APPENDIX A: METHODOLOGY

Appendix of the 2024 Trucking Lives 'Views from the Cab' Report

THE TRUCKING LIVES SURVEY APPROACH

To focus attention on under-represented groups of HGV drivers, we decided to over-sample certain groups of HGV drivers such as women drivers, drivers under 30 years of age and drivers from ethnic minority groups so that we had substantial numbers to make meaningful analysis of their experiences. With the population of UK's HGV driver workforce standing at approximately 287,000, we aimed for a total sample of 1,033 drivers (99% CL, 4% error) for our survey. While women HGV drivers form between 1 and 2 percent of the total population of HGV drivers in the UK, we aimed for at least 10% women HGV drivers in our sample.

INCLUSION CRITERIA (SAMPLING MATRIX/QUOTA)	EXCLUSION CRITERIA
Former and Current HGV drivers from all four nations within the UK	People below the ages of 18
Women drivers (min. 10% of total sample)	Drivers without C or C+E licence
Drivers from ethnic minority groups (min. 10% of sample)	Truck drivers who have or had no experience driving in the UK
Younger Drivers in the 20-30 age group (min. 10% of sample)	
Drivers with primary caring responsibilities (min. 30% of sample)	

DEVELOPING THE SURVEY QUESTIONNAIRE

The survey questionnaire was developed through a collaborative and re-iterative process amongst the Trucking Lives team members, as well as with key stakeholders such as HGV drivers and government and industry actors. A group of five former and current HGV drivers (three men and two women) were consulted at various stages of the questionnaire development process. We also received feedback on initial drafts of the survey from the freight and policy teams at the Department for Transport (DfT) as well as from CILT (Chartered Institute for Logistics and Transport), UK. We also consulted a large road haulage company and an HGV recruitment agency to receive feedback on the answer options to questions and sector-specific terminologies used in relation to contract types and shift types. The survey questionnaire underwent numerous iterations as successive drafts were presented to the team members, HGV drivers, key government and industry actors and unions for feedback and re-working.

The following themes guided the survey development:

- Entry into HGV driving work
- Current work and employment conditions
- Integrating trucking work with caring for yourself and others
- Health and wellbeing in trucking
- Quitting HGV driving work
- Actions by the government and industry to improve workers' lives
- Demographic information
- Other information and future contact

The questions for the survey were largely drawn from validated question banks from existing national and workplace surveys. However, we also found that most existing surveys about working conditions were not fully suitable to capture the working conditions of mobile workers such as truck drivers. We therefore designed new questions and answer options that were relevant to the work of HGV driving. For instance, in the question about the type of shifts that drivers work, an answer option that we included along with 'Day shift', 'Night shift', 'Weekend', 'Weekday' was 'Four On Four Off', a popular working pattern amongst truck drivers. Feedback received from the team members - some of whom had prior experience doing research with truck drivers - and inputs received from the stakeholder group helped refine the survey questionnaire, which was developed over three months between December 2022 to March 2023.

In early March 2023, we piloted the survey with 11 former and current HGV drivers. Following a successful pilot, the survey went live through the Qualtrics platform on 10 March 2023 and was open for eight weeks until 5 May 2023. The survey was available in online format and optimised for completion on mobile devices.

RECRUITMENT TO THE SURVEY

Survey participants were recruited using multiple means - through social media platforms, publicity in the Road Haulage Association (RHA) newsletter and truck driver magazines.

Social media platforms proved to be a successful mode of recruiting truck drivers for the survey. In the months leading up to the launch of the survey, the research team formed connections with numerous groups on Facebook dedicated to HGV drivers in the UK. The team wrote to the administrators and moderators of each of the Facebook groups, introduced the project and informed them about the forthcoming survey. We asked them permission to post the survey on their group, a request which most groups readily accepted by granting us membership status in the groups. Facebook was especially useful in reaching out to women HGV drivers, who have separate pages for themselves. Along with Facebook, LinkedIn, Twitter, Instagram and TruckNetUK served as useful sites to reach truck drivers and influential persons in the haulage industry who reposted our survey. We posted our survey on all the online spaces at regular intervals of time, mostly once a week, close to weekends to get maximum attention from truck drivers.

Traditional forms of advertising were also used to disseminate the survey. The RHA posted an advertisement for the survey (with an accompanying QR code) in the April 2023 issue of their newsletter, which was shared with their wide readership. We also used paid advertisements in Truck & Driver magazine, and published a short news article about the project and the survey in the Motor Transport magazine.

We consistently monitored participation levels across our various priority groups. When we saw that the number of women in our sample was lower than our target, we expanded our search of women's HGV groups on social media platforms, sought the support of popular women truckers with a large fan following (with little success), and reached out to industry actors to spread word about the survey. These efforts helped to increase our women driver sample above our target of 10% to 13% of the sample.

We were less successful in our efforts to oversample drivers from ethnic minority backgrounds. It was challenging to recruit non-white drivers for the survey even though we made efforts to reach out to drivers from non-white backgrounds using several approaches. We sought support from a south Asian HGV driver who has a large following on YouTube, reached out to a 'diversity coach' in road haulage, and followed up with non-white HGV drivers from Facebook groups. We had some success in recruiting ethnic minority drivers through an HGV driver recruitment agency in south-east England who often hire drivers from Black backgrounds on an ad-hoc basis. This company helped us by circulating the advertisement for our survey.

As an incentive to participate in the survey, we ran a prize draw which respondents could select to enter. Six iPad minis were offered as prizes and drawn after the survey closed.

OUR SAMPLE

The survey closed on 5 May 2023, with 2,103 fully completed responses. After checking the data, we were left with a total of 1,980 usable responses. Of these, 1,756 were current HGV drivers and 224 were former drivers.

DATA ANALYSIS

The analysis of the survey data was done using descriptive and predictive statistical tools. As one of the largest surveys of HGV drivers in the UK, we followed an exploratory approach to data analysis instead of being guided by hypotheses testing. Our descriptive analysis and predictive analysis of data using regression analysis present insightful findings segmented by drivers' personal and job-related characteristics. See Appendix D for a detailed report of the regression results and analysis.