LEZ vehicle)		
12	Running costs		
95	Other (please specify)	FIX	
96	None of the above	FIX, EXCLUSIVE	
97	Don't know	FIX, EXCLUSIVE	

Column code	Answer list	Scripting notes	Routing
1	Electric vehicle		
2	Hybrid vehicle		

Base: Where select more than one response at C06_A

SINGLE RESPONSE, RANDOMISE

C06_B. And which would you say is the **main factor** encouraging you to buy an electric or hybrid vehicle?

Please select one

Row code	Answer list	Scripting notes	Routing
1	The choice of vehicles	PIPE IF SELECTED AT C06	
2	More environmentally friendly	PIPE IF SELECTED AT C06	
3	Initial cost	PIPE IF SELECTED AT C06	
4	Mechanical reliability i.e. not breaking down	PIPE IF SELECTED AT C06	
5	Convenience	PIPE IF SELECTED AT C06	
6	Resale value	PIPE IF SELECTED AT C06	
7	Automatic transmission	PIPE IF SELECTED AT C06	
8	Safety	PIPE IF SELECTED AT C06	
9	Vehicle performance (e.g. top speed, cornering)	PIPE IF SELECTED AT C06	
10	Funding incentives i.e. rewards or discounts for purchasing	PIPE IF SELECTED AT C06	
11	Introduction of Low Emission Zones (i.e. increased costs for not driving a LEZ vehicle)	PIPE IF SELECTED AT C06	
12	Running costs	PIPE IF SELECTED AT C06	
95	Other (please specify)	FIX, PIPE IF SELECTED AT C06	

96	None of the above	FIX, EXCLUSIVE	
97	Don't know	FIX, EXCLUSIVE	
98	Prefer not to say	FIX, EXCLUSIVE	

Code	Answer list	Scripting notes	Routing
1	Electric vehicle		
2	Hybrid vehicle		

Base: C04 = 1,2,3,4,5

SINGLE RESPONSE

C07. How easy or difficult would you say it is to find an Ultra-Low Emission Vehicle for sale in Scotland?

Please select one only

Code	Answer list	Scripting notes	Routing
1	Very easy		
2	Easy		
3	Difficult		
4	Very difficult		
97	Don't know		

Base: C04 = 1,2,3,4,5

SINGLE RESPONSE PER ROW

C08. How affordable are each of the types of Ultra-Low Emission Vehicles in Scotland?

Please select one

Row Code	Row list	Scripting notes	Routing
1	Fully electric vehicles		
2	Hybrid vehicles		

3	Petrol ULEV compliant cars		
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Column Code	Column list	Scripting notes	Routing
1	Very affordable		
2	Affordable		
3	Just about affordable		
4	Just about unaffordable		
5	Unaffordable		
6	Very unaffordable		
97	Don't know		

Base: C04 = 1,2,3,4,5

SINGLE RESPONSE, FORCE VALUE BETWEEN 0-100

C09. What proportion of road vehicles currently on the roads in Scotland do you think qualify as a ULEV?

Please enter a percentage in the box below

[_____] %

Fixed codes	Answer list	Scripting notes	Routing
97	Don't know	FIX, EXCLUSIVE	

Section D: Behaviours - public transport and active travel

INTRO TEXT

Now some questions about your use of public transport and active travel, which includes cycling and walking

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

D01. Thinking about the type of journeys that you make in your day-to-day life (including for work). Generally, how often do you do the following?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	Make car or van journeys of under 15 minutes (as a driver or as a passenger)		GO TO D03
2	Make car or van journeys of 15 minutes or more (as a driver or as a passenger)		GO TO D03
3	Use public transport for journeys of less than 15 minutes		GO TO D02 IF COLUMN CODE = 1-5
4	Use public transport for journeys of 15 minutes or more		GO TO D02 IF COLUMN CODE = 1-5
5	Walk or cycle for journeys of less than 15 minutes		GO TO D03
6	Walk or cycle for journeys of 15 minutes or more		GO TO D03

Column code	Column list	Scripting notes	Routing
1	Every day / most days		
2	A few times a week		
3	Around once a week		

4	Once or twice a month		
5	Less often		
6	Never		

Base: Use public transport D01 CODE 3 OR CODE 4 = 1-5

MULTI RESPONSE, RANDOMISE ROWS

D02. Which types of public transport do you tend to use in Scotland?

Please select all that apply

Code	Answer list	Scripting notes	Routing
1	Train (including trams and underground where available)		
2	Bus		
3	Public bike hire scheme		
95	Other (please specify)		

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

D03. Thinking specifically about your local area, how good or poor would you rate the service provision of the following forms of public transport...

Please select one per row

Row Code	Row list	Scripting notes	Routing
1	Train (including trams and underground where available)		
2	Bus		
3	Public bike hire scheme		

Column code	Column list	Scripting notes	Routing
1	Very good		

2	Fairly good		
3	Neither		
4	Fairly poor		
5	Very poor		
97	Don't know		

Base: All respondent

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

D04. Thinking about public transport, please indicate your agreement or disagreement with the following statements

Please select one per statement

Row Code	Row list	Scripting notes	Routing
	Bus	HEADING	
1	Using the bus is convenient		
2	Using the bus is time efficient		
3	Using the bus benefits my health and well-being		
4	The bus is unreliable		
5	The bus is affordable		
6	The bus is not good value for money		
7	The bus is good for the environment		
8	The bus is easy to access		
9	The bus is accessible for those with limited mobility		
10	Using the bus is safe		

	Train/Tube	HEADING	
1	Using the train or tube is convenient		
2	Using the train or tube is time efficient		
3	Using the train or tube benefits my health and well-being		
4	The train or tube is unreliable		
5	The train or tube is affordable		
6	The train or tube is not good value for money		
7	The train or tube is good for the environment		
8	The train or tube is easy to access		
9	The train or tube is accessible for those with limited mobility		
10	Using the train or tube is safe		

Column code	Column list	Scripting notes	Routing
1	Strongly agree		
2	Agree		
3	Neither		
4	Disagree		
5	Strongly disagree		
97	Don't know		

Base: Walk or cycle for journeys D01 CODE 5 or CODE 6 = 1-5

MULTI RESPONSE

D05. Excluding exercise bikes, do you...

Please select one

Code	Answer list	Scripting notes	Routing
1	Own a bike yourself		
2	Have regular use of a bicycle owned by someone else		
3	Have no regular use of a bicycle		

Base: Make car or van journeys D01 CODE 1 OR CODE 2 = 1-5

MULTI RESPONSE, RANDOMISE

D06. What, if anything, would help you personally reduce the amount you travel by vehicle?

Please select all that apply

Code	Answer list	Scripting notes	Routing
1	More frequent public transport		
2	Better /more routes on public transport for where I need to go		
3	Cheaper public transport		
4	Better public travel information/co-ordination (e.g. more real-time info, integrated ticketing)		
5	If public transport was more Covid-secure/less crowded/more people wore masks/better cleaning		
6	More /better cycle paths		
7	Help to cycle, such as bike support and rental schemes		
8	Better pavements/walking routes		
9	Improved safety for cyclists on roads		
10	Better street lighting/better lit areas		

11	Better access to a range of local facilities		
95	Other (please specify)	FIX	
96	Nothing would help	FIX, EXCLUSIVE	
97	Don't know	FIX, EXCLUSIVE	

Section E: Health

Base: Those who personally have a medical condition at S09

SINGLE RESPONSE PER ROW, INSERT CONDITION CODED AT S09

E01. How important do you think good air quality is in relation to your medical condition:

INSERT CONDITION CODED

Please select one only

Column code	Column list	Scripting notes	Routing
1	Very important		
2	Fairly important		
3	Not very important		
4	Not important at all		
97	Don't know	FIX, EXCLUSIVE	

Base: Those who care for someone with a medical condition at S09

SINGLE RESPONSE PER ROW, INSERT CONDITION CODED AT S09

E02. How important do you think good air quality is in relation to the medical condition of the people you care for:

INSERT CONDITION CODED

Please select one only

Column code	Column list	Scripting notes	Routing
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1	Very important		
2	Fairly important		
3	Not very important		
4	Not important at all		
97	Don't know	FIX, EXCLUSIVE	

Base: Ask all

SINGLE RESPONSE

E03. How important do you think good air quality is to those who are pregnant:

Please select one only

Column code	Column list	Scripting notes	Routing
1	Very important		
2	Fairly important		
3	Not very important		
4	Not important at all		
97	Don't know	FIX, EXCLUSIVE	

Section F: Tackling poor air quality

Base: All respondents

CAROUSEL, SINGLE RESPONSE PER ROW, RANDOMISE ROWS

F01. Using a 1 to 5 scale, where 1 is “no action needed” and 5 is “urgent action needed”, to what extent do you think action is needed to reduce the following in order to improve air quality in Scotland

Please select one per statement

Row code	Answer list	Scripting notes	Routing
1	Emissions from buses, taxis, HGVs and other commercial vehicles		

2	Emissions from industry		
3	Emissions from construction		
4	Emissions from farming/agriculture		
5	Emissions from fires/stoves in peoples' homes		
6	Emissions from home electricity/gas use		
7	Emissions from domestic use of paints and cleaning products		
8	Emissions from private vehicle use		

Column code	Column list	Scripting notes	Routing
1	1 – No action needed		
2	2		
3	3		
4	4		
5	5 – Urgent action needed		
97	Don't know		

Base: All respondents

CAROUSEL, SINGLE RESPONSE PER ROW, RANDOMISE ROWS

F03. How big a difference do you think the following can make on improving local air quality?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	You personally		

2	Individuals acting together		
3	Businesses		
4	UK Government		
5	Local Government/Council		
6	Scottish Government		
7	Health charities		
8	Industry		
9	Community groups		
10	UN Climate Change Conference (COP)		
11	SEPA (Scottish Environment Protection Agency)		

Column code	Column list	Scripting notes	Routing
1	A large impact		
2	A medium impact		
3	A small impact		
4	No impact		
97	Don't know		

Base: All respondents

CAROUSEL, SINGLE RESPONSE PER ROW, RANDOMISE ROWS

F04. Below is a list of things that people can do to help reduce their contribution to air pollution. For each one, please select if you think this would have a small impact on air quality, a large impact or no impact at all.

Please select one per statement

Row Code	Row list	Scripting notes	Routing
	Travel	HEADING	
1	Switching to driving a less polluting vehicle (i.e. with lower emissions)		
2	Using public transport instead of making journeys in their own car or van		
3	Not idling a vehicle (i.e. stopping a vehicle's engine when it is not moving)		
4	Eco-driving (e.g. minimising breaking and accelerating, limiting driving speed)		
5	Walking, cycling, or wheeling instead of making short journeys in a car/van		
6	Shopping more locally/ reducing the amount you travel/ minimising 'unnecessary' journeys		
7	Working from home rather than commuting to place of work		
8	Sell/scrap your car for a e bike/ scooter or for public transport season ticket		
	At home	HEADING	
9	Buying your electricity from a sustainable energy supplier		
10	Using less energy at home (i.e. by turning down the heating, using less electricity)		
11	Using environmentally-friendly cleaning products or paints		
12	Minimising the number of deliveries to homes/ workplaces		

13	Burning less/not at all in the home (e.g., in stoves, wood burners, open fires)		
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Column code	Column list	Scripting notes	Routing
1	A large impact		
2	A medium impact		
3	A small impact		
4	No impact		
97	Don't know		

Base: All respondents

CAROUSEL, SINGLE RESPONSE PER ROW, RANDOMISE ROWS

F05. Over the last 12 months, how often have you consciously done any of the following for the benefit of air quality?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
	Travel	HEADING	
1	Switching to driving a less polluting vehicle (i.e. with lower emissions)		
2	Using public transport instead of making journeys in their own car or van		
3	Not idling a vehicle (i.e. stopping a vehicle's engine when it is not moving)		
4	Eco-driving (e.g. minimising breaking and accelerating, limiting driving speed)		
5	Walking, cycling, or wheeling instead of making short journeys in a car/van		

6	Shopping more locally/ reducing the amount you travel/ minimising 'unnecessary' journeys		
7	Working from home rather than commuting to place of work		
8	Sell/scrap your car for a e bike/ scooter or for public transport season ticket		
	At home	HEADING	
9	Buying your electricity from a sustainable energy supplier		
10	Using less energy at home (i.e. by turning down the heating, using less electricity)		
11	Using environmentally-friendly cleaning products or paints		
12	Minimising the number of deliveries to homes/ workplaces		
13	Burning less/not at all in the home (e.g., in stoves, wood burners, open fires)		

Column code	Column list	Scripting notes	Routing
1	I have not done this		
2	I have done this, but not primarily because of air quality (i.e., to save money, convenience, what I have always done)		
3	I have done this, primarily for the benefit of air quality		

Base: Do not do at least one activity at F05

SINGLE RESPONSE PER ROW, RANDOMISE ROWS, ONLY SHOW CODES WHERE RESPONDENT IS NOT DOING THIS AT F05

F06. How likely would you be to do the following to improve air quality, if you felt it would make a difference?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
	Travel	HEADING	
1	Switching to driving a less polluting vehicle (i.e. with lower emissions)	SHOW IF F05_1=1	
2	Using public transport instead of making journeys in their own car or van	SHOW IF F05_2=1	
3	Not idling a vehicle (i.e. stopping a vehicle's engine when it is not moving)	SHOW IF F05_3=1	
4	Eco-driving (e.g. minimising breaking and accelerating, limiting driving speed)	SHOW IF F05_4=1	
5	Walking, cycling, or wheeling instead of making short journeys in a car/van	SHOW IF F05_5=1	
6	Shopping more locally/ reducing the amount you travel/ minimising 'unnecessary' journeys	SHOW IF F05_6=1	
7	Working from home rather than commuting to place of work	SHOW IF F05_7=1	
8	Sell/scrap your car for a e bike/ scooter or for public transport season ticket	SHOW IF F05_8=1	
	At home	HEADING	
9	Buying your electricity from a sustainable energy supplier	SHOW IF F05_9=1	
10	Using less energy at home (i.e. by turning down the heating, using less electricity)	SHOW IF F05_10=1	
11	Using environmentally-friendly cleaning products or paints	SHOW IF F05_11=1	

12	Minimising the number of deliveries to homes/ workplaces	SHOW IF F05_12=1	
13	Burning less/not at all in the home (e.g., in stoves, wood burners, open fires)	SHOW IF F05_13=1	

Column code	Column list	Scripting notes	Routing
1	Very likely		
2	Fairly likely		
3	Fairly unlikely		
4	Very unlikely		
97	Don't know		

Base: All respondents

MULTI RESPONSE, RANDOMISE, TWO BEHAVIOURS PER RESPONDENT

F07. What do you feel stops people from [BEHAVIOUR FROM F05 IRRESPECTIVE IF DONE OR NOT] ...?

PLEASE select all that apply

Code	Answer list	Scripting notes	Routing
1	People don't think it would make a difference to the environment/air quality		
2	It is too difficult		
3	It is inconvenient		
4	People like what they currently do/ have		
5	They have a habit that is difficult to change		
6	It would cost them more		

7	People are unwilling to change unless others will		
8	People don't know how to/ don't have the right information to make a change		
9	It may not be their decision/ they may need others to agree		
95	Another reason (please specify)	FIX	
96	Don't know	FIX, EXCLUSIVE	

Base: All respondents

MULTI RESPONSE, RANDOMISE

F08. Who would you trust for information or advice on the health risks of air pollution?

Please select all that apply

Code	Answer list	Scripting notes	Routing
1	A medical professional (e.g. your doctor/ GP)		
2	A medical association (e.g. the Royal College of Physicians)		
3	Friends/ family		
4	An official health body (e.g. the NHS Scotland or Public Health Scotland)		
5	An official environment body (i.e. an environmental department or agency)		
6	Your local council / authority		
7	Environmental bloggers/social media commentators		
8	A health charity (e.g. Asthma UK)		
9	A news outlet (e.g. a newspaper or TV)		

10	The Scottish Government		
11	The UK Government		
95	Other (please specify)	FIX	
96	None. I do not trust any information or advice on the health risks of vehicle emissions	FIX, EXCLUSIVE	
97	Don't know	FIX, EXCLUSIVE	

Base: All respondents

MULTI RESPONSE PER ROW LIMITED TO 3, RANDOMISE ROWS

F09. As it stands, which three of the following groups do you think are **currently** given the most responsibility for improving air quality in your local area? And which three do you think **should have** the most responsibility?

Reminder: your local area is the area within 15-20-minute walk from where you live.

Please select three that currently apply and three who should have responsibility

Row Code	Row list	Scripting notes	Routing
1	Individual members of the public		
2	The local council / authority		
3	Your local MSP/MP		
4	Local businesses		
5	The Scottish Government		
6	The UK Government		
7	People travelling through the area		
8	Global businesses		
9	Farmers		

10	Charities/third sector		
97	Don't know	EXCLUSIVE	

Column code	Column list	Scripting notes	Routing
1	Currently	LIMIT TO 3 SELECTIONS	
2	Should have	LIMIT TO 3 SELECTIONS	

Base: All respondents

MULTI RESPONSE PER ROW, RANDOMISE

F10. What, if anything, would you like to know about air quality in Scotland?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	Where the air pollution hotspots are (i.e. areas where levels of air pollution are higher)		
2	What is being done to tackle air pollution hotspots		
3	What I can do to help improve air quality		
4	What I can do to help protect myself/those around me from poor air quality		
5	Up to date measurement information		
6	What is being done to protect vulnerable people (e.g. children; the elderly)		
7	What are the health impacts of air pollution		

8	What is the Scottish Government's plan for improving air quality in Scotland		
95	Other (please specify)	FIX, ADD OPEN TEXT BOX	
96	Nothing, I don't need to know anything	FIX	

Base: All respondents

SINGLE RESPONSE PER ROW, RANDOMISE ROWS

F11. Thinking about the environment, how strongly do you agree or disagree with these statements?

Please select one per statement

Row Code	Row list	Scripting notes	Routing
1	I see myself as an environmentally friendly person		
2	The bad health consequences of air pollution are exaggerated		
3	I worry about the environment		
4	Economic growth should be prioritised over protecting the environment		
5	I can't do anything to make my daily activities less harmful to air quality		

Column code	Column list	Scripting notes	Routing
1	Strongly agree		
2	Agree		
3	Neither		
4	Disagree		

5	Strongly disagree		
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Closing demographics (Section T)

INTRO TEXT

Thank you for your responses. Now some final questions about you ...

Base: All respondents

SINGLE RESPONSE

T01. Do you have a disability as defined by the Equality Act 2010?

The Equality Act 2010 defines a person with a disability as "someone who has a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day to day activities".

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Yes		
2	No		
97	Don't know		
98	Prefer not to say		

Base: Ask if have a disability as defined by the Equality Act (A10 = 1)

SINGLE RESPONSE

T02. If you feel like disclosing, what are your conditions, impairments or illnesses?

Please select all that apply

Fixed codes	Answer list	Scripting notes	Routing
1	Physical		
2	Mental		
3	Hearing		
4	Seeing		
5	Learning		

6	Neurodiversity		
7	Chronic Illness		
95	Other (please specify)	ADD OPEN TEXT BOX	
96	None of the above	EXCLUSIVE	
97	Don't know	EXCLUSIVE	
98	Prefer not to say	EXCLUSIVE	

Base: All respondents

SINGLE RESPONSE – VARIABLE USED FOR MONITORING

T03. What is your ethnicity?

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
	White	HEADING NOT CODE	
1	Scottish/British/English/Welsh/Northern Irish		
2	Irish		
3	Gypsy, Traveller or Irish Traveller		
4	Any other white background		
	Mixed	HEADING NOT CODE	
5	White and Black Caribbean		
6	White and Black African		
7	White and Asian		
8	Any other Mixed/ Multiple ethnic background		

	Asian and British Asian	HEADING NOT CODE	
9	Indian		
10	Pakistani		
11	Bangladeshi		
12	Chinese		
13	Any other Asian background		
	Black and Black British	HEADING NOT CODE	
14	African		
15	Caribbean		
16	Any other Black/ African/ Caribbean background		
	Other ethnic group	HEADING NOT CODE	
17	Arab		
95	Other		
98	Prefer not to say		

Base: All respondents

SINGLE RESPONSE

T04. What is your current employment status?

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Full time paid job (31+ hours)		
2	Part time paid job (<31 hours)		

3	Doing paid work on a self-employed basis or within your own business		
4	Studying at school or college		
5	Studying at university		
6	Taking part in a training programme e.g. traineeship or apprenticeship		
7	Out of work (6 months or less)		
8	Out of work (more than 6 months)		
9	Looking after home / Homemaker		
10	Retired		
11	Not in work due to ill health or disability		
12	Unpaid work for a business, community or voluntary organisation		
98	Prefer not to say		

Base: All respondents

SINGLE RESPONSE

T05. Which of the following options best describes your occupation?

If you are retired and have an occupational pension, or if you are not in employment and have been out of work for less than 6 months, please answer for your most recent occupation.

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Semi or unskilled manual work (e.g. Manual workers, all apprentices to be skilled trades, caretaker, Park keeper, non-HGV driver, shop assistant)	SEG D	

2	Skilled manual worker (e.g. Skilled Bricklayer, Carpenter, Plumber, Painter, Bus/ Ambulance Driver, HGV driver, AA patrolman, pub/bar worker, etc.)	SEG C2	
3	Supervisory or clerical/ junior managerial/ professional/administrative (e.g. Office worker, Student Doctor, Foreman with 25+ employees, salesperson, etc.)	SEG C1	
4	Intermediate managerial/ professional/ administrative (e.g. Newly qualified (under 3 years) doctor, Solicitor, Board director small organisation, middle manager in large organisation, principle officer in civil service/local government)	SEG B	
5	Higher managerial/ professional/ administrative (e.g. Established doctor, Solicitor, Board Director in a large organisation (200+ employees, top level civil servant/public service employee)	SEG A	
6	Student	SEG C1	
7	Casual worker – not in permanent employment	SEG E	
8	Houseperson / Homemaker	SEG E	
9	Retired and living on state pension (i.e. no private or work-related pension scheme)	SEG E	
10	Unemployed or not working due to long-term sickness	SEG E	
11	Full-time carer of another household member	SEG E	
95	Other	SEG E	
98	Prefer not to say	NO SEG BAND ALLOCTED	

Base: All respondents

SINGLE RESPONSE

T06. Which of the following best describes your total **annual household income** before tax?

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Less than £5,000		
2	£5,000-£9,999		
3	£10,000-£14,999		
4	£15,000-£19,999		
5	£20,000-£24,999		
6	£25,000-£29,999		
7	£30,000-£34,999		
8	£35,000-£39,999		
9	£40,000-£44,999		
10	£45,000-£49,999		
11	£50,000-£59,999		
12	£60,000-£69,999		
13	£70,000-£84,999		
14	£85,000-£99,999		
15	More than £100,000		
98	Prefer not to say		

Base: All respondents

SINGLE RESPONSE

T07. What is the highest level of educational qualification you have received?

Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	PhD/Doctor		
2	Master's Degree (post-graduate)		
3	Bachelor's Degree/Scottish MA or equivalent (such as NVQ level 5)	DO NO SHOW FOR 16-17 AT S04_A	
4	Higher education (such as an HND or a NVQ level 4)		
5	Scottish Highers or equivalent (such as A levels or NVQ level 3)		
6	National 4/5 and below or equivalent (such as Standard Grades or O levels or an RSA Diploma)		
7	Other qualifications (such as NVQ level 1)		
96	No qualifications		
98	Prefer not to say		

Base: All respondents

SINGLE RESPONSE

T08. Which of the following best describes the ownership of your home?
Please select one only

Fixed codes	Answer list	Scripting notes	Routing
1	Being bought on a mortgage		
2	Owned Outright		
3	Rented (Local Authority/Council)		
4	Rented (Housing Association/Trust)		
5	Rented (Private)		

6	Shared ownership (part rent/part buy)		
97	Don't know		
98	Prefer not to say		

CLOSING TEXT

You have reached the end of the survey. Thank you for taking the time to answer our questions. Your input is really appreciated.
Please **click next** to submit your responses.



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