



Internal report – Milestone 12:

Common guidelines for users' survey

T2.3: Surveys on the user factors that affect the future deployment of CCAM



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Executive Summary

This milestone report describes the methodology of the SINFONICA online survey. It builds upon the results of T1.4 (milestone report [MS3 – Report – Creation and organization of Groups of Interest](#)) and T1.1 (deliverable [D1.1: Mobility needs and requirements of European citizens](#)). The findings from the co-creation exercise guided the organization of a survey to gather population-level data on user factors that affect people's future use of CCAM (cooperative, connected, and automated mobility) as part of their future mobility, e.g., affordability, trust, privacy, reliability, and safety. Such data is essential for gaining a holistic perspective on who could be excluded from using CCAM and why, paving the way for adjusting future services and thus reducing exclusion.

The survey covers three major areas: (1) current mobility behavior, (2) CCAM concept and experiences with new mobility concepts, and (3) attitudes, trust, and intention to use.

The survey aimed to reach 500 participants per research site partner (Trikala, Hamburg, Noord-Brabant, West Midlands) with a quota sampling strategy, including quotas on age and gender, to indicate how these factors are spread across the population. The research site partner Trikala used additional face-to-face interviews to consider older people. The survey questions were adapted based on feedback from the groups of interest (GOI), which involved adjusting the questions for each local context and language translation.

The survey was online from 15.03.2024 until 07.06.2024 and was available in eight different languages. The response rates showed a total of 4487 data sets. The reached quotas on age and gender are reported. The report contains a list of all items and the survey layout.

Abbreviations and definitions

CCAM Cooperative, Connected, and Automated Mobility – SINFONICA project definition:

Combining connectivity, cooperative systems, and automation in the road transport sector for mobility. It can enable smart traffic management, shared mobility services integration with public transport, Mobility-as-a-Service and automated public transport services.

GOI Group of Interest – SINFONICA project definition:

Groups of people involved in the co-creation activities; comprised of certain users from the research groups, users without mobility challenges, as well as relevant stakeholders; can be different for the four municipalities / regions; defined in T1.4

TUD TUD – Dresden University of Technology – Chair of Traffic and Transportation Psychology

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1 Introduction / Motivation

In addition to the co-creation processes (interviews, focus groups, workshops) within the SINFONICA project, a survey was implemented to gather population-level data on the user factors that affect the future deployment of CCAM¹.

1.1 Purpose and structure of the document

This internal report provides an overview of the survey(s) used in the SINFONICA project. It documents the survey construction, development, final items, and dissemination activities within T2.3., especially for SINFONICA's four research site partners (Hamburg, Trikala, Noord-Brabant, West Midlands).

The survey aimed at the user factors that address the future deployment of CCAM in general on an EU-wide basis, but it also covered the specific needs of people with mobility challenges defined by the project consortium and based on the co-creation activities.

Given this background, this document will overview the survey goals, procedure, design and items, and data preparation information.

1.2 Intended audience

This document is intended for all SINFONICA partners that are related to data analysis of the results for this online survey, as well as the partners that made the data acquisition in Noord-Brabant, Trikala, West Midlands, and Hamburg (SINFONICA research site partners). In addition, it can be helpful for researchers of other projects that aim to measure acceptance of and intention to use CCAM.

1.3 Interrelations

A basis for this document is the internal report on T1.4, which formed the group of interests, set the research areas, and defined the groups of people with mobility challenges addressed in interviews, surveys, and focus groups². Another source is deliverable D1.1, which sets the SINFONICA framework and gives an overview of the theoretical background³.

This report is input for the data analysis, enrichment, and systematization of T3.6, which will lead to D3.3.

¹ Cooperative, connected and automated mobility.

² [MS3 – Report – Creation and organization of Groups of Interest](#)

³ [D1.1: Mobility needs and requirements of European citizens](#)

2 Survey goals, research questions, and research groups

2.1 Survey goals

The survey aims to strengthen the qualitative data collection by adding city/region level data on user factors that might affect people's future use of CCAM as part of their future mobility.

The survey thereby aims to answer the following two superordinate research questions:

What user factors affect people's attitude towards and use of CCAM as part of their future mobility?

What mobility needs regarding CCAM exist for people with mobility challenges?

2.2 Survey research questions

Based on the two superordinate research questions (see 2.1), the following related research questions were defined based on the research areas in T1.4 (see page before) as well as on the SINFONICA framework (see page before) and a conference publication⁴.

2.2.1 User Factors and CCAM

Superordinate research question I: *What user factors affect people's attitude towards and use of CCAM as part of their future mobility?*

- How do *sociodemographic factors* (age, gender, education, income status) relate to people's attitude towards and use of CCAM as part of their future mobility?
- How do *cognitive abilities* (digital skills, experiences, knowledge) relate to people's attitude towards and use of CCAM as part of their future mobility?
- How do *physical characteristics* (overall health constitution, physical disabilities, physical constitution) relate to people's attitude towards and use of CCAM as part of their future mobility?

2.2.2 Mobility Needs and CCAM

Superordinate research question II: *What mobility needs regarding CCAM exist for people with mobility challenges?*

- How can the *mobility needs* (*availability, accessibility, affordability, acceptability*) regarding CCAM be described for different groups of people with mobility challenges?
- How can the potential of CCAM for different *trip purposes* be described for various groups of people with mobility challenges?

⁴ Ringhand, M., Anke, J., & Schackmann, D. (2024). Understanding Mobility Needs and Designing Inclusive CCAM Solutions: A Literature Review and Framework. In C. Stephanidis, M. Antona, S. Ntoa, & G. Salvendy (Eds.), *Communications in Computer and Information Science. HCI International 2024 Posters* (Vol. 2118, pp. 267–274). Springer Nature Switzerland. https://doi.org/10.1007/978-3-031-61963-2_26

- How can the *intention to use CCAM* be described *for different groups* of people with mobility challenges?
- How can the attitude and intention to use CCAM be described for *people with and without mobility challenges*?

2.3 Survey research groups

In the SINFONICA project, the following groups of people with mobility challenges were defined, with the target groups of the survey highlighted in orange:

1. *Elderly*
2. People with cognitive disabilities
3. Digitally non-connected people
4. *Women and people with gender-related challenges*
5. *Young people*

In addition to the five research groups, the four research site partners of the SINFONICA project cover further groups of people with mobility challenges:

- *Trikala: People living in rural areas, University students/Young people*
- *Noord Brabant: Migrants, Single parents' families, People living in rural areas*
- *Hamburg: Cyclist associations, People with physical disabilities*
- *West Midlands: People with physical disabilities, Low-income people*

For a detailed description of each group, please see the report on T1.4⁵.

As for the online survey, several groups cannot be reached well online. This especially concerns the groups of people with cognitive disabilities, digitally non-connected people, and people with (specific) physical disabilities. These groups were mainly considered in additional research (face-to-face interviews and focus groups) within the SINFONICA project (T2.1 & T2.3). Nevertheless, efforts were made to design the online survey as accessible as possible, e.g., by adapting the survey to screen reader mode and reducing difficult-to-understand language to a minimum.

⁵ <https://sinfonica.eu/wp-content/uploads/2023/06/SINFONICA-Creation-and-organization-of-Groups-of-Interest.pdf>

3 Survey design

3.1 Survey structure

The survey consisted of four parts that will be described briefly in the following section:

- *Part 1* of the survey covered the general mobility behaviour of the respondents.
- *Part 2* contained an explanation of the CCAM concept and questions regarding CCAM experiences and needs towards this new mobility concept (4A).
- *Part 3* centred around attitudes and trust toward autonomous systems like CCAM and the intention to use them.
- Finally, *part 4* included questions about sociodemographics and individual mobility options (e.g., driving license ownership).

Figure 1 illustrates the complete survey flow as seen by the respondents. For more details and the specific survey items, please see Chapter 6.

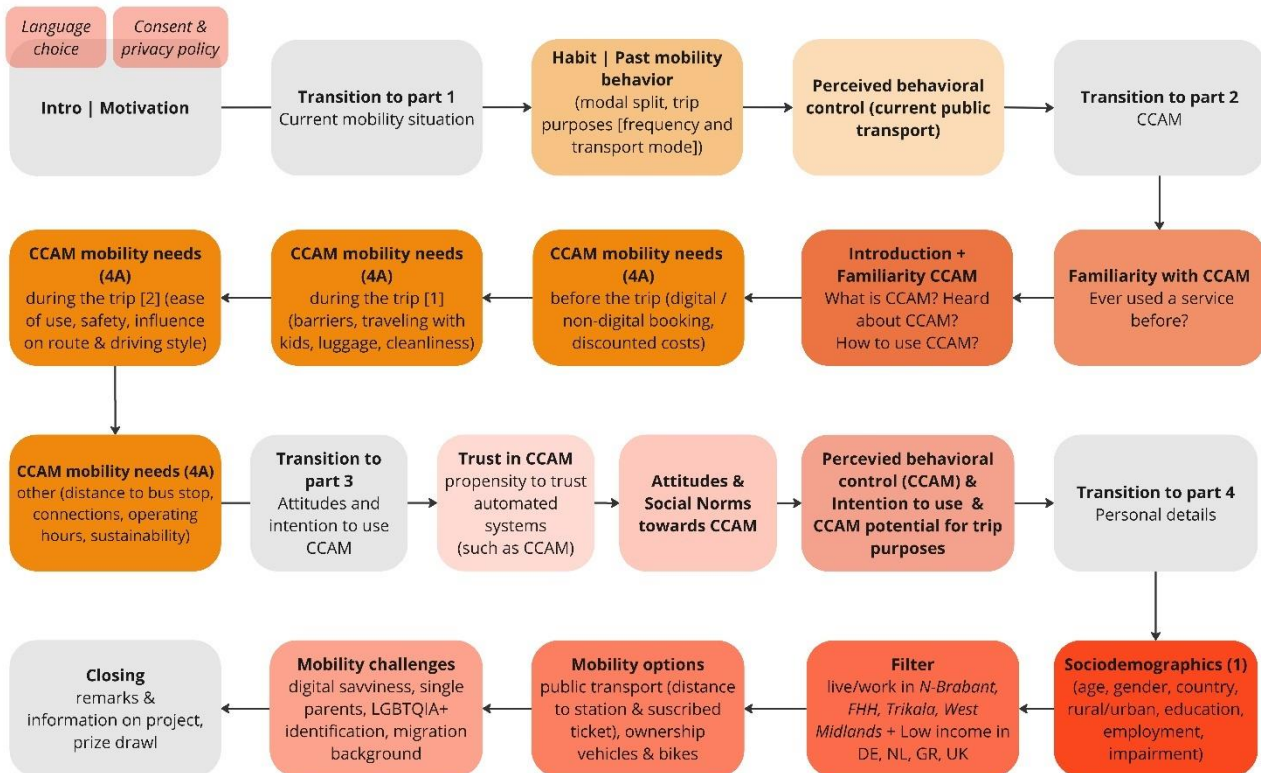


Figure 1. SINFONICA survey flow chart

3.2 Steps of survey design and pretesting

The survey was constructed in several phases. In the following table, one can see what rounds of pretesting and adaptations of the survey were performed. A substantial change in the survey design was made after the pretesting in January 2024: Participants criticized that they were asked about their familiarity with CCAM before seeing the definition of CCAM. Therefore, the order was changed

so that the definition of CCAM was given first, and then the participants were asked whether the term was known to them.

Table 1. Documentation of survey design, adaptations to survey, and pretesting activities

Time	Working step	Involved participants / Further information
August 2023	Pretesting with project partners of SINFONICA research sites	Seven persons with comments Berber Dotinga, Zoë van Otterloo, Sarah Bayliss, Jan Geurts, another three anonymous persons
October 2023	Internal pretesting at TUD with traffic psychologist (4 respondents)	Three persons with comments Colleagues at TUD
November 2023	Pretesting in Hamburg	Three persons with comments
	Pretest with an older person	One person with comments A woman living in Dresden, 65 years old
	Creation & translation of the consent form (data privacy policy)	
	Pretesting link of English survey version	No comments
	Master thesis at TUD based on the current survey version that aimed to test different designs of CCAM definition and introduction	Commenting field at the end of the master's thesis -> ten comments (out of 73 participants with whole data) Analysis of times being needed for the survey and quotas of people quitting the survey beforehand + user experience
December 2023	Adding language versions of Greek and Dutch	
January 2024	Pretesting with research groups administered by the research site partners	21 persons from Hamburg, Trikala, N-Brabant, and West Midlands, with 144 comments
January 2024	Consultations of experts for visual impairments and accessibility of online surveys at TUD → Adaptations to survey	
February 2024	Adding French, Polish, Spanish, and Italian language versions -> several rounds of language checking	
March 2024	Launch of the survey: 15.03.2024	
Juni 2024	The survey closed on 07.06.2024.	

As shown in Table 1, a master thesis at TUD analysed the user experience of the questionnaire in November / December 2023 with the user experience questionnaire short version⁶. Results are

⁶ Schrepp, Martin; Hinderks, Andreas; Thomaschewski, Jörg (2017): Design and Evaluation of a Short Version of the User Experience Questionnaire (UEQ-S). In: IJIMAI 4 (6), pp. 103–108. <https://dx.doi.org/10.9781/ijimai.2017.09.001>

shown in the next figure. The user experience is for the hedonic quality above average, for the pragmatic quality excellent and overall good.

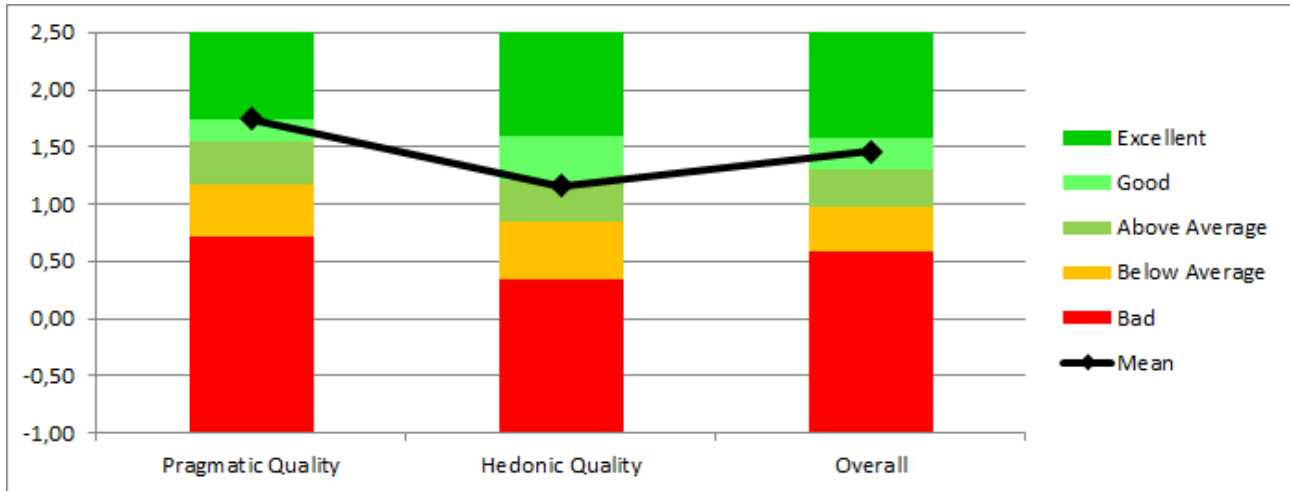


Figure 2. Results of the Short Version of the User Experience Questionnaire for a master thesis at Dresden University of Technology on the conception of the CCAM introduction. (n=72)

4 Survey procedure and quota sampling

4.1 General information

TUD hosted and conducted, in cooperation with the four SINFONICA research site partners located in the Netherlands, Germany, Greece, and the United Kingdom, an EU-wide online survey via SoSci survey⁷. The survey was available in eight languages (see Figure 3): English, German, Dutch, Greek, French, Spanish, Polish, and Italian.

As described in the previous section, the survey had four parts. To incentivize participation, respondents had the chance to participate in a raffle at the end of the survey⁸. In preparation for the next round of data collection for the other participation formats of the SINFONICA project (focus groups, workshops), respondents were given the option to leave their contact information on the last page of the survey.

⁷ Leiner, D., & Leiner, S. (2022). SoSci Survey (Version 3.2.55) [Computer software]. SoSci Survey GmbH. <https://www.soscisurvey.de/de/index>

⁸ Raffle prizes: One Samsung Galaxy Tab, one Samsung Galaxy Watch, or one of ten €10 bank transfers; Participants from Hamburg and Noord-Brabant additionally had the chance to win one of the following bank transfers: 1x 50€, 4x 25€, 5x 10€.



Figure 3. Available language versions for online survey on user factors affecting the future deployment of CCAM

4.2 Survey dissemination and distribution

The SINFONICA survey was available online from March 15 to June 7, 2024. Responsible for the distribution and dissemination of the online survey were all SINFONICA partners, but especially RE:LAB as communication manager, TUD, the research site partners, regarding their respective language version, as well as UNIMORE for the Italian, ERTICO for the Polish, and IRTSX for the French version of the survey.

To distribute the survey, all SINFONICA partners used their networks (e.g., available mailing lists), contacted suitable multipliers, and advertised the survey through their social media channels (e.g., LinkedIn) to disseminate the survey. In addition, stakeholders acquired throughout the SINFONICA participation processes (e.g., workshops) were contacted again. The dissemination activities carried out are reported in detail in Table 2.



To ensure a high response rate in social media posts or email invitations promoting survey participation, particular emphasis was put on describing SINFONICA's overall goal and importance.

A unique feature is that the partners of E-Trikala also applied the survey as on-site interviews in retirement homes.

Table 2. Dissemination activities for the EU-wide and research site survey versions of the SINFONICA survey by project partner

Dissemination Activities	
EU wide survey	<ul style="list-style-type: none"> • TUD: Email distribution list of TU Dresden employees [~5000 recipients] (date: 15/03/24) • TUD: distribution via student mailing list [~30 000 recipients] (date: 14/03/24) • TUD: Social media post LinkedIn [Chairs page date: 15/03/24 and university's Instagram story - date: 19/03/24] • RELAB: Social media post (LinkedIn) – SINFONICA official page (date: 15/03/24) (22 reposts until 28/03/2024)

	<ul style="list-style-type: none"> • RELAB: asking Move2CCAM to repost (27/03/2024) • RE:LAB: Added the survey link on the website (27/03/2024) • UNIMORE: LinkedIn repost ICOOR (date: 28/03/24), LinkedIn repost Giulia (date: 28/03/24) • UNIMORE: reaching local communities through Facebook Groups • UNIMORE: CCAM association has advertised the survey through the internal newsletter (date: 28/03/24) • UNIMORE: newsletter UNIMORE informa + employees and students mailing list + phd mailing list (16/03/2024) • UNIMORE: posted the link on Prolific, a platform for recruiting participants. 300 Italian participants (150, 50% females) aged 18 to 80 were selected. The data were collected on June 4th • POLITO: LinkedIn repost Francesca Merlo (date: 15/03/2024) - reaching local volunteering associations through WhatsApp - distribution via student mailing list focusing on Spanish students. • IRTX: Post on IRTSX LinkedIn page targeting people from France (03/05/2024) • ERTICO: Social media reposts on FAME LinkedIn page (29/03/2024) • ERTICO: repost on LinkedIn (18/03/2024) • ERTICO: article in the ERTICO newsroom (published on 22/03/2024) • ERTICO: article included in the ERTICO newsletter (sent out on 03/04/2024) • ICCS: Email sent to our ICCS internal list (date: 19/03/24) • ICCS: Social media post (EN) on our LinkedIn and Twitter accounts (19/03/24) • ICCS: Social media post (GR) on Facebook (date: 24/04/2024) • ICCS: Social media post (EN) on our LinkedIn and Twitter accounts (24/04/24) • ICCS: Email reminder sent to our ICCS internal list (date: 15/05/24)
<p>Local activities – Trikala</p>	<ul style="list-style-type: none"> • Dissemination to three universities (University of Thessaly, University of Thessaloniki, University of Trikala) • E-Trikala: Facebook promoted post for the survey (date: 20/03/2024) https://www.facebook.com/etrikala.SA/posts/pfbid0NoDQJWhkBWMeERQx6vc8rS3f7Ybo8umd38ERYqLMLAMbxZSQH235gD1ABVMBsjFXI • Official website of the municipality (15/04/2024) https://trikalacity.gr/sinfonica-erotimatologio-gia-tis-nees-morfes-kinitikotitas-apo-tin-e-trikala/ • Post on KEDE’s site promoting the survey to all Greek Municipalities all around Greece. https://kede.gr/sinfonica-erotimatologio-gia-tis-nees-morfes-kinitikotitas-apo-tin-e-trikala/ (17/04/2024) • Post on local media site (April 2024) https://www.trikalaola.gr/sinfonica-erotimatologio-gia-tis-nees-morfes-kinitikotitas-apo-tin-e-trikala/ • Promotion of the survey to approximately 800 emails (E-Trikala's network) (April 2024) • Dissemination on TV https://www.youtube.com/watch?v=6Zet9GWq7y4 (02/05/2024) • The staff of E-Trikala went to seven elderly centres and helped older adults fill out the survey. (May 2024)
<p>Local activities – West Midlands</p>	<ul style="list-style-type: none"> • Final call email sent to HIT Database members who had not clicked on the link: 5390 people (13/05/24) • Emailed younger groups again on the Online community platform: 356 people (29/04/24) • Emailed younger groups on the West Midlands Online community platform (04/04/24) • Reminder sent to HIT Database (28/03/24)

	<ul style="list-style-type: none"> • Contacted members of the Human Intelligence Team (HIT) Database (Around 6000 people) (18/03/24)
Local activities – Noord-Brabant	<ul style="list-style-type: none"> • N-Brabant: LinkedIn repost by Edwin, Jan, Kamieke & Lars (date: Week of 18 March) • N-Brabant: SmartwayZ.nl-panel (27/03/2024) + Reminder 15/04/2024 • N-Brabant: ‘Reizigerspanel’ (panel of Travelers Organisation) (28/03/2024) + Reminder 08/04/2024 • N-Brabant: Volunteer-driven mobility concepts (15/03/24) • N-Brabant: Buas (Breda University of Applied Sciences) (25/03/24) • N-Brabant: Shared link with the network of Move2CCAM (20/03/24)
Local activities – Hamburg	<ul style="list-style-type: none"> • FHH: repost of SINFONICA-post on LinkedIn-Accounts (week 14 + week 20) • Dissemination via LSBG⁹-company newsletter (ca. 600 people) in week 16 • Posting on Instagram-Account of New Mobility Solutions (940 followers) on 16.04.2024 • Posting on LSBG-LinkedIn-Account (1100 followers) on 18.04.2024 Posting on Instagram-Account of the authority for transport and mobility transition in Hamburg (2190 followers) on 18.04.2024 as well as posting on X-Account of the authority for transport and mobility transition (4330 followers) on 25.04.2024 • Advertising the link through other companies (newsletters and mailing lists), institutions and projects in week 15 and the following weeks • TUD: Instagram posts by Chair of Traffic and Transportation Psychology (25/04/2024) • FHH: Contacted the state seniors' advisory council Hamburg to achieve more participation in age +65 (KW 17) • Distribution via mailing list for LSBG-junior staff (06.05.2024), • Dissemination via chairs at the University of Applied Sciences and the University of Technology • 2. LinkedIn Post on LSBG-account: 07.05.2024, • Reminder via LSBG-company mailing list on 08.05.2024 (650 recipients), • 3. LinkedIn Post on LSBG-account: 14.05.2024 with info for deadline 07.06.2024 • Publication on the city-wide newsletter Elbvertiefung of ZEIT Hamburg (daily online journal with around 109.000 subscribers) in week 23 <p>Distribution of physical flyers in libraries, universities and public locations:</p>  
	<p>Leaflets used for advertising via E-Mail and various social media-channels:</p>

⁹ LSBG: Hamburg Landesbetrieb Straßen, Brücken und Gewässer (english: Agency of roads, bridges and waters as part of the Ministry of Economy, Traffic and Innovation in Hamburg)



4.3 Dissemination tips

The following tips were provided to the SINFONICA partners to assist them in the acquisition of survey participants:

1. **Utilize existing subject pools/ mailing lists**
2. **Utilize social media platforms:** Share the survey link across various social media channels such as Facebook, Twitter, LinkedIn, and Instagram to reach a wider audience. Please write motivational messages (... to shape future transport) and advertise the options for incentives/lottery.
3. **Engage with community influencers:** Collaborate with local influencers or community leaders who can help promote the survey to their followers or members.
4. **Email newsletters:** Send newsletters to community members, subscribers, stakeholders, or organizations within the municipality's network, inviting them to participate in the survey.
5. **Utilize the municipal website:** Place a prominent banner or link on the municipality's official website directing visitors to the survey page.
6. **Partner with local businesses or organizations:** Collaborate with local businesses, schools, or community organizations to share the survey link with their customers, students, or members.
7. **Targeted advertising:** Invest in online advertising through platforms like Instagram / TikTok Ads, ensuring the survey reaches individuals within the municipality's demographic and geographic target audience.

8. **Collaborate with neighboring municipalities:** Extend the survey's reach by partnering with neighboring cities to share resources and promote the survey to a larger audience.
9. **Utilize online forums and communities:** Share the survey link on relevant online forums, community groups, or discussion boards where municipality members may be active.
10. **Leverage local media:** Reach out to local newspapers, radio stations, or online news outlets to request coverage or inclusion of the survey in their publications or broadcasts.

4.4 Quota sampling

The survey aimed to reach (at least) 500 participants in each research site with a quota sampling strategy, including interlocking quotas on age and gender to indicate how these factors are spread across the population. The quotas were determined based on the figures of the European Union's statistical office provided by Eurostat¹⁰. In addition, within the EU-wide survey sample for certain groups of people with mobility challenges (people living in rural areas, migrants, people with low income, and single parents), a minimum share of 100 participants per group is aimed at ensuring a sufficient number of data sets for analysis.

Table 3. Interlocking quotas gender/age for the EU-wide and research site samples of the SINFONICA survey in total numbers and percentage share based on a total of 500 per GOI

Gender/age	18-25 years old	26-64 years old	≥ 65 years old	Total age
EU quota				
Male	4.4%	34.3%	10%	49%
Female	4.6%	35.7%	11%	51%
Total gender	9%	70%	21%	100%
Netherlands				
Male	24 (4.9%)	172 (34.3%)	49 (9.8%)	245 (49%)
Female	26 (5.1%)	178 (35.7%)	51 (10.2%)	255 (51%)
Total gender	50 (10%)	350 (70%)	100 (20%)	500 (100%)
Germany				
Male	22 (4.4%)	174 (34.8%)	49 (9.8%)	245 (49%)
Female	23 (4.6%)	181 (36.2%)	51 (10.2%)	255 (51%)
Total gender	45 (9%)	355 (71%)	100 (20%)	500 (100%)
Greece				
Male	20 (3.9%)	169 (33.8%)	56 (11.3%)	245 (49%)
Female	20 (4.1%)	176 (35.2%)	59 (11.7%)	255 (51%)
Total gender	40 (8%)	345 (69%)	115 (23%)	500 (100%)
United Kingdom				
Male	25 (4.9%)	174 (34.8%)	47 (9.3%)	245 (49%)
Female	26 (5.1%)	181 (36.2%)	48 (9.7%)	255 (51%)
Total gender	50 (10%)	355 (71%)	95 (19%)	500 (100%)

¹⁰ <https://ec.europa.eu/eurostat/data/database>

5 Response rates

5.1 EU quotas

The following numbers were reached after cleansing the data (see upcoming deliverable D3.3. of T3.6 for details): **4487 data sets**.

Table 4 shows the EU-wide quotas according to Eurostat and the survey numbers in comparison. A higher share of young people was reached; however, especially older women make up a smaller share than according to the population level. However, these older women are very hard to reach. Conversely, the quota for younger women was exceeded. Overall, the age share of 50/50 was nearly reached. Table 5 shows the number of participants with mobility challenges. All target numbers were reached. In addition, further groups (digitally non-connected / physical and mental disabilities) are sufficiently big for further data analysis, see Table 6.

Table 4. EU-population quotas (black font) and reached quotas (orange font) in the online survey for n=4314 people providing information on age and gender. UK citizens (520) are included in the reached numbers, and a few numbers of citizens abroad from Europe (7).

EU population		18-25 years old	26-64 years old	≥ 65 years old	Total age
Male	Target	4.4%	34.3%	10%	49%
	Reached	8.8%	32.5%	9.5%	50.8%
Female	Target	4.6%	35.7%	11%	51%
	Reached	9.1%	32.9%	6.4%	48.4%
Non-binary	Reached	14 (0.3%)	15 (0.3%)	0	0.7%
Total gender	Target	9%	70%	21%	100%
	Reached	18.3%	65.8%	15.9%	4314 (100%)

Table 5. Reached numbers of participants with mobility challenges targeted in the online survey (based on n=4487).

Group of PwMC	Count	Valid Percentage ¹¹	Min. of 100 reached	
People identifying as a person to whom the term LGBTQIA+ applies		361	8.7%	Yes
Single parents		131	3.0 %	Yes
Migration background		477	11.0%	Yes
People living in rural areas (< 5000 inhabitants)		413	9.3%	Yes
Young people (under 25 years)		796	18.3%	Yes
Elderly (above 64 years)		693	15.9%	Yes
Low income	NL: 72 DE: 594 GR: 136 UK: 129 In total: 937		26.6 % (of 3517)	Yes

¹¹ Without non-responses

Table 6. Reached numbers of participants with mobility challenges not explicitly targeted in the online survey (based on n=4487).

Group of PwMC	Count	Valid Percentage (non-responses excluded)
People with physical disabilities¹²		
	743	17.0%
People with cognitive disabilities¹³		
	269	6.2%
Digitally non-connected people	People using the internet... ... never: 27 ... less than once a week: 34	People using the internet... ... never: 0.8% ... less than once a week: 0.8%
	Confidence when using computers, smartphones, and other electronic devices... ... not at all confident: 88	Confidence when using computers, smartphones, and other electronic devices... ... not at all confident: 2.0%
People accompanying other	1455 Accompany: ... children (< 18 years old): 761 ... people aged 19-59: 346 ... people aged 60 plus: 348	Accompany: ... children: 52.3% ... people 19-59: 23.8% ... people above 60: 23.9%

5.2 Netherlands: Noord-Brabant

A total of 607 persons responded that they lived in the Netherlands. Of those, 548 persons indicated to live in the Noord Brabant region or are there at least once a week, e.g., for work. Table 7 presents the age and gender quotas for 530 participants from Noord-Brabant who reported on these categories. Regarding gender, there is an over-proportional share of men and fewer women than in the population. Regarding age, there is an over-proportional share of older people and fewer young people than in the Dutch population.

Table 7. Population quotas and reached quotas (orange font) in the online survey for n=530 people living/working in the Noord-Brabant region (NL) and providing information on age and gender.

Noord-Brabant / The Netherlands		18-25 years old	26-64 years old	≥ 65 years old	Total age
Male	Target	24 (4.9%)	172 (34.3%)	49 (9.8%)	245 (49.0%)
	Reached	9 (1.7%)	223 (42.1%)	111 (20.9%)	343 (64.7%)
Female	Target	26 (5.1%)	178 (35.7%)	51 (10.2%)	255 (51.0%)
	Reached	11 (2.1%)	110 (20.8%)	64 (12.1%)	185 (34.9%)
Non-binary/ self-description	Reached	0	2	0	2
Total gender	Target	50 (10.0%)	350 (70.0%)	100 (20.0%)	500 (100%)
	Reached	20 (3.8%)	335 (63.2%)	175 (33.0%)	530 (100%)

¹² Do you have any physical health condition or illness, lasting or expecting to last for 12 months or more? Please also consider those that are age-related.

¹³ Do you have any mental health condition or illness, lasting or expecting to last for 12 months or more? Please also consider those that are age-related.

5.3 Greece: Trikala

A total of 496 participants reported to live in Greece. Of those, 357 persons indicated to live in Trikala or are there at least once a week, e.g., for work. To check the quotas, the SINFONICA team included all respondents from Greece in the data analysis. The quotas on age and gender are reported in Table 8. The national quotas on gender were nearly achieved. Regarding age, more older people are represented than in the nationwide population. Those who were elderly, especially men, participated in the survey.

Table 8. Population quotas and reached quotas (orange font) in the online survey for n=492 people living/working in Greece and providing information on age and gender.

Greece		18-25 years old	26-64 years old	≥ 65 years old	Total age
Male	Target	20 (3.9 %)	169 (33.8 %)	56 (11.3 %)	245 (49.0 %)
	Reached	13 (2.6 %)	90 (18.3 %)	149 (30.3 %)	252 (51.2 %)
Female	Target	20 (4.1 %)	176 (35.2 %)	59 (11.7 %)	255 (51.0 %)
	Reached	18 (3.7 %)	103 (20.9 %)	116 (23.6 %)	237 (48.2 %)
Non-binary/ self-description	Reached	0	2	0	2 (0.4 %)
Total gender	Target	40 (8.0 %)	345 (69.0 %)	115 (23.0 %)	500 (100 %)
	Reached	31 (6.3 %)	196 (39.8 %)	265 (53.9 %)	492 (100 %)

5.4 Germany: Hamburg

A total of 2187 persons responded that they lived in Germany. Of those, 463 persons indicated that they live in Hamburg or are there at least once a week, e.g., for work. The quotas of the 446 participants from Hamburg who reported on age and gender are presented in Table 9. Regarding gender, the 50/50 share of men and women was nearly reached. Regarding age, there were fewer elderly and younger people than in the German population.

Table 9. Population quotas and reached quotas (orange font) in the online survey for n=446 people living/working in Hamburg (DE) and providing information on age and gender.

Hamburg / Germany		18-25 years old	26-64 years old	≥ 65 years old	Total age
Male	Target	22 (4.4%)	174 (34.8%)	49 (9.8%)	245 (49.0%)
	Reached	19 (4.3%)	175 (39.2%)	12 (2.7%)	206 (46.2%)
Female	Target	23 (4.6%)	181 (36.2%)	51 (10.2%)	255 (51.0%)
	Reached	8 (1.8%)	210 (47.1%)	21 (4.7%)	239 (53.6%)
Non-binary/ self-description	Reached	0	1	0	1 (0.2%)
Total gender	Target	45 (9.0%)	355 (71.0%)	100 (20.0%)	500 (100%)
	Reached	27 (6.1%)	386 (86.5%)	33 (7.4%)	446 (100%)

5.5 United Kingdom: West Midlands

A total of 513 persons responded that they lived in the United Kingdom. Of those, 506 persons indicated to live in the West Midlands region or are there at least once a week, e.g., for work. Of these, 475 reported age and gender, as shown in Table 10. Regarding gender, more male than

female persons participated in the survey. Regarding age, the share of young people was lower than the population level in the United Kingdom.

Table 10. Population quotas and reached quotas (orange font) in the online survey for n=475 people living/working in the West Midlands region (UK) and providing information on age and gender.

West Midlands / United Kingdom		18-25 years old	26-64 years old	≥ 65 years old	Total age
Male	Target	25 (4.9%)	174 (34.8%)	47 (9.3%)	245 (49%)
	Reached	14 (2.9%)	165 (34.7%)	93 (19.6%)	272 (57.3%)
Female	Target	26 (5.1%)	181 (36.2%)	48 (9.7%)	255 (51%)
	Reached	11 (2.3%)	138 (29.1%)	49 (10.3%)	198 (41.7%)
Non-binary/ self-description	Reached	2	1	0	3 (0.6%)
Total gender	Target	50 (10%)	355 (71%)	95 (19%)	500 (100%)
	Reached	27 (5.7%)	306 (64.4%)	142 (29.9%)	475 (100%)

6 Survey items and layout

6.1 PART 1 – Introduction and Current Mobility Behavior



What are your mobility needs and how do these relate to future mobility services?



Image by pch.vector on Freepik

The mobility of tomorrow is developing rapidly. Technical functions (connectedness, cooperation, automation) can enable everyone to participate in travel. We are interested in:

- What mobility needs do you have in your everyday life?
- What do you think about technological advancements in transport?

The survey consists of the following parts (in total approx. 20 min):

1. Current use of transportation
2. Needs regarding new mobility concepts
3. Attitudes towards new mobility concepts
4. Personal and lifestyle information

Take part in the survey and help make tomorrow's transport more equitable and inclusive. All respondents also have the chance to win a Samsung Galaxy Tab A9+ or a Samsung Galaxy Watch 6 or one of ten €10 bank transfers.

Participation is voluntary. The collected data will be anonymized and not shared with third parties.

Thank you very much for your support!

If you have any questions or comments, feel free to contact us.
Best regards from the SINFONICA project team at sinfonica.eu

Survey conducted by
TU Dresden (Germany), Chair of Traffic and Transportation Psychology - [Contact](#)

ATTENTION: If you are filling in the survey on a smartphone, please use it in [landscape mode](#).

Pause the interview

Next



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Before we start the survey, we ask you to read through the privacy policy and confirm it below.

[Click here to access the privacy policy.](#)

Consent to participation

- I am at least 18 years old and have read and agree to the privacy policy.
- I am not yet 18 years old.
- I do not agree with the privacy policy.

Pause the interview

Next



Dresden University of Technology / "Friedrich List" Faculty of Transport and Traffic Sciences / Chair of Traffic and Transportation Psychology [Contact](#) – 2024

PART 1/4

To shape the future of mobility, in the first part of the questionnaire, we would like to learn about your personal travel habits and your perception of current public transport.



Image by pch vector on Freepik

Pause the interview

Next



Dresden University of Technology / "Friedrich List" Faculty of Transport and Traffic Sciences / Chair of Traffic and Transportation Psychology [Contact](#) – 2024

How often did you use the following methods of transportation in the past 12 months?

	never	less often than once a month	1-3 times a month	1-2 times a week	3-4 times a week	(almost) daily
Walking (incl. wheelchair or other aids) - minimum 10 minutes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike (also electric or rental bike)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transport (bus, subway, tram)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rail and coaches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car, as a passenger (also taxi, Uber)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car, as a driver (also carsharing, rental car)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle/scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How often did you travel for the following purposes or destinations in the past 12 months?

	never	less often than once a month	1-3 times a month	1-2 times a week	3-4 times a week	(almost) daily
To my workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To my educational facility (e.g., school, university)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
On work's business	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For shopping (daily needs)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Personal business (e.g., doctor's appointment, hairdresser's appointment)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To accompany other people (e.g., doctor's appointment/ to the children's daycare)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
To a leisure destination (e.g. sports club, cinema, visit to a friend)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travel as a leisure/ exercise activity in itself (e.g., bicycle tour, hiking, fun)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pause the interview

Next



For some people, it is difficult to use public transport, e.g., due to restrictions or a lack of connections.

How easy is it for you to use public transport?

Please indicate to which extent you agree with the following statement.

	fully disagree	rather disagree	neither agree nor disagree	rather agree	fully agree	no information
I am confident I can use public transport if I want to.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any physical, cognitive, or mental health conditions or other restrictions that make it difficult for you to ...

	yes	no	no information
...go out on foot?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...use public transport (bus, subway, tram)?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...drive a car?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...ride a bicycle?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pause the interview

Next

6.2 PART 2 – CCAM Definition, Explanation & 4A



22% completed



PART 2/4

On the next page, we will introduce you to the future mobility service **CCAM**. Before that, we would like to know whether you have already had any experience with innovative mobility services yourself.



Image by pch.vector / Freepik

Have you ever used or tried out one or more of the following mobility services?
[For example, as part of a pilot experiment in your city.]

- yes, a self-driving bus shuttle
- yes, a self-driving car/taxi
- yes, a self-driving train/metro
- yes, an autonomous delivery robot
- yes, an autonomous delivery drone
- no, none of the above

Pause the interview

Next



What is CCAM?

CCAM stands for **Cooperative**, **Connected**, and **Automated Mobility**. The basis for this is **connectivity** and exchange of data between:

- vehicles,
- infrastructure (e.g. traffic lights),
- transport companies, and
- users.



CCAM vehicles can be used in local **public transport**, for example with buses, shuttles or (robo)taxis. These vehicles are self-driving. Examples are shown in the pictures.

Images by Charite/Gudath, DIGITIMES, Alexander Dennis

**Were you already familiar with the term CCAM before this survey?
[CCAM = Cooperative, Connected, Automated Mobility]**

Yes, I already knew what CCAM is. No, I had not yet heard of CCAM.

Pause the interview

Next





How do I use CCAM in public transportation?

Using CCAM in **public transportation** involves planning, booking, paying for a ride, and utilizing the vehicles themselves. Various options are possible due to the technical capabilities, for example:

Before the ride:

- Use from a desired location through a booking function (similar to taxis, on-demand buses, Uber)
- Use at bus stops (similar to the current public transportation)
- Frequent services, meaning a vehicle every 3-5 minutes, operating 24/7



During the ride:

- Passengers can control the driving style and route during the ride
- Passengers can contact the control center or a representative at any time



Pictures: Mika Baumeister, Fons Heijnsbroek, Beep Inc., HEAT project at hochbahn.de

Pause the interview

Next



Before the trip

Before using a CCAM vehicle in public transport, you must plan and pay for your trip (just as you do with current public transport).

As a passenger, how important would the following planning and payment features be to you personally before using a CCAM vehicle in public transport?

Please rate by dragging the sidebar (bus icon) to the appropriate position (from 0 = very unimportant to 100 = very important).

Possibility to plan and pay for a journey, get information about the pricing system personally by phone/at a service point

very unimportant  very important

Possibility to plan and pay for a journey, get information about the pricing system online via smartphone or computer

very unimportant  very important

Reduced pricing for pupils/students, pensioners or welfare recipients

very unimportant  very important

Pause the interview

Next



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During the trip - part 1/2

Having planned and paid for your ride, you now board a CCAM vehicle and begin your journey.

As a passenger, how important would the following features of a CCAM vehicle be to you personally for a public transport trip?

Please rate by dragging the sidebar (bus icon) to the appropriate position (from 0 = very unimportant to 100 = very important).

Barrier-free access (boarding, alighting, seating options, help button on the vehicle, trip information)

very unimportant  very important

Easy travel with children (own section, child-friendly equipment)

very unimportant  very important

Sufficient space/storage options for luggage and shopping

very unimportant  very important

The vehicle is clean (hygienic).

very unimportant  very important

Pause the interview

Next



During the trip - part 2/2

As a passenger, how important would the following features of a CCAM vehicle be to you personally for a public transport trip?

Please rate by dragging the sidebar (bus icon) to the appropriate position (from 0 = very unimportant to 100 = very important).

The vehicle is safe on the road.

very unimportant —————  ————— very important

The vehicle has personal safety features to deter crime (e.g., emergency button, video surveillance).

very unimportant —————  ————— very important

The passenger does not need any special skills or technology to use it.

very unimportant —————  ————— very important

The passenger can influence the driving route and driving style (e.g. extra gentle braking).

very unimportant —————  ————— very important

Pause the interview

Next



 **Other aspects**

In addition to the aspects before and during a trip, other features may also play an important role. These do not relate directly to the CCAM vehicle but to the transport service as a whole.

As a passenger, how important would the following features be to you personally in a CCAM service in public transport?

Please rate by dragging the sidebar (bus icon) to the appropriate position (from 0 = very unimportant to 100 = very important).

Short distance from home to the nearest stop/pick-up location

very unimportant —————  ————— very important

Reaching connections of onward journeys is guaranteed.

very unimportant —————  ————— very important

Operating hours around the clock (24 hours/7 days a week)

very unimportant —————  ————— very important

The use is more sustainable than using a conventional car.

very unimportant —————  ————— very important

Pause the interview

Next

6.3 PART 3 – Trust, CCAM attitudes, social norms, and intention to use



80% completed



PART 3/4

Many thanks for your participation so far!

Now that you have learned about CCAM vehicles, how easy would it be for you to use a CCAM vehicle in public transport? That is what the following questions are about.



Image by vectorjuice auf Freepik

Pause the interview

Next





Please indicate to which extent you agree with the following statements.

	fully disagree	rather disagree	neither disagree nor agree	rather agree	fully agree	no information
I trust automated systems (such as CCAM vehicles) rather than not.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
One should be careful with unfamiliar automated systems (such as CCAM vehicles).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Automated systems (such as CCAM vehicles) generally work well.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pause the interview

Next





Please imagine that **CCAM vehicles** are now available in public transport.

For me, using a CCAM vehicle would probably be...

	1	2	3	4	5		no information
very bad	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very good	<input type="radio"/>
very unpleasant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very pleasant	<input type="radio"/>
very difficult	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very easy	<input type="radio"/>
very impractical	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	very practical	<input type="radio"/>

Most people that are close to me and whose opinion matters to me, ...

	fully disagree	rather disagree	neither agree nor disagree	rather agree	fully agree	no information
... would approve the use of CCAM vehicles for me.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
... would also use CCAM vehicles.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pause the interview

Next



Please indicate to which extent you agree with the following statements.

	fully disagree	rather disagree	neither agree nor disagree	rather agree	fully agree	no information
I intend to use CCAM vehicles when they become publicly available.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am confident that I could use a CCAM vehicle in public transport if I wanted to.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

For which trips/ trip purposes would you benefit the most from a CCAM vehicle in public transport?

Often, several trips are equally important. Nevertheless, here, we ask you to decide on one trip only.

- To my workplace
- To my educational facility (e.g., school, university)
- On work's business
- For shopping (daily needs)
- Personal business (e.g., doctor's or hairdresser's appointment)
- To accompany other people (e.g., doctor's appointment/ to the children's daycare)
- To a leisure destination (e.g. sports club, cinema, visit to a friend)
- Travel as leisure activity in itself (e.g., fun)
- I don't think I will benefit from CCAM vehicles for any of my trips.

Pause the interview

Next

6.4 PART 4 – Socio-Demographics, Mobility Challenges and Farewell / Lottery



80% completed



PART 4/4

Almost done!

Lastly, we need some short information about you and your lifestyle.

These questions are essential since the project aims to consider as many diverse user groups as possible in developing CCAM mobility services.

The aim is to ensure that future mobility concepts can be used by everyone.



Image by Nubla Navarro on pexels

Pause the interview

Next



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Your personal details:

If you prefer not to give feedback on personal information, please choose 'no information.'

Your age: years no information

Your gender:

In which country are you currently living?

What kind of place do you live in?

What is your highest level of education?

What describes your employment status best?

Do you have any physical health condition or illness, lasting or expecting to last for 12 months or more?
Please also consider those that are age-related.

yes no no information

Do you have any mental health condition or illness, lasting or expecting to last for 12 months or more?
Please also consider those that are age-related.

yes no no information

Pause the interview

Next





Do you have a low income?

Example: In the United Kingdom in 2022, an annual income below £11,820 for a single person (below £24,780 for a couple with two kids under 14) was considered low.

This refers to the annual net income after the deduction of taxes and social benefits.

Yes, I have a low income.

No, I don't have a low income.

no information

You indicated that you live in the United Kingdom.

Do you live in the *West Midlands* region or are you there at least once a week, e.g. for work?

yes

no

no information

Do you have a low income?

Example: In Germany in 2022, an annual income below €15,000 for a single person (below €31,500 for a couple with two kids under 14) was considered low.

This refers to the annual net income after the deduction of taxes and social benefits.

Yes, I have a low income.

No, I don't have a low income.

no information

You indicated that you live in Germany.

Do you live in *Hamburg* or are you there at least once a week, e.g. for work?

yes

no

no information

Do you have a low income?

Example: In Greece in 2022, an annual income below €5,712 for a single person (below €11,995 for a couple with two kids under 14) was considered low. This refers to the annual net income after the deduction of taxes and social benefits.

Yes, I have a low income. No, I don't have a low income. no information

You indicated that you live in Greece.

Do you live in *Trikala* or are you there at least once a week, e.g. for work?

yes no no information

Do you have a low income?

Example: In the Netherlands in 2022, an annual income below €17,722 for a single person (below €37,216 for a couple with two kids under 14) was considered low. This refers to the annual net income after the deduction of taxes and social benefits.

Yes, I have a low income. No, I don't have a low income. no information

You indicated that you live in the Netherlands.

Do you live in *Noord Brabant* region or are you there at least once a week, e.g. for work?

yes no no information

Befragung pausieren

Weiter



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Do you own a monthly ticket or another subscription ticket (e.g., job ticket/ semester ticket/concessionary travel pass) for public transport?

yes

no

no information

How many minutes does it take you to walk from your home to the nearest transport stop (bus or train)?

Please indicate the (estimated) duration for walking (max. of 30 minutes).

min

not available or walking distance exceeds 30 minutes

Do you have the following vehicles available for exclusive or shared use? (incl. sharing memberships and leasing vehicles)

	yes	no	no information
Car / motorcycle / motor scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle / e-bike / pedelec	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Pause the interview

Next



Final page reached!

To ensure that future CCAM services are inclusive and meet the needs of all people, we ask you to provide a few final details about yourself.



Image by RE-LAB Srl

Overall, how often do you use the Internet?

- never less than once a week once a week several times a week at least once a day multiple times a day most of the day

Overall, how confident do you feel using computers, smartphones, or other electronic devices to do the things you need to do online?

- not at all confident only a little confident somewhat confident very confident

Are you a single parent? (Child under 18 years old)

- yes no no information

Do you identify as a person to whom the term **LGBTQIA+** applies, based on your gender identity or sexual orientation?

- yes no no information

Do you have a migration background?

A person has a migration background if they themselves or at least one parent was born abroad.

- yes no no information

Pause the interview

Next



How do you rate the user experience with this online survey?

1 2 3 4 5 6 7

good bad

Is there anything else you would like to remark regarding the survey or to help us understand your answers?

Done!

Thank you for participating in the survey.

Through your participation, you have helped ensure that users' needs are considered in the development of future mobility services.

A small final request:

We need a large sample to obtain as comprehensive a picture as possible. Please distribute the survey link among your acquaintances or via distribution lists you know!

Click on the following link to copy the survey link to the clipboard:

Copy survey link to clipboard

Here again the link: <https://soscisurvey.psych.tu-dresden.de/sinfonica/>


Thanks again for your participation!

The SINFONICA project team

Link to project website and social media

 Website

 Twitter / X

 YouTube

 LinkedIn



Image by pch.vector / Freepik

You now have the chance to win a Samsung Galaxy Tab A9+ or a Samsung Galaxy Watch 6 or one of ten €10 by bank transfer!

I would like to participate in the **prize draw**. I agree that my email address will be saved until the winner is drawn. My interview will continue to be anonymous and my email address will not be passed on to third parties.

Pause the interview

Submit data



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For more information

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S I N F O N I C A The logo for SINFONICA is a stylized representation of the word. The letters are black, with the 'I' and 'O' being orange. The 'I' has a vertical line extending downwards. The 'O' has a vertical line extending downwards. The 'N' has a vertical line extending downwards. The 'I' has a vertical line extending downwards. The 'C' has a vertical line extending downwards. The 'A' has a vertical line extending downwards. The logo also includes a person icon above the 'I', a person icon above the 'O', a Wi-Fi symbol above the 'I', and a person icon above the 'A'.



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