



Department
for Transport

British Social Attitudes Survey 2013: Public attitudes towards transport

July 2014

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Contents

Executive summary	4
1. Congestion and road building.....	5
Congestion.....	5
Road building.....	6
2. Sustainable travel.....	8
Current behaviour	8
Willingness to switch from car to more sustainable modes of transport.....	9
Cycling.....	10
3. Transport and the environment	14
Exhaust fumes	14
Climate Change.....	14
Air travel and the environment.....	18
Car use and the environment.....	19
Freedom to use car and air travel	22
4. Road safety	24
Residential streets	24
Drink Driving	26
Speed cameras.....	27
Mobile phones	30
5. Background information	33
British Social Attitudes Survey	33
Methodology	33
Response rates.....	34
Annex A: 2013 sample profile.....	35

Executive summary

Key findings:

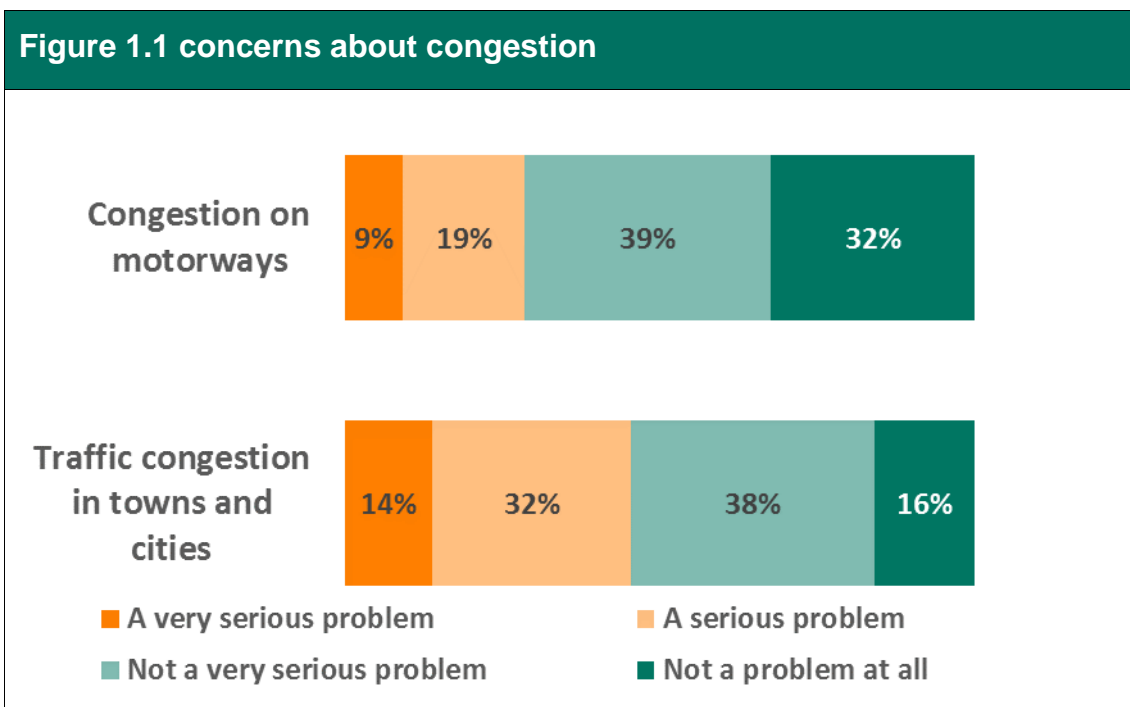
The key findings from the 2013 British Social Attitudes Survey include:

- In 2013, concern about congestion in towns and cities and on motorways rose (figures 1.1 and 1.2).
- Concern about damage to the countryside from road building remained at 2012 levels, the lowest level since inclusion in the survey (figure 1.3).
- Women (including women cyclists) and older age groups showed higher levels of concern over roads being too dangerous for them to cycle (figure 2.4 and 2.5).
- Concern about exhaust fumes in towns and cities was slightly above last years' historic low (figure 3.1).
- People remain reluctant to reduce the amount they travel by plane (figure 3.4).
- People's willingness to buy a car with lower CO2 emissions was similar to 2012 (Paragraph 3.6, figure 3.4).
- There is strong support for the proposition that people who drive cars that are better for the environment should pay less to use the roads (figure 3.6).
- Support for closing residential streets to through traffic was similar to that in 2012 which was an historic low (figure 4.2).
- There were some gender differences in the survey. For example women were more inclined than men to agree that if someone has drunk alcohol they should not drive. They were also more supportive of the use of speed cameras.
- Agreement that the law on using mobile phones whilst driving is not properly enforced has remained at its current level for the past four years after falling in 2010 (figure 4.9).
- Responses to certain questions have remained relatively unchanged since they were first included in the survey. These include the willingness to switch from cars to more sustainable transport mode.

1. Congestion and road building

Congestion

- 1.1 In 2013 concerns about congestion in towns and cities and motorways have both risen since low points seen in 2011 and 2012 respectively¹.
- 1.2 In 2013, 28% of Britons considered congestion on motorways to be a problem² for them (figure 1.1). This was significantly higher than in 2012³, when only 23% of respondents indicated that motorway congestion was a problem (figure 1.2).
- 1.3 In 2013, 45% of respondents considered traffic congestion in towns and cities to be a problem⁴. This was significantly higher than in 2012, when 39% considered this to be a problem (figure 1.2).



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: 3,244 (all respondents, CAPI)

¹ The survey is weighted to correct for the unequal selection of addresses, dwelling units and individuals and biases caused by differential non-response.

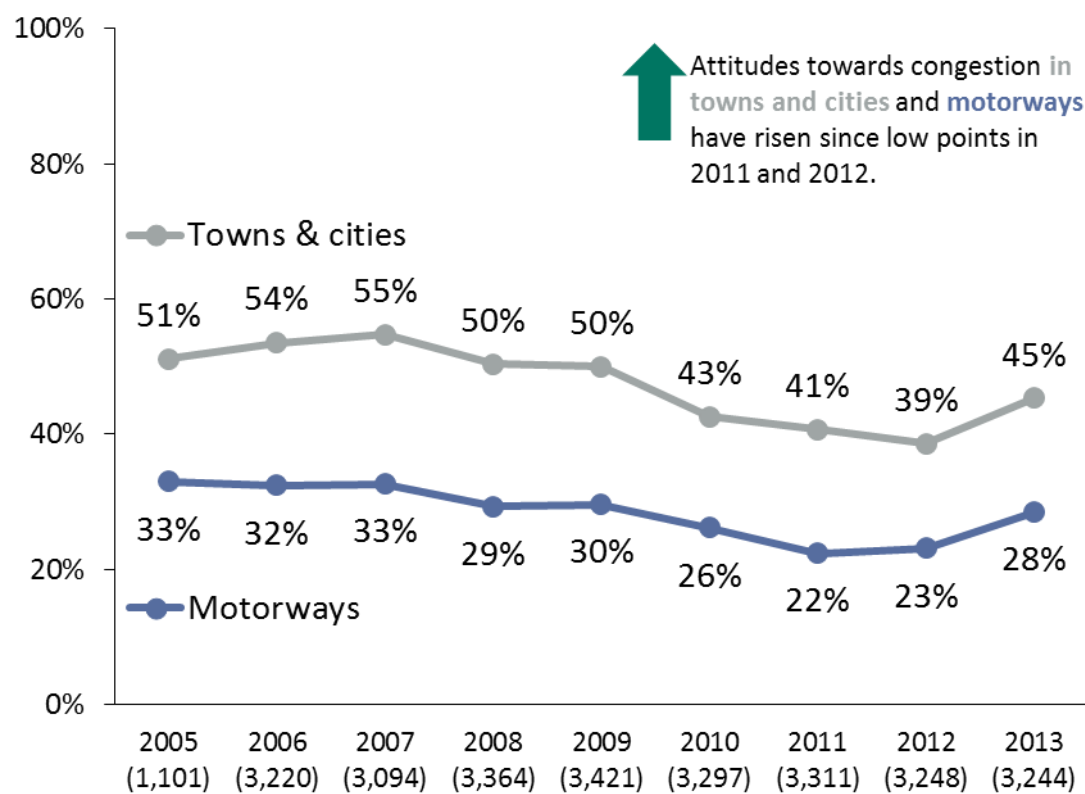
² For simplicity, responses coded 'a very serious problem' or 'a serious problem' have been described in the text as a problem and responses coded 'not a very serious problem' or 'not a problem at all' have been described as not a problem, unless otherwise specified.

³ Unless otherwise stated, any differences in results between 2013 and 2012 are tested as significant at the 5% level using an estimated design effect (DEFT) of 1.2.

⁴ The percentages in the charts have been rounded but the figures in the text have been calculated from unrounded figures. Differences are due to this rounding.

- 1.4 Drivers were more likely to report that motorway congestion is a problem for them (32% compared with 21% of those who don't drive) and more likely to consider traffic congestion in towns and cities to be a problem (48% compare with 39% of those who don't drive).
- 1.5 Men were more likely than women to consider motorway congestion (32% compared to 25% of women) and more likely to consider congestion in towns and cities to be a problem (48% compared to 43% of females). Male drivers were more likely to consider motorway congestion and congestion in towns and cities to be a problem than female drivers.

Figure 1.2: attitudes towards congestion in towns & cities and motorways as a serious or very serious problem, 2005 - 2013



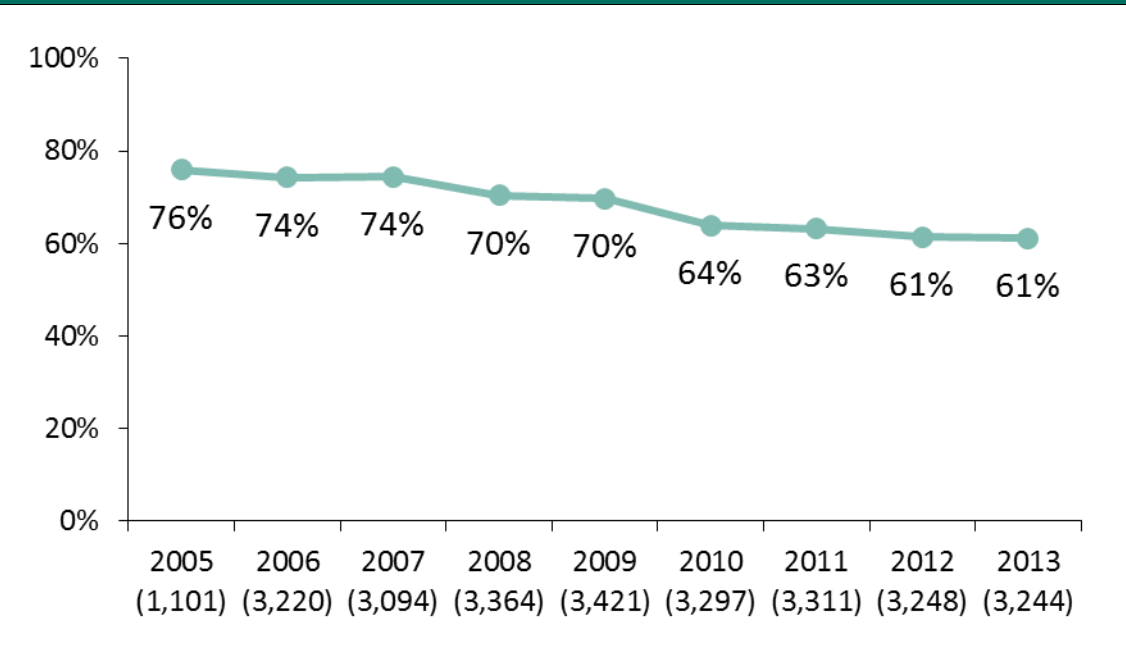
Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: indicated in brackets (all respondents, CAPI)

Road building

- 1.6 In 2013, 61% of people indicated that they were concerned about damage to the countryside from road building. This was unchanged from 2012 and concerns about damage to the countryside remained at their lowest level since the question was first asked in 2005 (76% - figure 1.3).

- 1.7 Women were more likely to be concerned about damage to the countryside from road building than men (67% compared to 55%).

Figure 1.3: very or fairly concerned about damage to the countryside from building roads, 2005-2013



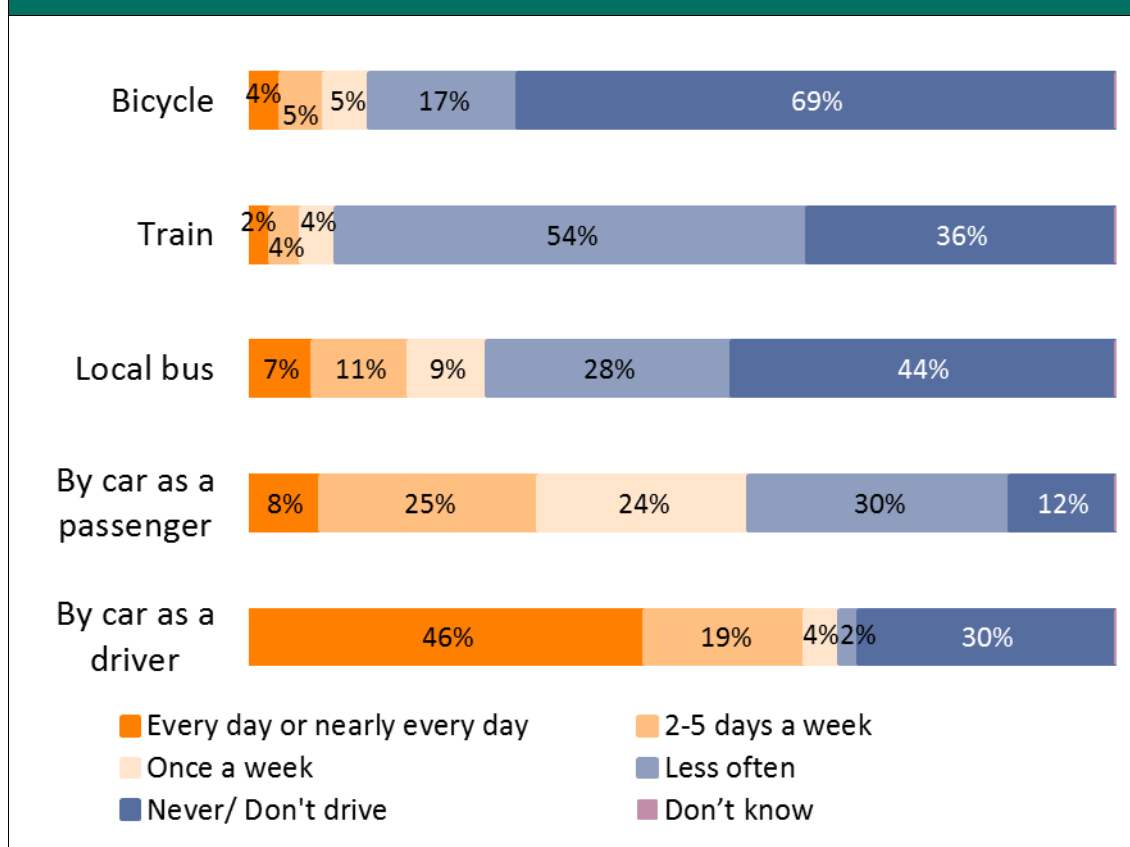
Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: indicated in brackets (all respondents, CAPI)

2. Sustainable travel

Current behaviour

2.1 Travelling by car as a driver was by far the most commonly and regularly used mode of transport with 46% of respondents reporting travelling by car as a driver every day or nearly every day (figure 2.1).

Figure 2.1: frequency of travel by mode of travel



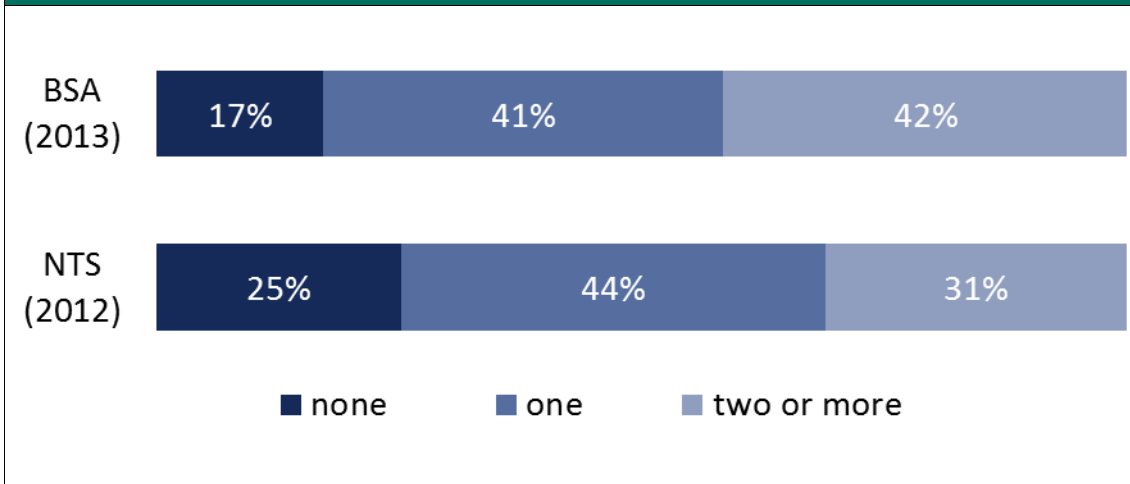
Source: British Social Attitudes survey, 2013 (NatCen Social Research)

Unweighted base: 3,244 (all respondents, CAPI)

2.2 In 2013, 17% of respondents said that their household did not own or have regular use of any cars or van, 41% said their household had one car or van and 42% said there were two or more cars or vans in their household. 11% of respondents said that their household owned or had regular access to three or more cars or vans (figure 2.2).

2.3 This compares with data from the 2012 National Travel Survey⁵ which reported that in 2012, a quarter of households in Great Britain did not have access to a car, whilst 44% had access to one car and the remaining 31% had access to two or more cars (figure 2.2).

Figure 2.2: number of cars or vans in household



Source: British Social Attitudes survey, 2013 (NatCen Social Research)

Unweighted base: 3,244 (all respondents, CAPI)

National Travel Survey, 2012 - see Table [NTS0205](#)

Willingness to switch from car to more sustainable modes of transport

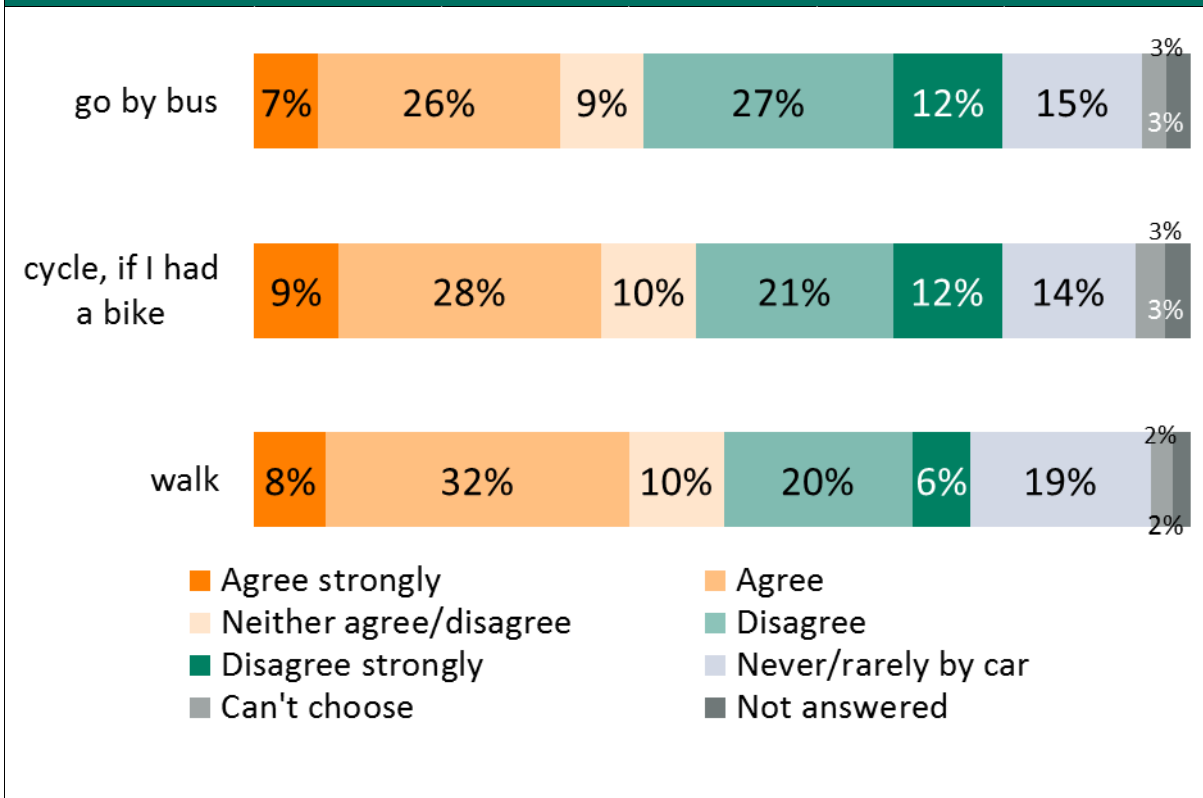
2.4 On average respondents reported making five journeys of less than two miles by car in a typical week (unchanged from 2012 and 2011).

2.5 A considerable proportion of respondents reported that they could use alternative forms of travel. In 2013, a third (33%) said that they could just as easily catch the bus for many of the journeys of less than two miles they now travelled by car, 37% said they could just as easily cycle (if they had a bike) and 40% of people agreed⁶ that they could just as easily walk (figure 2.3). These results are similar to the previous two years.

⁵ See <https://www.gov.uk/government/publications/national-travel-survey-2012>

⁶ Unless explicitly stated, 'agreed' should be understood to mean 'agree' or 'strongly agree'.

Figure 2.3: many of the journeys of less than 2 miles that I now make by car I could just as easily.....



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 904 (all respondents, self-completion, version A)

2.6 Men were more likely to agree that they could just as easily cycle many of the short journeys they currently make by car than women (43% compared to 32%). This may reflect lower levels of cycling amongst women (paragraph 2.8), higher fears (figure 2.4) or simply that some of the journeys undertaken by women are less practical upon a bicycle than in a car.

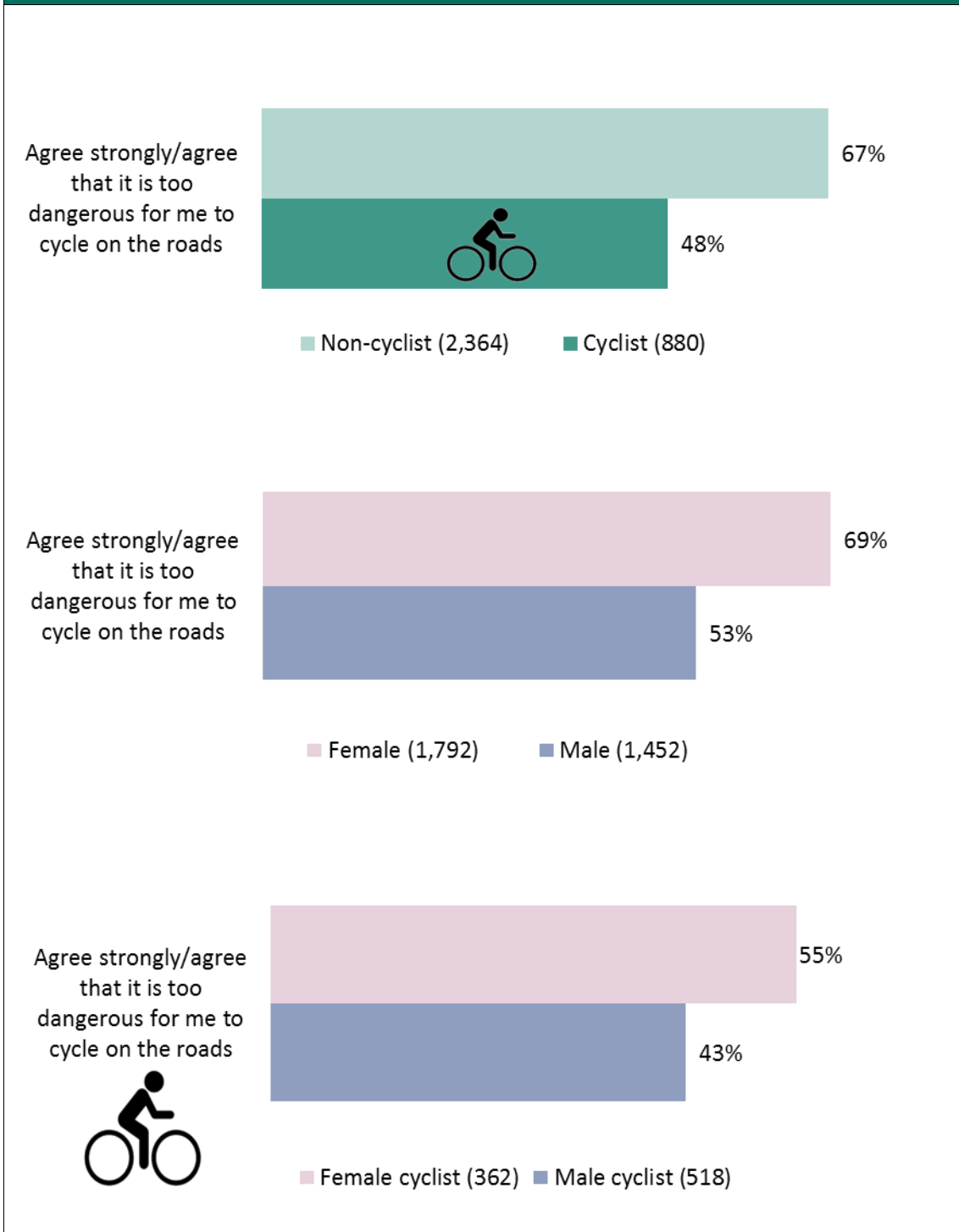
2.7 The analysis was repeated for cyclists however the numbers were too small to identify differences as significant.

Cycling

2.8 In 2013, 42% of respondents had access to a bicycle of which 40% owned a bicycle and 2% had regular use of a bicycle owned by someone else. Sixty-three per cent of respondents said that they had not ridden a bicycle in the previous 12 months. For these analyses a cyclist was defined as someone who both has access to a bicycle and has ridden a bicycle in the last 12 months. Using this definition 27% of the respondents were cyclists, but there was a gender difference with 37% of men and 22% of women being identified as cyclists.

- 2.9** A new question was introduced into the survey in 2011 to test potential hypotheses on barriers to cycling. In 2013, 61% of respondents felt it is too dangerous for them to cycle on the roads (not significantly different from 2012 figure of 59%).
- 2.10** The response varied significantly depending on whether people were cyclists or not. Forty-eight per cent of cyclists agreed that it is too dangerous for them to cycle on the roads compared to 67% of non-cyclists (figure 2.4).
- 2.11** Women considered cycling to be more dangerous than men. In 2013, 69% of females said it is too dangerous for them to cycle on the roads compared to 53% of males (figure 2.4). The result also held for cyclists, with female cyclists reporting a higher level of concern than male cyclists (55% compared to 43%). Similar results held last year.
- 2.12** These fears may partly explain the finding in paragraph 2.6 that fewer women than men were likely to agree that they could just as easily cycle many of the short journeys they currently make by car.

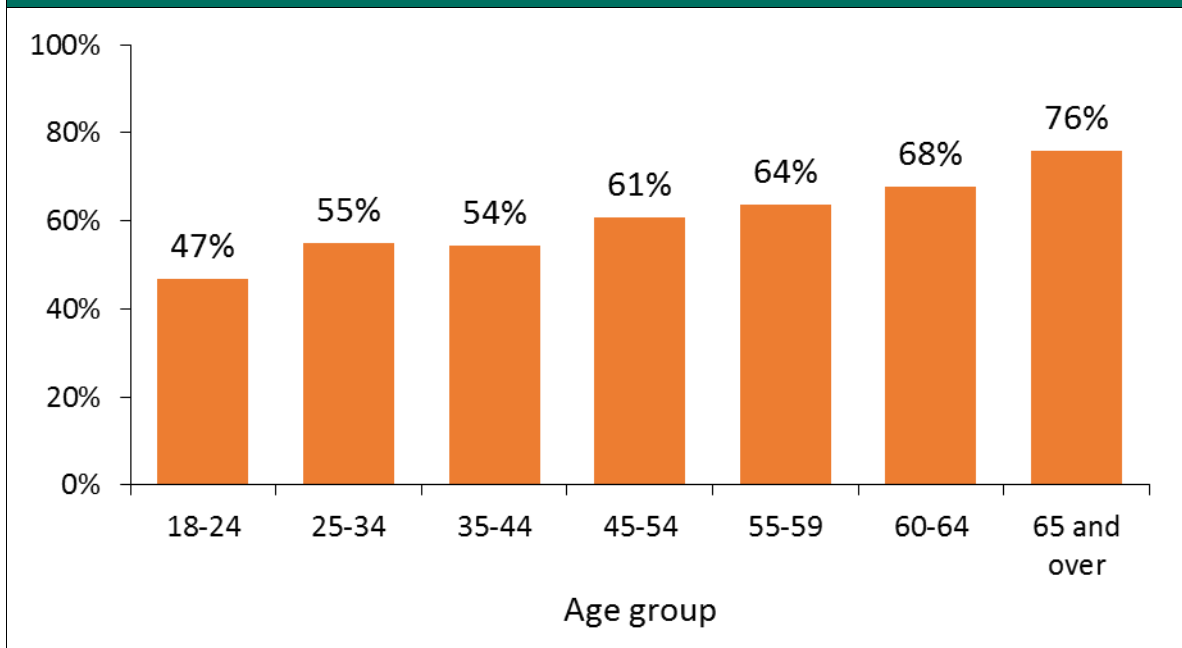
Figure 2.4: attitudes towards cycling



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 3,244 (all respondents, CAPI)

2.13 Age has a strong effect on whether individuals feel it is too dangerous to cycle on the roads. As figure 2.5 illustrates 47% of those aged 18-24 said it is too dangerous on the roads for them to cycle, rising to 76% of those aged 65 and over.

Figure 2.5: too dangerous to cycle on roads by age group



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: 3,244 (all respondents, CAPI)

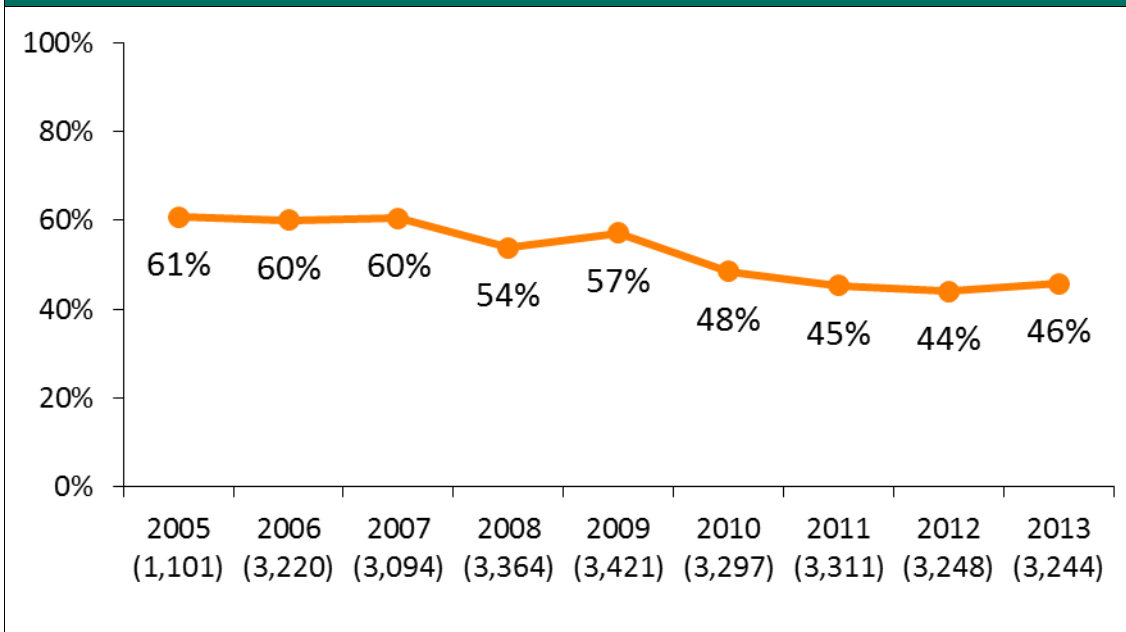
2.14 Drivers claimed to have slightly lower concerns about roads being too dangerous for them to cycle on than non-drivers (60% of drivers compared to 64% of non-drivers). This may be connected to drivers already being regular road users and thus having greater familiarity with the Highway Code and the road network. Drivers were also more likely to cycle (34% of drivers were also cyclists, compared to 19% of non-drivers).

3. Transport and the environment

Exhaust fumes

3.1 In 2013, 46% of respondents considered exhaust fumes in towns and cities to be a problem. This was not significantly higher than the 2012 figure of 44%, which marked the lowest level of concern since the question was introduced in 1997 (corresponding figure of 77% in 1997⁷ and 61% in 2005 - figure 3.1).

Figure 3.1: attitudes towards exhaust fumes in towns and cities as a serious or very serious problem, 2005-2013



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: 3,244 (all respondents, CAPI)

Climate Change

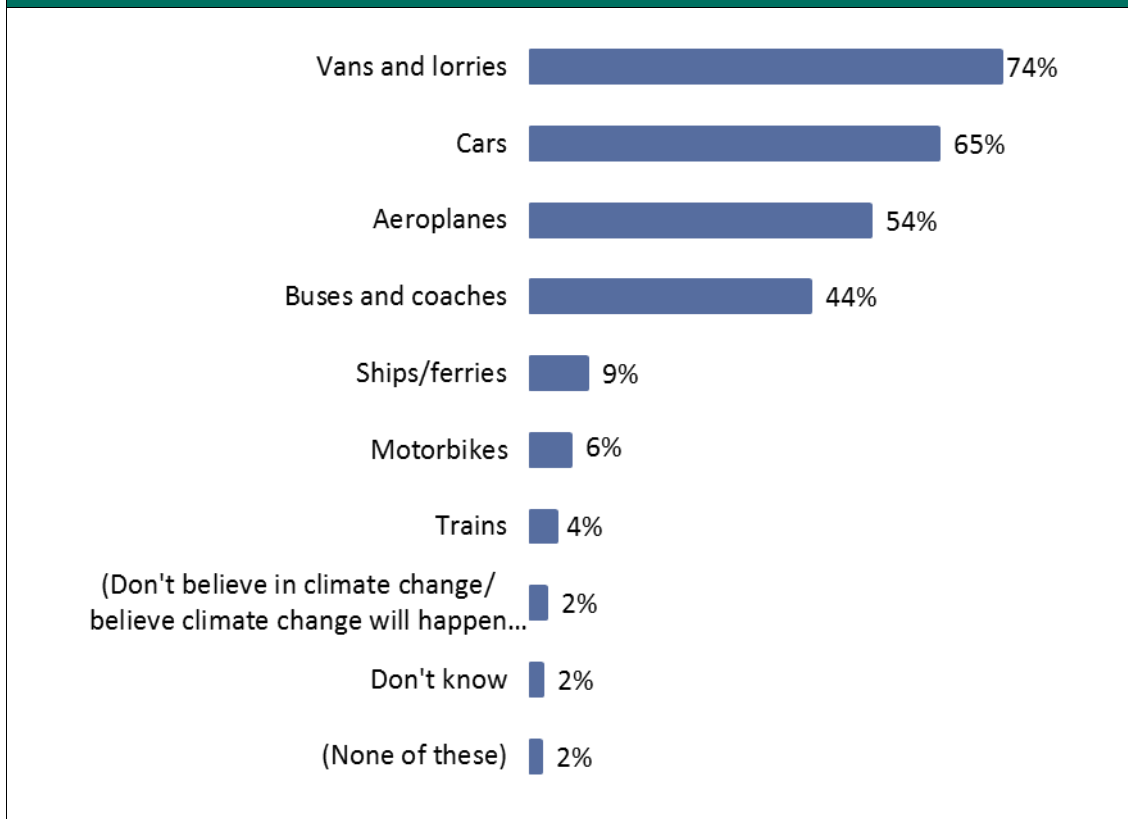
3.2 In 2011 a number of questions about attitudes to climate change were added to the survey.

⁷ Trends in Attitudes to Transport, 1990 to 2009:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

3.3 When shown a list of transport options and asked to decide which three have the most overall impact on climate change (figure 3.2):

- 74% viewed vans and lorries as being among the three most important (up from 73% in 2012 and 68% in 2011);
- 65% viewed cars as being among the three most important (down from 67% in 2012 but up from 62% in 2011);
- 54% viewed aeroplanes as being among the three most important (down from 56% in 2012 and 2011);
- 44% viewed buses and coaches as being among the three most important (up from 41% in 2012 and 38% in 2011).

Figure 3.2: factors deemed to have the most impact on climate change



Source: British Social Attitudes survey, 2013 (NatCen Social Research)

Unweighted base: 3,244 (all respondents, CAPI)

Note: respondents could choose up to three options so results do not sum to 100%

3.4 Cars and aeroplanes are in fact the two forms of transport with the highest total greenhouse gas emissions, accounting for 40% and 21% of total UK transport greenhouse gas emissions respectively⁸. By contrast,

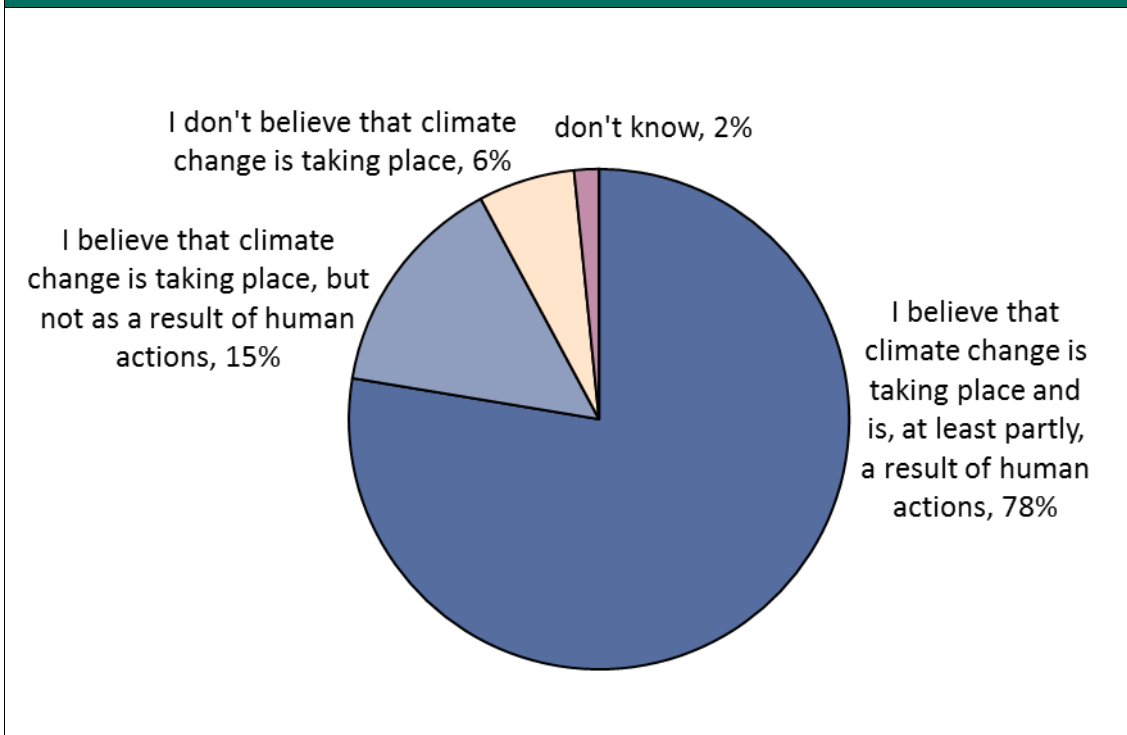
⁸ Source: DECC UK greenhouse gas emission statistics - includes international aviation and shipping: <https://www.gov.uk/government/publications/final-uk-emissions-estimates>

heavy good vehicles and light vans account for 15% and 10% of UK transport greenhouse gas emissions respectively.



3.5 In 2013, 78% of respondents indicated that they believe that climate change is taking place and that it is at least partly a result of human actions. 15% of people said they think climate change is taking place, but not as a result of human actions and 6% said they don't believe that climate change is taking place (figure 3.3). The latter figure was significantly higher than the 5% in 2012, but not significantly different from the 7% in 2011. The other results were similar to previous years.

Figure 3.3: belief in climate change



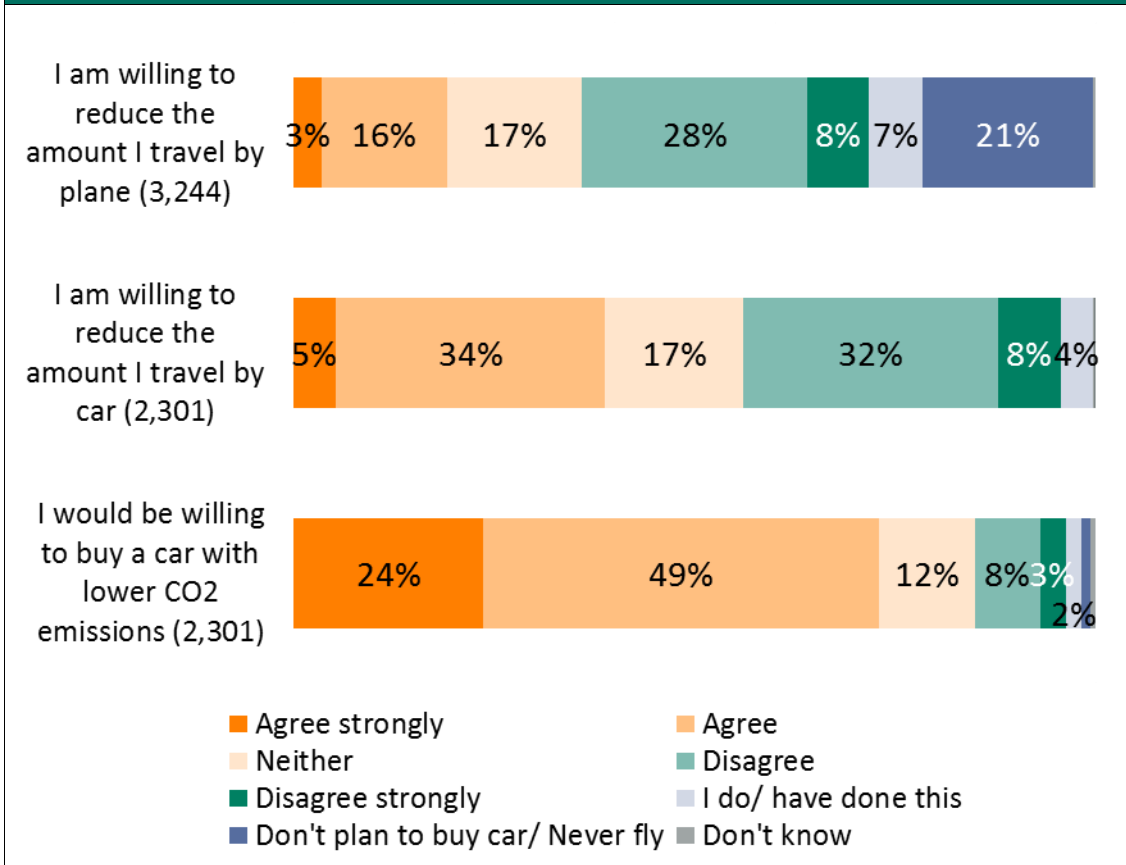
Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: 3,244 (all respondents, CAPI)

3.6 Respondents were read a list of three possible changes they could make to reduce the amount they travel or do things that would reduce the impact of their travel on climate change (figure 3.4):

- 19% agreed they are willing to reduce the amount they travel by plane to reduce the impact on climate change (not significantly different from 21% in 2012);

- 39% indicated that they are willing to reduce the amount they travel by car to reduce the impact on climate change (unchanged from 2012 and not significantly different from the 40% in 2011), and
- 73% agreed that they are willing to buy a car with lower CO₂ emissions⁹ (not significantly different than 75% in 2012).

Figure 3.4: willingness to change behaviour to help reduce the impact of transport on climate change



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: indicated in brackets (all respondents/drivers, CAPI)

3.7 If we only look at those who believed that climate change is taking place and is, at least partly, a result of human actions, the results were slightly higher,

- 21% agreed they are willing to reduce the amount they travel by plane to reduce the impact on climate change,
- 42% indicated that they are willing to reduce the amount they travel by car to reduce the impact on climate change, and

⁹ Please note: This is not explicitly a low emission vehicle such as an electric car or a hybrid. It could also mean buying an 'ordinary' car with a smaller engine or simply a newer/ more efficient model than the car currently owned.

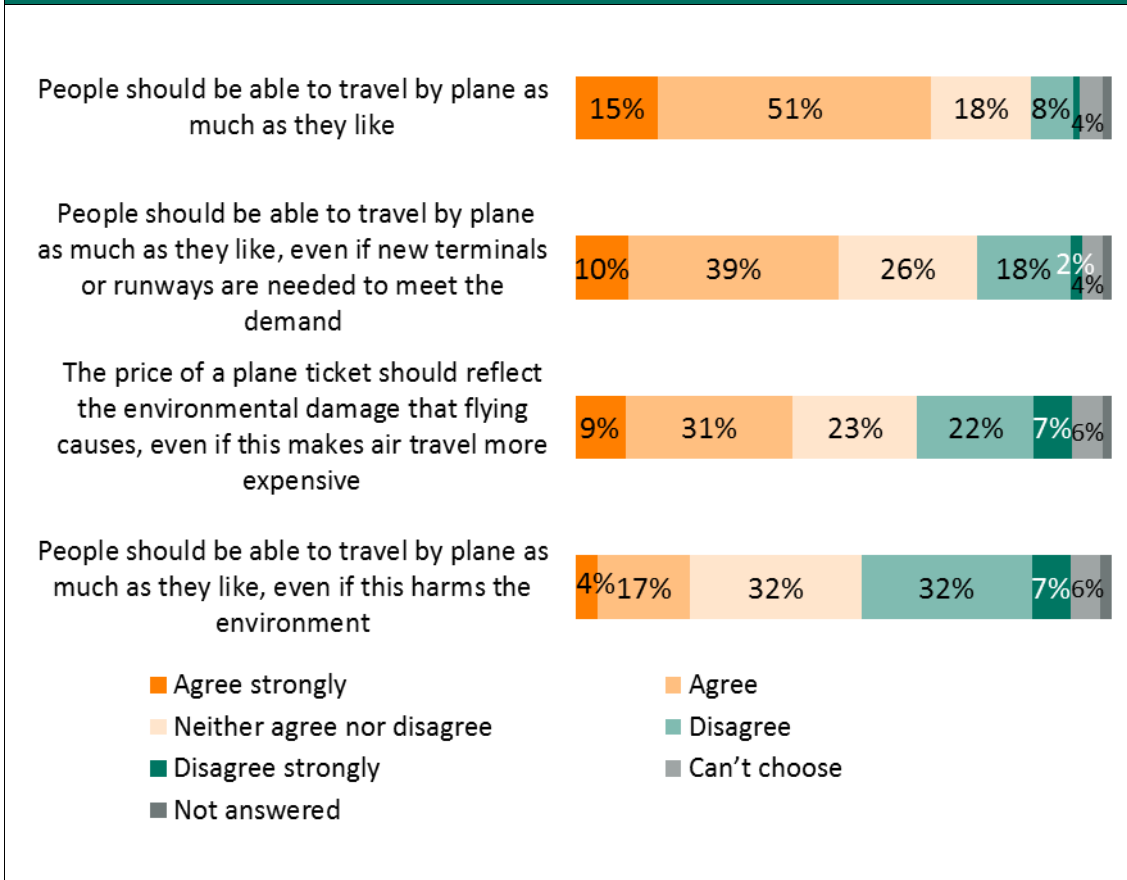
- 77% agreed that they are willing to buy a car with lower CO₂ emissions.
- 3.8** The similarities between the results are mainly because this group was so large and thus heavily weight the "all respondents" responses. However, not all those who believed in climate change were willing to change behaviour and not all those who didn't believe in climate change at all or that human actions were at least partly responsible were not prepared to change behaviour.
- 3.9** For travelling by car, 39% of respondents said that they are willing to reduce the amount they travel by car to reduce the impact on climate change, and 40% of respondents said they are **not willing** (figure 3.4). Thus as many people are in favour of reducing car use as are against.
- 3.10** For plane travel, 19% agreed that they were willing to reduce the amount they travel by plane to reduce the impact on climate change but 36% said they are **not willing** (figure 3.4). Thus fewer people are in favour of reducing the amount they travel by plane than by car.
- 3.11** Women showed a greater willingness to buy a car with lower CO₂ emissions than men (78% compared to 69%).

Air travel and the environment

- 3.12** Half of the respondents said they had not taken any trips by plane in the previous twelve months, just over a third (34%) had taken one or two trips by plane in the previous year and 16% said they had taken three or more trips by plane in the previous 12 months. Outward and return flights and any transfers are counted as one trip.
- 3.13** People feel strongly about the freedom to travel by plane. However, agreement with these statements decreases if respondents are asked to consider the environmental effects of flying (figure 3.5):
- 66% agreed that people should be able to travel by plane as much as they like (not significantly changed from 2012);
 - 49% 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 (up significantly from 42% in 2012);
 - 41%¹⁰ agreed that the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel more expensive, similar to 2012;
 - 21% agreed that people should be able to travel by plane as much as they like, even if this harms the environment (not significantly changed from 2012) (figure 3.5).

¹⁰ The percentages in the charts have been rounded but the figures in the text have been calculated from unrounded figures. Differences are due to this rounding.

Figure 3.5: attitudes towards air travel and the environment



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 904 (all respondents, self-completion, version A)

3.14 Men were more likely to agree that people should have the right to fly as much as they like, even if this requires new runways or harms the environment.

- 56% of men agreed that people should travel by plane as much as they like, even if new runways are needed compared to 43% of women, and
- 33% of men disagreed that the price of a plane ticket should reflect the environmental damage that flying causes compare to a quarter (25%) of women.

Car use and the environment

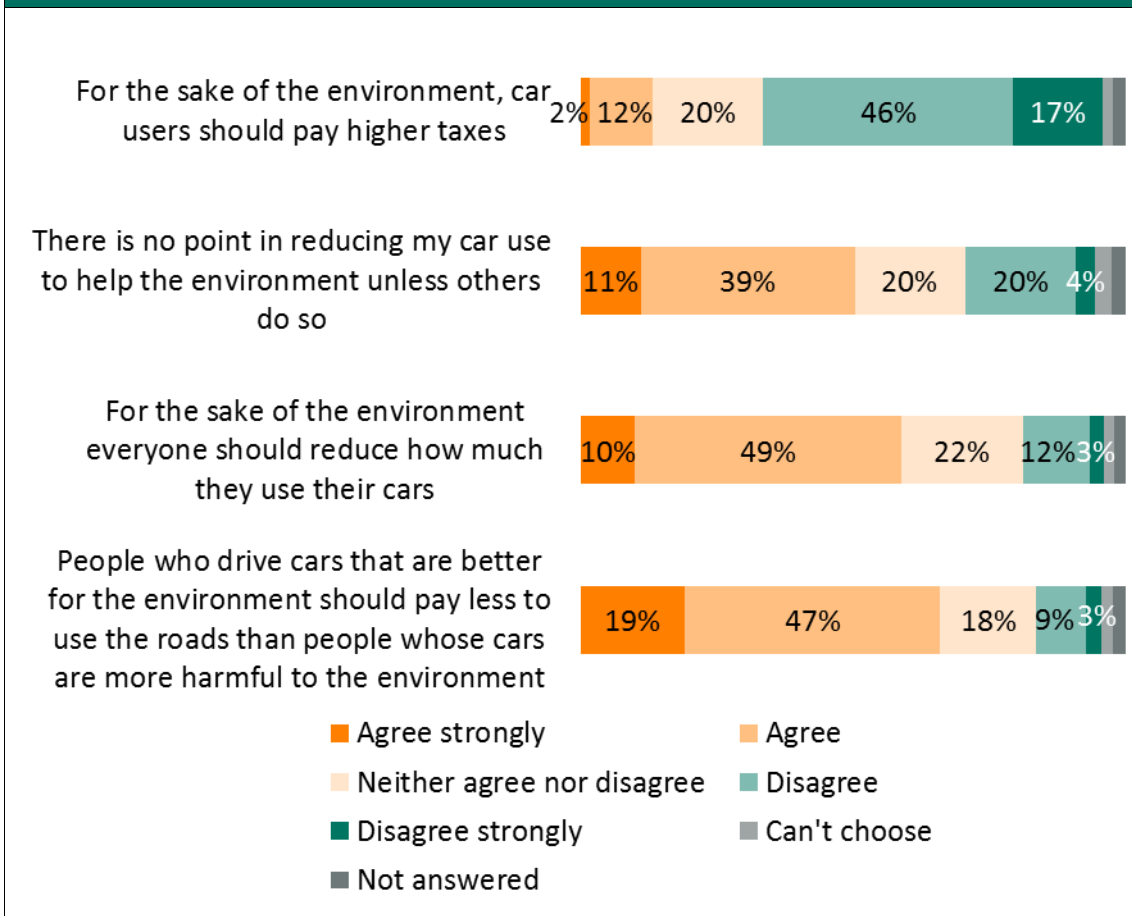
3.15 Respondents were asked to what extent they agree or disagree with a range of statements about car use and the environment (figure 3.6).

- 13% of respondents agreed¹¹ that for the sake of the environment, car users should pay higher taxes, with 62% disagreeing. This contrasts sharply with the relatively high proportion agreeing with the statement about incentivising the use of less harmful vehicles (66%). These results were similar to those from 2012;
- Half (50%) agreed that there is no point them reducing their car use unless others do so (unchanged from 2012);
- 59% agreed that for the sake of the environment, everyone should reduce how much they use their cars (not significantly different from 2012);
- 66% of people 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. This was not significantly higher than the 2012 level of agreement (67%) which marked the highest level of agreement since this question was first asked in 2006 (66% agreed - see figure 3.7).

3.16 Although 59% agreed that for the sake of the environment everyone should reduce how much they use their cars, we have seen previously (paragraph 3.6, figure 3.4) that only 39% indicated that they are willing to reduce the amount they travel by car to reduce the impact on climate change. This is a large gap between what people think in general should happen and what they in particular report that they are prepared to do.

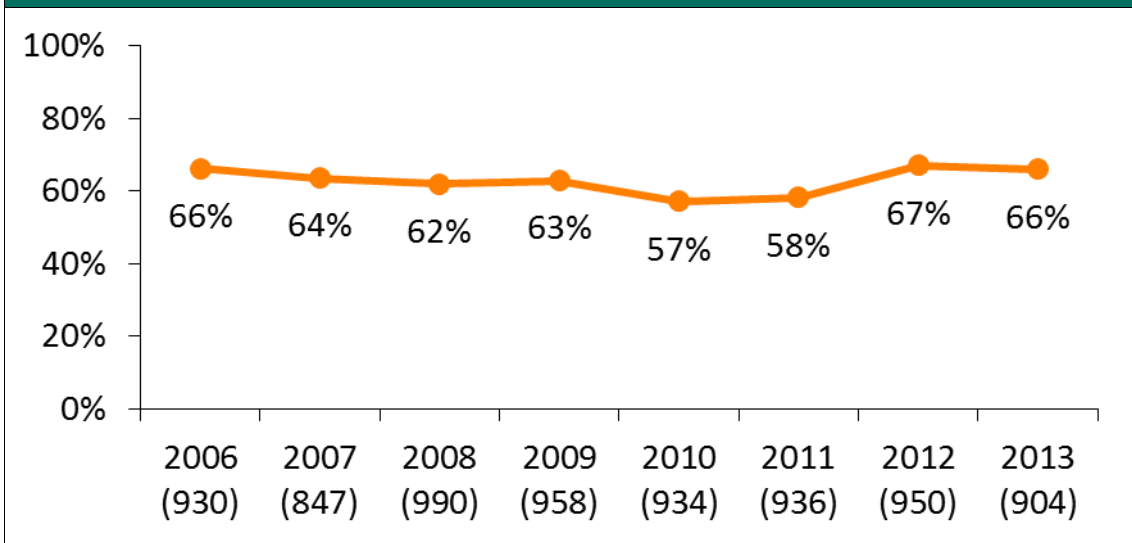
¹¹ The percentages in the charts have been rounded but the figures in the text have been calculated from unrounded figures. Differences are due to this rounding.

Figure 3.6: attitudes towards environmental transport policies



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 904 (all respondents, self-completion, version A)

Figure 3.7: strongly agree or agree that people who drive cars that are better for the environment should pay less to use the roads, 2006-2013



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: indicated in brackets (all respondents, self-completion, version A)

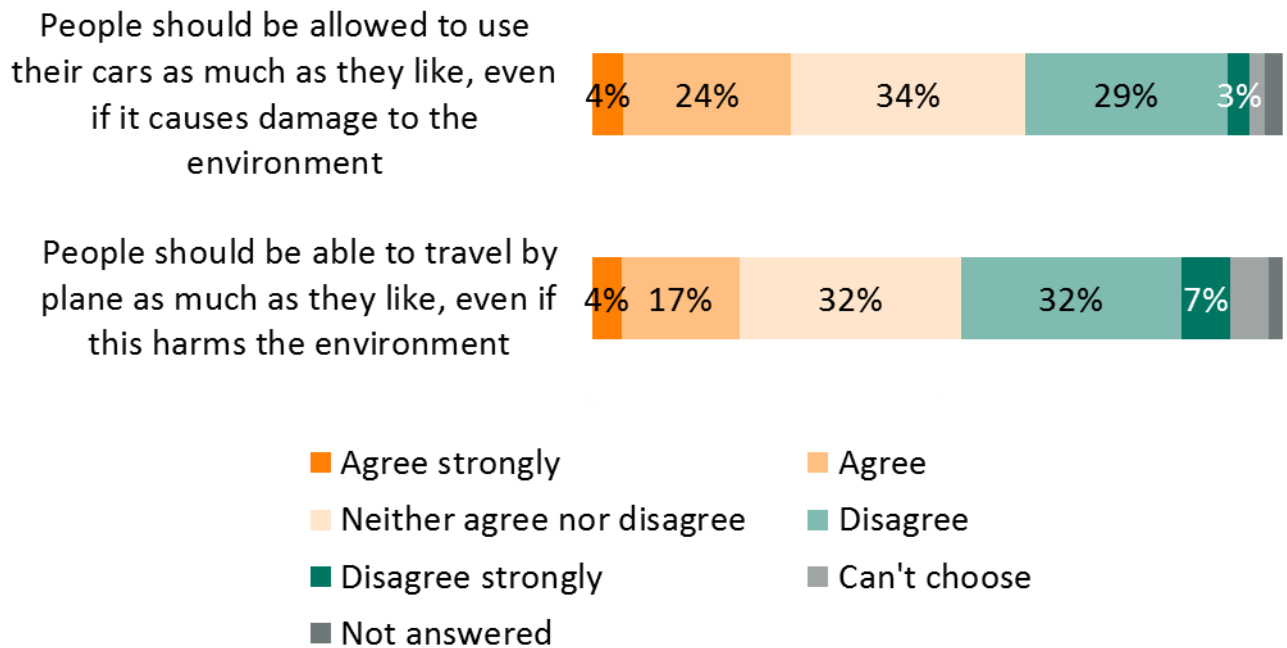
- 3.17** As one might anticipate, responses to most of these statements varied depending on whether respondents drove or not:
- 11% of drivers and 20% of non-drivers agreed that car users should pay higher taxes for the sake of the environment;
 - 32% of drivers and 21% of non-drivers agreed that people should be able to use their cars as much as they like even if this causes damage to the environment;
 - 17% of drivers and 9% of non-drivers disagreed that for the sake of the environment everyone should reduce how much they use their cars;
 - 70% of drivers and 55% of non-drivers agreed that people who drive cars that are better for the environment should pay less to use the roads.
- 3.18** Men were more likely to agree that people should be able to use their cars as much as they like, even if this causes damage to the environment (35%) than women (24%); there were no other significant gender differences.

Freedom to use car and air travel

- 3.19** In paragraph 3.9 it was found that whilst there is no clear conclusion as to whether people are willing to reduce the amount they travel by car, they are marginally against reducing the amount they travel by plane. An additional question was asked about the freedom to use cars and this is compared with the freedom to fly (figure 3.8).
- 3.20** When asked about the freedom to use car/air travel:
- The respondents were evenly divided between agreeing, neither agreeing nor disagreeing and disagreeing that people should be able to use their cars as much as they like, even if it causes damage to the environment (29% agreed, 34% neither agreed nor disagreed and 32% disagreed¹²).
 - On plane travel, fewer agreed and more disagreed that people should be able to travel by plane as much as they like, even if it harms the environment (21% agreed and 39% disagreed).
- 3.21** This suggests that people are more willing to give up flying than give up car use if it causes environmental damage. This points to a conflict between what respondents said that people should do and what they were prepared to do themselves.

¹² The percentages in the charts have been rounded but the figures in the text have been calculated from unrounded figures. Differences are due to this rounding.

Figure 3.8: freedom to use car/air travel with respect to environmental damage

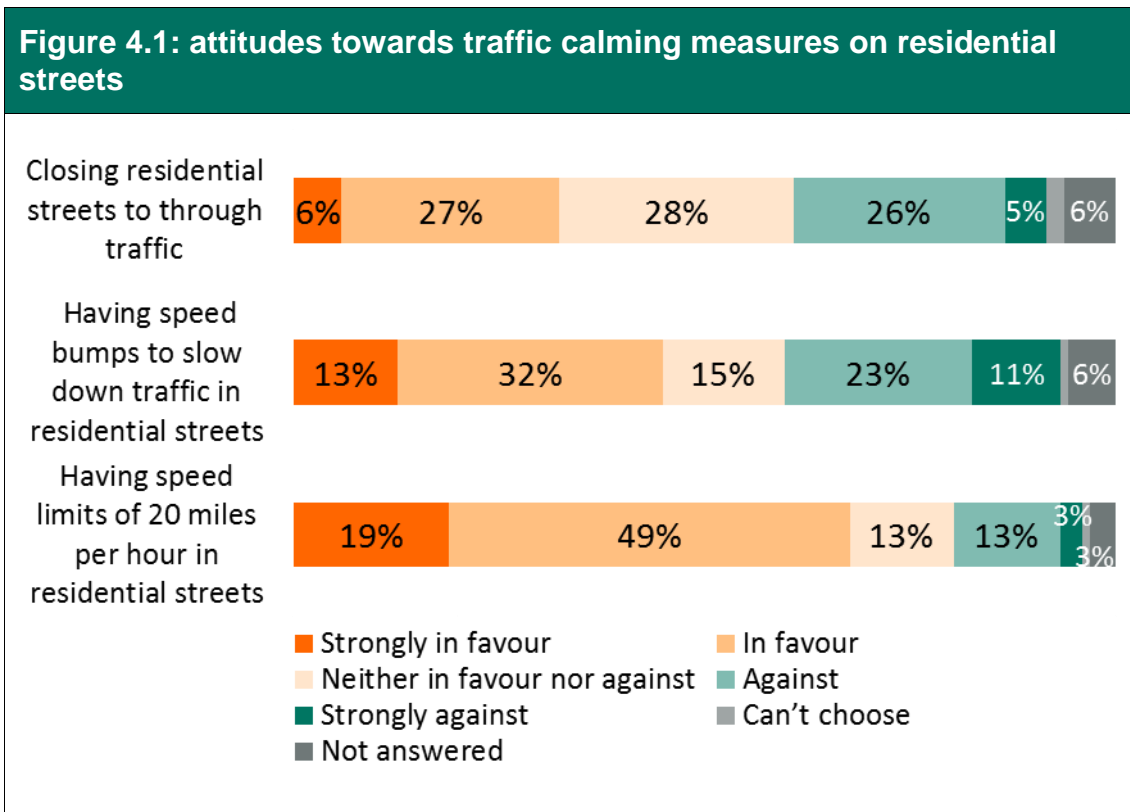


Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 904 (all respondents, self-completion, version A)

4. Road safety

Residential streets

4.1 In 2013, 32% of respondents were in favour of closing residential streets to through traffic (figure 4.1). This was not significantly different than the 2012 figure (31% in favour), which marked the lowest proportion of respondents in favour since the question was first asked in 2000 (corresponding figure of 51% in 2000¹³ and 47% in 2005 - figure 4.2).



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 962 (all respondents, self-completion, version B)

4.2 In 2013, 45% of all respondents were in favour of having speed bumps to slow down traffic in residential streets. This was significantly lower than in 2012 when 51% were in favour (figure 4.1).

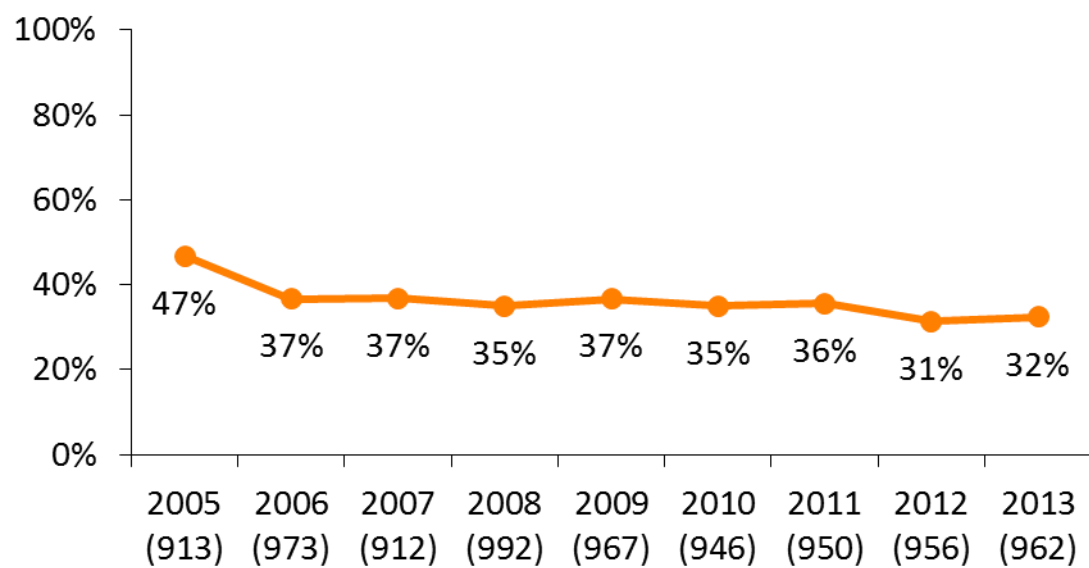
4.3 In 2013, 68% were in favour of 20 mile per hour speed limits in residential streets (figure 4.1). This was not significantly different from the

¹³ Trends in Attitudes to Transport, 1990 to 2009:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

72% in 2012. However the proportion of respondents against (16%) was significantly higher than in 2012 (11%), (figure 4.2).

4.4 While the proportion in favour of speed bumps and 20 mile speed limits outweighed the number of people against these measures (34% and 16% against respectively), opinion on closing residential streets to through traffic was somewhat less favourable. Twenty eight per cent of respondents said they are neither in favour of, nor against this measure and 31% declared that they are against this (figure 4.1).

Figure 4.2: strongly in favour or in favour of closing residential streets to through traffic, 2005-2013



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: indicated in brackets (all respondents, self-completion, version B).

4.5 Men were more likely to be in favour of closing residential streets to through traffic (36%) than women (29%). Women were more likely to be in favour of speed limits of 20 mph (73% compared to 63% for men) and speed bumps (50% compared to 40% for men).

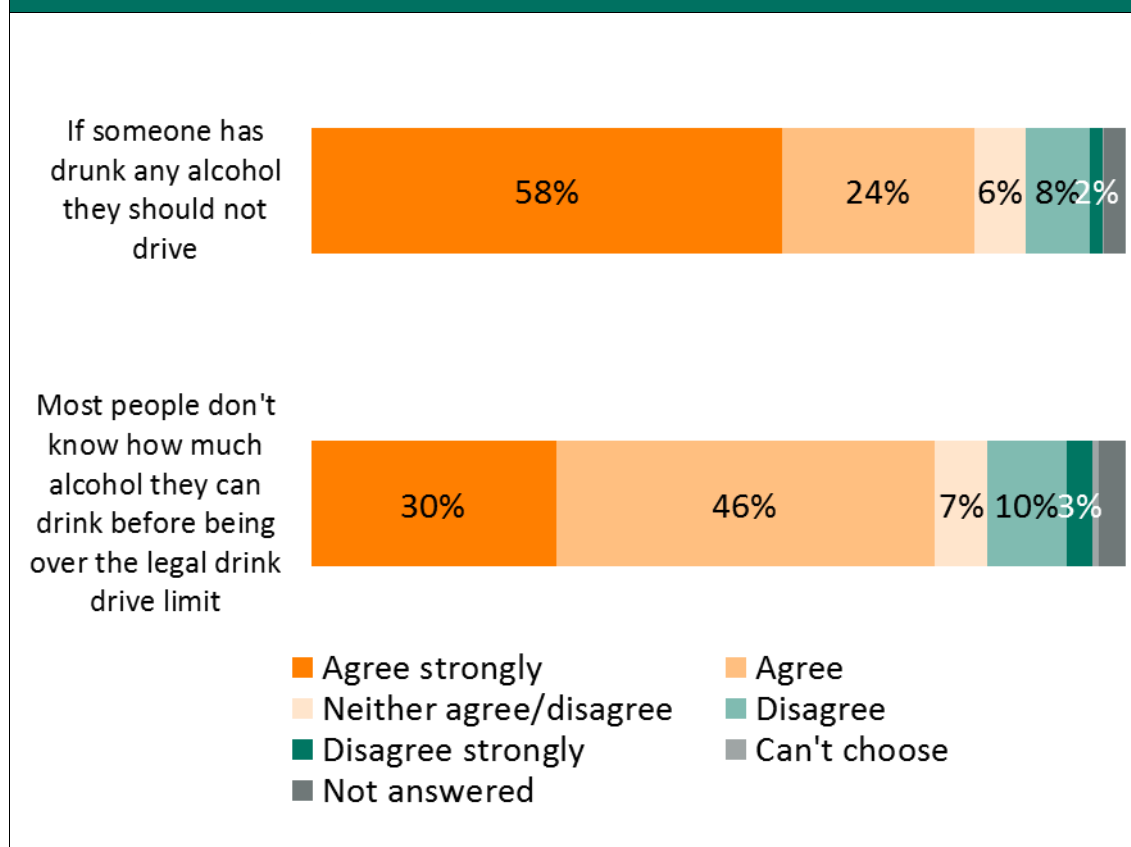
4.6 Drivers were more likely to disagree with all three statements about the use of traffic calming measures on residential streets more than non-drivers:

- 34% of drivers and 23% of non-drivers were against the closing of residential streets to through traffic;
- 18% of drivers and 11% of non-drivers were against speed limits of 20 mph on residential streets, and
- 39% of drivers and 19% of non-drivers were against the use of speed bumps to slow traffic in residential streets.

Drink Driving

- 4.7** Respondents were asked to what extent they agree or disagree with two statements about drinking and driving. They were more likely to agree¹⁴ that if someone has drunk alcohol they should not drive (81%, figure 4.3). This was significantly lower than in 2012 when 87% agreed and is the lowest level since the question was first asked in 2006 (82% agreed - figure 4.4).
- 4.8** Women were more likely than men to agree that someone who has drunk any alcohol should not drive (88% compared to 75% of men).
- 4.9** Non drivers were more likely to agree that someone who has drunk any alcohol should not drive (90%) than drivers (78%).
- 4.10** The majority of respondents also agreed that most people don't know how much alcohol they can drink before being over the legal drink drive limit (76%). This was not significantly different from the 2012 figure of 75%.

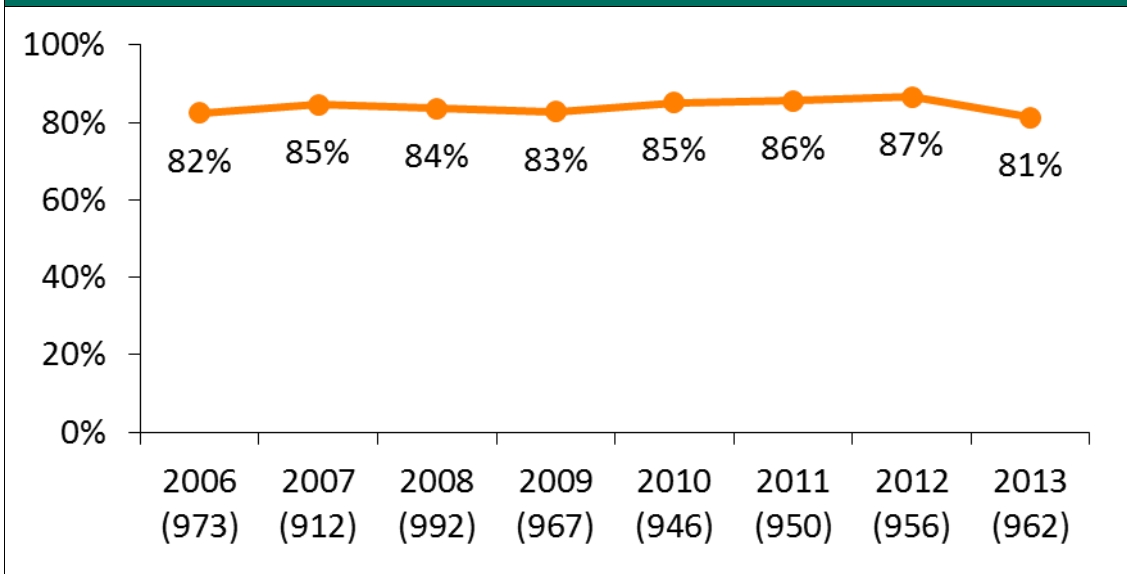
Figure 4.3: attitudes towards drink driving



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 962 (all respondents, self-completion, version B)

¹⁴ The percentages in the charts have been rounded but the figures in the text have been calculated from unrounded figures. Differences are due to this rounding.

Figure 4.4: strongly agree or agree that if someone has drunk any alcohol they should not drive, 2006-2013.



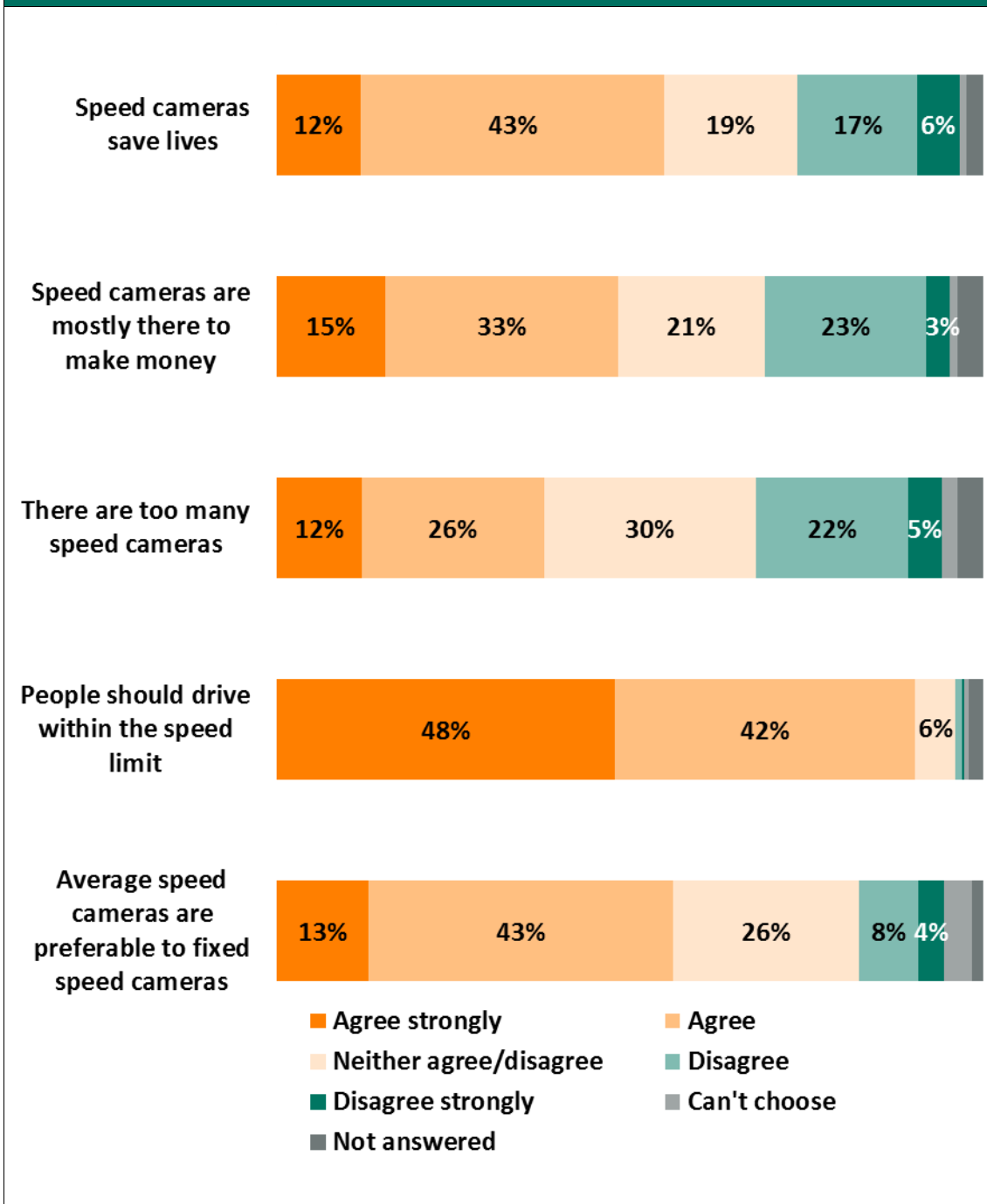
Source: British Social Attitudes survey, 2013 (NatCen Social Research)
Unweighted base: indicated in brackets (all respondents, self-completion, version B)

Speed cameras

4.11 Whilst most people (90%) agreed that people should drive within the speed limit, they were less favourable about the use of speed cameras:

- 55% agreed speed cameras save lives. This was relatively unchanged from 2012;
- 48% agreed they are mostly there to make money. This was unchanged from 2012, see figure 4.6, and was the second consecutive year that this level of agreement was below a half (corresponding figures of 49% in 2012 and 54% in 2011), and
- 38% agreed that there are too many speed cameras. This was relatively unchanged since the question was first asked in 2005 (42% agreed - figure 4.7).

Figure 4.5: attitudes towards speeding and speed cameras



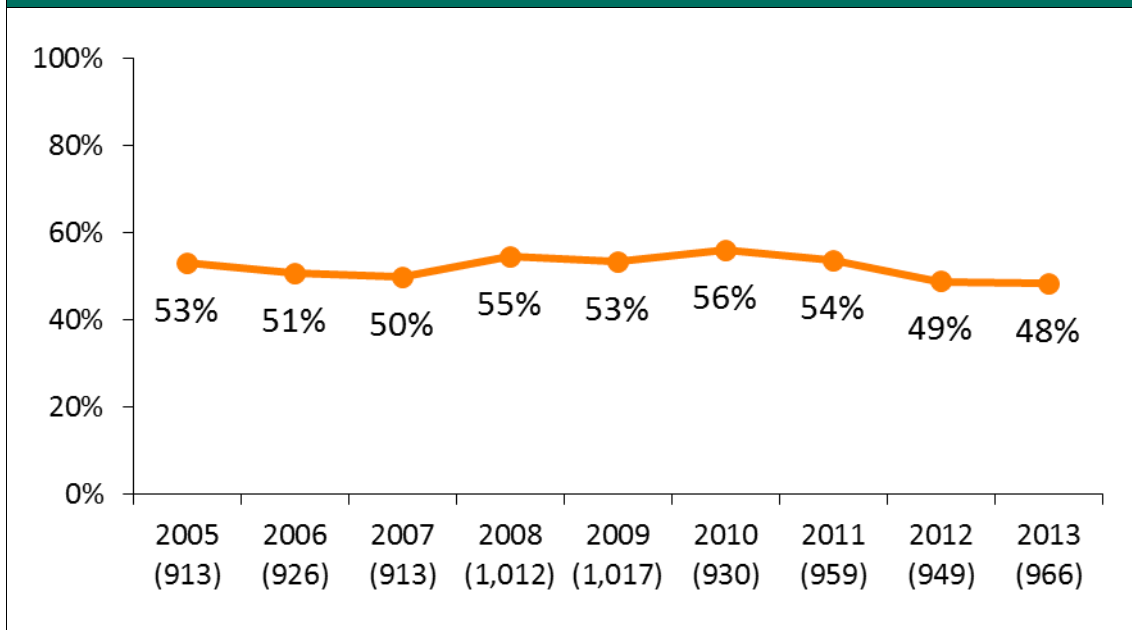
Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 966 (all respondents, self-completion, version C)

- 4.12** Women were more likely to agree that people should drive within the speed limit (93%) than men (88%).
- 4.13** Women were more likely to agree that speed cameras save lives, less likely to agree that there are too many speed cameras and agree that they are mostly there to make money:
 - 63% of women agreed that speed cameras save lives compared to 47% of men;

- 27% of women said there are too many speed cameras compared to 49% of men, and
- 41% of women agreed that speed cameras are mostly there to make money compared to 56% of men.

4.14 In 2011, a new question was asked of respondents; asking them whether average speed cameras are preferable to fixed speed cameras. In 2013, 56% agreed that average speed cameras are preferable, 26% said they neither agreed nor disagreed and 12% disagreed with the statement. This was not significantly different from the previous years.

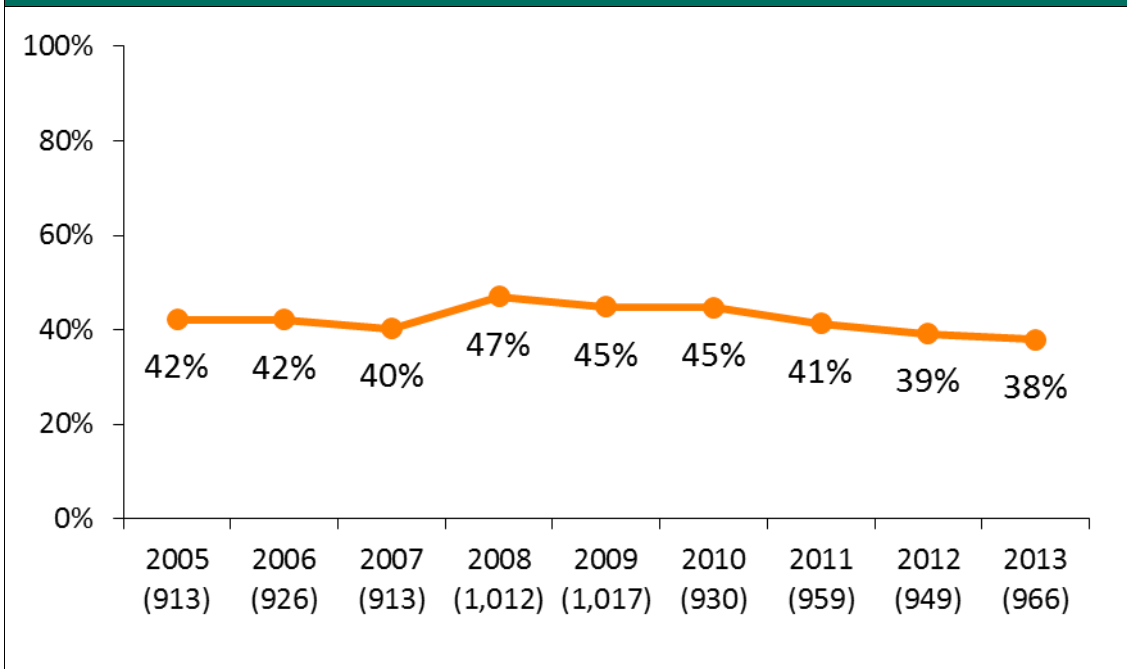
Figure 4.6: strongly agree or agree that speed cameras are mostly in place to make money, 2005-2013



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: indicated in brackets (all respondents, self-completion, version C)

- 4.15** Men were more likely to disagree that average speed cameras are preferable to fixed speed cameras (15%) than women (9%).
- 4.16** Drivers were more likely to agree that average speed cameras are preferable to fixed speed cameras (59%) than non-drivers (49%).

Figure 4.7: strongly agree or agree that there are too many speed cameras, 2005-2013



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: indicated in brackets (all respondents, self-completion, version C)

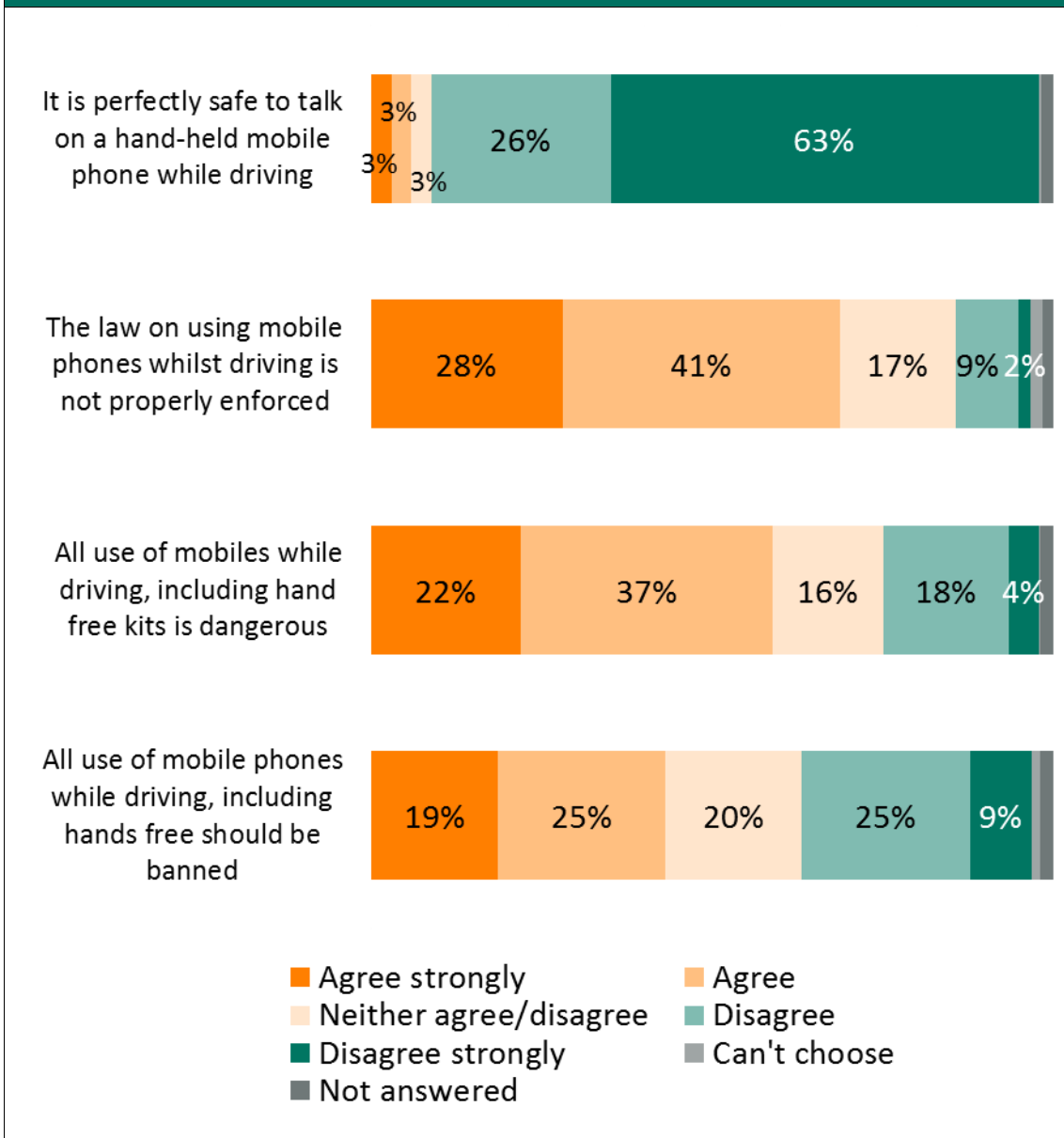
4.17 Non-drivers were more likely to agree that speed cameras save lives (64% compared to 51% of drivers), less likely to agree that speed cameras are mostly there to make money (41% compared to 51% of drivers) and less likely to agree that there are too many speed cameras (31% compared to 41% of drivers). Drivers were more likely to agree that average speed cameras are preferable to fixed speed cameras (59%) than non-drivers (49%).

Mobile phones

4.18 When asked whether they agree with a range of statements about driving and using mobile phones (figure 4.8):

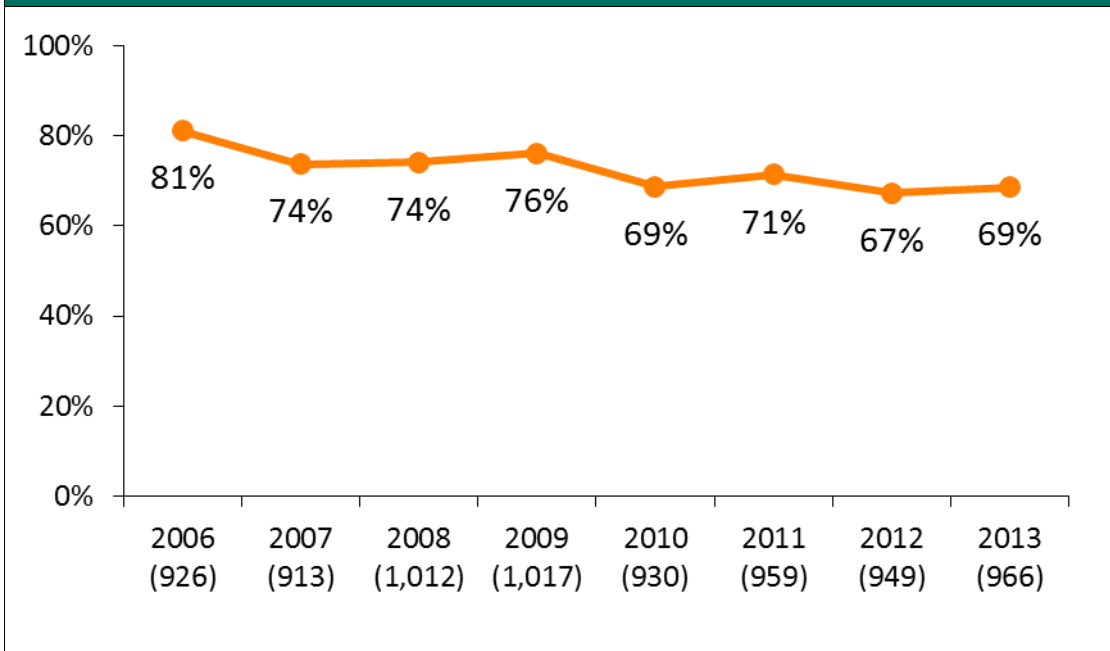
- 89% of respondents disagreed that it is perfectly safe to talk on a hand held phone whilst driving (unchanged from 2012);
- 69% felt that the law on using a mobile phone whilst driving is not properly enforced. This was not significantly higher than the 2012 figure of 67% (which was a historic low since the question was first asked in 2006 when 81% agreed - figure 4.9);
- 59% agreed that the use of all mobile phones - including hands free kit is dangerous (not significantly different from 2012), and
- 43% believed that all use of mobile phones - including hands free kit - should be banned (not significantly different from 2012).

Figure 4.8 attitudes towards the use of mobile phones while driving



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: 966 (all respondents, self-completion, version C)

Figure 4.9: strongly agree or agree that the law on using mobile phones whilst driving is not properly enforced, 2006 - 2013



Source: British Social Attitudes survey, 2013 (NatCen Social Research)
 Unweighted base: indicated in brackets (all respondents, self-completion, version C)

- 4.19** Non-drivers were more inclined to agree that all use of mobile phones while driving is dangerous and should be banned:
- 69% of non-drivers agreed that all use of mobile phones while driving is dangerous (compared to 55% of drivers);
 - 51% of non-drivers agreed that all use of mobile phones while driving should be banned (compared to 40% of drivers).
- 4.20** Men were more likely to disagree that all use of mobile phones whilst driving should be banned (39%) than women (28%).
- 4.21** Drivers were more likely to disagree that the law on using mobile phones whilst driving is not properly enforced (12%) than non-drivers (7%).

5. Background information

British Social Attitudes Survey

- 5.1** 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.
- 5.2** The British Social Attitudes survey is managed and conducted by NatCen Social Research and contains questions sponsored by a number of organisations including Government Departments. This document contains results for the questions sponsored by the Department for Transport. NatCen will publish their annual report on the 2013 survey in summer 2014.
- 5.3** Detailed analysis of long term trends may be found in Trends in Attitudes to Transport, 1990 to 2009¹⁵. Excel tables ATT0301 - ATT0360 containing the results discussed in this report can be found on the DfT website at <https://www.gov.uk/government/publications/british-social-attitudes-survey-2013-attitudes-towards-transport>
- 5.4** This report was prepared by Dorothy Anderson, Davita Patel and David Mais, statisticians in Aviation, Maritime and Environment Statistics. Please call 020 7944 4129 or email attitudes.stats@dft.gsi.gov.uk with technical enquiries about this report.

Methodology

- 5.5** 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 2013, respondents were randomly allocated to one of three self-completion modules (A, B and C). Thus the sample size for certain questions varies depending on which module(s) they featured in.
- 5.6** Fieldwork for the 2013 survey was carried out between June and October 2013.
- 5.7** All results presented here are weighted and any differences in results between 2012 and 2013 (and 2011) are statistically significant at the five

¹⁵ Trends in Attitudes to Transport, 1990 to 2009:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

per cent level of confidence using an estimated design factor (DEFT) of 1.2.

Response rates

5.8 The achieved sample size for the 2013 face-to-face interviews was 3,244 respondents. This equates to a response rate of 54%. Of the 3,244 face to face survey respondents, 904 completed self-completion module A, 962 completed self-completion module B and 966 completed self-completion module C. In total, 87% of face-to-face respondents (47% of all potential respondents sampled) completed and returned a self-completion module

Annex A: 2013 sample profile¹⁶

Gender	Male	49%
	Female	51%
Age of respondent	18-24	12%
	25-34	17%
	35-44	17%
	45-54	18%
	55-59	7%
	60-64	7%
	65 and over	22%
	DK/Refusal	0%
Presence of children in HH (<18)	No children	68%
	Children	32%
Household pre-tax income quartiles	Less than £1,200 p.m.	20%
	£1,201 - 2,200 p.m.	18%
	£2,201 - 3,700 p.m.	18%
	£3,701 or more p.m.	23%
	Refused information	13%
	Don't know	9%
Drives a car at all these days	Yes	71%
	No	29%

¹⁶ After sample weighting applied. Numbers may not add to 100% due to rounding.

Economic activity	In full-time education/training	5%
	In work, waiting to take up work	57%
	Unemployed	6%
	Retired	23%
	Other	10%
Has condition/disability that has substantial adverse effect on ability to carry out normal day-to-day activities	No	86%
	Yes	14%
Highest educational qualification obtained	Degree	23%
	Higher educ below degree	11%
	A level or equiv	18%
	O level or equiv	17%
	CSE or equiv	5%
	Foreign or other	1%
	No qualification	18%
	DK/Refusal/NA	7%
Cyclist (has access to cycle and cycled in last 12 months)	Not cyclist	71%
	Cyclist	29%
Air travel in last 12 months	Not travelled by air	50%
	Has travelled by air once or twice	34%
	Has travelled by air at least three times	16%
View on climate change and causes	Don't believe climate change is taking place	6%
	Believes climate change is taking place, but not as a result of human actions	15%

	Believes that climate change is taking place and is, at least partly, a result of human actions	78%
	Don't know	2%
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NS-SEC analytic classes	Managerial & professional occupa	36%
	Intermediate occupations	14%
	Employers in small org; own account workers	9%
	Lower supervisory & technical occupations	8%
	Semi-routine & routine occupations	28%
	Not classifiable	1%
	Not asked (off route)	5%
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	Total number of respondents	3,244
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