# PILOT 2021 - WP2 questionnaire

*YELLOW TEXT IS NOT FINALIZED*

Thank you for participating in this study. The following questionnaire is divided in # sections. Each section takes about # minutes to answer.

By answering all parts of the questionnaire, you will get a lottery ticket. The lottery price is ## EURO. We will extract the winner of the lottery #/##/2021 and the money will be paid out…

# Travel behaviour PART 1

1. Where do you live? (post code)
2. What is your employment status?
   * active worker
   * student
   * retired
   * unemployed
   * not working for other reasons
3. Do you have a driver license
4. Do you own or have access to a car?
   * I own one
   * I don’t own, but have access to
   * I do not have access to
5. What kind of vehicle do you have access to? If you have access to multiple vehicles choose the one you use the most.

* Gasoline
* Diesel
* Hybrid or plug-in hybrid
* Electric

1. Do you own or have access to a bike (regular or electric)?
   * I own
   * I don’t own, but have access to
   * I do not have access to
2. Do you own or have access to a motorbike etc?
   * I own
   * I don’t own, but have access to
   * I do not have access to
3. Do you own or have access to a e-scooter etc?
   * I own
   * I don’t own, but have access to
   * I do not have access to

Please consider a trip that you make on a daily or regular basis to a location outside of your home. This could for instance be a trip to work, to an education institution or to a frequent activity. Please choose a trip that lasts at least 10 min (one way).

1. Where is the destination of this trip? (municipality) -Open text field-
2. What is the purpose/destination of this trip?

* Workplace
* Education place
* Trip within my job/for job purposes
* Errands or shopping
* Bring/pick up children or adult
* Visit family or friend
* Leisure activity (cultural, sport etc)
* Other (specify)---Open field

In the next question, please consider only the trip from home to your destination/ from your destination to home. *[randomized]*

1. At what time of day do you typically travel to/from your destination?

* Morning
* Afternoon
* Evening
* Night

1. By which mode do you travel with during this trip? If you travel with multiple modes choose the mode that takes you the longest time.

* Private car (driver)
* Private car (passenger)
* Bus
* Metro or tram
* Train
* Walk
* (e-)bike
* (e-)scooter
* Moped
* Ferry

1. How are the traffic conditions normally on this trip?

* Heavily congested
* Somewhat congested
* Little or no congestion

1. What is the approximate travel time of this trip?

* 10-19 minutes
* 20-39 minutes
* 40-59 minutes
* 1-2 hours
* More than 2 hours

1. What is the approximate cost of this trip (included fuel, road tolls, parking, ticket price etc.)? If you are traveling by public transport and have a period ticket, please consider the average price per trip.

* Less than 10 NOK (less than 0.50 EUR for Spain)
* 10-24 NOK (0.50-1)
* 25-49 NOK (1-1.5)
* 50-99 NOK (1.5-2)
* 100-199 NOK (2-5)
* 200-299 NOK (5-10)
* 300 NOK or more (more than 10 EUR)

1. If you were to make this trip using a different mode of travel than your usual mode, which would be the best alternative?

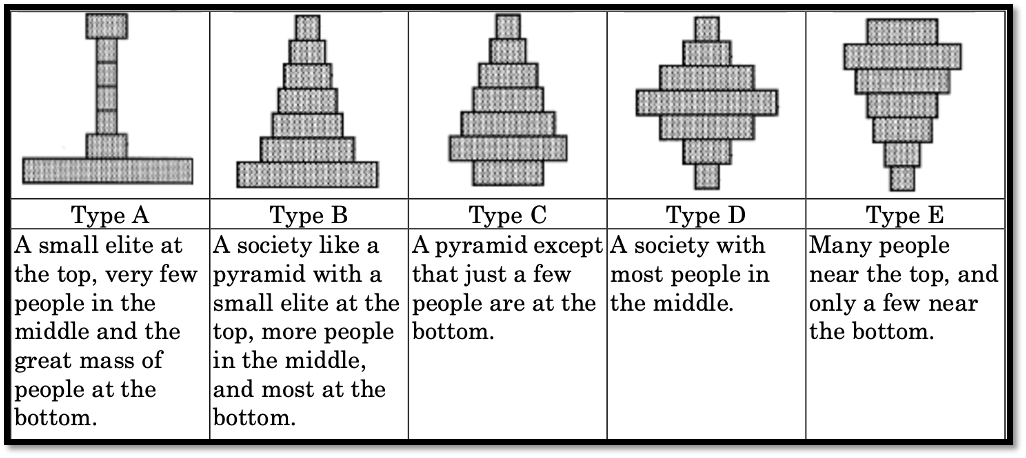
* Private car (driver)
* Private car (passenger)
* Bus
* Metro or tram
* Train
* Walk
* (e-)bike
* (e-)scooter
* Moped
* Ferry
* I have no available alternatives

1. Why do you not have any other alternative?
2. How would you rate this alternative?

* Almost as good as my current choice
* Somewhat worse than my current choice
* Much worse than my current choice
* I have no available alternatives

# Perception of inequality PART 1

These five diagrams show different types of society. Please read the descriptions and look at the diagrams and decide which you think best describes SPAIN/NORWAY



1. First, what type of society is [COUNTRY] today – which diagram comes closest? (Please tick one box only)

|  |  |
| --- | --- |
| Type A | 1 |
| Type B | 2 |
| Type C | 3 |
| Type D | 4 |
| Type E | 5 |
| Can’t Chose | 8 |

1. What do you think [COUNTRY] ought to be like – which would you prefer? (Please tick one box only)

|  |  |
| --- | --- |
| Type A | 1 |
| Type B | 2 |
| Type C | 3 |
| Type D | 4 |
| Type E | 5 |
| Can’t Chose | 8 |

1. How fair or unfair do you think the income distribution is in [COUNTRY]? (Please tick one box only)

|  |  |
| --- | --- |
| Very fair | 1 |
| Fair | 2 |
| Unfair | 3 |
| Very Unfair | 4 |
| Can’t Chose | 8 |

# CE1: Time/cost preferences

# TO BE FINALIZED

1. [Those who walk or cycle or use e-scooter:] Imagine that you were to make the trip that you have described, but travelling by either car or public transport, depending on which is most relevant for you. In the next questions, you are to choose between alternatives with different travel time and cost. All other characteristics are the same. Your task is to choose your preferred alternative.

[The rest:] Imagine that you were to make the trip that you have described, but that you could choose between different routes. In the next questions, you are to choose between alternatives with different travel time and cost. All other characteristics are the same as on the trip that you described. Your task is to choose your preferred alternative.

[4-8 choice tasks, as illustrated below]

|  |  |  |
| --- | --- | --- |
| Vennligst velg ett av alternativene | | |
|  | Alternativ A | Alternativ B |
| Reisetid: | 1 time(r) 10 min. | 1 time(r) 0 min. |
| Kostnad: | 100 kr | 120 kr |
|  | Alternativ A | Alternativ B |
| (Kostnad og reisetid er for reisen én vei.) | | |

# Social norms (mode choice) PART 3

In this survey we asked people to report their main daily commuting trip.

You said your typical trip is: “go to work”. And you reported mostly using mode “bike”.

Considering the following transport mode group:

|  |  |
| --- | --- |
| Options | Type |
| A | Driving private vehicle (Car, motorbike) |
| B | Public Transport (Bus, Metro, Tram, Train, Ferry), cycling and walking |

*[Randomize 21 & (22+23)]*

1. Empirical Expectations:

How many participants (in %) in the survey do you think have chosen option A for their daily trip?

|  |  |
| --- | --- |
| Options | % |
| A |  |
| B | 100-A |

1. Personal Normative Beliefs:

What should be the ideal percentage of people using mode A in your town, in your opinion?

|  |  |
| --- | --- |
| Options | % |
| A |  |
| B |  |

1. Normative Expectations:

On average, how many participants (in %) do you think have chosen option A in the previous question?

|  |  |
| --- | --- |
| Options | % |
| A |  |
| B |  |

## Hypothetical scenarios:

In the previous section you said your typical trip is: “go to work”.

In the following questions we are going to propose four different scenarios in which the distribution of people choosing A or B will be modified.

*[Randomize A&B below for 50% of the respondents.]*

**Scenario 1** (High EE, High NE):

Imagine that most of the people answering this survey say they use option A to “go to work” and most of them think that other people should also use option A

Which mode would you chose then?

* A
* B

**Scenario 2** (High EE, Low NE):

Imagine that most of the people answering this survey say they use option A to “go to work” and few of them think that other people should use option A

Which mode would you chose then?

* A
* B

**Scenario 3** (Low EE, High NE):

Imagine that few of the people answering this survey say they use option A to “go to work” and most of them think that other people should use option A

Which mode would you chose then?

* A
* B

**Scenario 4** (Low EE, Low NE):

Imagine that few of the people answering this survey say they use option A to “go to work” and few of them think that other people should use option A

Which mode would you chose then?

* A
* B

We need to change this formula because now we have 1-0 answer not %

EE sensitivity= [(HH-LH)+(HL-LL)]/2

NE sensitivity = [(HH-HL)+(LH-LL)]/2

# CE2: Policy preferences PART 2

**The results of this study will be used in transport research that will inform policy-makers and might have an impact on future tax policy.**

Imagine that the government introduces a road pricing scheme.

*By road pricing, we mean a tax based on kilometer driven that varies over time and space. The tax is higher in places where driving a car causes most problems, for example in densely populated areas during rush hour.*

Road pricing would replace existing road tolls and fuel taxes.

Imagine also that vehicles will contain an approved device that calculates the tax and communicate this number to the authorities. Privacy will completely respected. No information about your driving is shared, only the total tax to be paid.

## Prices:

The tax consists in three different prices:

* a price for urban areas during rush hour,
* a price for urban areas outside rush hour
* a price outside urban areas.

By urban areas, we mean both larger cities and the city center of smaller cities.

Drivers of electric vehicles may pay a different price, between 0 and 100 percent of the normal rate.

### Example

*Assume that the tax is 3 NOK per kilometer in urban areas during rush hour, 1.5 NOK in urban areas outside rush hour and 0,15 NOK outside urban areas at all times.*

*If you drive 10 kilometers with a diesel or gasoline car during rush hour and half of this trip is inside an urban area, you will pay 3 x 5 + 0,15 x 5 = 15.75 NOK. If you drive an electric vehicle and the tax for electric vehicles is 50 percent of the regular tax, you will pay 7,88 NOK.*

### Control questions

*Assume that the tax is 3 NOK per kilometer in urban areas during rush hour, 1.5 NOK in urban areas outside rush hour and 0,15 NOK outside urban areas at all times.*

You drive 10 km with a diesel car during rush hour in an urban area. How much it is?

* 1,5
* 15
* 20
* 30

## Revenues:

The money raised from the tax can be used in one of the following ways:

* *General budget: T*he government will decide how to use the revenue based on its priorities.
* *Equal cash transfer:* The revenue will be distributed equally among all citizens
* *Cash transfer to low-income citizens:* The revenue will be paid back to low-income citizens
* *Investments in roads:* The revenue will be used for road investments and maintenance.
* *Investments in public transport, walking and cycling:* The revenue will be used for investments and improvements in public transport, walking and cycling infrastructure and services.

## Treatments

**[Control treatment:]** no info

**[Congestion & pollution treatment:]**

According to the European Environment Agency (EEA) air pollution is the single largest environmental health risk in Europe. Pollution is a major cause of premature death, several diseases and a leading cause of cancer.

The introduction of road pricing will increase the cost of driving, which in turn will reduce traffic, congestion and air pollution. This has been found in a few cities that have implemented similar policies. For instance, in London, Milan and Stockholm, traffic was reduced by between 20 and 30 percent, following the implementation of a congestion charge.

The rationale behind road pricing is that car driving in urban areas causes more congestion and pollution than driving outside urban areas. Hence, driving should be more expensive in urban areas, particularly during rush hour. Electric vehicles pollute less than diesel and gasoline vehicles but contribute equally to congestion and road wear.

**[Public revenue, general budget and green public spending (earmarking):]**

The government needs revenue to fund public services. The introduction of road pricing will result in higher public revenues than fuel taxes and road tolls give today. This additional money can be allocated to a specific purpose or enter the general budget.

If the tax revenue from road pricing is allocated to the general budget, the government will use the collected money for public services based on country priorities. For example, it will improve social services like education, childcare, elderly care and healthcare.

Alternatively, the tax revenues can be destined to address the costs of road maintenance and to improve road infrastructure. Or these tax revenues can be used to improve infrastructure for public transport, cycling and walking and to increase the quality, frequency and the coverage of public transport. This policy will improve citizen travel experience and wellbeing.

**[Redistribution/revenue recycling with fairness and equity concerns:]**

Road pricing will impact citizen in different way depending on their disposable income. For this reason, the revenue from the tax should be redistributed to counterbalance this unequal effect.

Two different repayment mechanisms are currently possible:

1)Tax revenues are redistributed to the entire population, with each resident receiving the same amount. This method is fair because it recognizes that all people are equally worthy and equally entitled to good environmental conditions such as clean air.

2)Tax revenues are redistributed to low-income citizens. They receive a cash transfer to offset the higher cost of travel. According to several National Travel Survey (NTS) there is significant inequality in the travel patterns and access to transport of lower income populations compared to their higher income counterparts. Lower income citizens have less time and less money. For example, cheaper housing tend to be in suburban areas where services and public transport access is scarce. Hence, they have often longer commuting time. This is a fair scheme because society should care about the most vulnerable people.

1. **Choice tasks**

In the next questions, you will be asked to choose between different road pricing schemes with different prices and use of revenues.

|  |  |  |
| --- | --- | --- |
|  | Alternative A | Alternative B |
| Price per km: | 2 NOK in urban areas, rush hour | 2 NOK in urban areas, rush hour |
|  | 1 NOK in urban areas, outside rush hour | 2 NOK in urban areas, outside rush hour |
|  | 0,30 NOK outside urban areas | 0,10 NOK outside urban areas |
| Price for electric vehicles: | Same as for other vehicles | 50 percent |
| Use of revenue: | *General budget* | *Equal cash transfer* |
|  | Alternative A | Alternative B |

Choose: alternative A, alternative B, none of them

# Demographic questions PART 3

1. Which year were you born? (drop down menu, years from 18-99)
2. What do you identify as?
   * Woman
   * Men
   * Other
   * Prefer not to say
3. What is your highest level of education?
   * Elementary
   * high school
   * university (less than 4y)
   * university (more than 4y)
4. Income groups (country specific, add I prefer not to say)
5. How many people does your household have including you?
   * 1
   * 2
   * 3
   * 4
   * More
6. Do you have children under the age of 15 living with you?

0,1,2,3+

[NEXT PAGE]

1. How much do you personally trust the following institutions from 1 to 7, where 1 means ‘No trust at all’ and 7 means ‘Trust compltely’?

* Norwegian/Spanish Parliament
* Municipal council
* County council
* The government
* National politicians
* Political parties

1. Which political party you voted for in the last election?
   1. List of Norwegian parties (List of Spanish parties)
   2. Prefer not to say

[NEXT PAGE]

1. How much do you agree with the following statements from 1 to 7, where 1 means ‘I completely disagree’ and 7 means ‘I completely agree’?

*[add I do not know]*

* Air pollution derived by cars is one of the major causes of premature death in Europe
* The introduction of policies such as road pricing will alleviate congestion problems
* Revenues collected through taxes are used to create a well-functioning welfare state and society
* Tax revenues should be used to help those who are more in need

[NEXT PAGE]

1. Do you have any comment to this questionnaire? (open)

# Division of survey

**Pilot (Spain in December 2021):**

1. Travel behavior (18 questions) 5-10 minutes PART 1
2. Inequality (3 questions) 2 minute PART 1
3. CE2 Policy preference (add randomization with 3. Inequality), (6 choices + control question) 10 minutes PART 2
4. Social norms (7 questions) 5-10 minutes PART 3
5. Demographics (10 questions) 5 minutes PART 3

Dividing the survey in 3 parts:

1. Travel habits 5-10m

Inequality 2m

Policy CE 5-10m

Demographic 5m

1. Time preference CE (4-8 choices), 5-10 minutes
2. Social norms 5-10 m

Alternatively, we can divide in even more parts, so that people have very short survey that they don’t mind answering to and each part can be incentivized with a lottery.