**Appendix**

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| **Table Y:** Spearman’s correlation analysis between diesel car ownership and socioeconomic characteristics of the Super Output Areas | | | | | | | | | | | |
|  | A | B | C | D | E | F | G | H | I | J | K |
| Diesel (A) | 1 |  |  |  |  |  |  |  |  |  |  |
| Mean Age (B) | -.337\*\* | 1 |  |  |  |  |  |  |  |  |  |
| Part Time (C) | -.324\*\* | -.075\* | 1 |  |  |  |  |  |  |  |  |
| Full Time (D) | -.311\*\* | .083\* | .197\*\* | 1 |  |  |  |  |  |  |  |
| Self Employed (E) | .564\*\* | .075\* | -.218\*\* | .108\*\* | 1 |  |  |  |  |  |  |
| Unemployed (F) | .117\*\* | -.304\*\* | -.081\* | -.593\*\* | -.508\*\* | 1 |  |  |  |  |  |
| Retired (G) | -.332\*\* | .872\*\* | 0.009 | 0.001 | -0.005 | -.236\*\* | 1 |  |  |  |  |
| No Qualification (H) | .149\*\* | -0.039 | -0.049 | -.616\*\* | -.403\*\* | .738\*\* | 0.011 | 1 |  |  |  |
| Level 1 (I) | -.180\*\* | -.300\*\* | .433\*\* | -.142\*\* | -.467\*\* | .461\*\* | -.139\*\* | .446\*\* | 1 |  |  |
| Level 2 (J) | .076\* | -.216\*\* | .404\*\* | .243\*\* | .168\*\* | -.183\*\* | -.083\* | -.284\*\* | .294\*\* | 1 |  |
| Level 3 (K) | 0.036 | -.225\*\* | .196\*\* | .359\*\* | .304\*\* | -.475\*\* | -.218\*\* | -.671\*\* | -.164\*\* | .431\*\* | 1 |
| Level 4 (L) | -.070\* | .195\*\* | -.123\*\* | .542\*\* | .487\*\* | -.726\*\* | .083\* | -.892\*\* | -.685\*\* | 0.026 | .475\*\* |
| \*: p-value < .05 \*\*: p-value < .01 | | | | | | | | | | | |

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| **Table Y:** Spearman’s correlation analysis between diesel car ownership and travel characteristics of the Super Output Areas | | | | | | | | | | | | | |
|  | A | B | C | D | E | F | G | H | I | J | K | L | M |
| Diesel (A) | 1 |  |  |  |  |  |  |  |  |  |  |  |  |
| No Car (B) | -.334\*\* | 1 |  |  |  |  |  |  |  |  |  |  |  |
| One Car (C) | -.370\*\* | .311\*\* | 1 |  |  |  |  |  |  |  |  |  |  |
| Two Car (D) | .340\*\* | -.970\*\* | -.407\*\* | 1 |  |  |  |  |  |  |  |  |  |
| Three Plus (E) | .563\*\* | -.874\*\* | -.512\*\* | .877\*\* | 1 |  |  |  |  |  |  |  |  |
| Train (F) | -.360\*\* | 0.021 | .132\*\* | -0.28 | -.128\*\* | 1 |  |  |  |  |  |  |  |
| Bus (G) | -.658\*\* | .545\*\* | .280\*\* | -.542\*\* | -.650\*\* | -0.006 | 1 |  |  |  |  |  |  |
| Car Drive (H) | .357\*\* | -.875\*\* | -.324\*\* | .895\*\* | .813\*\* | -0.056 | -.565\*\* | 1 |  |  |  |  |  |
| Car Passenger (I) | -.093\*\* | .541\*\* | .417\*\* | -.569\*\* | -.518\*\* | 0.01 | .220\*\* | -.457\*\* | 1 |  |  |  |  |
| Bicycle (J) | -.581\*\* | .453\*\* | .363\*\* | -.466\*\* | -.599\*\* | .285\*\* | .452\*\* | -.532\*\* | .155\*\* | 1 |  |  |  |
| Foot (K) | -.352\*\* | .864\*\* | .379\*\* | -.861\*\* | -.826\*\* | 0.057 | .453\*\* | -.848\*\* | .447\*\* | .532\*\* | 1 |  |  |
| Under 10km (L) | -.579\*\* | .604\*\* | .353\*\* | -.627\*\* | -.739\*\* | .087\*\* | .697\*\* | -.662\*\* | .318\*\* | .645\*\* | .601\*\* | 1 |  |
| 10 - 30km (M) | .172\*\* | -.538\*\* | -.195\*\* | .564\*\* | .548\*\* | .124\*\* | -.480\*\* | .624\*\* | -.270\*\* | -.452\*\* | -.527\*\* | -.845\*\* | 1 |
| Over 30km (N) | .727\*\* | -.338\*\* | -.149\*\* | .340\*\* | .503\*\* | -.137\*\* | -.680\*\* | .377\*\* | -0.038 | -.448\*\* | -.273\*\* | -.583\*\* | .193\*\* |
| \*: p-value < .05 \*\*: p-value < .01 | | | | | | | | | | | | | |

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| **Table Y:** Spearman’s correlation analysis between diesel car ownership and household characteristics of the Super Output Areas | | | | | | | | | | |
|  | A | B | C | D | E | F | G | H | I | J |
| Diesel (A) | 1 |  |  |  |  |  |  |  |  |  |
| Population Density (B) | -.701\*\* | 1 |  |  |  |  |  |  |  |  |
| Mean Residents (C) | .654\*\* | -.576\*\* | 1 |  |  |  |  |  |  |  |
| Own Outright (D) | .323\*\* | -.607\*\* | .354\*\* | 1 |  |  |  |  |  |  |
| Own Mortgage (E) | -0.014 | -.173\*\* | .497\*\* | .232\*\* | 1 |  |  |  |  |  |
| Rent Social (F) | -.207\*\* | .424\*\* | -.508\*\* | -.707\*\* | -.618\*\* | 1 |  |  |  |  |
| Rent Private (G) | .105\*\* | .152\*\* | -.337\*\* | -.345\*\* | -.427\*\* | .223\*\* | 1 |  |  |  |
| Detached (H) | .593\*\* | -.799\*\* | .691\*\* | .774\*\* | .401\*\* | -.702\*\* | -.351\*\* | 1 |  |  |
| Semi Detached (I) | -.180\*\* | .262\*\* | -0.025 | -.158\*\* | .339\*\* | -0.026 | 0.027 | -.254\*\* | 1 |  |
| Terraced (J) | -.356\*\* | .536\*\* | -.616\*\* | -.706\*\* | -.541\*\* | .794\*\* | .383\*\* | -.800\*\* | -.128\*\* | 1 |
| Flats (K) | -.517\*\* | .587\*\* | -.731\*\* | -.532\*\* | -.456\*\* | .559\*\* | .355\*\* | -.701\*\* | -0.021 | .596\*\* |
| \*: p-value < .05 \*\*: p-value < .01 | | | | | | | | | | |