

2010 British Social Attitudes survey: attitudes to transport

January 2011

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1. Executive summary

Overview

- 1.1** Year on year change is in most cases limited to 5-10 percentage points. Congestion is regarded as less of a problem; there is greater acceptance of those driving at busier times; people are less concerned about exhaust fumes and the effect of transport on climate change, and demonstrate lower levels of concerns about mobile phone use whilst driving. Although support for 20 miles per hour speed limits on residential streets remains strong, attitudes towards the closure of residential streets to through traffic and the use of speed cameras are mixed.

Key points

- 1.2** In 2010, congestion was considered to be slightly less of a problem than it was in 2009: 73 per cent of respondents reported that congestion on motorways was a not a problem¹ and 57 per cent said that they did not consider traffic congestion in towns and cities to be a problem.
- 1.3** Sixty-five per cent of respondents agreed² that people who drive at busy times only do so because they have no other alternative – an increase from 60 per cent in 2009 – and 67 per cent agreed that it is too complicated to charge drivers different amounts depending on when and where they drive.
- 1.4** Thirty per cent of respondents agreed that the government should build more motorways to reduce traffic congestion (a decrease of seven percentage points since 2009) and 44 per cent agreed that building more roads just encourages more traffic.
- 1.5** Twenty-one per cent of respondents reported that a lack of available car parking space meant they had used public transport rather than the car on at least one occasion in the previous year.
- 1.6** Forty-three per cent of respondents agreed that they could just as easily cycle many of the journeys of less than two miles that they make by car, 35 per cent of respondents agreed that they could just as easily use the bus (an increase of four percentage points since 2009) and 41 per cent said that they could just as easily walk. Four in ten (40 per cent) of respondents said they owned or had access to a usable bicycle.

¹ For simplicity, responses coded 'not a very serious problem' or 'not a problem at all' have been described in the text as not a problem and responses coded 'a very serious problem' or 'a serious problem' have been described as a problem unless otherwise specified.

² Unless stated explicitly, 'agreed' should be understood to mean 'agree' or 'strongly agree'.

- 1.7** Forty-three per cent of those who drive, do so everyday or nearly every day. In contrast, the majority of train users (84 per cent) travel by train less than once a week.
- 1.8** Approximately four in ten respondents said they never travel by train or bus (39 per cent and 43 per cent respectively), 32 per cent said they never or don't drive, and 12 per cent report never travelling as a car passenger. Nineteen per cent of respondents said that their household did not own or have regular access to a car or van. Half of all respondents had not made any trips³ by plane in the 12 months previous to interview.
- 1.9** Fifty-one per cent of respondents said that exhaust fumes from traffic in towns and cities were not a problem for them (an increase of nine percentage points since 2009), however, 70 per cent said they were very or fairly **concerned** about exhaust fumes from traffic (this has decreased by six percentage points since 2009).
- 1.10** Sixty-eight per cent of respondents said that they were very or fairly concerned about the effect of transport on climate change (down seven percentage points since 2009).
- 1.11** Sixty-four per cent of respondents agreed that the current level of car use has a serious effect on climate change (down from 73 per cent in 2009) and 66 per cent agreed that the current level of air travel has a serious effect on climate change (this had also fallen from 71 per cent in 2009).
- 1.12** Nearly half of respondents said that **for the sake of the environment** they now cut down their driving speed to save petrol (48 per cent) or that they now walked rather than driving to local shops and services (45 per cent) a bit more or a lot more than they did 2-3 years ago. Overall, four of the six indicators that gauge environmentally friendly transport activities were marginally lower than in 2009. The other two showed no significant change.
- 1.13** Attitudes towards flying appear to be bounded to some extent by concerns about damage to the environment by aviation and the need to extend capacity: 64 per cent of respondents agreed that people should be able to travel by plane as much as they like; 36 per cent agreed that people should be able to travel by plane as much as they like, **even if new terminals or runways are needed to meet the demand**, and 18 per cent agreed that people should be able to travel by plane as much as they like, **even if this harms the environment**. In contrast to this, 27 per cent agreed that people should be allowed to use their cars as much as they like, even if it causes damage to the environment.

³ A trip is defined as an outward and return flight

- 1.14** Whilst 42 per cent of respondents agreed that the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel more expensive; people are less inclined to agree that for the sake of the environment, car users should pay higher taxes (15 per cent).
- 1.15** Fifty-seven per cent of respondents agreed that people who drive cars that are better for the environment should pay less to use the roads than people whose cars are more harmful to the environment (down from 63 per cent in 2009) and 58 per cent of respondents agreed that for the sake of the environment, everyone should reduce how much they use their cars. However, 18 per cent agreed that anyone who thinks that reducing their own car use will help the environment is wrong.
- 1.16** Seventy-one per cent of respondents favoured speed limits of twenty miles per hour in residential streets, 48 per cent of respondents favoured speed bumps to slow down traffic in residential streets and 35 per cent favoured the closing of residential streets to through traffic. Relatively high numbers disagreeing with these latter two options indicates there is little support for them in net terms.
- 1.17** Eighty-five per cent of respondents agreed that those who have drunk any alcohol should not drive, 76 per cent agreed that most people don't know how much alcohol they can drink before being over the legal limit to drive and 75 per cent felt that anyone caught drink driving should be banned for at least five years.
- 1.18** Forty-nine per cent of respondents agreed that speed cameras save lives and 90 per cent agreed that people should drive within the speed limit. However, 56 per cent of respondents agreed that speed cameras are mostly there to make money, 45 per cent agreed that there are too many speed cameras, and just 14 per cent felt that the number of speed cameras should be increased.
- 1.19** Although few respondents agreed that it is perfectly safe to talk on a hand-held mobile phone while driving (five per cent), there are indications of a softening in attitudes towards the use of mobiles phones (including hands free kits) while driving since 2009, and fewer people agreed that the law on using mobile phones whilst driving is not properly enforced (see paragraph 6.11)

2. Introduction

- 2.1** The British Social Attitudes survey is a representative household survey of adults aged 18 and over, which collects data on public attitudes towards a range of topics through a combination of face-to-face interviews and self-completion questionnaires.
- 2.2** The British Social Attitudes survey is managed and conducted by the National Centre for Social Research (NatCen). This document contains results for the questions sponsored by the Department for Transport. NatCen will publish their annual report on the 2010 survey in late 2011.
- 2.3** Please note that this report does not contain analysis of long term trends. Such analysis may be found in *Trends in Attitudes to Transport, 1990 to 2009*⁴. This report was prepared by Abby Sneade, a statistician in Statistics Travel and Safety. Please call 020 7944 4892 or email Abby.Sneade@dft.gov.uk for enquiries about this report.

Methodology

- 2.4** The sampling frame is the Postcode Address File (PAF) and is limited to those living in private households. The sampling method uses a multi-stage design with three separate stages selecting postcode sectors, addresses and individuals. The survey is weighted to correct for the unequal selection of addresses, dwelling units and individuals and biases caused by differential non-response. In 2010, respondents were randomly allocated to one of three self completion modules (A, B and C). Thus sample size for certain questions varies depending on which module(s) they featured in.
- 2.5** Fieldwork for the 2010 survey was carried out between June and September 2010. All results presented here are weighted and any differences in results for 2009 and 2010 are statistically significant⁵ at the five per cent level of confidence using an estimated design factor (DEFT) of 1.2⁶.

⁴ A report based on results from the British Social Attitudes surveys, prepared by Eleanor Taylor (NatCen) for the Department for Transport, November 2010

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/trsnstatsatt/Attitude2009.pdf>

⁵ Results from random probability surveys are subject to sampling error. That is, the results obtained may differ from those that would be obtained if the entire population had been interviewed, or another sample selected. If a difference between two results is statistically significant it means that it is highly probable that observed differences are real and are not caused by sampling error. Statistical significance tests are conducted using a level of confidence that quantifies the likelihood of any observed differences being real. The conventional level is five per cent.

⁶ The British Social Attitudes survey uses a stratified multi-stage sampling design rather than a simple random sample (SRS). Complex designs may be assessed relative to SRS designs by calculating design factors which represent the multiplying factor to be applied to the SRS sampling error to produce its complex equivalent. A design factor of 1.2 has been used to test the statistical significance of differences in results presented in this document.

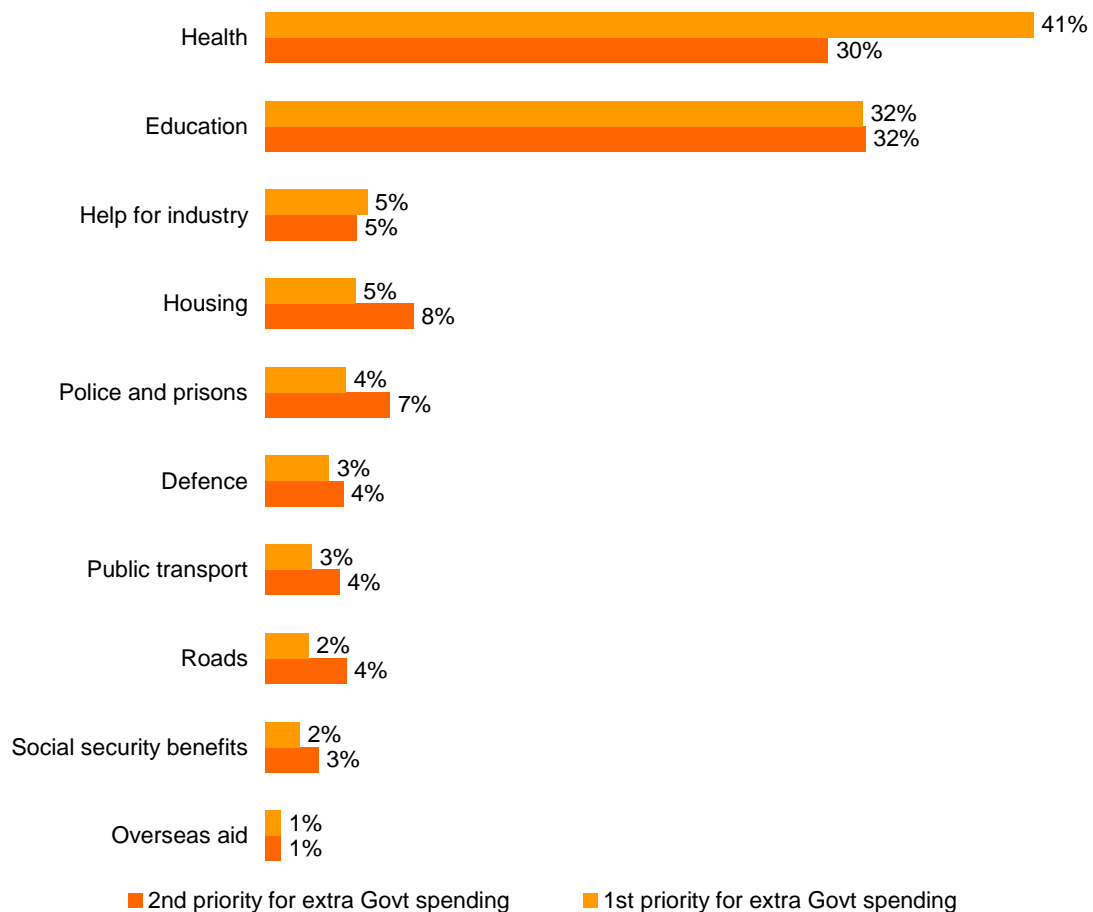
Response rates

- 2.6** The achieved sample size for the 2010 face-to-face interview was 3,297 respondents. This equates to a response rate of 54per cent. Of the 3,297 face to face survey respondents, 487 did not complete a self completion module, 934 completed module A, 946 completed module B and 930 completed module C. In total 85 per cent of face-to-face respondents (46 per cent of all potential respondents sampled) completed and returned a self completion module.

Priorities

2.7 The British Social Attitudes survey asks respondents to identify which, if any, of a list of items of government spending would be their first and second highest priority for extra spending. In 2010, three per cent of respondents chose public transport and two per cent chose roads as their highest priority for extra spending. Four per cent of respondents each then chose public transport or roads as their second highest priority area for extra spending. As illustrated in Chart 2.1, this places transport issues fairly low against spending areas such as health and education.

Chart 2.1: priorities for government spending



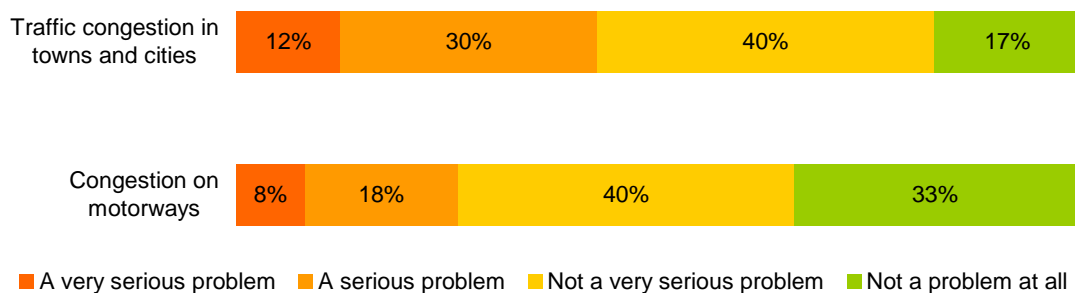
Source: 2010 British Social Attitudes survey (NatCen)
Unweighted base count: 3,297 (all CAPI respondents)
Note: 'Don't know' and 'skip' categories are not presented.

3. Attitudes on road use

Congestion

3.1 Nearly three quarters (73 per cent) of respondents reported that congestion on motorways was a not a problem for them. This increased marginally from 70 per cent in 2010. The majority of respondents (57 per cent) also said that they did not consider traffic congestion in towns and cities to be a problem for them. This had also increased from 50 per cent in 2009, indicating that congestion is not considered as serious a problem as it was in 2009.

Chart 3.1: Concerns about congestion



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 3,297 (all CAPI respondents)

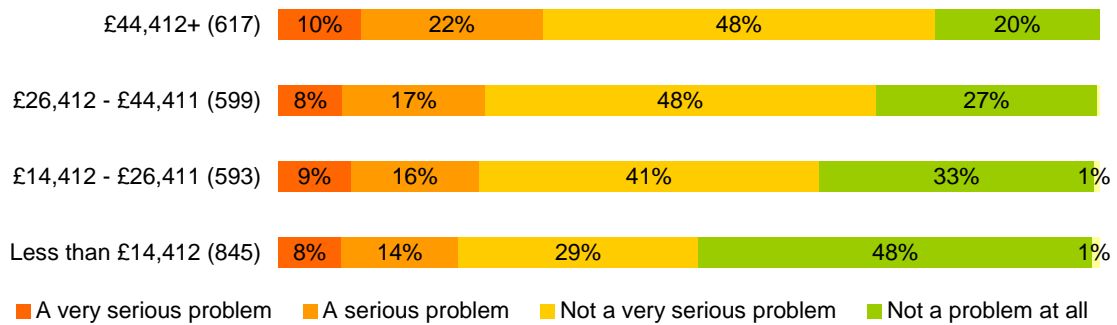
Note: 'Don't know' and 'Refused' categories are not presented in the chart legend.

3.2 More male respondents considered congestion on motorways to be problematic: 29 per cent of males considered congestion on motorways to be a problem, compared to 23 per cent of females. Drivers were, more likely to report motorway congestion and congestion in towns and cities as a problem (29 per cent compared to 19 per cent of non-drivers) and more likely to say that congestion in towns and cities was a problem (46 per cent compared to 35 per cent of non-drivers).

3.3

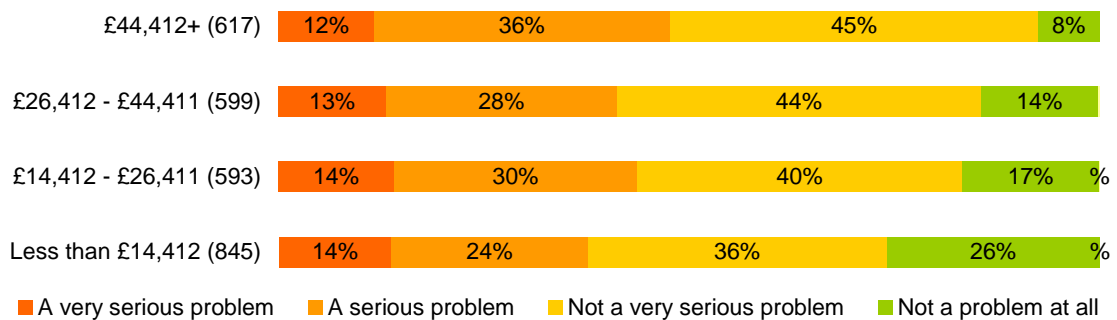
As illustrated in Chart 3.2 and Chart 3.3, those in the highest gross annual household income⁷ band (£44,412 and above) were more likely to consider congestion on motorways and towns and cities a problem (32 per cent and 48 per cent respectively).

Chart 3.2: concerns about motorway congestion by gross annual household income group



Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 3,297 (all CAPI respondents). Gross annual household income group base size indicated in brackets.
 Note: 'Don't know' and 'Refused' categories are not presented in the chart legend.

Chart 3.3: concerns about traffic congestion in towns and cities by gross annual household income group



Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 3,297 (all CAPI respondents). Gross annual household income group base size indicated in brackets.
 Note: 'Don't know' and 'Refused' categories are not presented in the chart legend.

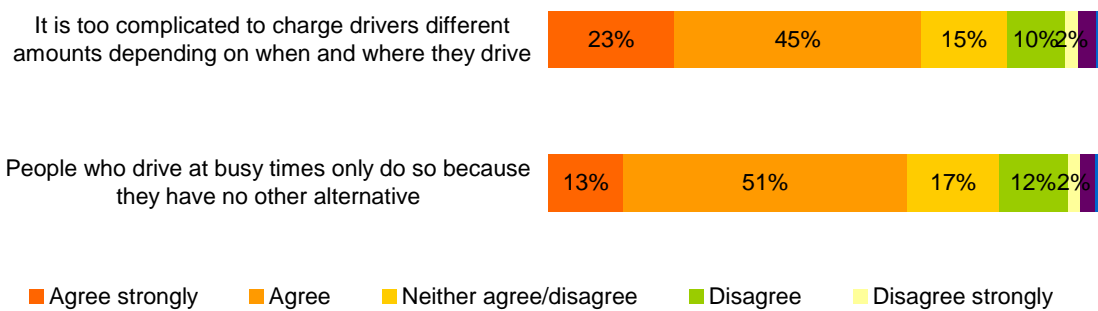
3.4

⁷ Referred to as 'household income' from here on.

Although the proportion of respondents who said they did not find congestion to be a problem differed at most by 10 percentage points across the four household income bands, the split between 'not a problem at all' or 'not a very serious problem' ranges more widely. Those in lower household income groups tended towards 'not a problem at all' and those in the higher household income groups tended towards 'not a very serious problem'.

- 3.5** Approximately two-thirds (65 per cent) of respondents agreed⁸ that people who drive at busy times only do so because they have no other alternative. This has increased from 60 per cent in 2009. Sixty-seven per cent of respondents agreed that it is too complicated to charge drivers different amounts depending on when and where they drive.

Chart 3.4: attitudes towards congestion



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 2,810 (all respondents completing self completion sections A, B and C)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

- 3.6** More drivers agreed that people who drive at busy times only do so because they have no alternative (68 per cent compared to 56 per cent of non-drivers) and that it is too complicated to charge drivers different amounts depending on when and where they drive (70 per cent compared to 60 per cent of non-drivers).
- 3.7** More male respondents disagreed⁹ that people who drive at busy times only do so because they have no alternative (16 per cent compared to 13 per cent of females) and that it is too complicated to charge drivers different amounts (15 per cent compared to 10 per cent of females).
- 3.8** Respondents on higher household income (£44,412 and above) were more likely to disagree that it is too complicated to charge drivers

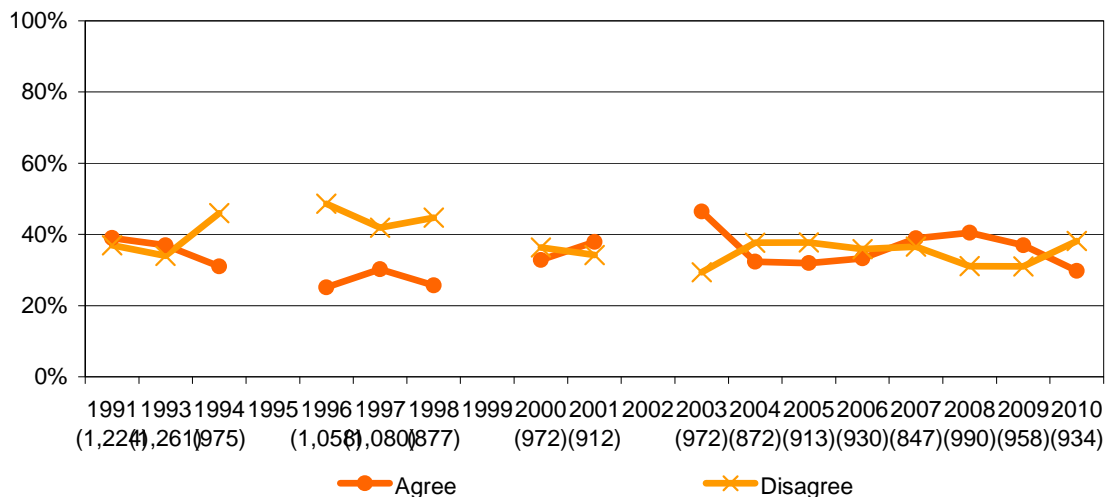
⁸ Unless stated explicitly stated, 'agreed' should be understood to mean 'agree' or 'strongly agree'.

⁹ This should be understood to mean 'disagreed' or 'strongly disagreed' unless stated otherwise.

different amounts (16 per cent compared to 11 per cent of those in households with income of less than £44,412).

3.9 Approximately one in three respondents (30 per cent) agreed that the government should build more motorways to reduce traffic congestion. A slightly higher proportion of respondents (38 per cent) disagreed with this statement. The proportion agreeing that the government should build more motorways to reduce traffic congestion has decreased since 2009 (by seven percentage points) whilst the proportion disagreeing has increased (by seven percentage points). This signifies a switch in the majority towards people believing that the government should not build more motorways to reduce congestion, however, it's also the fifth time that these two series have switched since the question was first asked in 1991 (see Chart 3.5).

Chart 3.5: Attitudes towards government building more motorways to reduce congestion (1993-2010)

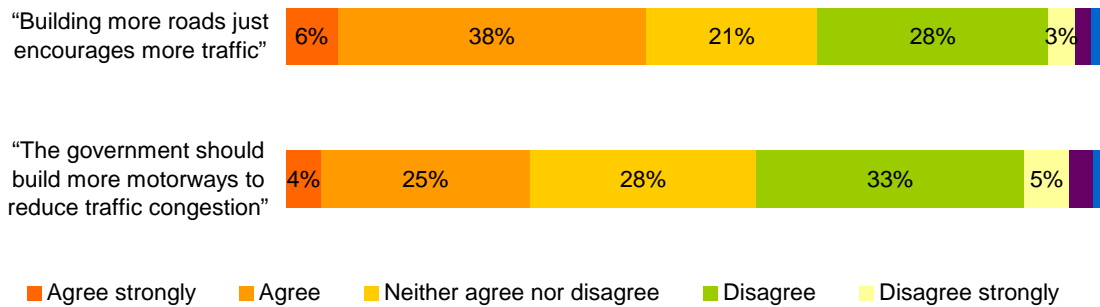


Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: contained in brackets (all respondents completing self completion section A)
 Note: This question was not asked in 1995, 1999 or 2002.

3.10

Nearly half (44 per cent) of respondents agreed that building more roads just encourages more traffic. Approximately one third of respondents (31 per cent) disagreed with this statement.

Chart 3.6: attitudes to motorway and road building



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 934 (all respondents completing self completion section A)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

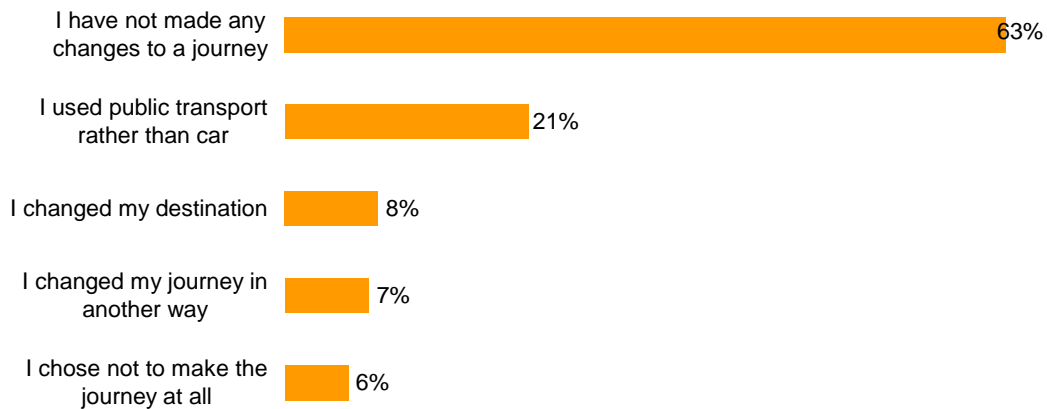
3.11 Those on higher household income (£44,412 and above) were more likely to disagree that the government should build more motorways to reduce traffic congestion (45 per cent compared to 36 per cent of those on with household income of less than £44,412) whilst drivers were more likely to disagree that building more roads just encourages more traffic (34 per cent compared to 24 per cent of non-drivers).

3.12 Nearly two-thirds (64 per cent) of respondents said they were very or fairly **concerned** about damage to the countryside from road building. This has decreased from 70 per cent in 2009. The remaining respondents were not very or not at all concerned about this issue. Female respondents were more often fairly or very concerned about damage to the countryside from road building (68 per cent compared to 59 per cent of males).

Parking

3.13 The majority of respondents (63 per cent) had not needed to alter a journey because of a lack of available parking in the 12 months prior to the interview. Around one fifth of respondents (21 per cent) reported that a lack of available car parking space meant they had used public transport rather than the car on at least one occasion in the previous year. A small proportion had changed their destination (eight per cent), not made the journey at all (six per cent) or changed their journey in another way (seven per cent).

Chart 3.7: parking experiences



Source: 2010 British Social Attitudes survey (NatCen)

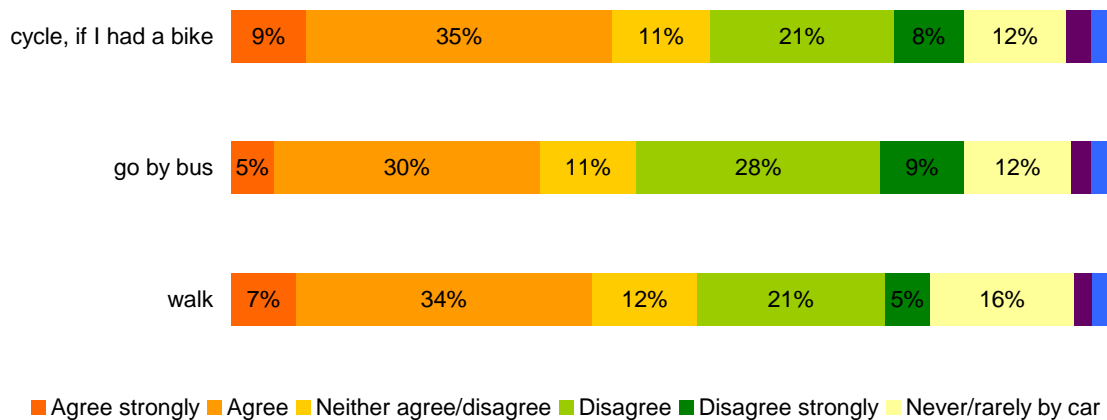
Unweighted base count: 2,253 (all respondents who drive these days)

Note: it was possible to provide more than one response to this question, therefore results may sum to more than 100 per cent.

4. Ability to use sustainable travel and existing travel behaviours

4.1 Forty-three per cent of respondents agreed that they could just as easily cycle many of the journeys of less than two miles that they make by car if they had a bike. Thirty-five per cent of respondents agreed that they could just as easily use the bus (an increase of four percentage points since 2009) and 41 per cent said that they could just as easily walk.

Chart 4.8: Many of the journeys of less than 2 miles that I now make by car I could just as easily...



Source: 2010 British Social Attitudes survey (NatCen).

Unweighted base count: 2,810 (all respondents completing self completion sections A, B and C)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

4.2 More males agreed that they could just as easily cycle many of the journeys of less than two miles that they make by car (49 per cent compared to 38 per cent of females) and more of those living in households with income of less than £44,412 agreed that they could just as easily use the bus (38 per cent compared to 27 per cent of those with household income of £44,412 and above).

4.3 Conversely, drivers were more likely to disagree that they could just as easily cycle (32 per cent), walk (30 per cent), or take the bus (47 per cent). Respondents aged 65 or over were also more inclined to disagree that they could just as easily walk or cycle many of the short trips they currently make by car. Thirty-six per cent of those aged 65 and over disagreed that they could just as easily walk short car journeys and 43 per cent disagreed that they could just as easily cycle short car journeys.

4.4 Respondents who were concerned about the effect of transport on climate change were more likely to agree (and less inclined to disagree) that they could just as easily use alternative modes of transport such as walking, taking the bus or cycling for many of the short journeys they make by car (Table 4.9).

Table 4.9: Cross-tabulation of concerns about climate change by ability to use alternatives to car for short journeys

<i>How concerned are you about the effect of transport on climate change?</i>					
	<i>Very concerned</i>	<i>Fairly concerned</i>	<i>Not very concerned</i>	<i>Not at all concerned</i>	<i>All</i>
<i>Many of the journeys of less than 2 miles that I now make by car I could just as easily...</i>					
<i>Walk</i>					
Agree strongly	13%	10%	7%	5%	9%
Agree	44%	42%	42%	44%	42%
Neither agree nor disagree	15%	16%	15%	10%	15%
Disagree	22%	27%	29%	31%	27%
Disagree strongly	6%	5%	7%	10%	6%
Base count:	459	1,079	495	181	2,214
<i>Go by bus</i>					
Agree strongly	8%	6%	5%	4%	6%
Agree	40%	38%	32%	31%	37%
Neither agree nor disagree	14%	12%	14%	18%	13%
Disagree	30%	35%	35%	27%	33%
Disagree strongly	8%	10%	14%	19%	11%
Base count:	484	1,135	509	195	2,323
<i>Cycle if I had a bike</i>					
Agree strongly	15%	10%	8%	8%	10%
Agree	45%	41%	41%	37%	42%
Neither agree nor disagree	11%	15%	13%	13%	14%
Disagree	21%	26%	27%	26%	25%
Disagree strongly	7%	9%	10%	16%	9%
Base count:	489	1,129	510	194	2,322

Source: 2010 British Social Attitudes survey (NatCen).

Note: excludes 'Never/rarely travel by car' and 'don't know' responses.

Pearson $\chi^2 = 30$ (walk) 35 (go by bus) and 36 (cycle).

4.5 Fourteen per cent of respondents said that they never travel by car. Seventeen per cent of respondents said they typically make less than one journey of **less than two miles** by car in a typical week, 10 per cent said they typically make one such journey, 15 per cent make two journeys, 26 per cent make 3-9 journeys and 12 per cent make 10 or more journeys.

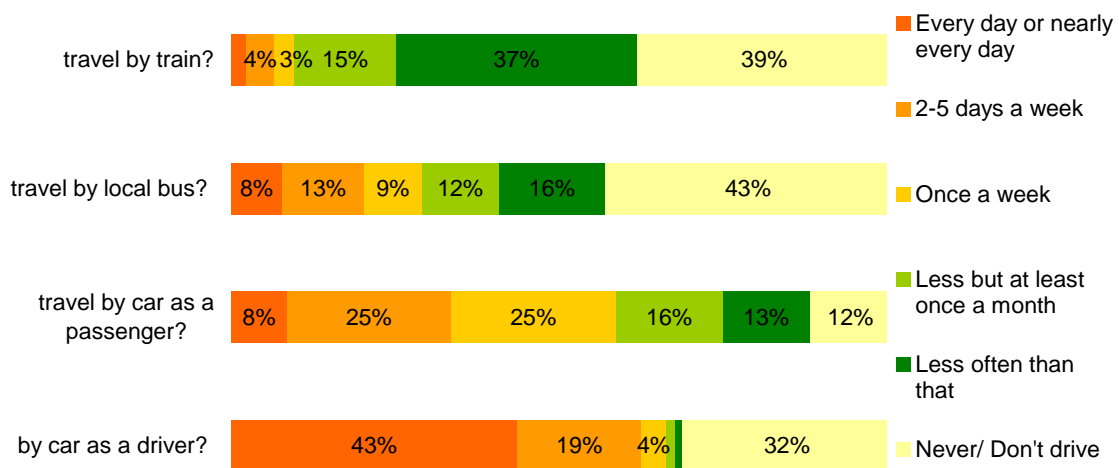
4.6 Respondents who drive a car do so far more frequently than car passengers, bus and train users use their respective modes of transport. Forty-three per cent of those who drive do so everyday or nearly every day. This compares to eight per cent of car passengers travelling by car

at least nearly every day, eight per cent of bus users travelling by bus at least nearly every day and two per cent of train users travelling by train at least nearly every day.

4.7 Respondents who use trains tend to use them less frequently than other transport users use their respective modes. The majority of train users (84 per cent) travel by train less than once a week. This compares to four per cent of car drivers driving less than once a week, 34 per cent of car passengers travelling as a car passenger less than once a week and 49 per cent of bus users using the bus less than once a week.

4.8 Approximately four in ten respondents never travel by train or bus (39 per cent and 43 per cent respectively). Approximately one in three respondents (32 per cent) never or don't drive, however, one in ten (12 per cent) never travel as a car passenger.

Chart 4.10: Frequency of travel by mode of transport



Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 3,297 (all CAPI respondents)
 Note: data labels are not presented for values of two per cent or less

4.9 Half (50 per cent) of all respondents had not made any trips¹⁰ by plane in the 12 months previous to interview. One in five (20 per cent) made one trip by plane, 14 per cent made two trips and 17 per cent had made three or more trips by plane.

4.10 Four in ten (40 per cent) of respondents said they owned or had access to a usable bicycle. More males owned or had access to a bike (47 per cent compared to 34 per cent of females); as did those on higher

¹⁰ A trip is defined as an outward and return flight

household incomes (56 per cent of those with income of £44,412 and over, compared to 34 per cent of those earning less); respondents from households with children present (51 per cent compared to 36 per cent of those without children), and respondents who drive (47 per cent compared to 26 per cent of non-drivers). Older respondents were less likely to own or have access to a bicycle: 65 per cent of respondents aged 60-64 and 83 per cent of those aged 65 and over did not own or have access to a bicycle.

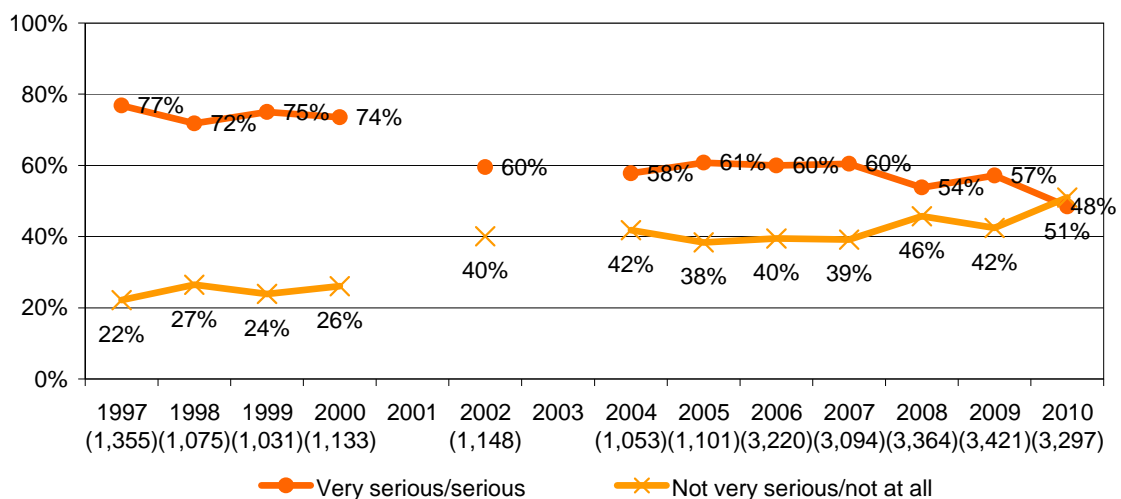
- 4.11** Approximately one fifth (19 per cent) of respondents said that their household did not own or have regular access to a car or van. Two fifths (41 per cent) reported their household owning or having access to one car or van, just over a quarter (29 per cent) said their household owned or accessed two cars or vans, seven per cent reported having use of three cars or vans and three per cent reported having four or more cars or vans.
- 4.12** Respondents aged 18-34 or 65 and over, or living in a low income household were most likely to report their household had no car or van:
- 23-28 per cent of those aged 18-34 or 65 and over reported their household had no car or van, and
 - 43 per cent of those with household income of less than £14,412 reported their household had no car or van compared to 10 per cent of those with household income of £14,412 and above.

5. Transport and the environment

Exhaust fumes

5.1 Just over half (51 per cent) of all respondents said that exhaust fumes from traffic in towns and cities were not a problem for them. This has increased from 42 per cent in 2009. Forty-eight per cent of respondents considered exhaust fumes from traffic in towns and cities to be a problem for them. This was the first in the time series of this question that the majority response has regarded exhaust fumes not to be a problem (see Chart 5.10).

Chart 5.11: attitudes towards exhaust fumes from traffic in towns and cities being a problem (1997-2010)



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: shown in brackets (all CAPI respondents)

Note: this question was not asked in 2001 or 2003. In 2001 the module of questions preceding this question were adjusted causing a break in the time series.

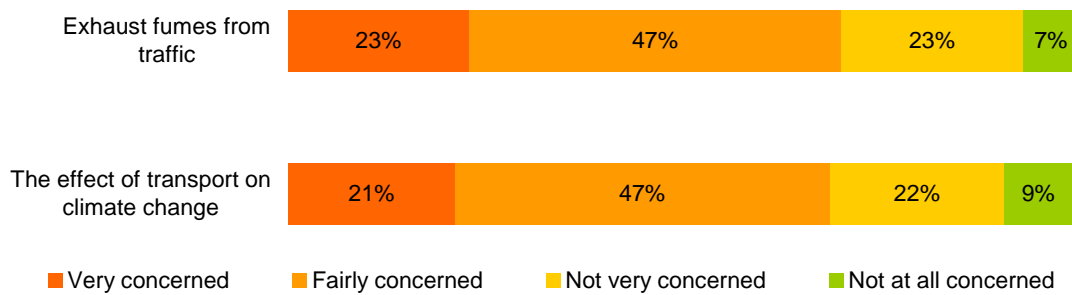
5.2 In contrast, 70 per cent of respondents said they were very or fairly **concerned** about exhaust fumes from traffic. This has decreased from 76 per cent in 2009.

5.3 Female respondents more often considered exhaust fumes in towns and cities to be a problem (51 per cent compared to 46 per cent of males) and were more likely to be very or fairly concerned about exhaust fumes from traffic (74 per cent compared to 62 per cent of males).

Climate Change

5.4 Around two-thirds of respondents (68 per cent) said that they were very or fairly concerned about the effect of transport on climate change. This had also fallen from 75 per cent in 2009. Female respondents were also more often very or fairly concerned about the effect of transport upon climate change (74 per cent compared to 62 per cent of males).

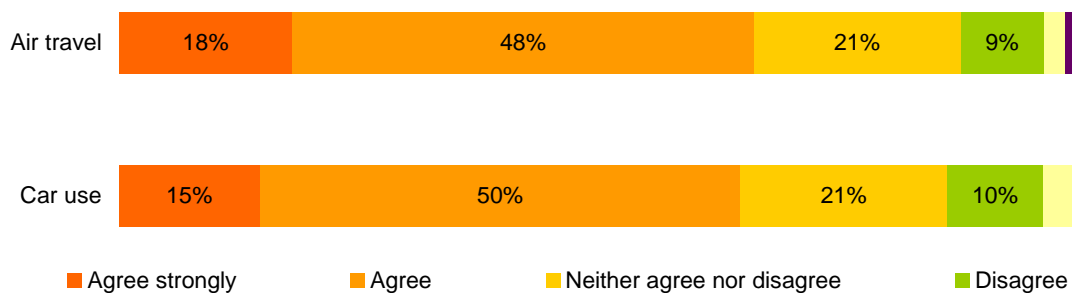
Chart 5.12: concerns about exhaust fumes and the effect of transport on climate change



Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 3,297 (all CAPI respondents)
 Note: 'Don't know' and 'Refused' categories are not presented in the chart legend.

5.5 Nearly two-thirds of respondents (64 per cent) agreed that the current level of car use has a serious effect on climate change. This has fallen from 73 per cent in 2009. A similar proportion (66 per cent) agreed that the current level of air travel has a serious effect on climate change. This had also fallen from 71 per cent in 2009.

Chart 5.13: attitudes on whether the current level of car use/ air travel has a serious effect on climate change



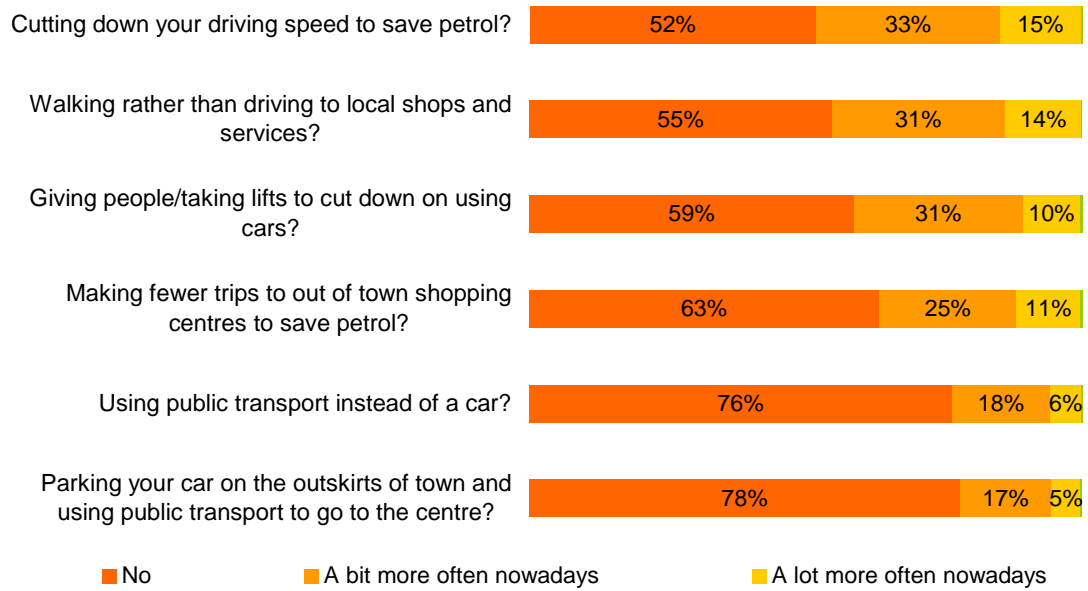
Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 3,297 (all CAPI respondents)
 Note: 'Don't know' and 'Refusal' categories are not presented in the chart legend.

- 5.6** Females were more likely to agree that the current level of car use and air travel has a serious effect on climate change (70 per cent and 69 per cent respectively). Fifty-eight per cent of males agreed that the current level of car use has a serious effect on climate change and 63 per cent agreed that air travel has a serious effect on climate change.

Environmentally friendly transport activities

- 5.7** Respondents were asked whether compared with 2-3 years ago, they now do certain things more often than they used to **for the sake of the environment** (Chart 5.13).
- Nearly half (48 per cent) of respondents said that they now cut down their driving speed to save petrol a bit more or a lot more than they did 2-3 years ago (down from 54 per cent in 2009);
 - A similar proportion (45 per cent) said that they now walked rather than driving to local shops and services a bit more or a lot more than they did 2-3 years ago (down from 48 per cent in 2009);
 - 41 per cent of respondents said that they now give or take lifts to cut down on using cars a bit more or a lot more than they did 2-3 years ago (down from 45 per cent in 2009);
 - Around one third (36 per cent) of respondents said that they now make fewer trips to out of town shopping centres to save petrol a bit more or a lot more than they did 2-3 years ago (down from 40 per cent in 2009);
 - Nearly a quarter of respondents (23 per cent) said that they now used public transport instead of a car a bit more or a lot more than they did 2-3 years ago, and
 - Approximately one in five (22 per cent) respondents said that they now park their car on the outskirts of town and use public transport to go to the centre a bit more or a lot more than they did 2-3 years ago.

Chart 5.14: attitudes towards environmentally friendly transport activities

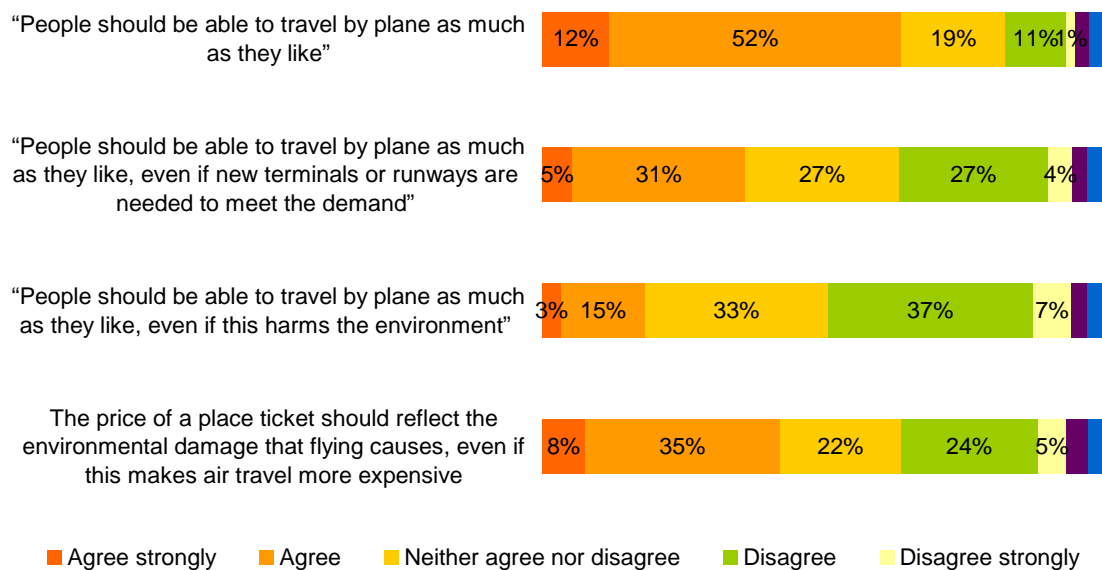


Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 3,297 (all CAPI respondents)
 Note: 'Don't know' category is not presented in the chart legend.

Air travel and the environment

5.8 Attitudes towards flying appear to be bounded to some extent by concerns about damage to the environment by aviation and the need to extend capacity. Nearly two-thirds (64 per cent) of respondents agreed that people should be able to travel by plane as much as they like. Approximately one third (36 per cent) of people agreed that people should be able to travel by plane as much as they like, **even if new terminals or runways are needed to meet the demand**. This was a decrease from 42 per cent in 2009. Forty-two per cent of respondents agreed that the price of a plane ticket should reflect the environmental damage that flying causes, **even if this makes air travel more expensive**. Nearly one in five (18 per cent) respondents agreed that people should be able to travel by plane as much as they like, **even if this harms the environment**.

Chart 5.15: Attitudes towards air travel



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 934 (all respondents completing self completion section A)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

5.9

It is perhaps worth noting that although attitudes towards flying appear to be influenced by environmental concerns, other evidence suggests that these concerns do not have much influence on behaviour:

- 10 per cent of respondents in the February 2010 Office for National Statistics' Opinions omnibus survey ¹¹ expected to make fewer trips by plane in the coming year, yet twice as many (21 per cent) thought they would make more.
- Costs were cited as the main reason for making fewer trips with just six per cent mentioning concerns for the environment.

5.10 On average, respondents who agreed that people should be able to travel by plane as much as they like had taken two trips by plane in the previous 12 months whereas those who disagreed had taken one trip. Similarly, those who agreed that people should be able to travel by plane as much as they like, even if new terminals or runways are needed to meet the demand had taken two trips by plane compared to one trip taken by those who disagreed.

5.11 Male respondents were more likely to agree that people should be able to travel by plane as much as they like, even if new terminals or runways are needed (40 per cent compared to 33 per cent of females) and that the price of a plane ticket should reflect the environmental damage that flying causes (46 per cent compared to 38 per cent of females).

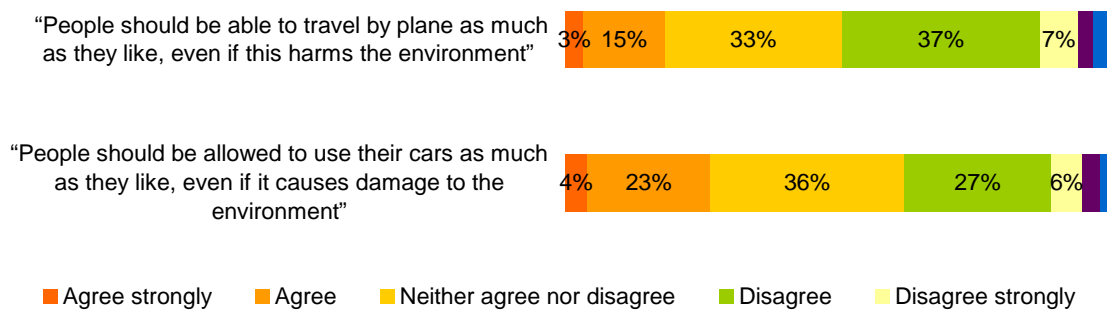
5.12 Those on higher household incomes (£44,412 and above) were more likely to **disagree** that people should travel as much as they like even if new runways or terminals are needed (39 per cent compared to 28 per cent of those with lower household incomes), but more likely to **agree** that the price of a plane ticket should reflect the environmental damage that flying causes (53 per cent compared to 42 per cent of those on lower household incomes).

5.13

¹¹ Public experiences of and attitudes towards air travel, Department for Transport, July 2010
<http://www.dft.gov.uk/adobepdf/162469/221412/221513/attitudestoairtravel/attitudestowardsairtravel1.pdf>

Respondents were more inclined to agree that people should have the freedom to travel by car as much as they like even if it causes damage to the environment than they were with air travel. Whilst 18 per cent agreed that people should be able to travel by air even if it harms the environment, 27 per cent agreed that people should be allowed to use their cars as much as they like, even if it causes damage to the environment.

Chart 5.16: attitudes towards freedom to travel



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 934 (all respondents completing self completion section A)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

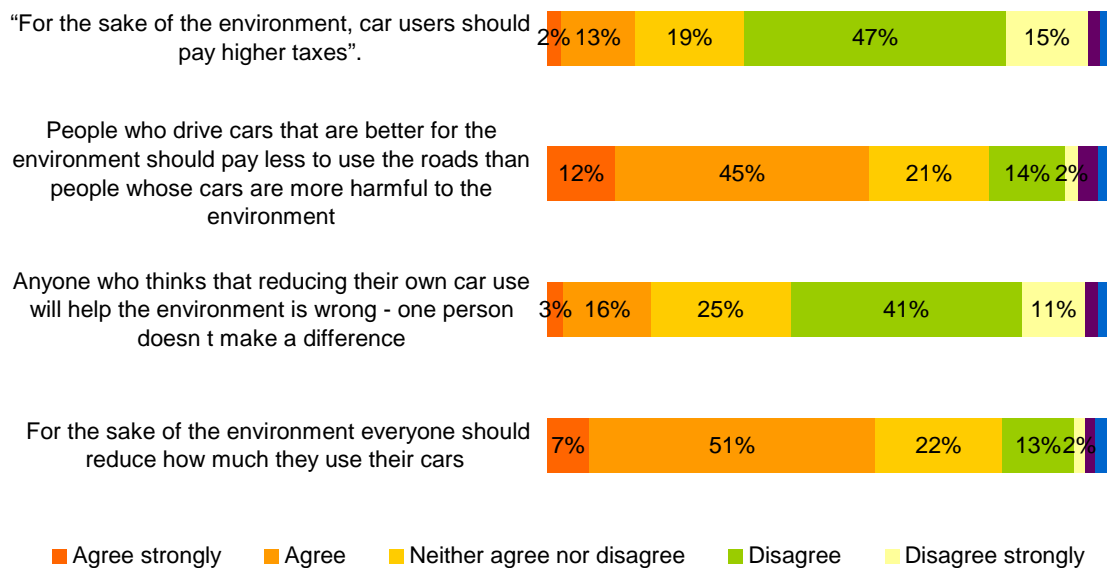
Car use and the environment

- 5.14** Forty-one per cent of non-drivers disagreed that people should have the freedom to travel by car as much as they like even if it causes damage to the environment compared to 29 per cent of drivers.
- 5.15** Whilst 42 per cent of respondents agreed that the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel more expensive; they were less inclined to agree that for the sake of the environment, car users should pay higher taxes (15 per cent: see Chart 5.16).
- 5.16** Far fewer respondents aged 65 and over agreed that car users should pay higher taxes for the sake of the environment than those aged 18-24 (nine per cent and 29 per cent respectively). Drivers were less likely to agree that car users should pay higher taxes for the sake of the environment (14 per cent compared to 20 per cent of non-drivers).

Environmentally minded transport options

5.17 Just over half (57 per cent) of respondents agreed that people who drive cars that are better for the environment should pay less to use the roads than people whose cars are more harmful to the environment. This was a decrease from 63 per cent in 2009. However, whilst a similar proportion (58 per cent) of respondents agreed that for the sake of the environment, everyone should reduce how much they use their cars, 18 per cent agreed that anyone who thinks that reducing their own car use will help the environment is wrong and that one person doesn't make a difference.

Chart 5.17: attitudes towards environmental transport policies



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 934 (all respondents completing self completion section A)

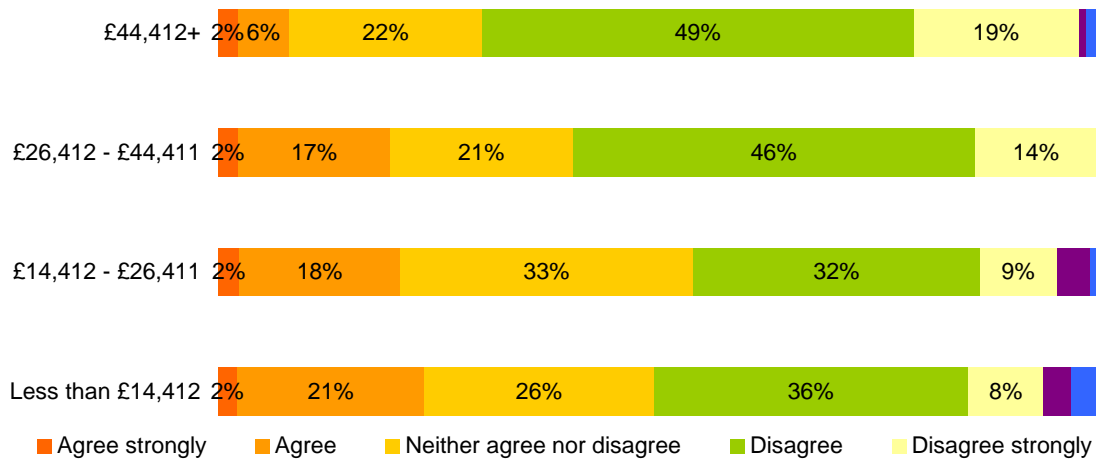
Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

5.18 Half (50 per cent) of those aged 18-24 disagreed that anyone who thinks that reducing their own car use will help the environment is wrong (and that one person doesn't make a difference) compared to 11 per cent of those aged 65 and over.

5.19

Respondents on higher household income were more likely to believe that taking action to reduce their own car use will help the environment, and that one person's efforts make a difference will help the environment is wrong. As illustrated in Chart 5.17, the proportion of respondents agreeing with this statement falls from 23 per cent in the lowest household income band (less than £14,412) to eight per cent in the highest household income band (£44,412 and above). At the same time the proportion disagreeing with this statement rises from 44 per cent to 68 per cent.

Chart 5.18: attitudes towards the statement 'anyone who thinks that reducing their own car use will help the environment is wrong - one person doesn't make a difference' by gross annual household income



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 795 (all respondents completing self completion section A who provided information on their gross annual household income)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

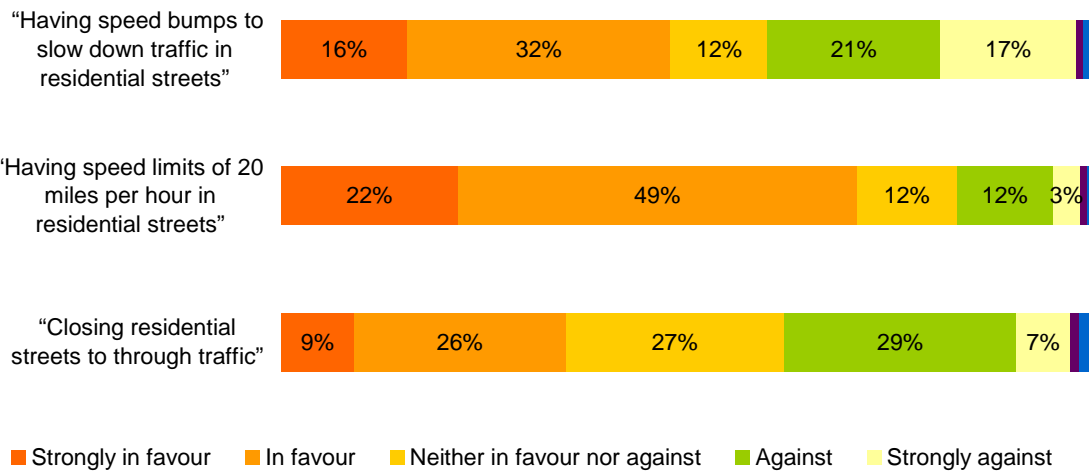
5.20 A higher proportion of drivers agreed that people who drive cars that are better for the environment should pay less to use the roads than people whose cars are more harmful to the environment (61 per cent compared to 48 per cent of non-drivers).

6. Road safety

Residential streets

6.1 There is no majority support for or against the closure of residential streets to through traffic (that is, streets that are not main roads). Thirty-five per cent of respondents were in favour or strongly in favour of closing residential streets to through traffic, however, exactly the same proportion (35 per cent) were against or strongly against this proposal. The majority (71 per cent) of respondents were in favour or strongly in favour of speed limits of twenty miles per hour in residential streets. Forty-eight per cent of respondents were in favour or strongly in favour of having speed bumps to slow down traffic in residential streets; however 38 per cent were against or strongly against the proposal leaving only a 10 per cent net response in favour or strongly in favour of speed bumps.

Chart 6.19: attitudes towards transport policies for residential streets



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 946 (all respondents completing self completion section B)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

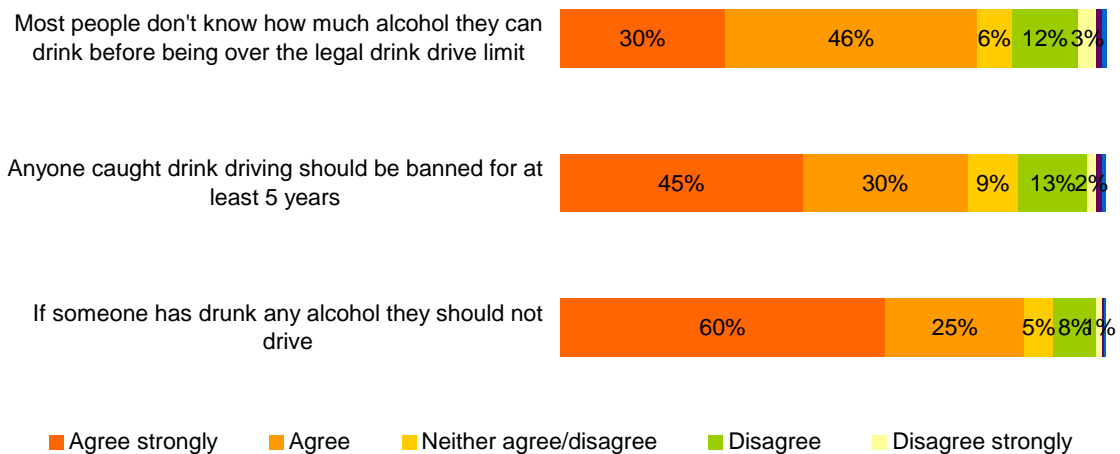
- 6.2** Male respondents were more inclined towards opposing statements regarding residential streets:
- 44 per cent of males were against, or strongly against the use of speed bumps, compared to 32 per cent of female respondents, and
 - 19 per cent of males were against, or strongly against speed limits of 20 miles per hour compared to 11 per cent of females.
- 6.3** Drivers were also more often against, or strongly against the use of speed bumps and 20 miles per hour speed limits (44 per cent and 17 per

cent respectively). Those on higher incomes (£44,412 and above) were more likely to be against, or strongly against the use of 20 mph speed limits (19 per cent) whereas those aged 18-24 were typically less likely to be in favour or strongly in favour (49 per cent).

Drink driving

6.4 As in previous years, respondents supported the proposal that those who have drunk any alcohol should not drive (85 per cent), that anyone caught drink driving should be banned for at least five years (75 per cent) and that most people don't know how much alcohol they can drink before being over the legal limit to drive limit (76 per cent).

Chart 6.20: attitudes towards drink-driving



Source: 2010 British Social Attitudes survey (NatCen).

Unweighted base count: 946 (all respondents completing self completion section B).

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

6.5 Female respondents were more inclined to agree with the drink driving statements:

- 90 per cent of females and 80 per cent of males agreed that those who have drunk any alcohol should not drive, and
- 81 per cent of females and 68 per cent of males agreed that anyone caught drink driving should be banned for at least five years.

6.6 In general, women's bodies can not process alcohol as well as men's; maintain a higher concentration of alcohol for longer and are more greatly affected by alcohol due to factors such as average body weight,

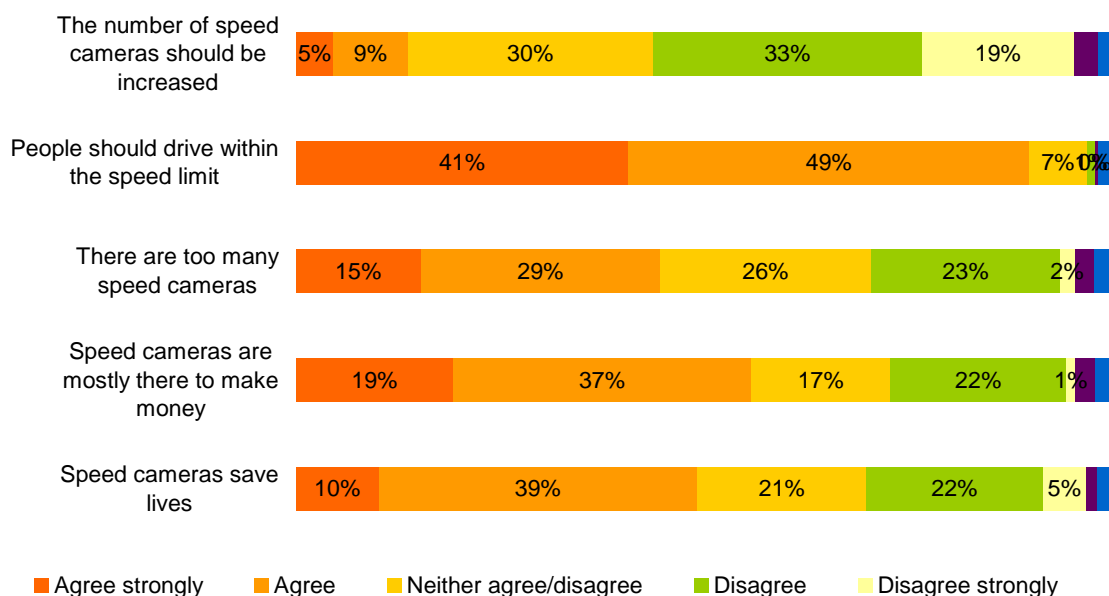
body fat ratios and lower levels of alcohol dehydrogenase¹². It is therefore perhaps not surprising if women have more cautious attitudes towards the consumption of alcohol and driving.

6.7 A greater proportion of non-drivers agreed that if anyone has drunk alcohol they should not drive (92 per cent) and that anyone caught drink driving should be banned for at least five years (83 per cent). Eighty-two per cent of non-drivers agreed that if anyone has drunk alcohol they should not drive and 71 per cent of non-drivers agreed that anyone caught drink driving should be banned for at least five years.

Speed cameras

6.8 Nearly half (49 per cent) of respondents agreed that speed cameras save lives and the majority (90 per cent) of respondents agreed that people should drive within the speed limit. However, 56 per cent of respondents agreed that speed cameras are mostly there to make money, 45 per cent agreed that there are too many speed cameras and just 14 per cent felt that the number of speed cameras should be increased.

Chart 6.21: attitudes towards speed cameras



Source: 2010 British Social Attitudes survey (NatCen)
 Unweighted base count: 930 (all respondents completing self completion section C)
 Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

¹² 'Progression' *Alcohol and women* <http://www.drinkaware.co.uk/facts/factsheets/alcohol-and-women> (content approved by Drinkaware Chief Medical Adviser, Prof Paul Wallace BSc (Hons), MSc, MMBS, FRCGP, FFPHM).

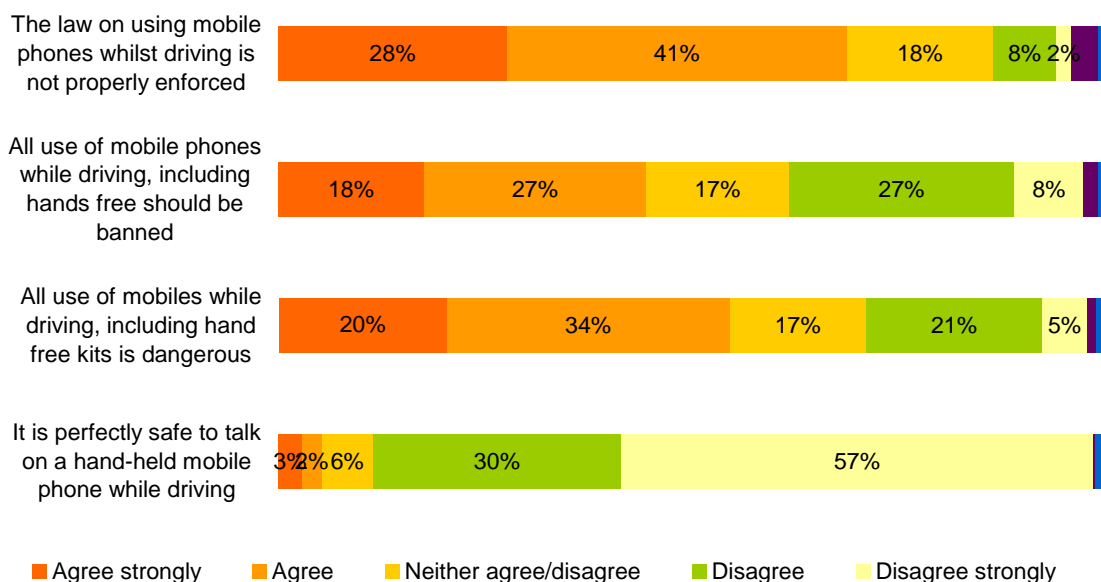
- 6.9** More male respondents disagreed that speed cameras save lives (33 per cent compared to 21 per cent of females). Males were more inclined to agree that speed cameras are mostly there to make money (61 per cent compared to 51 per cent of females) and more likely to agree that there are too many speed cameras (53 per cent compared to 36 per cent of females). Males were also more likely to disagree that the number of speed cameras should be increased (57 per cent compared to 46 per cent of female respondents).
- 6.10** Drivers were more likely to disagree that speed cameras save lives (33 per cent compared to 14 per cent of non-drivers), agree that speed cameras are mostly there to make money (61 per cent compared to 45 per cent of non-drivers) and that there are too many speed cameras (52 per cent compared to 30 per cent of non-drivers). Those on lower household incomes (below £44,412) agreed more often that people should drive within the speed limit (93 per cent compared to 86 per cent of those on higher incomes).

Mobile phones

6.11 Few respondents agreed that it is perfectly safe to talk on a hand-held mobile phone while driving (five per cent). However, there are indications of a softening in attitudes towards the use of mobiles phones (including hands free kits) while driving since 2009, and fewer people agreed that the law on using mobile phones whilst driving is not properly enforced (although this shift was towards neither agreeing nor disagreeing rather than disagreeing with the statement):

- 55 per cent of respondents agreed that all use of mobile phones while driving, including hands free kits, is dangerous (down from 61 per cent in 2009);
- 44 per cent of respondents agreed that all use of mobile phones while driving, including hands free should be banned (down from 53 per cent in 2009). At the same time, the proportion disagreeing with this statement increased from 30 per cent in 2009 to 36 per cent, and
- 69 per cent of respondents agreed that the law on mobile phones whilst driving is not properly enforced. This denotes a decrease from 76 per cent in 2009. Simultaneously, the proportion who said they neither agreed nor disagreed with this statement rose from 13 per cent to 18 per cent.

Chart 6.22: attitudes towards the use of mobile phones whilst driving



Source: 2010 British Social Attitudes survey (NatCen)

Unweighted base count: 930 (all respondents completing self completion section C)

Note: 'Can't choose' and 'not answered' categories are not presented in the chart legend.

- 6.12** Nearly all respondents (87 per cent) disagree that it is perfectly safe to talk on a mobile phone whilst driving, whilst the proportion agreeing that all use of mobile phones whilst driving (including hands-free sets) is dangerous or should be banned is notably lower (55 per cent and 44 per cent). Detailed analysis of responses indicates that 22 per cent of respondents believed that it is not safe to talk on a hand-held phone while driving but disagree that all use of mobile phones whilst driving (including hands-free kits) is dangerous. Similarly, 31 per cent of respondents agreed that it is not safe to talk on a hand-held phone while driving but disagree that all use of mobile phones whilst driving (including hands-free kits) should be banned. This may indicate minority support for hands-free kits.
- 6.13** More female respondents agreed all use of mobile phones while driving, including hands free should be banned (49 per cent compared to 40 per cent of males). Those on lower household incomes were also more likely to agree all use of mobile phones whilst driving should be banned (57 per cent of those on less than £44,412 compared to 34 per cent of those on higher incomes). Drivers were more inclined to disagree with the statements on the use of mobile phones:
- 89 per cent of drivers and 82 per cent of non-drivers disagreed that it was perfectly safe to talk on a hand-held mobile phone while driving, however;
 - 30 per cent of drivers and 20 per cent of non-drivers disagreed that all use of mobile phones while driving including hands-free kits is dangerous, and
 - 40 per cent of drivers and 26 per cent of non-drivers disagreed that all use of mobile phones while driving, including hands-free kits should be banned.
- 6.14** Respondents aged 65 and over typically had stricter attitudes towards the use of mobile phones whilst driving, in particular, 63 per cent agreed that all use of mobile phones (including hands-free sets) should be banned and 80 per cent agreed that the law on mobile phones whilst driving is not properly enforced.

Annex A

Table A.1 sample profile

Category	Label	<i>Distribution</i>
Gender	Male	49%
	Female	51%
	Total	3,297
Age group	18-24	12%
	25-34	16%
	35-44	19%
	45-54	17%
	55-59	7%
	60-64	8%
	65+	21%
	Valid total	3,290
	Refused	7
Total	3,297	
Number of children aged under 16 in household	No children	73%
	One child	12%
	Two or more children	15%
	Total	3,297
Gross annual HH income	Less than £14,412	26%
	£14,412 - £26,411	21%
	£26,412 - £44,411	25%
	£44,412+	28%
	Valid total	2,654
	Refused	423
Drive	Yes	69%
	No	31%
	Total	3,295
	Refused	2
Total	3,297	