

Trends in Attitudes to Transport 1990 to 2009

Report based on results from the *British Social Attitudes* surveys

Eleanor Taylor

November 2010

Prepared for Department for Transport

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Executive summary

1.1 Climate change and the environment

- Generally there was popular concern about the effect of transport on climate change, with three quarters (75%) of respondents agreeing that they were concerned about this in 2009 [Table 2.1].
- Just over half of respondents (54%) reported that for the sake of the environment they reduce their driving speed to save petrol more often nowadays compared with 2–3 years ago. Forty-eight per cent said that for the sake of the environment they now walk rather than drive to local shops and services more often, and 40% reported that they now make fewer trips to out of town shopping centres to save petrol for the sake of the environment [Table 2.3].
- While only 16% agreed that for the sake of the environment car users should pay higher tax, 63% agreed that those with cars that are better for the environment should pay less to use the road than others.
- Nearly a quarter (24%) agreed that people should be allowed to use their cars as much as they like, even if this damages the environment, 58% agreed that for the sake of the environment everyone should reduce their car use, while 21% agreed that anyone thinking that reducing their own car use will help the environment is wrong as it doesn't make any difference [Table 2.5].

1.2 Air travel

- In general, there was evidence of widespread concern about the effect of air travel on climate change. Seventy-one per cent agreed that the current level of air travel has a serious effect on climate change [Table 3.1].
- Sixty-four per cent agreed that people should be able to travel by plane as much as they like. Forty-two per cent agreed with this statement even if this meant that new terminals or runways had to be built, and 20% agreed even if this harms the environment [Table 3.3].
- Forty-five per cent agreed that the price of a plane ticket should reflect the environmental damage of the trip itself even if this made air travel much more expensive [Table 3.4].

1.3 Congestion

- Thirty per cent of respondents said that congestion on motorways was a problem for them, and half (50%) said that congestion in towns and cities was a problem for them [Table 4.1].
- Thirty-seven per cent agreed that the government should build more motorways, while 40% agreed that building more roads just encourages more traffic [Figure 4.2].

- There was little support for charging drivers differently depending on their car use. Over two-thirds (69%) agreed that it is too complicated to charge drivers different amounts depending on when and where they drive [Table 4.3]. Sixty per cent of respondents agreed that people who drive at busy times only do so because they have no alternative.
- When asked about other ways to make short car journeys of under two miles, 41% said that they could just as easily walk, 41% said they could just as easily cycle if they had a bike and 31% said they could just as easily take the bus [Table 4.5].

1.4 Road Safety

- Thirty-seven per cent were in favour of closing residential streets that are not main roads to through traffic, 44% in favour of having speed bumps, while 73% were in favour of having speed limits of 20mph in residential areas [Figure 4.1].
- There were some mixed views towards speed cameras, with 47% believing that speed cameras save lives, 53% that speed cameras are only there to make money, 45% that there are too many speed cameras and 15% that the number of speed cameras should be increased [Table 5.1].
- Eighty-three per cent said that people should not drive having drunk any alcohol, and 71% said that people caught drink driving should be banned from driving for five years, 77% agreed that most people don't know how much alcohol they would have to drink to be over the legal limit [Table 5.3].
- Only 6% of respondents agreed that it is perfectly safe to drive with a hand-held mobile phone. Sixty-one per cent agreed that all use of mobiles while driving is dangerous (including the use of hands-free kits) [Table 5.5].

1.5 Differences in attitudes by gender

- Women were generally more concerned than men about the effect of transport on the environment [Table 2.2]. Similarly, women were more likely than men to feel that the current level of air travel has a serious effect on climate change. Women were also more likely to say they have changed their behaviour for the sake of the environment [Table 2.4]. Men, on the other hand, were more likely than women to support unrestricted car use [Table 2.5].
- Men were more likely than women to see traffic congestion as a problem. Women, on the other hand, were more likely to see exhaust fumes in towns and cities as a problem [Table 4.1].
- Women tended to be more in favour of introducing policies to restrict car use, such as drivers paying more to use busy roads or drive at busy times [Table 4.4], and introducing speed bumps and 20 mile per hour speed limits in residential areas. Women were also more likely to disagree with mobile phone use while driving [Table 5.5].

1.6 Differences in attitudes by age

- Older people tended to be more concerned about the effect of road building on the countryside, the effect of transport on climate change and about exhaust fumes from traffic [Table 2.2].
- For the sake of the environment, younger people were more likely to say that they walk rather than drive more often nowadays, and to say they give or receive lifts more often nowadays compared with older people. Older people were more likely to report using public transport more often nowadays [Table 2.4]. Younger people were more likely than older people to agree that anyone thinking that reducing their own car use will help the environment is wrong, as it doesn't make any difference [Table 2.5].
- Younger people were more likely to agree that most people don't know how much alcohol they can drink before being over the legal limit [Table 5.4], while older age groups were more likely to agree that all use of mobile phones while driving should be banned [Table 5.5].

1.7 Differences in attitudes by use of transport

- Those who drive were more likely than non-drivers to agree that people should be allowed use their cars as much as they like even if it damages the environment [Table 2.5].
- Similarly, frequent flyers who had taken two or more trips by plane in the last year, were less concerned about the effect of air travel on climate change, and were more likely to agree with allowing people unlimited plane travel, compared with those who had taken one or no trips by plane in the last year [Table 3.3].
- Those who drive were more likely to see congestion as a problem [Table 4.1] and to disagree with charging drivers different amounts according to road use [Table 4.3].
- Non-drivers were more likely than drivers to agree with stricter rules around drink driving [Table 5.3] and mobile use while driving [Table 5.5].

1.8 Changes in attitudes towards transport over time

- Overall, concern about the effect of cars, road building and transport in general on the environment has declined over recent years [Table 2.1]. However, there has been an increase in concern for the effect air travel has on climate change [Table 3.1].
- Similarly, support for controlling and taxing car use has decreased over recent years, while there has been a decline in support for allowing people unlimited plane travel [Table 3.2].
- There has been a decline in the number of people in favour of speed bumps and closing residential streets as methods of traffic control in residential areas [Figure 5.1], as well as a decline in support for increasing the number of speed cameras [Table 5.2].

1 Introduction

1.1 The *British Social Attitudes* survey

For twenty five years, the *British Social Attitudes* survey has been one of the most authoritative sources of trend data on the views of the British public. It has been carried out annually since 1983 (apart from in 1988 and 1992 when its core funding was used to fund the *British Election Study* series). A variety of funders, including major government departments, grant-giving bodies such as the Economic and Social Research Council, other foundations and universities support the survey, enabling it to cover a wide range of social, economic, political and moral issues. In addition, for surveys up to and including the 2008 survey, core funding was provided by the Gatsby Charitable Foundation, one of the Sainsbury Family Charitable Trusts. Questions are designed to be relevant to policy debates or research agendas, but also to be repeated at regular intervals.

The achieved sample size for the survey and the number of versions of the questionnaire have increased since its early years, enabling more detailed analysis of smaller population subgroups and the creation of space for the coverage of a greater range of topics. In 2009, many of the questions funded by the Department of Transport were asked of respondents on three versions of the questionnaire; that is about 3,400 respondents.

Fieldwork involves computer-assisted interviews carried out face-to-face with respondents aged 18 or over living in private households in Great Britain. It takes place in the summer and autumn each year. Extra information is also collected from self-completion questionnaires which respondents complete after the main interview. Although a great deal of effort is made by interviewers to encourage people to take part in the survey, not all people approached will agree to participate. This non-response can have implications for the representativeness of the sample (if, for example, non-participation is higher in one particular subgroup than another). Since 2005 the data have been weighted to take account of differential non-response. More details on the technical aspects of the survey can be found in Chapter 7.

One of the key aims of the *British Social Attitudes* survey is to disseminate the data as widely as possible. The main way by which this is achieved is *via* the series of *British Social Attitudes* reports. The most recent report was published in January 2010.¹ Once the results are in the public domain, the survey dataset is deposited with full documentation in the Data Archive at the University of Essex. Datasets from the survey have proved very popular with students and academics when researching, and teaching about, changing values and attitudes over time. Data can be accessed through the Data Archive (<http://data-archive.ac.uk/find>), and more information on the study series including findings from our most recent reports can be found on the NatCen website (<http://www.natcen.ac.uk/series/british-social-attitudes>).

¹ Park, A., Curtice, J., Thomson, K., Phillips, M., Clery, E. and Butt, S. (2010). *British Social Attitudes: the 26th Report*, London: Sage

1.2 The Department of Transport and the *British Social Attitudes* survey series

The Department of Transport has funded a module of questions about transport on the *British Social Attitudes* survey since 1996 and this commitment was extended in 2009 to continue until 2011. Some transport questions had been asked before 1996 by other funders. The module aims to repeat key time-series questions while also leaving scope to introduce new issues of policy relevance and interest to the Department. The questions asked in 2009 are shown in Appendix I.

This report examines time-series changes in attitudes towards transport among the general public, focussing on questions that were asked on the 2009 *British Social Attitudes* survey. The analysis highlights differences between certain subgroups of the population, such as men and women and those in different age groups. All reported differences between subgroups have been found to be statistically significant. Among the questions examined are included several with a long history of trends data going back as far as 1990. Trends data for each question analysed in the report is presented in section 6.

2 Climate change and the environment

The *British Social Attitudes* survey asks a number of questions about the effects of transport on climate change and the environment. This covers concern about the impact of transport on the environment, how respondents have adapted their behaviour for the sake of the environment, and views on potential policies around transport and the environment (see trends tables 6.1 to 6.15).

2.1 Key findings

- Generally there was popular concern about the effect of transport on climate change, with three quarters (75%) of respondents agreeing that they were concerned about this in 2009 [Table 2.1].
- Just over half of respondents (54%) reported that for the sake of the environment they reduce their driving speed to save petrol more often nowadays compared with 2–3 years ago. Forty-eight per cent said that for the sake of the environment they now walk rather than drive to local shops and services more often, and 40% reported that they now make fewer trips to out of town shopping centres to save petrol for the sake of the environment [Table 2.3].
- While only 16% agreed that for the sake of the environment car users should pay higher tax, 63% agreed that those with cars that are better for the environment should pay less to use the road than others.
- Nearly a quarter (24%) agreed that people should be allowed to use their cars as much as they like, even if this damages the environment, 58% agreed that for the sake of the environment everyone should reduce their car use, while 21% agreed that anyone thinking that reducing their own car use will help the environment is wrong as it doesn't make any difference [Table 2.5].
- Overall, concern for the effects of cars, road building and transport in general on the environment has declined over recent years [Table 2.1]. Similarly, support for controlling and taxing car use has decreased over recent years.

2.2 Concern about the effect of transport on the environment

In 2009 there was public concern for the effect that transport is having on the environment. Table 2.1 presents the findings from four questions on the *British Social Attitudes* survey relating to the effect of transport on the environment. Nearly three quarters (73%) of respondents agreed that the current level of car use has a serious effect on climate change, 70% of respondents said that they were concerned about damage to the countryside from building roads, 75% said they were concerned about the effect of transport on climate change, and 76% were concerned about exhaust fumes from traffic.

Concern appears to have decreased over the last five years (Table 2.1). In 2005, 77% agreed that car use has a serious effect on climate change, 76% said they were concerned about damage to the countryside from road building, 80% were concerned about the effect of transport on climate change and 81% were concerned about exhaust fumes from traffic.

Table 2.1 Concern about the effect of transport on the environment, 2005–2009

<i>Base: All</i>					
	Survey year				
	2005	2006	2007	2008	2009
	%	%	%	%	%
% Agree car use has a serious effect on climate change	77	80	72	73	73
% Concerned about damage to countryside from building roads	76	74	74	70	70
% Concerned about effect of transport on climate change	80	81	76	74	75
% Concerned about exhaust fumes from traffic	81	82	79	74	76
<i>Bases</i>	1101	3220	3094	3364	3421

For all four of these statements, there was little difference between drivers and non-drivers. However there were differences by both gender and age (Table 2.2).

Overall women were more likely to be concerned about the effect of transport on climate change than men. Seventy-eight per cent of women agreed that the current level of car use has a serious effect on climate change, compared with 69% of men. Women were also more likely to be concerned about damage to the countryside from road building (75% compared with 65% of men), the effect of transport on climate change (79% compared with 71% of men) and exhaust fumes from traffic (80% compared with 72% of men).

There were differences between age groups for three of the measures in Table 2.2. Older people tended to be more concerned than younger people about damage to the countryside from building roads, about the effect of transport on climate change, and about exhaust fumes from traffic. For example, 64% of 18-34 year olds, 71% of 35-54 year olds, 73% of 55-64 year olds, and 72% of those aged 65 and older were concerned about damage to the country side from building roads.

Table 2.2 Concern about the effect of transport on the environment, by respondent characteristics, 2009

<i>Base: All</i>					
	% Agree car use has a serious effect on climate change	% Concerned about damage to countryside from building roads	% Concerned about effect of transport on climate change	% Concerned about exhaust fumes from traffic	<i>Bases</i>
	%	%	%	%	
Sex					
Men	69	65	71	72	1487
Women	78	75	79	80	1934
Age					
18-34	75	64	71	73	972
35-54	75	71	77	76	1227
55-64	72	73	78	81	517
65+	70	72	74	78	699
All	73	70	75	76	3415

2.3 Doing more for the environment

In 2009 a number of questions were asked as part of the transport module about the ways in which people had changed their travel behaviour for the sake of the environment compared with 2–3 years ago. This group of questions was first asked in 1993, and in general focussed on various ways in which people could reduce their emissions through using their car less, or using it more efficiently.

The most commonly reported change in behaviour **for the sake of the environment**² was cutting down driving speed to save petrol, with 54% of respondents saying they had done this more often over the last 2–3 years (Table 2.3). Forty-eight per cent said they walked to local shops and services more often, rather than driving, 45% now gave or received lifts more often to cut down on car use and 40% made fewer trips to out of town shopping centres to save petrol. Smaller proportions said they now used their car less in favour of public transport, with around a quarter (24%) reporting that they used public transport instead of their car more often, and 22% saying they park on the outskirts of town and use public transport more often.

Table 2.3 Behaviour changes over the last 2 to 3 years for the sake of the environment, 2009

<i>Base: All</i>						
	Behaviours changed for the sake of the environment					
	Walking rather than driving	Using public transport instead of a car	Cutting down your driving speed	Making fewer trips to out of town shopping centres	Giving or receiving lifts	Parking on outskirts of town and using public transport
	%	%	%	%	%	%
Does a lot more often nowadays	14	6	18	12	11	6
Does a bit more often nowadays	35	19	35	28	34	17
Has not changed behaviour	51	76	46	59	55	77
<i>Bases</i>	2412	2412	2412	2412	2412	2412

Women were more likely than men to have said they had changed their behaviour for three out of the six categories in Table 2.3, although for the other three categories proportions were similar between men and women. Women were more likely to have said they make fewer trips to out of town shopping centres (44% compared with 37% of men), given and received lifts (50% compared with 40% of men) and parked on the outskirts of town and used public transport (25% compared with 20% of men).

There were also some differences between age groups in the behaviours they had changed for the sake of the environment. Table 2.4 shows the differences by age group for four of the six questions (the other two categories had no significant age differences). There was no overall pattern of behaviour change for the sake of the environment by age. Instead, the various age groups had changed their behaviour in different ways.

² These results should be used cautiously as some of the behavioural changes reported may have been motivated by factors other than for the sake of the environment. For example, some respondents may have been saving on petrol to save money.

Younger people were more likely to have said they now walk rather than drive more often, and to give or receive lifts more often compared with those in older age groups. Fifty-one per cent of those aged 18-34, 51% of those aged 35-54, 46% of those aged 55-64 and 41% of those aged 65 and older said they walked rather than drove more often nowadays. Similarly, 56% of 18-34 year olds, 47% of 35-54 year olds, 36% of 55-64 year olds, and 31% of those aged 65 and older said they now gave or received lifts more often.

On the other hand, older people were more likely to say they use public transport more often than 2-3 years ago, with 19% of 18-34 year olds, 22% of 35-54 year olds, 27% of 55-64 year olds, and 34% of those aged 65 and older saying this.

Table 2.4 Changes in behaviour for the sake of the environment compared with 2–3 years ago, by age, 2009

<i>Base: All</i>					
	Age group				
	18–34	35–54	55–64	65+	Total
	%	%	%	%	%
% now walk rather than drive more often	51	51	46	41	48
% now use public transport instead of the car more often	19	22	27	34	24
% now cut down driving speed more often	54	50	60	54	53
% now give/receive lifts more often	56	47	36	31	45
<i>Bases</i>	463	1040	448	458	2409

Almost identical questions had been asked in 1993, so it is possible to have an idea of how these attitudes have changed over time³. On all of the measures, a higher proportion of respondents said that they had changed their behaviour since 2–3 years ago in 2009 compared with 1993. In 1993, 43% of respondents said they cut down their driving speed to save petrol, while in 2009 this had risen to 54%. Similarly, in 1993, 40% said they now walked rather than drove for short journeys, this had risen to 48% in 2009.

2.4 Transport policy aiming to help the environment

This section looks at public opinion on policies such as higher taxes for car users, and whether people should be allowed to use their cars as much as they like.

Higher taxes for car users

One of the longest running transport questions on the *British Social Attitudes* survey asks whether respondents agree that for the sake of the environment, car users should pay higher tax. This question has been asked nearly every year on the *British Social Attitudes* survey since 1990. While in 1990, about a quarter (24%) of respondents agreed with this statement, this has declined over time, and in 2009, 16% of respondents thought that car users should pay higher tax. Among drivers this was only 12%, compared with 27% of non-drivers.

³ The 1993 questions started with: "Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment". The 2009 questions start with "Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment."

Since 2006 respondents have also been asked whether drivers with cars that are better for the environment should pay less to use the roads than others. In 2009, 63% of respondents agreed with this; a proportion which has remained stable over time. There was no significant difference between drivers and non-drivers.

Car use and the environment

Another long running transport question on *British Social Attitudes* is whether people should be allowed to use their cars as much as they like, even if this damages the environment. During the 1990s, support for letting people use their cars as much as they liked fell from 19% in 1991, to 15% in 1997. However through the 2000s, this increased, and in 2009 reached nearly a quarter (24%).

Men were more likely than women to think that people should be able to use cars as much as they like, with 27% of men saying this compared with 20% of women (Table 2.5). Drivers were also more likely than non-drivers to agree, with 26% of drivers compared with 19% of non-drivers.

Since 2006, respondents have also been asked whether they agree that 'for the sake of the environment, everyone should reduce their car use' (58% agreed in 2009), and 'anyone who thinks that reducing their own car use will help the environment is wrong – one person doesn't make any difference' (21% agreed in 2009).

More women than men agreed that 'for the sake of the environment, everyone should reduce their car use' (62% compared with 53%), although proportions were broadly similar between different age groups and drivers and non-drivers. The number of people agreeing with this has reduced over recent years. In 2007 68% agreed with the statement compared with 58% just two years later in 2009.

Attitudes on whether one person's car use made a difference varied by age, with younger people less likely to agree that one person's car use does not make a difference (18% of 18–34 year olds, 18% of 35–54 year olds, 24% of 55–64 year olds and 26% of those aged 65 and older).

Table 2.5 Views on car use and the environment, by respondent characteristics, 2009

Base: Self completion respondents, one version

	% agree let people use cars as much as they like, even if this damages the environment	% agree for the sake of the environment, everyone should reduce their car use	% agree one person's car use doesn't make any difference	Bases
Sex				
Men	27	53	23	423
Women	20	62	19	535
Age				
18–34	26	60	18	201
35–54	21	55	18	353
55–64	25	59	24	188
65+	24	59	26	215
Whether drive				
Yes	26	57	20	668
No	19	61	22	290
All	24	58	21	958

3 Air travel

This section examines views towards the impact of air travel on the environment and climate change (see trends tables 6.16 to 6.20).

3.1 Key findings

- In general, there was evidence of widespread concern about the effect of air travel on climate change. Seventy-one per cent agreed that the current level of air travel has a serious effect on climate change [Table 3.1].
- Sixty-four per cent agreed that people should be able to travel by plane as much as they like. Forty-two per cent agreed with this statement even if this meant that new terminals or runways had to be built, and 20% agreed even if this harms the environment [Table 3.3].
- Forty-five per cent agreed that the price of a plane ticket should reflect the environmental damage of the trip itself even if this made air travel much more expensive [Table 3.4].
- There has been an increase in concern for the effect air travel has on climate change [Table 3.1] and a decline in support for allowing people unlimited plane travel [Table 3.2].

3.2 Effect of air travel on climate change

Overall, the number of people agreeing that the current level of air travel has a serious effect on climate change has risen slightly since the question was first asked in 2005, from 64% to 71%. Table 3.1 shows that this has not meant a decrease in the number of people disagreeing with the statement, rather the group of 'unsure' respondents has reduced from nearly a quarter (24%) to 19%.

This is in contrast with the findings presented in section 2, where we saw a decline in concern for the effect of transport on the environment over recent years (Table 2.1). It seems that while people are becoming less concerned about the impact of car use, road building, exhaust fumes and transport in general on the environment, they are in fact becoming increasingly concerned about the impact of air travel.

Table 3.1 The current level of air travel has a serious effect on climate change, 2005–2009

<i>Base: All</i>					
	Survey year				
	2005	2006	2007	2008	2009
	%	%	%	%	%
Agree	64	74	70	72	71
Neither agree nor disagree	24	17	21	18	19
Disagree	8	6	7	8	8
<i>Bases</i>	<i>1101</i>	<i>3220</i>	<i>3094</i>	<i>3364</i>	<i>3421</i>

Note: Responses do not sum to 100 per cent as 'don't know' responses included in the base are not presented

Women were more likely than men to agree that air travel has a serious effect on climate change, with 75% of women agreeing compared with 68% of men. However there were no patterns found by age, income or the number of trips made by plane in the last year.

3.3 Controlling air travel

Since 2003 there has been a steady decrease in the number of respondents believing that people should be allowed to travel by plane as much as they like (Table 3.2). In 2003, 78% of respondents agreed with this statement, but by 2009 this had reduced to 64%.

Again this is at odds with people's views on car travel seen in section 2. A far smaller proportion of respondents agreed that people should be allowed to use cars as much as they like, with only a quarter (24%) agreeing compared with nearly two-thirds (64%) agreeing with unlimited plane travel. Moreover, while the proportion agreeing with unlimited car use had increased in recent years, the number of people agreeing that people should be allowed to travel by plane as much as they like has decreased considerably since 2003.

Table 3.2 People should be able to travel by plane as much as they like, 2009

<i>Base: Self completion respondents, one version</i>						
	Survey year					
	2003	2004	2005	2007	2008	2009
	%	%	%	%	%	%
Agree	78	77	70	63	66	64
Neither agree nor disagree	12	14	19	18	18	22
Disagree	5	5	7	15	12	9
<i>Bases</i>	<i>972</i>	<i>872</i>	<i>913</i>	<i>847</i>	<i>990</i>	<i>958</i>

Note: Responses do not sum to 100 per cent as 'don't know' and 'not applicable' responses included in the base are not presented

Respondents were also asked whether they agreed or disagreed with two similar statements: '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 'people should be able to travel by plane as much as they like, even if this harms the environment'. Respondents were less likely to agree that people should be able to travel by plane as much as they like in the context of these two scenarios. Forty-two per cent agreed with the statement if new terminals or runways had to be built, and only a fifth (20%) agreed with this even if this harms the environment (Table 3.3).

Table 3.3 shows how views on controlling air travel differ by how many plane trips the respondents had taken in the last year. Frequent flyers are defined as having made two or more trips in the last year, counting the outward and return flight and any transfers as one trip. Frequent flyers were more likely to agree that people should be able to travel by plane as much as they like, compared with people who had made no trips or one trip in the past year. This was true for all three statements.

More than three quarters (76%) of frequent flyers agreed that people should be able to fly as much as they like, compared with 58% of people who had made one trip and 60% of people who had made no trips in the past year. If being able to travel as much as one likes meant new terminals or

runways, 52% of frequent flyers would still agree compared with 37% of people who made one or no trips in the past year. Finally while just over a quarter (27%) of frequent flyers said they agreed even if this harms the environment, only 18% of those who had made no trips by plane and 16% of those who had made one trip by plane in the past year agreed.

Table 3.3 Views on controlling air travel, by number of plane trips in last year, 2009

<i>Base: All</i>				
	No trips by plane in last year	One trip by plane in last year	Two or more trips by plane in last year	Total
% agree people should be able to travel by plane as much as they like	60	58	76	64
% agree 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	37	37	52	42
% agree people should be able to travel by plane as much as they like, even if this harms the environment	18	16	27	20
<i>Bases</i>	<i>490</i>	<i>202</i>	<i>265</i>	<i>958</i>

A further question was asked about controlling air travel, asking whether people agree the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel much more expensive. Overall, 45% of respondents agreed that the price of a plane ticket should reflect the damage made to the environment (Table 3.4).

This, again, varied by how many trips respondents had made by plane in the last year. Interestingly, those who had made no trips by plane in the last year and those who had made two or more trips in the last year were equally likely to agree with the statement (49% and 48% respectively). While those who had only made one trip in the last year were far less likely to agree with the statement (31%).

It is likely that frequent flyers are higher earners, who would have the means to be able to fly more often as well as being more likely to fly for business. Table 3.4 also shows the proportion of people agreeing that flight prices should reflect the environmental damage caused by household income. There is a clear pattern by income, with higher earners being more likely to agree with the statement compared with low earners; 55% of those in the highest income quartile agreed compared with 35% of those in the lowest income quartile.

Table 3.4 Views on increasing the price of air travel to reflect its environmental damage, by respondent characteristics, 2009

<i>Base: Self completion respondents, one version</i>		
	% agree the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel much more expensive	<i>Bases</i>
Number of plane trips in last year		
No trips by plane in last year	49	490
One trip by plane in last year	31	202
Two or more trips by plane in last year	48	265
Household income		
Less than £14,999	35	214
£15,000–£25,999	40	263
£26,000–£43,999	48	170
£44,000 or more	55	195
All	45	958

4 Congestion

The *British Social Attitudes* survey has asked questions about traffic and congestion since 1991, including questions about the problem of road congestion on motorways and in towns and cities, as well as views on possible solutions to this problem such as road building, charges, and how respondents feel about reducing their own car use for short journeys (see trends tables 6.21 to 6.33).

4.1 Key findings

- Thirty per cent of respondents said that congestion on motorways was a problem for them, and half (50%) said that congestion in towns and cities was a problem for them [Table 4.1].
- Thirty-seven per cent agreed that the government should build more motorways, while 40% agreed that building more roads just encourages more traffic [Figure 4.2].
- There was little support for charging drivers differently depending on their car use. Over two-thirds (69%) agreed that it is too complicated to charge drivers different amounts depending on when and where they drive [Table 4.3]. Sixty per cent of respondents agreed that people who drive at busy times only do so because they have no alternative.
- When asked about other ways to make short car journeys of under two miles, 41% said that they could just as easily walk, 41% said they could just as easily cycle if they had a bike and 31% said they could just as easily take the bus [Table 4.5].

4.2 Traffic on motorways and in towns and cities

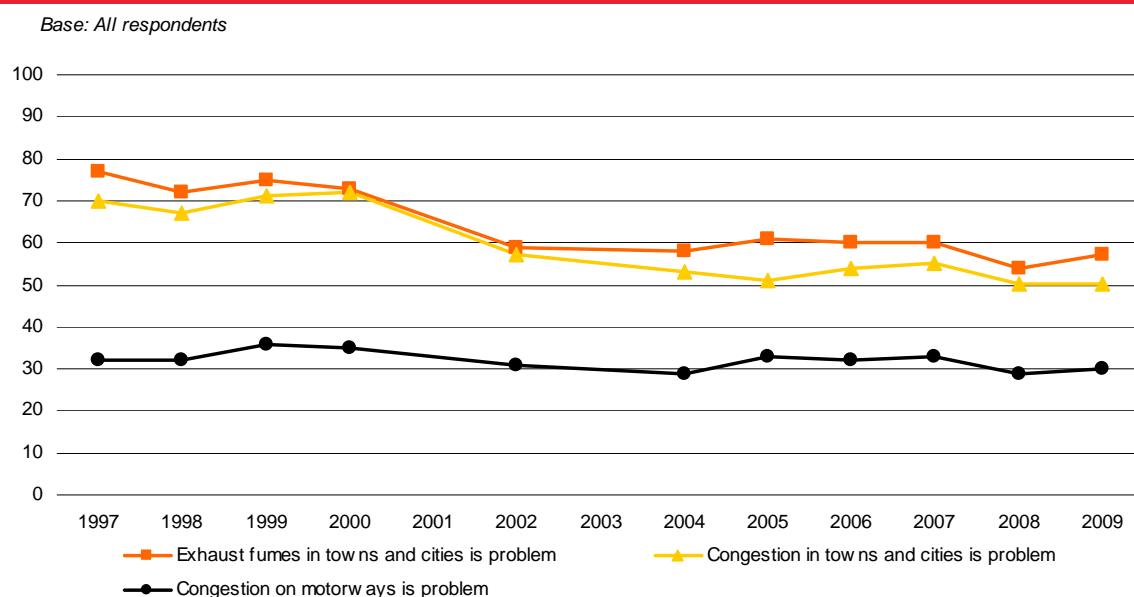
A larger proportion of respondents reported that traffic congestion in towns and cities was a problem for them than traffic congestion on motorways. In 2009, less than a third (30%) of respondents said that congestion on motorways was a serious problem, while half (50%) said that congestion in towns and cities was a serious problem.

However, while the proportion of respondents seeing motorway congestion as a problem has remained stable since 1997, the proportion of people seeing traffic in towns and cities as a serious problem has decreased from 70% in 1997, to 50% in 2009 (Figure 4.1, see also trends Tables 6.21 to 6.23). Interestingly there was a steep drop between the years 2000 and 2002 from 72% to 57%, after which the proportion remained relatively stable at 50-55%. The *British Social Attitudes* survey also asked whether respondents thought that exhaust fumes from traffic in towns and cities were a serious problem. Figure 4.1 shows that since 1997 the pattern for this question is similar to that of congestion in towns and cities being a problem, with a marked decrease having occurred from 77% in 1997 to 57% in 2009.

The shift in opinion towards traffic and exhaust fumes in towns and cities between 2000 and 2002 may reflect a change in the questionnaire. Until 2000 this question was asked immediately after a question about rural congestion, which could have negatively affected perceptions of traffic in towns and cities, however from 2002 onwards the 'rural congestion' question was not asked.⁴

⁴ Exley and Christie (2003) *Stuck in our cars? Mapping transport preferences*, in Park, A., Curtice, J., Thomson, K., Jarvis, L., Bromley, C. (eds). *British Social Attitudes: the 20th Report*, London: Sage

Figure 4.1 Traffic and congestion on motorways and in towns and cities, 1997–2009



Unsurprisingly, for all three congestion statements those who drive were more likely to agree compared with non-drivers (Table 4.1). Thirty-three per cent of drivers agreed that congestion on motorways was a problem compared with 22% of non-drivers, 53% of drivers agreed that congestion in towns and cities was a problem compared with 47% of non-drivers, and 59% of drivers agreed that exhaust fumes in towns and cities were a problem compared with 54% of non-drivers.

Men were more likely to think congestion was a problem both on motorways (34% of men compared with 26% of women) and in towns and cities (53% of men compared with 47% of women). On the other hand, women were more likely to say that exhaust fumes in towns and cities were a problem, with 60% of women saying this compared with 54% of men.

Table 4.1 Traffic and congestion on motorways and in towns and cities, by respondent characteristics, 2009

<i>Base: One version self-completion</i>				
	% agree congestion on motorways is a problem	% agree congestion in towns and cities is a problem	% agree exhaust fumes in towns and cities are a problem	Bases
Whether drive				
Yes	33	53	59	668
No	22	43	54	290
Sex				
Men	34	53	54	423
Women	26	47	60	535
All	30	50	57	958

Table 4.2 shows attitudes to traffic and congestion by government office region (regions are in descending order of proportions agreeing with 'exhaust fumes in towns and cities are a problem'). Those in inner London (36%) the East (34%) and the East Midlands (34%) were most likely to agree that congestion on motorways was a problem, while those in Scotland were the least likely (23%).

Those in outer London (59%) were most likely to say that congestion in towns and cities was a problem, while those in the North East (40%) and Wales (38%) were least likely. Similarly those in outer London (71%) were most likely to say that exhaust fumes in towns and cities were a problem, while those in the North East (46%) and Wales (45%) were the least likely.

Table 4.2 Traffic and congestion on motorways and in towns and cities, by government office region, 2009

<i>Base: One version self-completion</i>				
	% agree congestion on motorways is a problem	% agree congestion in towns and cities is a problem	% agree exhaust fumes in towns and cities are a problem	Bases
Government Office Region				
Outer London	30	59	71	201
Inner London	36	55	67	151
East Midlands	34	56	62	268
South East	31	50	61	433
West Midlands	28	52	61	320
Yorkshire and Humberside	31	48	59	281
Eastern	34	50	56	349
North West	27	48	54	415
South West	26	50	52	307
Scotland	23	49	47	315
North East	30	40	46	192
Wales	26	38	45	189
All	30	50	57	958

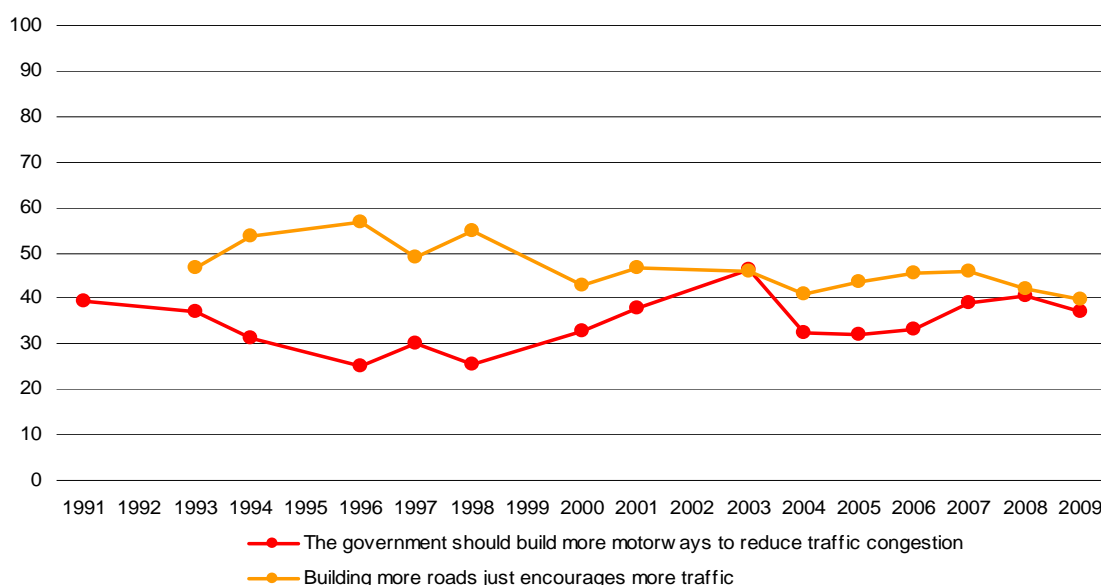
4.3 Building more roads

Public opinion towards the building of more roads appears to be mixed. In 2009, 37% said that the government should build more motorways to reduce traffic congestion, while on the other hand 40% of respondents said that building more roads just encourages more traffic.

Trends for these two series have diverged since the mid-nineties (Figure 4.2). The proportion agreeing that building more roads just encourages more traffic has fallen from 54–57 per cent in 1994–1996 to a series minimum of 40 per cent in 2009. The proportion agreeing that the government should build more motorways to ease traffic congestion is relatively unstable ranging from 25 per cent in 1996 to 46 per cent in 2003, back to 32 per cent in 2004 and 37 per cent in 2009. This may reflect media coverage of the time.

Figure 4.2 Views on building more roads, 1993–2009

Base: All respondents



4.4 Charging drivers according to car use

In general respondents did not support the idea of charging road users differently depending on when and where they drive.

Only 17% of respondents agreed that people who drive on busy roads should pay more than people who drive on quiet roads and 18% agreed that people who drive at the busiest times should pay more to use the roads than others (Table 4.3). Sixty per cent said that people only drive at the busiest times because they have no alternative and 69% agreed that it is too complicated to charge drivers different amounts.

Non-drivers were slightly more likely to be in favour of charging more to drive on busy roads (20% compared with 16% of drivers) or at busy times (22% compared with 16% of drivers). Non-drivers were less likely to agree that drivers have no alternative but to drive at busy times, with less than half (49%) of non-drivers agreeing with this statement compared with 64% of drivers.

The majority of non-drivers agreed that it is too complicated to charge drivers different amounts; however this was still a notably lower proportion than for drivers (61% of non-drivers compared with 72% of drivers).

Table 4.3 Charging drivers according to car use, by whether drives, 2009

<i>Base: Self completion respondents</i>			
	Whether drives		All
	Yes	No	
% agree pay more if use busy roads	16	20	17
% agree pay more if drive at busiest times	16	22	18
% agree must drive at busy times, have no alternative	64	49	60
% agree it is too complicated to charge drivers different amounts	72	61	69
<i>Bases</i>	2127	815	2942

Men were more likely than women to agree that drivers should pay more to use busy roads (20% of men compared with 15% of women) and that drivers should pay more to drive at busy times (20% compared with 16% of women) (Table 4.4).

Table 4.4 Charging drivers according to car use, by gender, 2009

<i>Base: Self completion respondents</i>			
	Gender		All
	Men	Women	
% agree pay more if use busy roads	20	15	17
% agree pay more if drive at busiest times	20	16	18
% agree must drive at busy times, have no alternative	61	60	60
% agree it is too complicated to charge drivers different amounts	67	72	69
<i>Bases</i>	1279	1663	2942

4.5 Making short journeys by car

A sizeable minority of respondents said that many of the car journeys they make of less than two miles could be made by walking, cycling, or taking the bus (Table 4.5). Forty-one per cent said that they could just as easily walk, and 41% said they could just as easily cycle if they had a bike. Respondents were least likely to say that they could just as easily take the bus, with 31% saying this.

Table 4.5 Making short journeys of under two miles by other means of transport, 2009

<i>Base: Self completion respondents</i>			
	Could just as easily walk	Could just as easily go by bus	Could just as easily cycle
	%	%	%
Agree	41	31	41
Neither agree nor disagree	10	11	10
Disagree	26	39	30
Can't choose	17	13	12
Not answered	3	3	4
Bases	2951	2951	2951

Note: results do not sum to 100 per cent as responses for 'don't know' and 'not applicable' included in the base are not presented here

5 Road Safety

The *British Social Attitudes* survey transport module on road safety includes questions on attitudes towards traffic control in residential areas such as introducing speed limits, speed bumps or closing residential streets, attitudes towards speed limits and speed cameras, driving under the influence of alcohol and driving while using a mobile phone (see trends tables 6.34 to 6.48).

5.1 Key findings

- Thirty-seven per cent were in favour of closing residential streets that are not main roads to through traffic, 44% in favour of having speed bumps, while 73% were in favour of having speed limits of 20mph in residential areas [Figure 4.1].
- There were some mixed views towards speed cameras, with 47% believing that speed cameras save lives, 53% that speed cameras are only there to make money, 45% that there are too many speed cameras and 15% that the number of speed cameras should be increased [Table 5.1].
- Eighty-three per cent said that people should not drive having drunk any alcohol, and 71% said that people caught drink driving should be banned from driving for five years, 77% agreed that most people don't know how much alcohol they would have to drink to be over the legal limit [Table 5.3].
- Only 6% of respondents agreed that it is perfectly safe to drive with a hand-held mobile phone. Sixty-one per cent agreed that all use of mobiles while driving is dangerous (including the use of hands-free kits) [Table 5.5].
- There has been a decline in the number of people in favour of speed bumps and closing residential streets as methods of traffic control in residential areas [Figure 5.1]. There has also been a decline in support for increasing the number of speed cameras [Table 5.2].

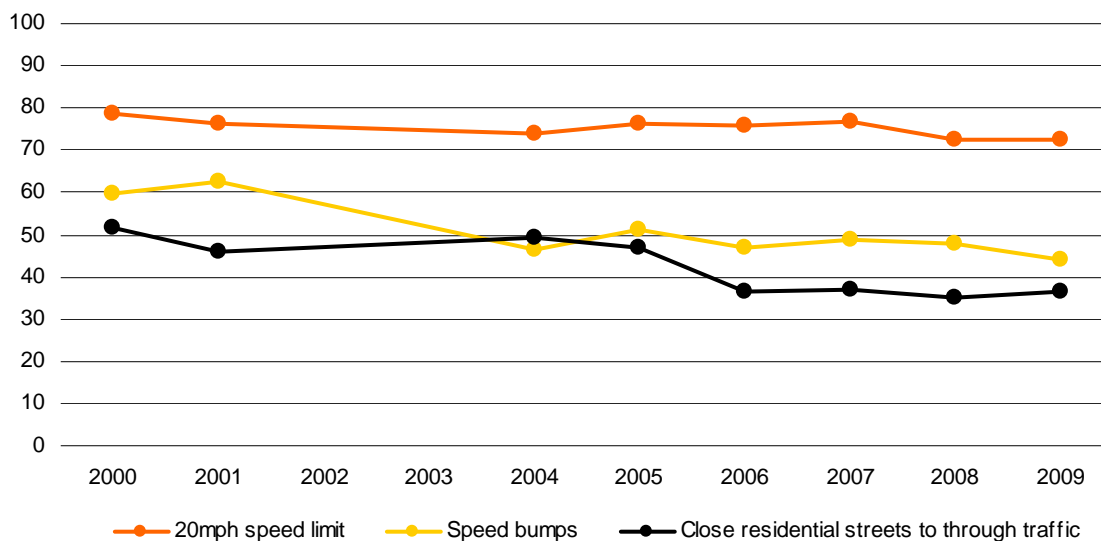
5.2 Traffic control on residential streets

Over the last decade, support has declined for certain measures of traffic control in residential areas, while public opinion has remained strongly in favour of some other measures. Figure 5.1 shows public attitudes towards various methods of traffic control on residential streets over the last decade. Since 2000, when the question was first asked as part of the *British Social Attitudes* survey, the proportion of people in favour of closing residential streets to through traffic has reduced from 51% to 37% in 2009. Similarly, the number of people in favour of introducing speed bumps in residential areas to slow traffic has decreased from 60% to 44% in 2009. This has meant that over the last decade, public opinion has shifted from a majority being in favour of speed bumps in residential areas, to similar proportions of the population being for and against speed bumps (44% and 41% respectively).

In contrast, a consistently high proportion of respondents are in favour of having speed limits of 20 miles per hour in residential streets; in 2000 78% of respondents agreed with this while in 2009 73% agreed with this.

Figure 5.1 Methods of traffic control on residential streets (% in favour), 2000–2009

Base: All respondents



A similar number of men and women were in favour of closing residential streets to through traffic (36% of men compared with 38% of women). However, women were more likely to be in favour of introducing speed bumps to slow traffic in residential streets (48% compared with 40% of men), and were also more likely to be in favour of introducing 20 mile per hour speed limits in residential areas (80% of women compared with 65% of men).

5.3 Speed limits and speed cameras

Since 2004 the *British Social Attitudes* survey has asked questions on speed cameras and the speed limit. The findings reflect some mixed feelings towards speed cameras. While just under half of respondents (47%) believed that speed cameras save lives, just over half (53%) said that speed cameras are mostly there to make money (Table 5.1).

Forty-five per cent of respondents agreed that there are too many speed cameras, and only 15% agreed that the number of speed cameras should be increased. It is worth noting that for all of these statements - particularly the two statements concerning the *number* of speed cameras - a large proportion of respondents were undecided. Twenty-six per cent neither agreed nor disagreed that there are too many speed cameras, and 29% neither agreed nor disagreed that speed cameras should be increased.

Table 5.1 Attitudes to speed cameras, 2009

<i>Base: Self completion respondents, one version</i>				
	Speed cameras save lives	Speed cameras are mostly there to make money	There are too many speed cameras	The number of speed cameras should be increased
	%	%	%	%
Agree	47	53	45	15
Neither agree nor disagree	19	22	26	29
Disagree	31	21	24	52
<i>Base</i>	<i>1017</i>	<i>1017</i>	<i>1017</i>	<i>1017</i>

Note: results do not sum to 100 per cent as responses for 'don't know' and 'not applicable' included in the base are not presented here

The proportion of respondents agreeing that the number of speed cameras should be increased appears to have declined; from 21% and 23% in 2006 and 2007 respectively, to 17% in 2008 and 15% in 2009 (Table 5.2).

Table 5.2 The number of speed cameras should be increased, 2005 to 2009

<i>Base: Self completion respondents, one version</i>				
	Survey Year			
	2006	2007	2008	2009
	%	%	%	%
Agree	21	23	17	15
Neither agree nor disagree	27	27	26	29
Disagree	47	44	51	52
<i>Base</i>	<i>926</i>	<i>913</i>	<i>1012</i>	<i>1017</i>

Note: results do not sum to 100 per cent as responses for 'don't know' and 'not applicable' included in the base are not presented here

Despite some diversity in opinion towards speed cameras, the public are united in their views towards speeding more generally, with 92% agreeing that people should drive within the speed limit. This proportion has remained stable since 2006 when the question was first asked on *British Social Attitudes*. It is worth noting that although this question is asked as part of the self-completion component of the survey, there is the possibility that respondents tend towards a socially desirable answer.

5.4 Drink driving

Since 2006 the *British Social Attitudes* survey has asked three questions about drink driving. In 2009, 83% of people said that people should not drive if they have drunk any alcohol, 71% of people said that anyone caught drink driving should be banned from driving for at least five years (under the current legislation this is at least one year), and 77% said that most people don't know how much alcohol constitutes being over the legal limit (Table 5.3).

The proportions agreeing to the first two of these statements have been relatively stable across time, however the number agreeing that people don't know how much alcohol constitutes being over the legal limit has risen from 67% in 2006 to 77% in 2009.

Those who do not drive were more likely to agree with the first two statements, that is they were more likely to say that people should not drive if they have drunk any alcohol (90% compared with 80% of drivers), and were more likely to say that anyone caught drink-driving should be banned for at least five years (81% compared with 68%).

Table 5.3 Attitudes to drink driving, by whether drives, 2009			
<i>Base: Self completion respondents, one version</i>			
	Whether drives		Total
	Drives	Does not drive	
% agree should not drive if drunk any alcohol	80	90	83
% agree anyone caught drink-driving should be banned for at least 5yrs	68	81	71
% agree most people don't know how much alcohol before being over legal limit	78	73	77
<i>Bases</i>	<i>707</i>	<i>260</i>	<i>967</i>

The proportion of people believing that people don't know how much alcohol they can drink before being over the legal limit varied by age. Eighty four per cent of people aged 18-34, 75% of 35 to 54 year olds, 68% of those aged 55 to 64 and 78% of those aged 65 and over agreed that most people do not know how much alcohol they can drink before being over the legal drink-drive limit.

Table 5.4 Most people don't know how much alcohol they can drink before being over the legal limit, by age, 2009					
<i>Base: Self completion respondents, one version</i>					
	Age				Total
	18-34	35-54	55-64	65+	
	%	%	%	%	
Agree	84	75	68	78	77
Neither agree nor disagree	6	7	7	2	6
Disagree	9	15	23	13	14
<i>Bases</i>	<i>217</i>	<i>372</i>	<i>162</i>	<i>216</i>	<i>967</i>

Note: results do not sum to 100 per cent as responses for 'don't know' and 'not applicable' included in the base are not presented here

5.5 Driving while using a mobile phone

The *British Social Attitudes* survey has asked about public views on mobile phone use while driving since 2006.

Since 2003, it has been illegal for motorists in Britain to use a hand held mobile phone while driving. However it is legal to use hands-free kits to talk on a mobile while driving. The distinction between these two types of phone use is reflected in the responses given in Table 5.5. Only about

one in twenty respondents (6%) agreed with the statement 'it is perfectly safe to talk on a hand-held mobile phone while driving'. However a less decisive proportion of 61% agreed that all use of mobiles while driving is dangerous, including the use of hands-free kits. Just over half the respondents (53%) thought that all mobile phone use while driving (including the use of hands-free kits) should be banned.

The proportion of people agreeing that it is safe to talk on a handheld mobile while driving was similar across genders, age groups, and amongst those who drive and do not drive. However there was some variation between these groups for the second two statements in Table 5.5.

Women tended to be more disapproving of any form of mobile phone use while driving compared with men. Sixty-six per cent of women agreed that all use of mobiles while driving is dangerous compared with 56% of men, and 60% of women agreed that all use of mobiles while driving should be banned compared with 46% of men.

Attitudes to mobile use while driving also differed between age groups. Older age groups were significantly more likely than younger people to agree that all use of mobiles while driving is dangerous and that it should be banned. Fifty-three per cent of 18-34 year olds, 58% of 35-54 year olds and 69% of those aged 55 and older agreed that mobile phone use while driving is dangerous. Similarly, while 42% of 18-34 year olds agreed that use of mobiles while driving should be banned, 53% of 35-54 year olds, 57% of 55-64 year olds and 66% of those aged 65 and older agreed with the statement. It is likely that this is related to mobile phone ownership which is higher among younger age groups.

As might be expected, those who do not drive were more likely to agree that all forms of mobile use while driving is dangerous (66% compared with 59% of drivers), and that it should be banned (64% compared with 50% of drivers).

There has been very little change in the responses to the three statements in Table 5.5 over the last four years.

Table 5.5 Views on mobile use while driving, by respondent characteristics, 2009

Base: Self completion respondents, one version

	% agree it's safe to talk on handheld mobile while driving	% agree all use of mobiles while driving is dangerous (including hands-free)	% agree all use of mobiles while driving should be banned (including hands-free)	Bases
Sex				
Men	7	56	46	432
Women	5	66	60	585
Age				
18–34	4	53	42	215
35–54	5	58	53	404
55–64	7	69	57	167
65+	8	69	66	230
Whether drive				
Yes	5	59	50	752
No	6	66	64	265
All	6	61	53	1017

Respondents were also asked whether they believed that the law on using mobile phone whilst driving is being properly enforced. In 2006 81% agreed that the law is not properly enforced, in 2009 this was slightly lower at 76%. However, with just over three-quarters of respondents agreeing with the statement there are clearly concerns that the law is not being properly enforced.

Older respondents more likely to think that the law on mobile phone use while driving is not being properly enforced; 84% of those aged 65 and older, 88% of 55–59 year olds, 75% of 34–44 year olds and 64% of 18–24 year olds agreeing (Table 5.6).

Table 5.6 The law on using mobile phones whilst driving is not properly enforced, by age, 2009

Base: Self completion respondents, one version

	Age				Total
	1 18–24	3 35–44	5 55–59	7 65+	
	%	%	%	%	
Agree	64	75	88	84	76
Neither agree nor disagree	19	15	8	7	13
Disagree	13	8	3	5	8
Bases	215	404	167	230	1017

Note: results do not sum to 100 per cent as responses for 'don't know' and 'not applicable' included in the base are not presented here

6 Trends tables

Climate Change and the environment

Table 6.1 [TrfConc1]

Question: Transport like cars, buses, trains and planes can affect the environment in a number of ways.
How concerned are you about damage to the countryside from building roads?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															492	311	298	390	850
Base: All ¹															1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	74	74	70	70
Not concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	25	25	29	30
Very concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	25	25	22	21
Fairly concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	50	49	48	49
Not very concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	20	21	23	25
Not at all concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	4	6	5
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	1	*	*	*
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Version A only in 2005

Climate Change and the environment (continued)

Table 6.2 [TrfConc2]

Question: And how concerned are you about the effect of transport on climate change?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															493	312	299	391	851
Base: All ¹															1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	81	76	74	75
Not concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	18	23	25	25
Very concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	36	31	27	27
Fairly concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	46	45	47	48
Not very concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	13	18	18	20
Not at all concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	5	6	5
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	-	-	*

¹ Version A only in 2005

Climate Change and the environment (continued)

Table 6.3 [TrfConc3]

Question: And how concerned are you about exhaust fumes from traffic?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															494	313	300	392	852
Base: All ¹															1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	82	79	74	76
Not concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	17	21	25	24
Very concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	38	34	31	29
Fairly concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	44	45	44	47
Not very concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	13	17	20	20
Not at all concerned	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	4	5	4
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	*	*	*	*
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Version A only in 2005

Climate Change and the environment (continued)

Table 6.4 [EnvWalk2]

Question: Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment.
Walking rather than driving to local shops and services?

	1990	1991	1993 ¹	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B76a																865
Base: Respondents who drive			838																2412
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
No	-	-	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51
A bit more often nowadays	-	-	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35
A lot more often nowadays	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
(DK)	-	-	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*
(NA)	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Question wording in 1993: Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment. Walking rather than driving to local shops and services?

Climate Change and the environment (continued)

Table 6.5 [EnvPCar2]

Question: Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment.
Using public transport instead of a car?

	1990	1991	1993 ¹	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B76b																866
Base: Respondents who drive			838																2412
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
No	-	-	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76
A bit more often nowadays	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19
A lot more often nowadays	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
(DK)	-	-	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*
(NA)	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Question wording in 1993: Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment. Using public transport instead of a car?

Climate Change and the environment (continued)

Table 6.6 [EnvSped2]

Question: Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment.
Cutting down your driving speed to save petrol?

	1990	1991	1993 ¹	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B76c																867
Base: Respondents who drive			838																2412
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
No	-	-	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46
A bit more often nowadays	-	-	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35
A lot more often nowadays	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18
(DK)	-	-	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*
(NA)	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Question wording in 1993: Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment. Cutting down your driving speed to save petrol?

Climate Change and the environment (continued)

Table 6.7 [EnvOutS2]

Question: Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment.
Making fewer trips to out of town shopping centres to save petrol?

	1990	1991	1993 ¹	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B76d																868
Base: Respondents who drive			838																2412
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
No	-	-	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59
A bit more often nowadays	-	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28
A lot more often nowadays	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12
(DK)	-	-	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*
(NA)	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*

¹ Question wording in 1993: Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment. Making fewer trips to out of town shopping centres to save petrol?

Climate Change and the environment (continued)

Table 6.8 [EnvLift2]

Question: Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment.
Giving people lifts, or taking lifts, to cut down on using cars?

	1990	1991	1993 ¹	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B76e																869
Base: Respondents who drive			838																2412
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
No	-	-	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55
A bit more often nowadays	-	-	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34
A lot more often nowadays	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11
(DK)	-	-	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*
(NA)	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Question wording in 1993: Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment. Giving people lifts, or taking lifts, to cut down on using cars?

Climate Change and the environment (continued)

Table 6.9 [EnvPOut2]

Question: Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment.
Parking your car on the outskirts of town and using public transport?

	1990	1991	1993 ¹	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B76f																870
Base: Respondents who drive			838																2412
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
No	-	-	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77
A bit more often nowadays	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17
A lot more often nowadays	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
(DK)	-	-	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*
(NA)	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Question wording in 1993: Compared with two or three years ago, do you nowadays do any of these things more, for the sake of the environment. Parking your car on the outskirts of town and using public transport?

Climate Change and the environment (continued)

Table 6.10 [CarTaxHi]

Question: For the sake of the environment, car users should pay higher taxes

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number	217f	B226c	B258e	B230a		B230a	60a	C47a	B27	C39a	C54a	A48b	A17a	C11	A48	B34a	B11a	A39a	A44a
<i>Base: Self completion respondents, one version</i>	1233	1224	1261	975		1058	1080	877	813	972	912	989	972	872	913	930	847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	24	26	19	23	-	19	20	18	11	14	15	15	15	12	12	21	17	17	16
Disagree	54	47	50	57	-	54	53	59	69	66	66	70	71	69	66	55	61	62	59
Agree strongly	5	4	4	6	-	3	4	2	3	2	3	4	4	2	3	3	3	3	2
Agree	18	22	16	18	-	16	17	16	8	11	12	11	11	10	10	19	15	14	14
Neither	21	26	29	17	-	23	23	19	17	17	15	12	11	15	17	20	19	18	20
Disagree	41	40	38	44	-	39	41	41	43	50	47	48	50	46	45	44	45	46	46
Disagree strongly	12	7	12	13	-	15	12	18	26	17	19	22	21	24	21	11	16	16	13
(DK)	*	*	*	2	-	3	2	2	2	2	2	2	2	2	2	3	1	3	3
(NA)	1	1	1	1	-	1	2	1	1	1	2	2	2	2	2	1	2	1	1

Climate Change and the environment (continued)

Table 6.11 [CarAllow]

Question: People should be allowed to use their cars as much as they like, even if it causes damage to the environment

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number		B222d	B256d	B230e	B236d	B226d	56d			C39d		C48e	A17e	C11e	A48e	B34d	B11d	A39d	A44d
<i>Base: Self completion respondents, one version</i>		1224	1261	975	1023	1058	1080			972		989	972	872	913	930	847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	19	17	17	17	16	15	-	-	20	-	20	22	16	18	23	23	23	24
Disagree	-	43	40	48	50	47	49	-	-	42	-	48	41	49	44	39	40	38	32
Agree strongly	-	3	3	2	3	2	2	-	-	3	-	3	3	2	4	3	3	4	4
Agree	-	15	14	14	15	14	13	-	-	17	-	17	18	15	14	19	20	19	20
Neither	-	38	40	30	29	35	34	-	-	34	-	25	31	29	32	33	32	33	39
Disagree	-	35	31	35	40	37	39	-	-	34	-	38	32	35	31	32	34	32	28
Disagree strongly	-	8	8	14	11	10	10	-	-	9	-	10	9	14	13	7	6	7	5
(DK)	-	*	*	4	*	*		-	-	3	-	5	4	4	4	4	3	4	4
(NA)	-	1	3	2	3	2	3	-	-	1	-	1	2	1	2	2	2	2	2

Climate Change and the environment (continued)

Table 6.12 [CarReduc]

Question: For the sake of the environment everyone should reduce how much they use their cars

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																B34e	B11e	A39e	A44e
<i>Base: Self completion respondents, one version</i>																930	847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	68	65	58
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	13	11	14
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	15	12	10
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	52	53	48
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	20	24
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	11	8	11
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	3
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	2	3
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	2

Climate Change and the environment (continued)

Table 6.13 [Carnodif]

Question: Anyone who thinks that reducing their own car use will help the environment is wrong – one person doesn't make any difference

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	
Question number																B34f	B11f	A39f	A44f	
<i>Base: Self completion respondents, one version</i>																930	847	990	958	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	18	18	21	
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	61	57	52	
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	4	2	
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	15	14	18	
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	17	20	22	
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	47	45	40	
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	14	12	13	
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	3	
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2	2	

Climate Change and the environment (continued)

Table 6.14 [Carenvdc]

Question: 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

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																B34g	B11g	A39g	A44g
<i>Base: Self completion respondents, one version</i>																930	847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	64	62	63
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	16	15	13
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	16	13	12
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	48	49	51
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	17	17	18
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	13	11	10
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	4	3
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	3	3
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2	2

Climate Change and the environment (continued)

Table 6.15 [Clicar]

Question: Please tell me how much you agree or disagree with each of these statements:

The current level of car use has a serious effect on climate change.

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															501	324	311	403	863
Base: All ¹															1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	80	72	73	73
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	8	9	9
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	28	22	22	21
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	52	49	51	52
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	13	20	17	16
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	6	8	8
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	1	2	2	2
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	1	1	1
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	-

Air Travel

Table 6.16 [PInAllow]

Question: People should be able to travel by plane as much as they like

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	
Question number													A20a	C17a	A53a		B10a	A38a	A43a	
<i>Base: Self completion of questionnaire respondents, one version only</i>													972	872	913		847	990	958	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	78	77	70	-	63	66	64	
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	5	5	7	-	15	12	9	
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	19	18	18	-	13	14	12	
Agree	-	-	-	-	-	-	-	-	-	-	-	-	59	60	52	-	50	52	52	
Neither	-	-	-	-	-	-	-	-	-	-	-	-	12	14	19	-	18	18	22	
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	4	4	6	-	12	10	8	
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	-	3	2	1	
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	3	3	2	-	2	2	3	
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	2	1	2	-	2	2	2	

Air Travel (continued)

Table 6.17 [PInTerm]

Question: 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

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number													A20b	C17b	A53b		B10b	A38b	A43b
<i>Base: Self completion of question respondents, one version only</i>													972	872	913		847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	52	43	43	-	40	42	42
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	18	23	24	-	31	25	24
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	10	8	9	-	8	8	6
Agree	-	-	-	-	-	-	-	-	-	-	-	-	42	35	34	-	32	34	36
Neither	-	-	-	-	-	-	-	-	-	-	-	-	24	28	29	-	23	28	29
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	16	20	21	-	26	20	21
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	-	5	5	4
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	4	4	3	-	4	3	4
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	-	2	2	2

Air Travel (continued)

Table 6.18 [PInEnvt]

Question: People should be able to travel by plane as much as they like, even if this harms the environment

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number													A20c	C17c	A53c		B10c	A38c	A43c
<i>Base: Self completion of question respondents, one version only</i>													972	872	913		847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	19	15	18	-	19	18	20
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	45	46	43	-	46	49	42
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	10	8	9	-	8	8	6
Agree	-	-	-	-	-	-	-	-	-	-	-	-	42	35	34	-	32	34	36
Neither	-	-	-	-	-	-	-	-	-	-	-	-	24	28	29	-	23	28	29
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	16	20	21	-	26	20	21
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	-	5	5	4
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	4	4	3	-	4	3	4
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	-	2	2	2

Air Travel (continued)

Table 6.19 [PInUpPri]

Question: The price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel much more expensive

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number														C17d	A53d		B10d	A38d	A43d
<i>Base: Self completion of naire respondents, one version only</i>														872	913		847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	36	42	-	49	46	45
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	34	24	-	28	26	25
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	6	10	-	11	8	8
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	30	31	-	38	38	37
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	25	29	-	17	23	25
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	28	20	-	22	20	21
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	6	4	-	5	7	5
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	-	4	3	4
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	2	2	2

Air Travel (continued)

Table 6.20 [CliPlane]

Question: Please tell me how much you agree or disagree with this statement.

The current level of air travel has a serious effect on climate change.

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															502	325	312	404	864
Base: All ¹															1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	74	70	72	71
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	6	7	8	8
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	30	26	23	22
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	44	45	49	49
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	17	21	18	19
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	6	6	7	7
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1	1
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	2	2	2
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

¹ Version A only in 2005

Congestion

Table 6.21 [TrfPb6U]

Question: Now thinking about traffic and transport problems, how serious a problem for you is congestion on motorways?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number							353	934	578	652	724	227		337	489	309	295	387	847
Base: All ¹							1355	1075	1031	1133	1099	1148		1053	1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
A serious problem	-	-	-	-	-	-	32	32	36	35	31	31	-	29	33	32	33	29	30
Not a serious problem	-	-	-	-	-	-	67	66	63	64	68	68	-	71	67	67	67	70	70
A very serious problem	-	-	-	-	-	-	13	13	15	13	12	13	-	9	13	12	13	10	9
A serious problem	-	-	-	-	-	-	19	19	21	22	19	19	-	20	20	21	19	19	20
Not a very serious problem	-	-	-	-	-	-	34	34	35	34	33	33	-	34	36	34	35	35	41
Not a problem at all	-	-	-	-	-	-	33	32	28	31	36	35	-	36	30	33	32	35	29
(DK)	-	-	-	-	-	-	1	1	*	1	*	1	-	*	*	1	*	1	*
(NA)	-	-	-	-	-	-	*	1	*	-	*	-	-	-	-	*	-	*	-

¹One version only 1997 - 2005

Congestion (continued)

Table 6.22 [TrfPb9U]

Question: And how serious a problem for you is traffic congestion in towns and cities?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number							356	937	581	655	725	228		338	490	310	296	388	848
Base: All ¹							1355	1075	1031	1133	1099	1148		1053	1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
A serious problem	-	-	-	-	-	-	70	67	71	72	52	57	-	53	51	54	55	50	50
Not a serious problem	-	-	-	-	-	-	29	32	28	27	47	43	-	46	49	46	45	49	50
A very serious problem	-	-	-	-	-	-	31	27	33	33	21	23	-	17	18	20	20	17	14
A serious problem	-	-	-	-	-	-	39	39	38	40	32	34	-	36	33	34	35	34	36
Not a very serious problem	-	-	-	-	-	-	16	21	19	17	29	28	-	30	34	31	32	31	36
Not a problem at all	-	-	-	-	-	-	12	11	9	10	18	15	-	17	15	16	13	18	13
(DK)	-	-	-	-	-	-	1	1	*	1	*	*	-	*	*	*	*	*	*
(NA)	-	-	-	-	-	-	*	1	*	-	*	-	-	-	-	*	-	-	-

¹One version only 1997 - 2005

Congestion (continued)

Table 6.23 [TrfPb10U]

Question: And how serious a problem for you are exhaust fumes from traffic in towns and cities?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number							357	938	582	656		229		339	491	311	297	389	849
Base: All ¹							1355	3146	3143	3426		3435		1053	1101	3220	3094	3364	3421
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
A serious problem	-	-	-	-	-	-	77	72	75	73	-	59	-	58	61	60	60	54	57
Not a serious problem	-	-	-	-	-	-	22	26	24	26	-	40	-	42	38	40	39	46	42
A very serious problem	-	-	-	-	-	-	36	36	40	33	-	24	-	20	24	23	22	17	17
A serious problem	-	-	-	-	-	-	40	36	34	40	-	35	-	38	36	37	39	37	41
Not a very serious problem	-	-	-	-	-	-	13	18	16	17	-	26	-	27	25	26	26	29	32
Not a problem at all	-	-	-	-	-	-	9	9	8	10	-	14	-	15	14	14	13	17	10
(DK)	-	-	-	-	-	-	1	1	1	*	-	*	-	*	1	*	*	*	*
(NA)	-	-	-	-	-	-	*	1	*	-	-	-	-	-	*	-	*	-	-

¹One version only 1997 - 2005

Congestion (continued)

Table 6.24 [Motorway]

Question: The government should build more motorways to reduce traffic congestion

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number	B226e	B264b	B230b			B230b	B60b	C47b		C39B	C54b		A17b	C11c	A48c	B34b	B11b	A39b	A44b
<i>Base: Self completion q'aire respondents, one version only</i>	1224	1261	975			1058	1080	877		972	912		972	872	913	930	847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	39	37	31	-	25	30	26	-	33	38	-	46	32	32	33	39	41	37
Disagree	-	37	34	46	-	49	42	45	-	36	34	-	29	38	38	36	37	31	31
Agree strongly	-	6	7	5	-	5	5	4	-	5	8	-	7	6	7	5	6	7	6
Agree	-	33	30	26	-	21	25	21	-	27	29	-	40	26	25	28	33	33	31
Neither	-	23	24	19	-	21	23	24	-	27	22	-	19	25	26	26	21	24	28
Disagree	-	30	27	34	-	34	31	34	-	30	29	-	24	28	31	31	31	27	26
Disagree strongly	-	7	8	11	-	14	11	11	-	6	5	-	6	10	7	5	5	4	5
(DK)	-	*	3	2	-	4	3	4	-	3	4	-	3	4	3	3	2	3	2
(NA)	-	1	2	1	-	1	2	2	-	1	2	-	2	1	2	1	2	1	2

Congestion (continued)

Table 6.25 [BuildTra]

Question: Building more roads just encourages more traffic

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number			B264e	B230d		B230e	Q60d	C47d		C39c	C54d		A17d	C11d	A48d	B34c	B11c	A39c	A44c
<i>Base: Self completion q'aire respondents, one version only</i>			1261	975		1058	1080	877		972	912		972	872	913	930	847	990	958
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	47	54	-	57	49	55	-	43	47	-	46	41	44	46	46	42	40
Disagree	-	-	27	26	-	20	27	24	-	33	29	-	32	34	27	27	33	31	29
Agree strongly	-	-	10	12	-	19	14	12	-	7	9	-	8	9	9	5	7	5	5
Agree	-	-	36	41	-	38	35	43	-	35	38	-	38	32	35	41	39	37	34
Neither	-	-	21	17	-	19	18	17	-	21	18	-	17	21	25	23	18	23	26
Disagree	-	-	25	24	-	18	23	23	-	28	25	-	29	29	22	25	29	26	27
Disagree strongly	-	-	3	3	-	2	4	2	-	4	4	-	3	5	5	3	4	5	3
(DK)	-	-	4	1	-	3	3	2	-	2	3	-	3	2	3	3	2	2	3
(NA)	-	-	1	2	-	2	2	2	-	1	2	-	2	2	2	1	2	2	2

Congestion (continued)

Table 6.26 [BRPyMr]

Question: People who drive on busy roads should pay more to use the roads than people who drive on quiet roads

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A8a B30a D1a	B7a C7a D10a	A35a C3a D3a	A40a B22a C13a
<i>Base: Self completion q'aire respondents</i>																2829	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	17	19	17
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	59	55	59
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	4	3
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	14	15	14
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	18	20	18
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	43	40	44
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	16	16	15
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	3	4
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	2

Congestion (continued)

Table 6.27 [BTPyMr]

Question: People who drive at the busiest times should pay more to use the roads than people who drive at other times

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A8b B30b D1b	B7b C7b D10b	A35b C3b D3b	A40b B22b C13b
<i>Base: Self completion q'aire respondents</i>																2829	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	18	19	18
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	59	57	60
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	3	3
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	15	16	14
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	16	18	16
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	43	40	45
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	16	17	15
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	3	4
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	4	2

Congestion (continued)

Table 6.28 [BTNoAlt]

Question: People who drive at busy times only do so because they have no other alternative

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A8c B30c D1c	B7c C7c D10c	A35c C3c D3c	A40c B22c C13c
<i>Base: Self completion q'aire respondents</i>																2829	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	57	65	60
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	19	14	16
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14	17	13
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	43	48	47
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	17	16	18
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	15	11	13
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	3	3
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	2	3
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	3	2

Congestion (continued)

Table 6.29 [CmplChrg]

Question: It is too complicated to charge drivers different amounts depending on when and where they drive

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A8d	B7d	A35d	A40d
																B30d	C7d	C3d	B22d
																D1d	D10d	D3d	C13d
<i>Base: Self completion q'aire respondents</i>																2829	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	65	68	69
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15	13	12
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	22	23	24
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	43	45	46
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	14	13	14
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	12	10	9
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	3	3
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	3	4
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	1

Congestion (continued)

Table 6.30 [Carwalk2]

Question: Many of the journeys of less than two miles that I now make by car I could just as easily walk

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A9a B31a	B8a C8a D11a	A36a C4a D4a	A41a B23a C14a
Base: Self completion q'aire respondents																1903	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	41	44	41
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	28	25	26
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	8	8	6
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	33	36	35
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	11	10
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	23	20	21
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	5	5
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	16	15	17
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	2	3

Congestion (continued)

Table 6.31 [Carbus2]

Question: Many of the journeys of less than two miles that I now make by car I could just as easily go by bus

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A9b B31b	B8b C8b D11b	A36b C4b D4b	A41b B23b C14b
Base: Self completion q'aire respondents																1903	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	30	34	31
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	44	40	39
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	5	4
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	25	29	27
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	10	11
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	30	27	29
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	14	13	10
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	11	10	13
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	2	3

Congestion (continued)

Table 6.32 [Carbike2]

Question: Many of the journeys of less than two miles that I now make by car I could just as easily cycle, if I had a bike

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A9c B31c	B8c C8c D11c	A36c C4c D4c	A41c B23c C14c
Base: Self completion q'aire respondents																1903	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	43	47	41
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	30	29	30
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	8	8	7
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	35	39	34
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	10	9	10
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	21	20	22
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	9	8	8
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	10	12
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	3	4

Congestion (continued)

Table 6.33 [ShrtJrn]

Question: How many journeys of less than two miles do you make by car in a typical week?

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A10 B32 D3	B9 C9 D12	A37 C5 D5	A42 B24 C15
<i>Base: Self completion q'aire respondents</i>																2829	2672	2994	2942
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	17	16
2 to 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	12	13	11
4 to 6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	22	21	21
7 to 10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	14	14	16
10 or more																9	9	11	11
Never travel by car (NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	5	6
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	14	12	12

Road Safety

Table 6.34 [ResClose]

Question: Here are some things that could be done about traffic in residential streets that are not main roads.
Closing residential streets to through traffic.

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number										C43a	C57a			C15a	A51a	A11a	C10a	C6a	B25a
Base: Self completion respondents, one version only										972	912			872	913	973	912	992	967
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
In favour	-	-	-	-	-	-	-	-	-	51	46	-	-	49	47	37	37	35	37
Against	-	-	-	-	-	-	-	-	-	22	26	-	-	27	25	32	30	31	35
Strongly in favour	-	-	-	-	-	-	-	-	-	10	12	-	-	10	10	9	10	11	8
In favour	-	-	-	-	-	-	-	-	-	41	34	-	-	40	37	28	27	24	29
Neither	-	-	-	-	-	-	-	-	-	22	23	-	-	20	23	24	27	27	24
Against	-	-	-	-	-	-	-	-	-	20	19	-	-	23	21	25	25	24	28
Strongly against	-	-	-	-	-	-	-	-	-	3	6	-	-	4	3	7	5	7	6
(DK)	-	-	-	-	-	-	-	-	-	2	3	-	-	2	3	3	3	3	2
(NA)	-	-	-	-	-	-	-	-	-	2	2	-	-	1	3	3	3	5	2

Road Safety (continued)

Table 6.35 [Res20mps]

Question: Here are some things that could be done about traffic in residential streets that are not main roads.
Having speed limits of 20 miles per hour in residential streets.

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number										C43b	C57b			C15b	A51b	A11b	C10b	C6b	B25b
<i>Base: Self completion respondents, one version only</i>										972	912			872	913	973	912	992	967
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
In favour	-	-	-	-	-	-	-	-	-	78	76	-	-	74	76	76	77	73	73
Against	-	-	-	-	-	-	-	-	-	9	11	-	-	13	10	11	9	12	13
Strongly in favour	-	-	-	-	-	-	-	-	-	23	25	-	-	21	23	23	27	23	23
In favour	-	-	-	-	-	-	-	-	-	56	52	-	-	53	54	53	50	50	49
Neither	-	-	-	-	-	-	-	-	-	10	10	-	-	11	10	8	11	10	12
Against	-	-	-	-	-	-	-	-	-	7	8	-	-	10	9	9	7	10	9
Strongly against	-	-	-	-	-	-	-	-	-	2	3	-	-	3	2	2	2	2	3
(DK)	-	-	-	-	-	-	-	-	-	1	1	-	-	1	2	2	1	1	1
(NA)	-	-	-	-	-	-	-	-	-	2	2	-	-	1	1	3	2	4	2

Road Safety (continued)

Table 6.36 [ResBumps]

Question: Here are some things that could be done about traffic in residential streets that are not main roads.
Having speed bumps to slow down traffic in residential streets.

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	
Question number										C43d	C57d				C15d	A51c	A11c	C10c	C6c	B25c
<i>Base: Self completion respondents, one version only</i>										972	912				872	913	973	912	992	967
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
In favour	-	-	-	-	-	-	-	-	-	60	63	-	-	46	51	47	49	48	44	
Against	-	-	-	-	-	-	-	-	-	24	24	-	-	37	32	39	35	33	41	
Strongly in favour	-	-	-	-	-	-	-	-	-	16	19	-	-	12	13	14	18	15	14	
In favour	-	-	-	-	-	-	-	-	-	44	44	-	-	35	39	33	31	33	30	
Neither	-	-	-	-	-	-	-	-	-	14	11	-	-	14	13	10	12	14	11	
Against	-	-	-	-	-	-	-	-	-	19	16	-	-	24	22	23	22	19	26	
Strongly against	-	-	-	-	-	-	-	-	-	5	7	-	-	13	10	17	13	13	15	
(DK)	-	-	-	-	-	-	-	-	-	1	1	-	-	2	1	1	2	1	1	
(NA)	-	-	-	-	-	-	-	-	-	2	2	-	-	1	2	3	2	4	2	

Road Safety (continued)

Table 6.37 [SpeCamSI]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
Speed cameras save lives

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number														C16a	A52a	D4a	D13a	D6a	C16a
<i>Base: Self completion respondents, one version only</i>														872	913	926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	47	42	54	46	48	47
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	30	31	26	27	29	31
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	13	9	14	10	10	12
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	34	32	40	36	38	35
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	20	24	15	23	18	19
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	21	23	19	20	20	21
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	9	8	7	7	8	10
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	1	1	1
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2	3	4	1

Road Safety (continued)

Table 6.38 [SpeCamMo]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
Speed cameras are mostly there to make money

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number														C16b	A52b	D4b	D13b	D6b	C16b
<i>Base: Self completion respondents, one version only</i>														872	913	926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	58	53	51	50	55	53
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	22	20	25	25	21	21
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	27	20	18	18	20	22
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	31	33	33	31	35	32
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	16	22	19	20	19	22
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	18	18	22	23	18	18
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	3	2	3	2
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	1	1	2
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	3	4	4	2

Road Safety (continued)

Table 6.39 [SpeCamTm]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
There are too many speed cameras

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															A52c	D4c	D13c	D6c	C16c
<i>Base: Self completion respondents, one version only</i>															913	926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	42	40	47	45
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	28	27	23	24
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	17	15	16	16
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	26	26	31	29
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	24	26	24	26
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	23	24	20	20
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	3	3	4
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	2	2	2
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	4	4	2

Road Safety (continued)

Table 6.40 [SpeedLim]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
 People should drive within the speed limit

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number															A52d	D4d	D13d	D26d	C16d
<i>Base: Self completion respondents, one version only</i>															913	926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	92	89	90	92
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1	1	2
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	47	42	42	43
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	45	47	49	49
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	6	4	4
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1	1	1
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	*	-	*	*
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	*	1	*	1
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	3	4	1

Road Safety (continued)

Table 6.41 [SpeCmlnc]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
The number of speed cameras should be increased

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																D4e	D13e	D26e	C16e
<i>Base: Self completion respondents, one version only</i>																926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	23	17	15
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	44	51	52
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	3	5
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	17	13	10
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	27	26	29
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	29	32	33
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	15	19	19
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	2	3
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	4	1

Road Safety (continued)

Table 6.42 [DDnoDrv]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
If someone has drunk any alcohol they should not drive

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A12a	C11a	C7a	B26a
<i>Base: Self completion respondents, one version only</i>																973	912	992	967
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	85	84	83
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	8	8	9
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	60	61	58
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	24	22	24
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	5	6
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	8	8
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	1
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	1	*	*
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	3	1

Road Safety (continued)

Table 6.43 [DD5YBan]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
 Anyone caught drink-driving should be banned for at least five years

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A12b	C11b	C7b	B26b
<i>Base: Self completion respondents, one version only</i>																973	912	992	967
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	72	78	71
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	13	10	15
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	45	49	44
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	27	30	27
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	8	12
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	12	10	13
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	1	1
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	*	*
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	2

Road Safety (continued)

Table 6.44 [DDNKLmt]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
Most people don't know how much alcohol they can drink before being over the legal drink-drive limit

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																A12c	C11c	C7c	B26c
<i>Base: Self completion respondents, one version only</i>																973	912	992	967
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	72	75	77
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	16	16	14
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	28	30	27
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	45	45	50
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	5	6
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	13	13	12
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	3	3
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	*	1
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	3	2

Road Safety (continued)

Table 6.45 [MobDSafe]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
It is perfectly safe to talk on a hand-held mobile phone while driving

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																D5a	D14a	D7a	C17a
<i>Base: Self completion respondents, one version only</i>																926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	4	6
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	88	90	90
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	3	3
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1	3
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	3	3
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	32	31	32
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	56	59	58
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*	*	*	*
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	3	2

Road Safety (continued)

Table 6.46 [MobDDang]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
All use of mobile phones while driving, including hands-free kits is dangerous

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																D5b	D14b	D7b	C17b
<i>Base: Self completion respondents, one version only</i>																926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	58	61	61
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	25	24	24
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	23	23	25
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	35	38	36
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	14	11	13
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	20	19	19
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	4	5	6
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	*	1
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4	1

Road Safety (continued)

Table 6.47 [MobDBan]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
All use of mobile phones while driving, including hands-free kits should be banned

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																D5c	D14c	D7c	C17c
<i>Base: Self completion respondents, one version only</i>																926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	45	50	53
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	34	30	30
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	21	20	23
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	24	30	30
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	17	15	14
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	28	23	23
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	7	7
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	2
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	3	1

Road Safety (continued)

Table 6.48 [MobDLaw]

Question: Please tick one box for each of these statements to show how much you agree or disagree.
The law on using mobile phones whilst driving is not properly enforced

	1990	1991	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Question number																D5d	D14d	D7d	C17d
<i>Base: Self completion respondents, one version only</i>																926	913	1012	1017
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	74	74	76
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	7	8
Agree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	32	28	34
Agree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	42	46	43
Neither	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	14	14	13
Disagree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	6	6
Disagree strongly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	2
(DK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	2	2
(NA)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	3	1

7 Technical details

7.1 The sample

The *British Social Attitudes* survey is designed to yield a representative sample of adults aged 18 or over. Since 1993, the sampling frame has been the Postcode Address File (PAF), a list of addresses (or postal delivery points) compiled by the Post Office.

From 1983 to 1991, all *British Social Attitudes* samples were drawn from the Electoral Register (ER). However, following concern that this frame might be deficient in its coverage of certain population sub-groups, a split-run experiment was conducted in 1991, to test whether a switch to PAF would disrupt the time-series. It was concluded that the change from ER to PAF was unlikely to do so in any noticeable way, and it was decided to change over entirely to the PAF from 1993.

For practical reasons, the sample is confined to those living in private households. People living in institutions (though not in private households at such institutions) are excluded, as are households whose addresses are not on the Postcode Address File.

The sampling method using the Postcode Address File involves a multi-stage design, with three separate stages of selection. We here describe the sampling method used since 1993 (when the switch to PAF was made).

Selection of sectors

At the first stage, postcode sectors are selected systematically from a list of all postal sectors in Great Britain. Before selection, any sectors with fewer than 500 addresses are identified and grouped together with an adjacent sector; in Scotland all sectors north of the Caledonian Canal are excluded (because of the prohibitive costs of interviewing there). Sectors are then stratified on the basis of:

1. 37 sub-regions.
2. Population density (persons per hectare) with variable banding used according to region, in order to create three equal-sized strata per region.
3. Ranking by percentage of homes that are owner-occupied, from the 2001 Census figures.

Postcode sectors are selected with probability proportional to the number of addresses in each sector.

The number of constituencies⁵ (prior to 1993) or sectors (since 1993) selected has varied over the years. In 2009, 226 post code sectors were selected.

⁵ Prior to 1991, the sample was selected from one polling district within each of the selected constituencies.

Selection of addresses

In 2009, 30 addresses were selected in each of the 226 sectors. The sample was therefore $226 \times 30 = 6,780$ addresses, selected by starting from a random point on the list of addresses, and choosing each address at a fixed interval. The fixed interval is calculated for each sector in order to generate the correct number of addresses.

The Multiple-Occupancy Indicator (MOI) available through PAF is used when selecting addresses in Scotland. The MOI shows the number of accommodation spaces sharing one address. Thus, if the MOI indicates more than one accommodation space at a given address, the chances of the given address being selected from the list of addressed is increased so that it matches the total number of accommodation spaces.

Selection of individuals

Interviewers called at each address selected from the PAF and listed all those eligible for inclusion in the sample - that is, all persons currently aged 18 or over and resident at the selected address. The interviewer then selected one respondent using a computer-generated random selection procedure. Where there are two or more households or 'dwelling units' at the selected address, interviewers first had to select one household or dwelling unit using the same random procedure. They then followed the same procedure to select a person for interview within the selected dwelling unit.

7.2 Questionnaire versions

Since 1986, certain questions have been asked of only a random selection of respondents. Each address in each sector is allocated to a different questionnaire version. Between 1986 and 1993, two versions of the questionnaire were fielded. Between 1994 and 2004 three versions were fielded. Between 2005 and 2008 four versions were fielded. In 2009, the sample for the *British Social Attitudes* survey was split into three versions: versions A, B, and C, each made up a third of the sample. There were 2,260 issued addresses for each version.

Each version contains a 'core' of standard attitudinal and classificatory questions, but the middle part covers different topic areas according to which version is used. There have also been different versions of the self-completion supplement, reflecting the different subjects covered in the main questionnaire.

7.3 Weighting

Before analysis, the data are weighted to take account of the fact that not all the units covered in the survey had the same probability of selection; three levels of weights are applied for the following reasons -

1. Because addresses in Scotland are selected using the Multiple Occupancy Indicator (MOI), weights are applied to compensate for the greater probability of an address with an MOI of more than one being selected compared to an address with an MOI of one.
2. Because dwelling units at an address which contains a large number of dwelling units are less likely to be selected for inclusion in the survey than ones which do not share an address.

3. Because adults living in large households are less likely to be selected for inclusion in the survey compared to adults living in small households.

The *British Social Attitudes* survey has previously only been weighted to correct for the unequal selection of addresses, dwelling units (DU) and individuals, as described above. However, falling response in recent years prompted the introduction of non-response weights. Since 2005, in addition to the selection weights, the data have been weighted to correct for any biases due to differential non-response. The final sample was then calibrated to match the population in terms of age, sex and region.

As is customary, samples are weighted back to the achieved sample. The datasets must always be weighted before analysis.

7.4 Data collection and response

Piloting and pretesting

Small-scale pilots and pretests are carried out whenever new questions are introduced into the questionnaire. Interviewers are sent questionnaires and instructions and asked to select a 'quota' of respondents to include men and women across a range of ages. Sometimes, other selection criteria are used - for instance, economic activity or presence of children in the household. Pilot interviewers attend a personal debriefing conducted by members of the research team. If necessary, further pretests are carried out on redrafted questions that the pilot reveals to be flawed.

Main stage fieldwork

Interviewing typically takes place in summer and autumn and is conducted by interviewers drawn from the National Centre's regular panel using computer assisted personal interviewing (CAPI). All interviewers attend a one-day briefing conference to familiarise them with the selection procedures and questionnaires. The average interview length is about one hour.

Response rates for the surveys have varied between 74 per cent (in 1985) and 52 per cent (in 2007). The response rate in 2009 was 55 per cent. Full details of response for 2009 are provided in Table 4.1 below. Response is calculated as a range from a lower limit where all unknown eligibility cases (for example, address inaccessible, or unknown whether address is residential) are assumed to be eligible and therefore included in the unproductive outcomes, to an upper limit where all these cases are assumed to be ineligible (and are therefore excluded from the response calculation).

In 2009 all addresses received a £5 High Street Voucher along with an advance letter as an incentive to take part in the survey.

Self-completion questionnaire

Each year, following the interview, respondents are given a paper self-completion questionnaire to fill in. This is, whenever possible, collected by the interviewer. Otherwise the respondent is asked to post it to the National Centre. If necessary, up to three postal reminders are sent to obtain the self-completion supplement. Typically, more than eight in ten respondents to the main interview return their supplement. In 2009 Versions A and B of the self-completion questionnaire were returned by 85 per cent of respondents to the face-to-face interview and versions C by 89 per cent. Since the overall proportion of respondents returning a self-completion questionnaire is high, it has been unnecessary to introduce additional weighting to correct for non-response.

Table 7.1 Response rate on *British Social Attitudes*, 2009

	Number	Lower limit of response rate (%)	Upper limit of response rate (%)
Addresses issued	6780		
Out of scope	591		
Upper limit of eligible cases	6189	100.0	
Uncertain eligibility	76	1.2	
Lower limit of eligible cases	6113		100.0
Interview achieved	3421	55.3	56.0
Interview not achieved	2692	43.5	44.0
Refused	2109	34.1	34.5
Non-contacted	266	4.3	4.4
Other non-response	317	5.1	5.2

7.5 Data preparation

When CAPI questionnaires are transmitted back from the field, they are booked in (that is, checked against the issued sample) and sent to the National Centre's data processing office for editing. An editing and coding supervisor is appointed for this stage of the survey and works closely with the team members and the programmer.

Data editing is carried out using both clerical and computer methods. Listings are prepared (from 200 interviews) of verbatim 'other' answers to selected precoded questions. From these listings, code frames are agreed by members of the research team, and are then incorporated into the clerical edit and coding process.

The clerical coding team goes through each interview, coding occupations and any verbatim 'other' answers. A computer edit is carried out for checks not already incorporated into the CAPI program. Error reports generated by the computer edit are of two kinds: a summary of errors by type and a listing of individual errors. Some classes of error are resolved by the application of logical rules, the remainder by individual amendments made by reference to the questionnaires. After correction, the records are resubmitted to the edit procedure. The edit process continues until all records 'pass'.

7.6 Sampling errors

No sample precisely reflects the characteristics of the population it represents because of both sampling and non-sampling errors. If the sample is a simple random sample (i.e. if every adult had an equal and independent chance of inclusion) then we could calculate the sampling error of any percentage, using the standard formula:

$$s.e. (p) = \sqrt{\frac{p(100 - p)}{n}}$$

where n is the number of respondents on which the percentage is based. Once the sampling error had been calculated, it would be a straightforward exercise to calculate a confidence interval for the true population percentage. For example, a 95 per cent confidence interval would be given by the formula:

$$p \pm 1.96 \times s.e.(p)$$

Clearly, for a simple random sample (srs), the sampling error depends only on the values of p and n . However, simple random sampling is almost never used in practice because of its inefficiency in terms of time and cost.

As noted above, the *British Social Attitudes* sample, like that drawn for most large-scale surveys, was clustered according to a stratified multi-stage design into 302 postcode sectors (or combinations of sectors). With a complex design like this, the sampling error of a percentage giving a particular response is not simply a function of the number of respondents in the sample and the size of the percentage; it also depends on how that percentage response is spread within and between sample points. The complex design may be assessed relative to simple random sampling by calculating a range of design factors (DEFTs) associated with it, where

$$DEFT = \sqrt{\frac{\text{Variance of estimator with complex design, sample size } n}{\text{Variance of estimator with srs design, sample size } n}}$$

and represents the multiplying factor to be applied to the simple random sampling error to produce its complex equivalent. A design factor of one means that the complex sample has achieved the same precision as a simple random sample of the same size. A design factor greater than one means the complex sample is less precise than its simple random sample equivalent. If the DEFT for a particular characteristic is known, a 95 per cent confidence interval for a percentage may be calculated using the formula:

$$\begin{aligned} & p \pm 1.96 \times \text{complex sampling error } (p) \\ & = p \pm 1.96 \times DEFT \times \sqrt{\frac{p(100-p)}{n}} \end{aligned}$$

Table 4.2 gives examples of the confidence intervals and DEFTs calculated for a range of different questions fielded in 2009. Some were fielded on all three versions of the *British Social Attitudes* questionnaire, some on two and some on one only; some asked on the interview questionnaire and some on the self-completion supplement. It shows that most of the questions asked of all sample members have a confidence interval of around plus or minus two to three per cent of the survey proportion. This means that we can be 95 per

cent certain that the true population proportion is within two to three per cent (in either direction) of the proportion we report. The confidence intervals calculated for questions asked of part of the sample tend to be greater than those calculated for questions asked of the entire sample.

Table 7.2 Complex standard errors and confidence intervals of selected variables, 2009

	% (p)	Complex standard error of p	95% confidence interval	DEFT	Base
Classification variables					
Q.563 Party identification (full sample)					
Conservative	28.0	1.0	26.1-30.0	1.29	3421
Labour	26.1	1.0	24.0-28.2	1.39	3421
Liberal Democrat	9.7	0.6	8.5-11.0	1.29	3421
Q. 1124 Housing tenure (full sample)					
Owns	70.0	1.2	67.6-72.3	1.50	3421
Rents from local authority	9.8	0.9	8.1-11.9	1.84	3421
Rents privately/HA	18.6	1.0	16.7-20.7	1.49	3421
Q. 1132 Religion (full sample)					
No religion	50.7	1.0	48.7-52.8	1.22	3421
Church of England	20.0	0.8	18.4-21.6	1.17	3421
Roman Catholic	8.6	0.5	7.6-9.7	1.15	3421
Q.1193 Age of completing continuous full-time education (full sample)					
16 or under	52.0	1.1	49.8-54.1	1.28	3421
17 or 18	22.2	0.8	20.5-23.9	1.18	3421
19 or over	22.0	1.1	20.0-24.2	1.50	3421
Q. 551 Home internet access (full sample)					
Yes	78.0	0.8	76.3-79.5	1.15	3421
No	22.0	0.8	20.5-23.7	1.15	3421
Q. 1128 Urban or rural residence (full sample)					
A big city	9.5	1.1	7.6-11.9	2.10	3421
The suburbs or outskirts of a big city	23.4	2.0	19.8-27.5	2.70	3421
A small city/town	49.3	2.5	44.5-54.2	2.88	3421
Country village	14.6	1.8	11.4-18.5	2.94	3421
Farm/home in the country	2.4	0.4	1.7-3.4	1.57	3421
Attitudinal variables (face-to-face interview)					
Q. 572 Benefits for the unemployed are ... (1/3 sample)					
... too low	29.4	1.6	26.4-32.5	1.16	1139
... too high	50.8	1.7	47.4-54.2	1.17	1139

Table continued on next page

Table 7.2 Complex standard errors and confidence intervals of selected variables, 2009 (continued)

	% (p)	Complex standard error of p	95% confidence interval	DEFT	Base
Q. 873 Do you put yourself first or think about others? (2/3 sample)					
Put self first and leave others to do the same	3.5	0.4	2.8-4.4	1.07	2267
Put self first but also consider other people's needs	31.9	1.2	29.6-34.4	1.22	2267
Consider everyone's needs equally, including your own	53.0	1.3	50.5-55.5	1.17	2267
Put other people's needs and interests above your own	11.2	0.7	10.0-12.6	1.00	2267
Q. 848 How serious a problem is traffic congestion in towns, cities (full sample)					
A very serious problem	13.6	0.8	12.2-15.2	1.30	3421
A serious problem	36.4	1.0	34.4-38.4	1.23	3421
Not a very serious problem	36.3	1.0	34.4-38.2	1.19	3421
Not a problem at all	13.5	0.9	11.8-15.4	1.57	3421
Q. 932 Do you think the number of immigrants from Non-western countries to Britain nowadays should be increased a lot, increased a little, left the same as it is now, decreased a little, or decreased a lot? (1/3 sample)					
Increased	6.4	0.9	4.8-8.4	1.25	1128
Left the same as it is	26.0	1.7	22.8-29.5	1.29	1128
Decreased	66.0	1.8	62.3-69.5	1.28	1128
Q. 929 Do you think Britain spends too much money, too little money, or about the right amount on improving the living conditions of immigrants from Non-western countries? (1/3 sample)					
Too little	10.7	1.4	8.3-13.7	1.48	1128
About right	32.1	1.5	29.2-35.2	1.09	1128
Too much	50.4	1.8	46.9-54.0	1.20	1128
Attitudinal variables (self-completion)					
A65a B43a Government should redistribute income from the better off to those who are less well off (full sample)					
C35a Agree strongly	7.5	0.4	6.6-8.4	0.91	2942
Agree	29.0	1.0	27.1-31.0	1.18	2942
Neither agree nor disagree	26.9	1.0	25.0-28.8	1.18	2942
Disagree	28.9	1.0	27.0-30.9	1.16	2942
Disagree strongly	5.5	0.6	4.5-6.7	1.34	2942
B30a C18a Do you personally tend to think of disabled people as getting in the way? (2/3 sample)					
Most of the time	0.5	0.1	0.3-0.9	0.85	1984
Some of the time	6.3	0.7	5.0-7.9	1.30	1984
Hardly ever	23.7	1.0	21.7-25.7	1.07	1984
Never	64.6	1.1	62.4-66.7	1.00	1984

Table continued on next page

Table 7.2 Complex standard errors and confidence intervals of selected variables, 2009 (continued)

A49	Generally speaking, would you say that people can be trusted or that you can't be too careful in dealing with people? (1/3 sample)					
	Most people can be trusted	36.9	1.8	33.4-40.5	1.14	958
	Can't be too careful	55.5	2.0	51.5-59.4	1.24	958
A43a	People should be able to travel by plane as much as they like (1/3 sample)					
	Agree	64.0	2.0	60.0-67.9	1.29	958
	Neither agree nor disagree	21.7	1.5	18.9-24.9	1.14	958
	Disagree	9.4	1.1	7.4-11.7	1.13	958

Appendix I

Transport questions asked on the 2009 British Social Attitudes survey

Face to Face questionnaire

- Q847 [TRFPB6U] *
CARD E1
Now thinking about traffic and transport problems, how serious a problem **for you** is congestion on motorways?
- Q848 [TRFPB9U] *
CARD E1 AGAIN
(And how serious a problem **for you** is ...)
traffic congestion in towns and cities?
- Q849 [TrfPb10u] *
CARD E1 AGAIN
(And how serious a problem **for you** are ...)
exhaust fumes from traffic in towns and cities?
- * [TRFPB6U] to [TrfPb10u]
- 1 A very serious problem
2 A serious problem
3 Not a very serious problem
4 Not a problem at all
8 (Don't know)
9 (Refusal)
- Q850 [TrfConc1] *
CARD E2
Transport like cars, buses, trains and planes can affect the environment in a number of ways.
How **concerned** are you about damage to the countryside from building roads?
- Q851 [TrfConc2] *
CARD E2 AGAIN
And how **concerned** are you about the effect of transport on climate change?
- Q852 [TrfConc3] *
CARD E2 AGAIN
And how **concerned** are you about exhaust fumes from traffic?
- * [TrfConc1] to [TrfConc3]
- 1 Very concerned
2 Fairly concerned
3 Not very concerned
4 Not at all concerned
8 (Don't know)
9 (Refusal)
- Q853 [DRIVE]
May I just check, do you yourself drive a car at all these days?
- 1 Yes
2 No
8 (Don't know)
9 (Refusal)

IF 'Yes' AT [DRIVE]

Q854 [DRIVMIL]
CARD E3

How many miles have you personally driven in the last 12 months?

- 1 3,000 miles or less
- 2 3,001 to 5,000 miles
- 3 5,001 to 7,000 miles
- 4 7,001 to 10,000 miles
- 5 10,001 miles or more
- 8 (Don't know)
- 9 (Refusal)

ASK ALL

Q855 [CarNum]

How many, if any, cars or vans does your household own or have the regular use of?

Range: 0 ... 96

- 98 (Don't know)
- 99 (Refusal)

IF 'Yes' AT [DRIVE] AND ONE OR MORE AT [CarNum]

Q856 [MainDri]

Are you the main driver of (*this/either of these/any of these*) vehicle(s)?

By main driver we mean the person who does the most mileage in the vehicle over a year.

- 1 Yes
- 2 No
- 8 (Don't know)
- 9 (Refusal)

ASK ALL

Q857 [Bikeown]

Do you own, or have access to, a bicycle that is in good enough condition for riding?

INTERVIEWER: code yes even if respondent says they have one but that they wouldn't use it

- 1 Yes
- 2 No
- 8 (Don't know)
- 9 (Refusal)

IF 'Yes' AT [DRIVE]

Q858 [TRAVEL1] *
CARD E4

How often nowadays do you **usually** travel ...by car as a driver?

ASK ALL

Q859 [TRAVEL2] *
CARD E4 (*AGAIN*)

(How often nowadays do you **usually**)...travel by car as a passenger?

Q860 [TRAVEL3] *
CARD E4 *AGAIN*

(How often nowadays do you **usually**) ...travel by local bus?

Q861 [TRAVEL4a] *
CARD E4 *AGAIN*

(How often nowadays do you **usually**) ...travel by train (not including underground, tram or light rail)?

- * [TRAVEL1] TO [TRAVEL4a]
- 1 Every day or nearly every day
- 2 2-5 days a week
- 3 Once a week
- 4 Less often but at least once a month
- 5 Less often than that
- 6 Never nowadays
- 8 (Don't know)
- 9 (Refusal)

Q862 [AirTrvl]
 And how many trips did you make by plane during the last 12 months? Please count the outward and return flight and any transfers as one trip.
 INTERVIEWER WRITE IN ANSWER
 ACCEPT BEST ESTIMATE IF NECESSARY
 CODE 'NONE' AS 0
 Range: 0 ... 996
 998 (Don't know)
 999 (Refusal)

Q863 [CliCar] *
 CARD E5
 Please tell me how much you agree or disagree with each of these statements:
 The current level of **car use** has a serious effect on climate change.

Q864 [CliPlane] *
 CARD E5 AGAIN
 (Please tell me how much you agree or disagree with this statement)
 The current level of **air travel** has a serious effect on climate change.

- * [CliCar] AND [CliPlane]
- 1 Agree strongly
- 2 Agree
- 3 Neither agree nor disagree
- 4 Disagree
- 5 Disagree strongly
- 8 (Don't know)
- 9 (Refusal)

IF 'Yes' AT [DRIVE]
 Q865 [EnvWalk2] *
 CARD E6
 Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment...
 ...Walking rather than driving to local shops and services?

Q866 [EnvPCar2] *
 CARD E6 AGAIN
 (Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment...)
 ...Using public transport instead of a car?

Q867 [EnvSped2] *
 CARD E6 AGAIN
 (Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment...)
 ...Cutting down your driving speed to save petrol?

Q868 [EnvOutS2] *
 CARD E6 AGAIN
 And compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment...
 ...Making fewer trips to out of town shopping centres to save petrol?

Q869 [EnvLift2] *
CARD E6 AGAIN
(Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment...)
...Giving people lifts, or taking lifts, to cut down on using cars?

Q870 [EnvPOut2] *
CARD E6 AGAIN
(Compared with two or three years ago, do you nowadays do any of these things more often than you used to, for the sake of the environment...)
...Parking your car on the outskirts of town and using public transport to go to the centre?

- * [EnvWalk2] to [EnvPOut2]
- 1 No
 - 2 A bit more often nowadays
 - 3 A lot more often nowadays
 - 8 (Don't know)
 - 9 (Refusal)

SELF-COMPLETION – ALL VERSIONS

40. There are different ways of paying for road use. One way is to charge people a set amount of road tax regardless of how much they use the roads. Another way is to charge people according to how much they use roads, which roads they use and when they use them.

Please tick one box for each of these statements to show how much you agree or disagree.

<i>PLEASE TICK ONE BOX ON EACH LINE</i>	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose
a. People who drive on busy roads should pay more to use the roads than people who drive on quiet roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. People who drive at the busiest times should pay more to use the roads than people who drive at other times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. People who drive at busy times, only do so because they have no other alternative	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. It is too complicated to charge drivers different amounts depending on when and where they drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(1)	(2)	(3)	(4)	(5)	(8)

41. Please tick one box for each of these statements to show how much you agree or disagree.

<i>PLEASE TICK ONE BOX ON EACH LINE</i>	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	rarely travel by car	Can't choose
a. Many of the journeys of less than two miles that I now make by car I could just as easily walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Many of the journeys of less than two miles that I now make by car I could just as easily go by bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Many of the journeys of less than two miles that I now make by car I could just as easily cycle, if I had a bike	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(1)	(2)	(3)	(4)	(5)	(6)	(8)

42. How many journeys of less than two miles do you make by car in a typical week?

PLEASE WRITE IN :

Or tick here if you never travel by car (97)

SELF COMPLETION (VERSION A)

43. Now some questions about air travel. Please tick one box for each statement to show how much you agree or disagree.

*PLEASE TICK **ONE** BOX ON EACH LINE*

	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose
a. People should be able to travel by plane as much as they like	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. People should be able to travel by plane as much as they like, even if this harms the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. The price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel much more expensive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

44. Please tick one box for each of these statements to show how much you agree or disagree.

*PLEASE TICK **ONE** BOX ON EACH LINE*

	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose
a. For the sake of the environment, car users should pay higher taxes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. The government should build more motorways to reduce traffic congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Building more roads just encourages more traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. People should be allowed to use their cars as much as they like, even if it causes damage to the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For the sake of the environment everyone should reduce how much they use their cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Anyone who thinks that reducing their own car use will help the environment is wrong – one person doesn't make any difference	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SELF COMPLETION (VERSION B)

25. Here are some things that could be done about traffic in residential streets that are not main roads. Please tick one box for each to show whether you would be in favour or not in favour.

<i>PLEASE TICK ONE BOX ON EACH LINE</i>	Agree strongly	Agree	agree nor disagree	Disagree	Disagree strongly	Can't choose
a. Closing residential streets to through traffic	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Having speed limits of 20 miles per hour in residential streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Having speed bumps to slow down traffic in residential streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(1)	(2)	(3)	(4)	(5)	(8)

26. Please tick one box for each of these statements to show how much you agree or disagree.

<i>PLEASE TICK ONE BOX ON EACH LINE</i>	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose
a. If someone has drunk any alcohol they should not drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Anyone caught drink-driving should be banned for at least five years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Most people don't know how much alcohol they can drink before being over the legal drink-drive limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(1)	(2)	(3)	(4)	(5)	(8)

SELF-COMPLETION (VERSION C)

16. Please tick one box for each of these statements to show how much you agree or disagree.

<i>PLEASE TICK ONE BOX ON EACH LINE</i>	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose
a. Speed cameras save lives	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Speed cameras are mostly there to make money	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. There are too many speed cameras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. People should drive within the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. The number of speed cameras should be increased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(1)	(2)	(3)	(4)	(5)	(8)

17. Please tick one box for each of these statements to show how much you agree or disagree.

<i>PLEASE TICK ONE BOX ON EACH LINE</i>	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose
a. It is perfectly safe to talk on a hand-held mobile phone while driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. All use of mobile phones while driving, including hands-free kits is dangerous	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. All use of mobile phones while driving, including hands-free kits should be banned	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. The law on using mobile phones whilst driving is not properly enforced	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	(1)	(2)	(3)	(4)	(5)	(8)