



Department
for Transport

National Travel Attitudes Study: Wave 2

About this release

This is a companion product of the National Travel Survey (NTS). Whilst the NTS provides a wealth of information on the travel patterns and behaviour of individuals, the National Travel Attitudes Study (NTAS) provides information on public attitudes to travel and transport.

The NTAS is an online survey which covers responses from individuals aged over 16 in England, drawn from people who have previously responded to the NTS. This release covers the second NTAS, wave 2, which was conducted during August and September 2019, and had a sample size of 2,654 individuals.

Where available, data from the British Social Attitudes (BSA) Survey is provided to allow the NTAS data to continue the time series.

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Many people support Low Emission Zones (LEZ) and other environmental issues

Around 61% of wave 2 respondents said they were in favour of LEZ, and 67% said that they are helping to improve people's health.

In addition, 74% agreed that we should be reducing the amount we use motor vehicles for the sake of improving our health. 55% of respondents are concerned about the effect of exhaust fumes on their health.

This continues the trend seen in wave 1, where issues related to the environment are generally supported by the public.

61% In favour of LEZ



67% believe LEZ help to improve health



55% are concerned with the effect of exhaust fumes on their health



Nearly two-thirds of respondents feel that drug driving laws are not being properly enforced.

Nearly two thirds of respondents, 63%, reported that they do not feel the laws around driving under the influence of drugs, be they legal or illegal, is being properly enforced.

Respondents also hold stronger views about drug driving than drink driving. Around 96% of individuals feel that someone who has taken illegal drugs should not drive any distance, compared to 81% of people who feel the same about drivers who have consumed any amount of alcohol.

“Someone who has taken _____ should not drive any distance”



Alcohol
81% agree



Legal drugs
50% agree



Illegal drugs
96% agree

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Active transport (NTAS0101)

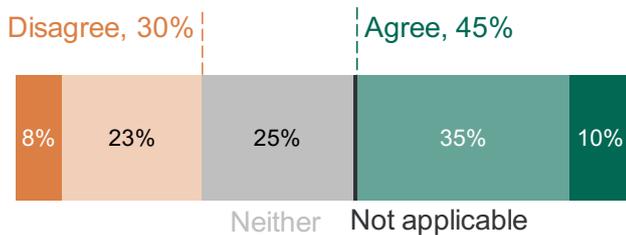
Active transport, or active travel, means journeys made through active means, such as cycling and walking.

Wave 2 only saw a single new question in this area, about the use of regular travel to improve health and fitness.

Health and fitness

"I use my regular travel for health and fitness, as well as getting to places"

Overall, 45% of respondents agreed that they use travel to improve their health and fitness, compared with 30% who disagreed.



Cycling and Walking Strategy

The government's ambition is to make cycling and walking a natural choice for shorter journeys, or part of longer journeys, by 2040.

For more information on cycling policy, infrastructure, funding, and standards, see the Department for Transport collection page on [Cycling and Walking](#).

For more information related to walking, cycling, and other forms of active transport, please see the published table [NTAS0101](#).



Road journeys and the environment (NTAS0201)

Questions in this category relate to travel by road, and the road infrastructure, with a focus on the environmental impact.

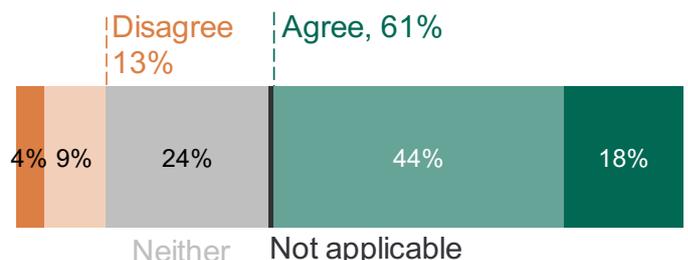
Wave 2 saw new questions about Low Emission Zones (LEZ), and health concerns about vehicle emissions.

Low Emission Zones (LEZ)

A Low Emission Zone is a geographically defined area where the most polluting vehicles in the fleet are restricted or discouraged from going. The aim is to improve air quality by setting an emissions based standard for the vehicles within the area.

"I am in favour of Low Emission Zones (LEZ)"

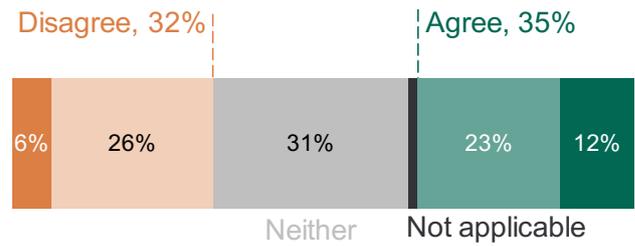
Over 60% of people said that they were in favour of LEZ, and that they helped to improve public health. Opinions were split however on whether the zones exist mainly to make money (35% agree, 32% disagree). There was little



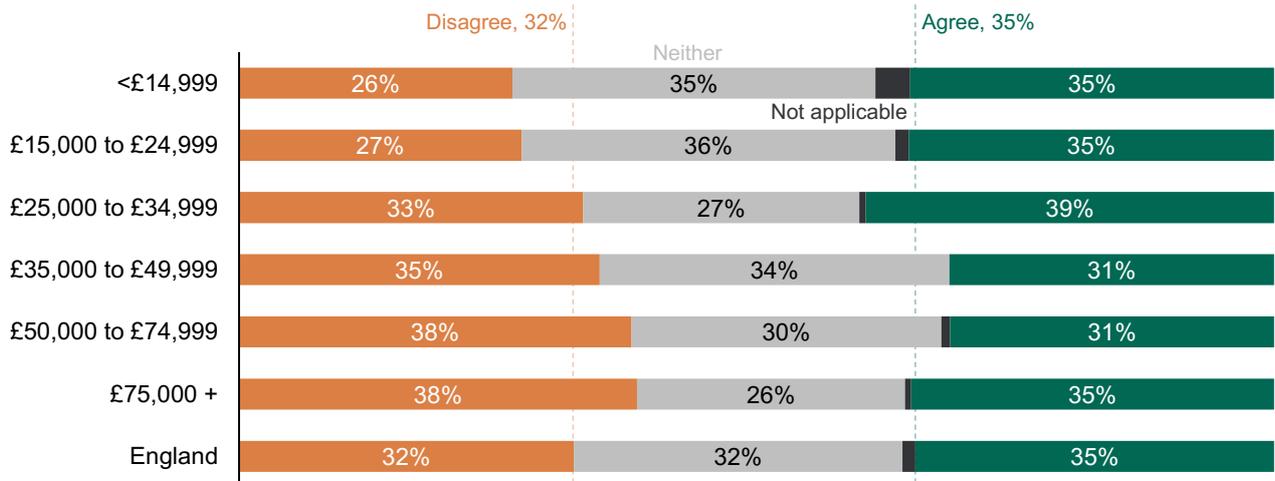
difference in the levels of support between men and women, however men were marginally more likely to disagree with the statement "I am in favour of Low Emission Zones (LEZ)".

"Low Emission Zones (LEZ) are mostly there to make money"

Men were more likely to believe that LEZ exist mostly to make money, with 41% holding this opinion, compared to 30% of women. Individuals who are part of a household with a higher household income were more likely to disagree with the statement.



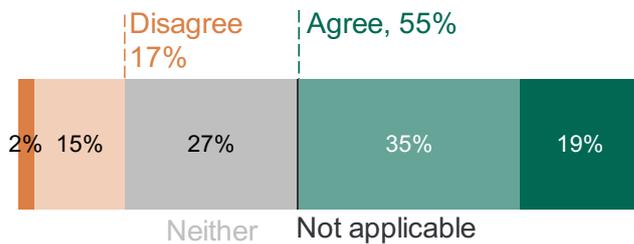
Proportion of respondents who believe LEZ are mostly there to make money, by household income



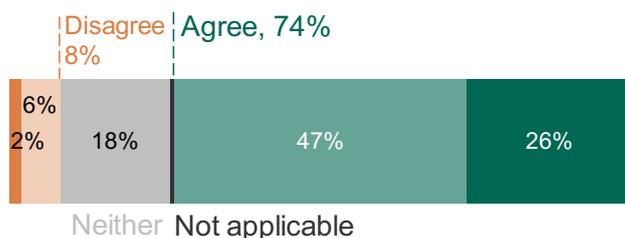
Concern about vehicle emissions and public health

Just over half (55%) of respondents expressed concern that exhaust fumes damage personal health, and 74% agreed that motor vehicle use should be reduced for the sake of public health.

"I am concerned about damage to my personal health from exhaust fumes"



"Everyone should reduce how much they use their motor vehicles in urban areas like cities or towns, for the sake of public health"



Climate change and energy

See the Department for Transport's collection page on [Road Transport and the Environment](#) for information on strategy related climate change, including information on schemes such as:

- Workplace Charging Scheme;
- Electric Vehicle Home Charge Scheme;
- Clean Growth Fund.

Opinions on Low Emission Zones are also strongly aligned with views on exhaust fumes and motor vehicle usage with regards public health. Overall, people who agree that exhaust fumes damage health, and that vehicle usage should be reduced for the sake of public health, are also more likely to be in favour of Low Emission Zones.

I am in favour of Low Emission Zones (LEZ)

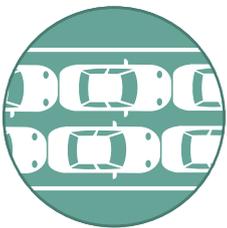
I am concerned about damage to my personal health from exhaust fumes

	Agree	Neither	Disagree
Agree	40%	10%	5%
Neither	13%	10%	4%
Disagree	8%	5%	5%

Everyone should reduce how much they use their motor vehicles in urban areas like cities or towns, for the sake of public health

	Agree	Neither	Disagree
Agree	53%	15%	6%
Neither	6%	8%	4%
Disagree	3%	2%	4%

For more information related to road travel and the environment, including questions related to road infrastructure affecting the environment, views on climate change, and vehicle emissions, please see the published table [NTAS0201](#).



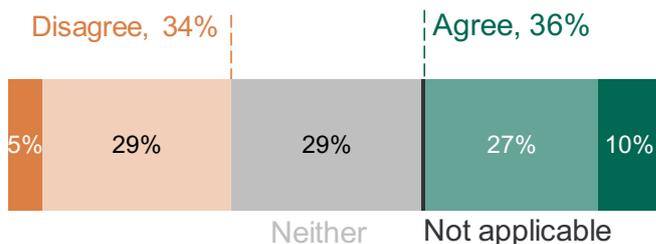
Road congestion (NTAS0401)

Questions in this category relate to attitudes around congestion on roads in urban and rural areas.

Wave 2 saw a single question added, around the impact of delivery drivers on the local area.

"Vehicles making deliveries cause congestion in my local area"

Opinions are split amongst respondents on whether delivery drivers are causing local congestion, with 36% of people agreeing vs 34% disagreeing, with little difference between gender.



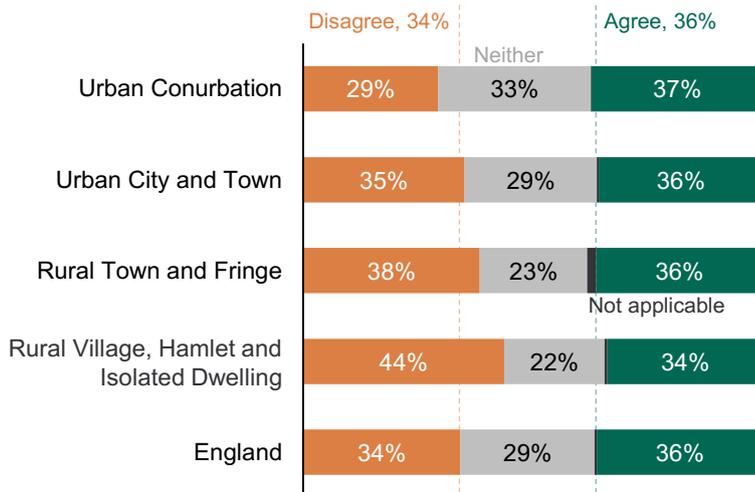
Congestion links

Statistics on road congestion and travel times can be found on the page for [Road Congestion and Travel Times Statistics](#).

Other links to topics involving driving and road transport, including consultations, guidance, policy paper and research, can be found on the Department for Transport's collection page on [Driving and Road Transport](#).

In general, respondents living in rural areas are more likely to disagree that delivery drivers cause congestion in the local area. Among respondents who live in a rural village, hamlet or isolated dwelling, 44% disagree with the statement. In contrast, 29% of respondents living in urban conurbations disagree. Despite this difference in the proportions of respondents who disagree, there is little difference with regards to the numbers who agree with the statement, regardless of the area in which they live.

Proportion of respondents who believe delivery drivers cause congestion in the local area, by settlement type



Settlement type

Settlement type is classified according to the 2011 ONS Rural-Urban classification - [See here for more details](#).

Urban Conurbation:

An extended urban area, typically consisting of several towns merging with the suburbs of a central city.

Urban City and Town:

A built up area with population exceeding 10,000 individuals within the settlement.

Rural Town and Fringe:

Fewer than 10,000 within a settlement which consists of more than 35 dwellings within 800m radius.

Rural Village, Hamlet and Isolated Dwelling

Fewer than 10,000 within a settlement, consisting of fewer than 35 dwellings within 800m radius.

For more information related to road congestion, including questions regarding motorway and town/city congestion and views around health implications of exhaust fumes due to congestion, please see the published table [NTAS0401](#).



Road safety (NTAS0501)

Questions in this category relate to attitudes around safety on the road, including drink driving, speeding, seat belt use and the use of a mobile phone by drivers.

Wave 2 saw a series of questions added about driving under the influence of drugs, as well as a single question about driving using a mobile phone.

Drug driving

"The number of people driving whilst impaired by illegal or legal drugs has increased in the last five years"

"If someone has taken illegal drugs they should not drive any distance"

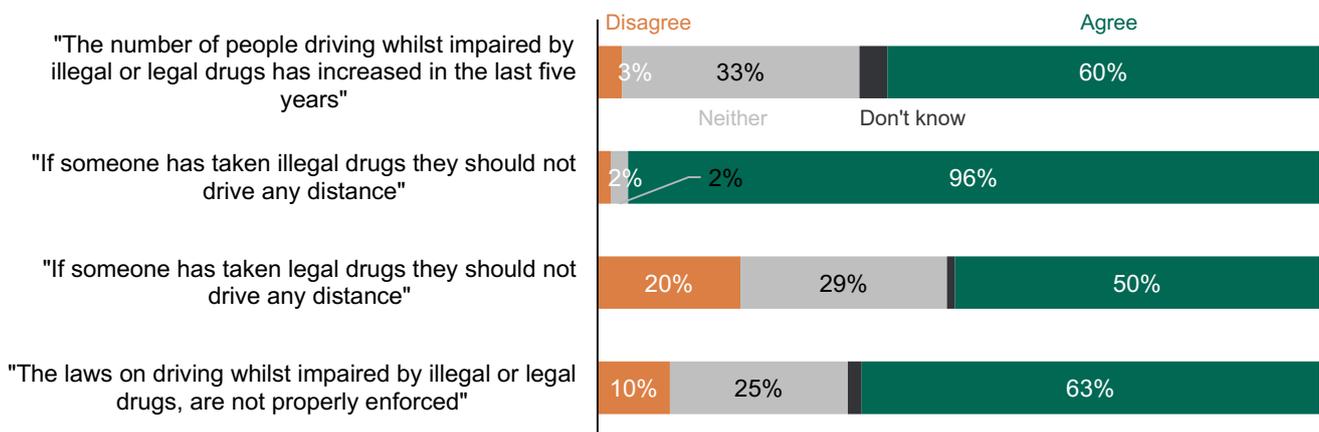
"If someone has taken legal drugs they should not drive any distance"

"The laws on driving whilst impaired by illegal or legal drugs, are not properly enforced"

Wave 1 saw a series of questions asked about drink driving. In wave 2, questions were asked of driving whilst under the influence of drugs, be they legal or illicit.

In general, respondents were strongly against any notion of driving whilst under the influence of drugs, especially illegal, with 96% agreeing that people under the influence of these substances shouldn't drive any distance at all. Of all respondents, 60% also believe this is a problem which has worsened in the last five years. Even when considering legal drugs, 50% think that people under their influence should not drive at all.

Responses to questions on the second NTAS wave regarding driving under the influence of illegal or legal drugs



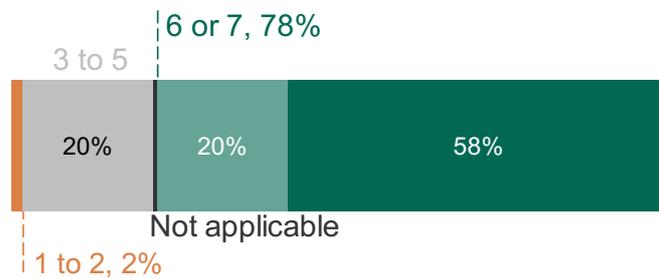
Comparing the questions asked between the two waves, we see that more respondents are likely to agree with statements about driving under the influence of illegal drugs, than driving under the influence of alcohol. Almost all respondents, 96%, agreed that people should not drive any distance under the influence of illegal drugs, compared to 81% agreeing with regards alcohol (the question related to alcohol was asked in NTAS wave 1).

Driving whilst using a mobile phone

"How would you rate your understanding of the laws on using a mobile phone whilst driving?"

Wave 2 saw respondents being asked about how well they understand the law around mobile phone use whilst driving, with the question "How would you rate your understanding of the laws on using a mobile phone whilst driving?"

Respondents in general considered themselves to be very knowledgeable on this topic. On a scale of 1 (no understanding) to 7 (complete understanding), 58% rated themselves as having a complete understanding about the law, and 78% rated themselves with a score of either 6 or 7.



A higher proportion of respondents with no licence or a provisional licence self-reported their understanding as high (a score of 6 or 7) than licence holders who have held a full driving licence for 30 years or less. For example, 61% of those with a provisional licence rated their understanding as complete (7 out of 7), compared to 46% of those who have held a full driving licence for 11 to 19 years.

Only those who have held a driving licence for more than 30 years self-report their understanding of mobile phone driving laws as higher than those who do not hold a full licence. Considering the respondents who rated their understanding of the laws around driving whilst using mobile phones as 6 or higher, the highest level of confidence is found amongst those who have held a full licence for between 30 and 39 years.

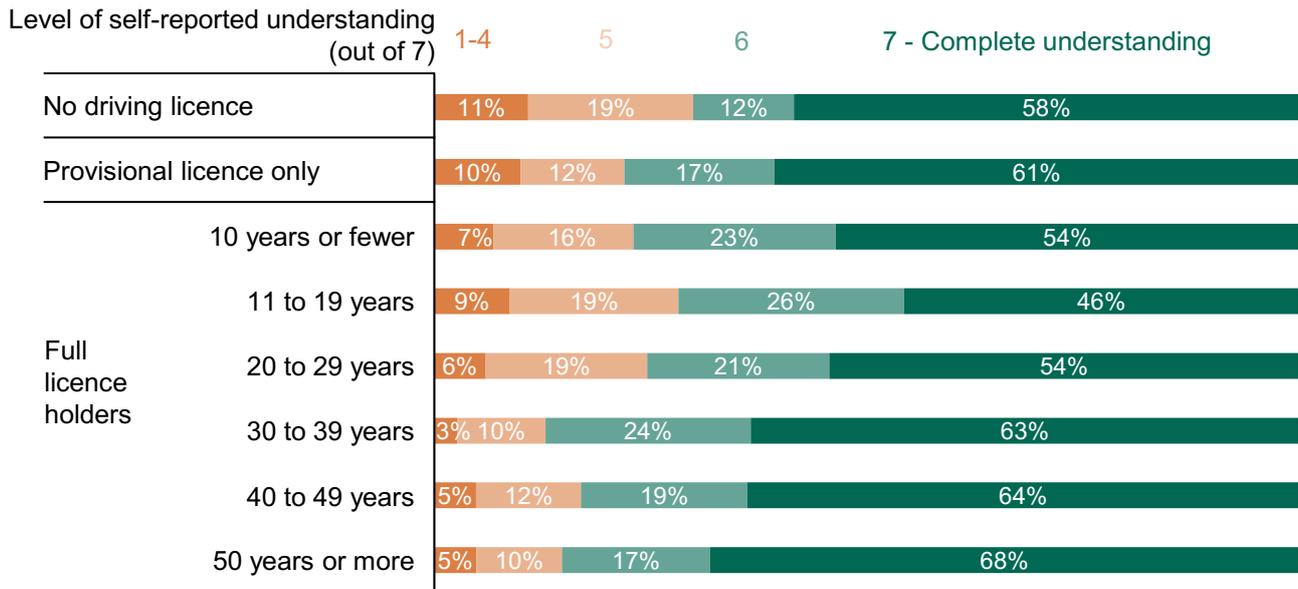
Those who rate themselves as having complete understanding rises from 46% for those who have a full licence for 11 to 19 years, and rises continuously to a peak of 68% of respondents who hold a full licence for 50 year or more.

Road safety links

Statistics on personal injury road accidents is available on the collection page for [Road Accidents and Safety Statistics](#).

Other links to topics involving road safety, including roadworthiness checks, commercial fleet compliance checks, vehicle enforcement and fitness to drive, can be found on the [Department for Transport website](#).

Self-reported understanding of the laws around mobile phone use whilst driving, compared to the length of time the respondent has held a driving licence



For more information related to road safety, including questions regarding drink driving, driving using mobile phones, speeding and limits/cameras, and in-car safety devices, please see the published table [NTAS0501](#).



Personal, local, and public travel (NTAS0601)

Questions in this category relate to attitudes around public transport, travel in the local area, and local road management and interventions.

Wave 2 introduced five new questions regarding the ease and affordability of travel within a local area, how often people use more than one mode of transport for their journey, and how people usually travel in a week.

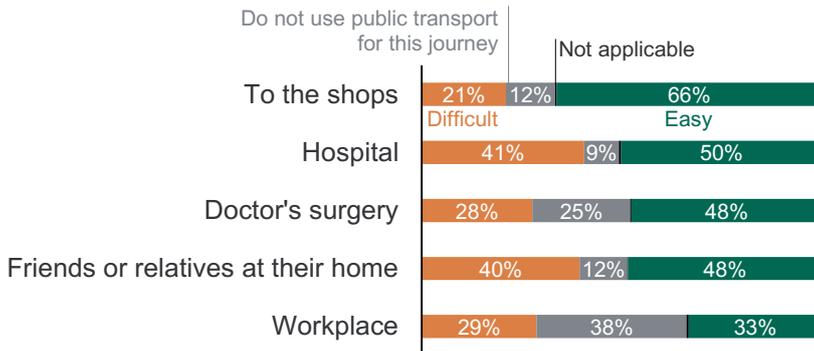
Ease of travel to various locations

"How easy or difficult does public transport in your area make travel to the following locations?"

Two-thirds (66%) of respondents reported that they find it easy to access shops using public transport. Opinions were split with regards to ease of access via public transport for visiting friends or relatives at their home, and visiting the hospital. One third of respondents (33%) believe that it's easy to travel to work using public transport in their area, compared to 29% who find it difficult.

Over one third of respondents (38%) report that they do not use public transport at all as part of their commute. This opinion varied depending on whether the respondent lives in an urban or rural area: 43% of rural respondents use private modes to commute, versus 36% of urban respondents. There is little difference in the proportions of individuals never using public transport to access shops and to visit friends/relative whether they live in rural or urban areas.

Ease of access to various locations using public transport



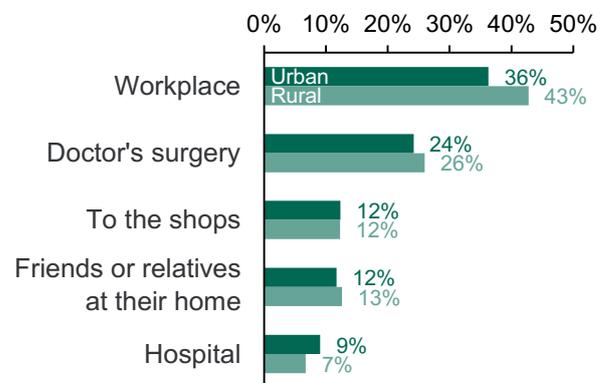
Travel statistics

The information in this question is based on respondents saying "Yes", "No", or "I don't use public transport for this".

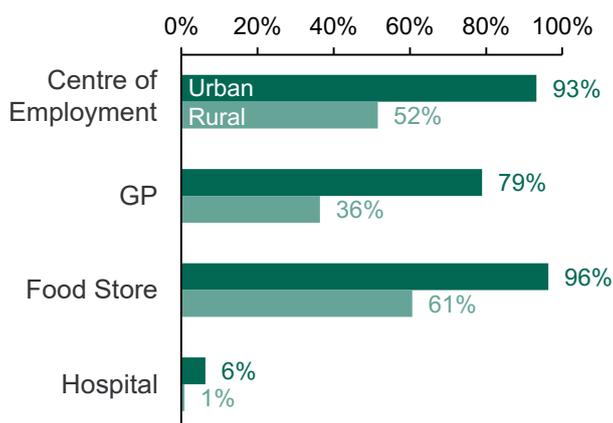
For further information on travel that is collected from travel diaries, please consult the [National Travel Survey](#).

This is despite individuals in urban and rural areas tending to face different journey times to access various services. The Department for Transport's [Journey Time Statistics](#) reveals that higher proportions of people living in urban areas can access their workplace, doctor's surgery, and shops within 15 minutes, than people living in rural areas. This could be explained not only by the higher density of services and individuals, but also greater access to public transport.

Proportion of respondents who never use public transport to travel to a variety of locations, by area



Proportion of people living within a 15 minute journey of various services ([Journey Time Statistics JTS0202](#))



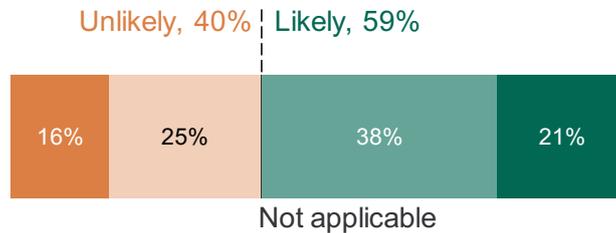
Journey time statistics

More information about the Department's Journey Time Statistics series can be found on its [collection page](#), which also includes connectivity to services, as well as journey times by Lower Super Output Area (LSOA)

Multimode travel

"How likely or unlikely are you to use more than one form of transport on your journey, if you knew this was quicker than using a single form of transport?"

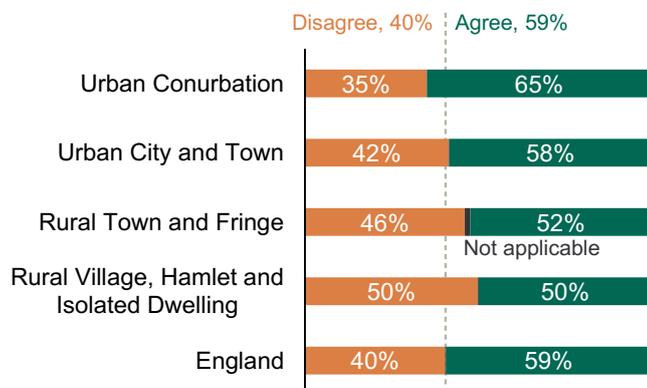
There is support amongst respondents for using more than one mode of transport when it is faster to do so, with 59% stating that they are likely to do, versus 40% who are unlikely.



(Figures in this chart for "Unlikely" do not appear to sum to 40% due to rounding.)

The largest factor affecting this is whether the respondent lives in an urban or rural area: 65% of respondents who live in urban conurbations are likely to make multimode journeys, compared to 50% of respondents living in rural villages, hamlets or isolated dwellings. This is most pronounced in London, where 80% of people say they are likely to make multimode journeys where it is faster to do so. As with the previously discussed question on the ease of travel, a large factor here is likely to be access to other modes of travel, including public transport.

Likelihood of making multimode journeys if it makes the journey faster, by type of area



Further links regarding public and local transport

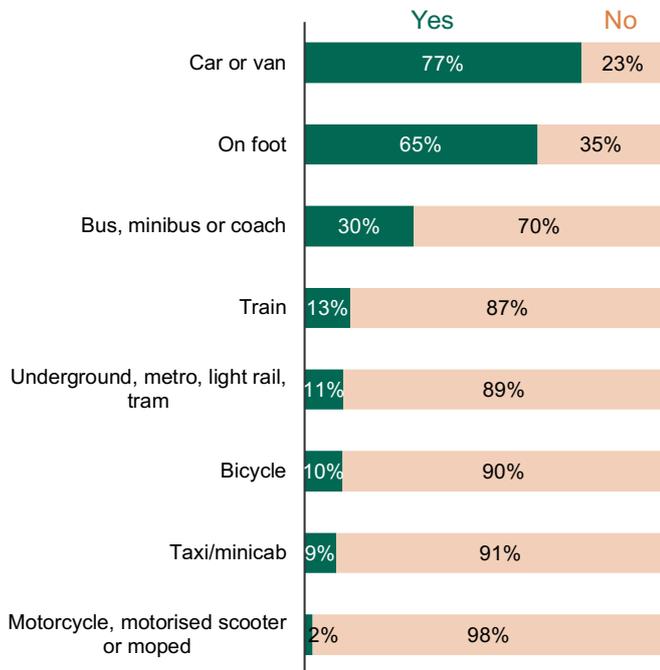
Guidance, statistics, research, policy papers and consultations regarding local transport issues can be found [on the Department for Transport's website](#).

The government site also has specific topic pages on [local transport funding](#), [travel passes and concessionary travel](#), [buses](#), and [light rail/trams](#).

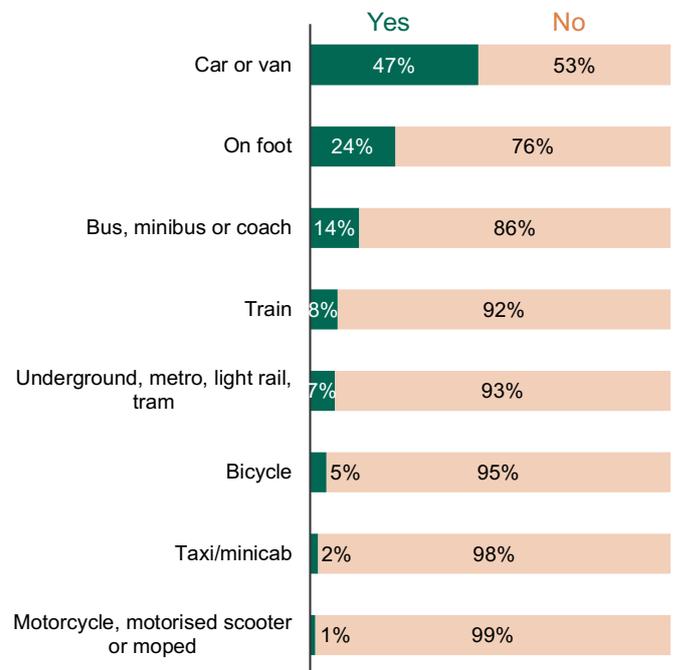
Usual modes of travel during a week

Respondents were presented a series of transport modes and asked whether they used this mode during an average week, and if they used it to commute to/from work. As highlighted in the full National Travel Survey, the car remains the primary form of transport used within England.

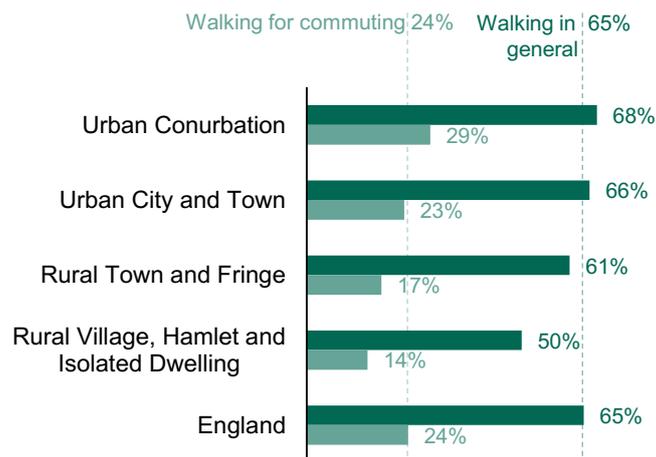
"Which of the following ways do you usually travel during an average week?"



"Thinking about your travel to and from work during an average week, which ways do you travel?"



Proportion of respondents using walking as a mode of travel in an average week, by type of area



For more questions related to personal and public travel including opinions on residential speed limits and speed bumps, opinions on public transport networks, and opinion on parking, please see the published table [NTAS0601](#).



Disability and transport (NTAS0701)

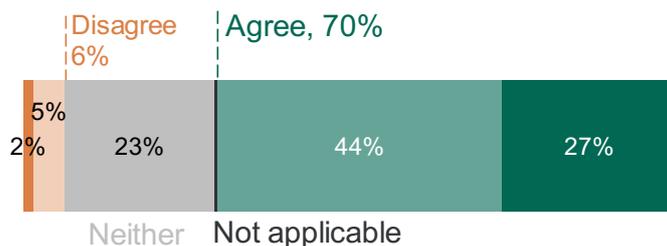
Questions in this category relate to attitudes around disabled people and access to transport, as well as ease of using transport modes.

Wave 2 introduced new questions about giving up seats for people with badges indicating need, and support for accessibility changes to public transport and connected fare increases.

Support for public transport accessibility schemes and fares

"To what extent, if at all, would you support more accessible public transport for those with illnesses or conditions that find public transport more difficult, even if that raises fares?"

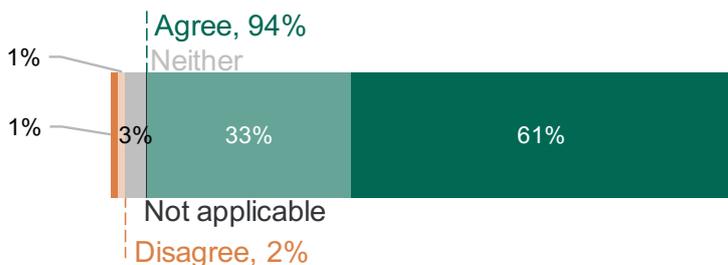
Seventy percent of respondents agreed with increasing accessibility of public transport even if this increased fares.



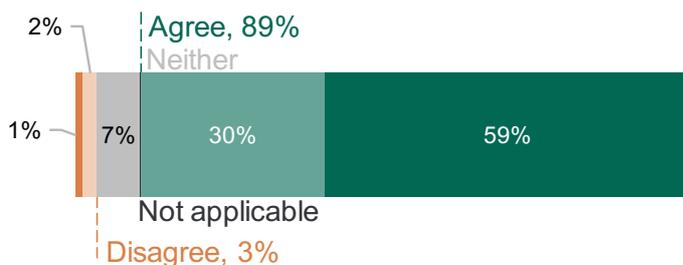
Offering a seat to someone who needs one on public transport

Most respondents were strongly supportive of the statements about giving up their seat on public transport, with 92% suggesting they would do so for someone who has a disability badge, and 89% for someone who has a pregnancy badge.

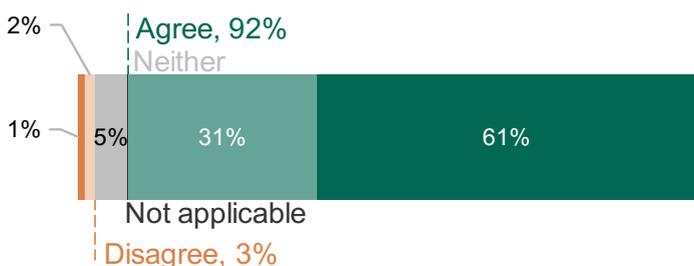
"I would give up my seat for someone I think has an illness or condition that makes it more difficult to use public transport."



"I would give up my seat for someone who is wearing a pregnancy badge"



"I would give up my seat for someone who is wearing a disability badge"



Disability and transport

Information on the Department for Transport's approach to disabled people in transport can be found on their page regarding [Transport Accessibility and Mobility](#).

Information on policy issues and national strategy with regards to disabilities can be found at the website for the [Office of Disability Issues](#)

For more information related to disability and transport such as awareness of illness, impairments and conditions, and the behaviour of other transport users, please see the published table [NTAS0701](#).

Methodology

The National Travel Attitudes Study (NTAS) collects data on the attitudes of individuals aged 16 and over across England. These surveys are designed as small snapshots, and as such there is the possibility of multiple "waves" throughout a year.

Individuals who have completed the National Travel Survey (NTS) and have consented to taking part in the NTAS panel, are contacted with an offer of completing the wave of NTAS questions. The NTAS is a random probability sample with respondents drawn from the NTS, and responses are weighted to take account of the mode of delivery, and to reflect the population.

Initial contact is via letter and email, and by SMS text message (where the information is available). If no response is received within two weeks, this is pursued via a telephone call.

Users

Users of the data include central government, the devolved administrations and local government, transport consultants and academics, and international organisations.

Parent surveys

The National Travel Attitudes Study (NTAS) arose as a product of the National Travel Survey (NTS), and we are using it to ask the transport questions previously on the British Social Attitudes (BSA) Survey.

National Travel Survey

National Travel Survey (NTS) is a household survey designed to monitor long-term trends in personal travel and to inform the development of policy. It is the primary source of data on personal travel patterns by residents of England within Great Britain. It began in 1965 as the first national travel survey in the world, and has been running continuously since 1988.

The survey collects information on how, why, when and where people travel as well as factors affecting travel (e.g. car availability and driving licence holding). Respondents are drawn by a probability sample based on post codes across England.

The NTAS uses NTS respondents who have consented to completing further surveys. As a result we can expect the sample size to increase as future years of the NTS provide new members to the NTAS cohort. In addition, this allows a link to be drawn between a respondent's travel behaviour and their travel attitudes, as long as the sample size is sufficient for the comparison to be drawn.

More information on the NTS can be found on the [statistical series release page](#).

British Social Attitudes Survey

The British Social Attitudes (BSA) Survey is conducted by NatCen Social Research, and has been running since 1983. Questions are asked of a probability sample based upon postcode across England, Scotland and Wales.

Between 2002 and 2018 questions on transport were procured by the Department for Transport (DfT). Between 2002 and 2017 all BSA surveys were conducted in a face-to-face interview, including the use of computer-assisted personal interviewing (CAPI). For the final year of DfT

transport questions being included on the BSA, some questions were asked instead via self-completion. All individual responses are weighted to allow inferences about the general public.

For the first wave of the National Travel Attitude Study (NTAS), the majority of BSA transport questions were included to allow a comparison, and in an attempt to maintain the BSA time series.

More information on the BSA can be found on [NatCen's BSA homepage](#).

Transport and Transport Technology: Public Attitudes Tracker

The Department for Transport also runs another survey: the Transport and Transport Technology: Public Attitudes Tracker.

This survey aims to research public awareness of and attitudes to current, emerging and future transport technologies, including:

- car ownership and connectivity
- electric vehicles
- automated vehicles
- drones

Just as in the NTAS, this survey is conducted in waves. As there is a potential for overlap with the NTAS, any prospective question received by either team is reviewed to make sure it is asked in the most appropriate survey, be it NTAS or the tracker.

More information can be found on the [DfT webpage for the tracker survey](#).

Strengths and Weaknesses of the Data

- The respondents to the National Travel Attitude Study (NTAS) are drawn from those who completed the National Travel Survey (NTS). This allows us to directly compare attitudes towards travel and transport revealed by the NTAS, to the travel behaviour identified during the NTS. This also reduced the number of demographic questions that need to be asked, resulting in a shorter survey than if it were asked of a random selection of the public.
- The NTAS data relates only to respondents aged 16 and over in England. The predecessor questions asked in the BSA applied to respondents aged 18 and over in England, Scotland or Wales. To aid comparison, a subset of NTAS data and BSA data is taken (where appropriate) for respondents aged 18 and over in England only, and this table is also published in the statistical tables.

Comparison between BSA and NTAS

A comparison between the BSA and the NTAS can only be made with wave 1 data. No questions regarding transport were added to the BSA after 2018.

Sample size

Wave 1 of the 2019 NTAS survey was offered to individuals who had completed the NTS between January 2018 and June 2018, and as such is considered half of what can be achieved in a full year. This amounted to 1,384 respondents. Wave 2 of NTAS was conducted during August and September 2019, and had a sample size of 2,654 individuals.

By comparison, individuals are chosen for the BSA via a probability sample from UK post codes. Respondents to the BSA varied between 1,101 and 3,421 individuals, generally increasing in number between 2002 and 2018.

In the original BSA survey, not every question was asked of every person surveyed. An example includes questions on aviation such as ATT0324, which had a sample size in 2017 of 740 individuals.

Method of delivery

Individuals that chose to partake in the BSA survey are visited by an interviewer, and the survey is conducted via Computer-Assisted Personal Interviewing (CAPI). More details about this method can be found on the [NatCen website for the BSA](#). In 2018 only 8 questions were asked (compared to 47 in 2017), and four of these questions were instead delivered via self-completion. These particular questions were weighted differently to reflect the change in delivery method.

Individuals who choose to partake in the NTAS survey are directed to an online form.

Both the BSA and NTAS offer incentives in the form of vouchers for individuals who complete the respective surveys.

Users and Uses of the Data

These statistics are used both inside and outside government to aid decision making, including:

- To provide general background to sector trends, and to inform the development and evaluation of policy, and to inform decision making.
- In the development or testing of transport and environmental models and forecasts.
- In market analysis by transport consultants and businesses.
- To respond to requests for information from Parliament, members of the public and international organisations.

We welcome any feedback on these statistics by email to national.travelstats@dft.gov.uk.

Background Notes

- The web tables and charts give further detail of the key results presented in this statistical release. They are available here: [Statistics on public attitudes towards transport](#).

- National Statistics are produced to high professional standards set out in the Code of Practice for Statistics. They undergo regular quality assurance reviews to ensure they meet customer needs: [Code of Practice](#)
- Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: [pre-release access list](#).