



Department
for Transport

British Social Attitudes Survey 2012: public attitudes towards transport

July 2013

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Executive summary

Key findings

The key findings from the 2012 BSA include:

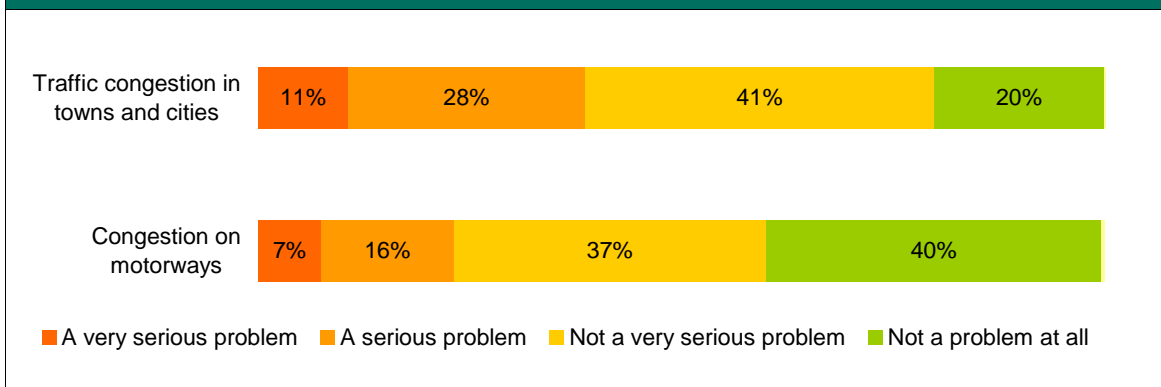
- In 2012, concern about congestion in towns and cities was at a historic low. Males were more likely to be concerned about congestion on motorways and in towns and cities than females.
- Concern about damage to the countryside from road building was at its lowest level since inclusion in the survey with females showing a higher level of concern than males.
- Females and older age groups showed higher levels of concern over roads being too dangerous for them to cycle.
- Concern about exhaust fumes in towns and cities was at a historic low.
- People were less willing to reduce the amount they travel by plane than in 2011 and were more inclined to agree that people should be able to travel by plane as much as they like, even if new terminals or runways are needed to meet the demand.
- People were more willing to buy a car with lower CO₂ emissions than in 2011 with females showing a greater willingness than males.
- The proportion of people agreeing that people who drive cars that are better for the environment should pay less to use the roads was at a historic high and significantly higher than in 2011.
- Support for closing residential streets to through traffic was at a historic low since inclusion in the survey. Females were more likely to support 20 mph speed limits in residential streets than males.
- Females were more inclined than males to agree that if someone has drunk alcohol they should not drive. They were also more supportive of the use of speed cameras.
- Agreement that the law on using mobile phones whilst driving is not properly enforced was at its lowest level since first being included in the survey. Females were more likely to oppose the use of mobile phones whilst driving.
- Responses to certain questions have remained relatively unchanged since they were first included in the survey such as willingness to switch from car to more sustainable transport modes and support for 20 mph speed limits in residential streets.

1. Congestion and road building

Congestion

- 1.1** In 2012, 23% of respondents considered congestion on motorways to be a problem¹ for them (figure 1.1). This was not significantly higher than in 2011², when 22% of respondents viewed motorway congestion as a problem. The 2011 figure marked the lowest level of concern regarding motorway congestion since the question was first asked in 1997 (32%³).
- 1.2** In 2012, 39% of respondents considered traffic congestion in towns and cities to be a problem (figure 1.1). This was not significantly lower than in 2011 (41%), but marked a historical low since the question was first asked in 1997 and continued the downward trend since 2009 (70%³ in 1997 and 51% in 2005 - figure 1.2).

Figure 1.1: concerns about congestion



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
Unweighted base: 3,248 (all respondents, CAPI)

- 1.3** Drivers were more likely than non-drivers to report that motorway congestion is a problem for them (26% compared to 17% of non-drivers) and more likely to consider traffic congestion in towns and cities to be a problem (40% compared to 35% of non-drivers).

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

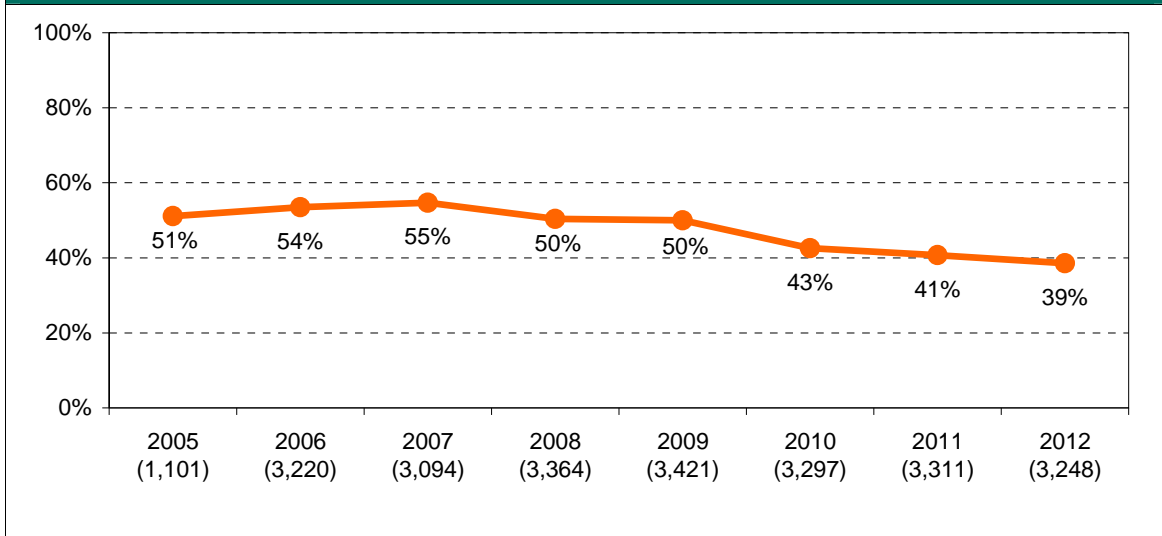
² Unless otherwise stated, any differences in results between 2011 and 2012 are statistically significant at the 5% level using an estimated design factor (DEFT) of 1.2.

³ Trends in Attitudes to Transport, 1990 to 2009:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

- 1.4** Males were more likely than females to consider motorway congestion to be a problem (26% compared to 20% of females) and more likely to consider congestion in towns and cities to be a problem (43% of males compared to 34% of females). Male drivers were also more likely to be concerned over motorway congestion and congestion in towns and cities than female drivers.

Figure 1.2: attitudes towards congestion in towns and cities as a serious or very serious problem, 2005-2012

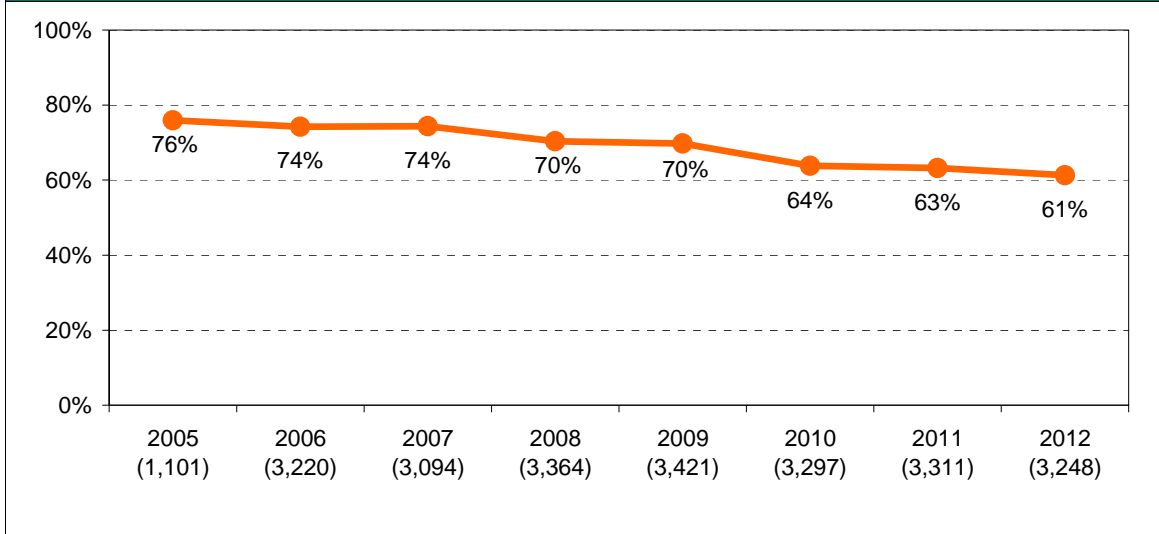


Source: British Social Attitudes survey (NatCen Social Research)
Unweighted base: indicated in brackets (all respondents, CAPI)

Road building

- 1.5** In 2012, 61% of people indicated that they are concerned about damage to the countryside from road building. This was not significantly different to 2011 when 63% were concerned, but marked the lowest level of concern since the question was first asked in 2005 (76% - figure 1.3).
- 1.6** Females were more concerned about damage to the countryside from road building than males (67% of females compared to 56% of males).

Figure 1.3: very or fairly concerned about damage to the countryside from building roads, 2005-2012



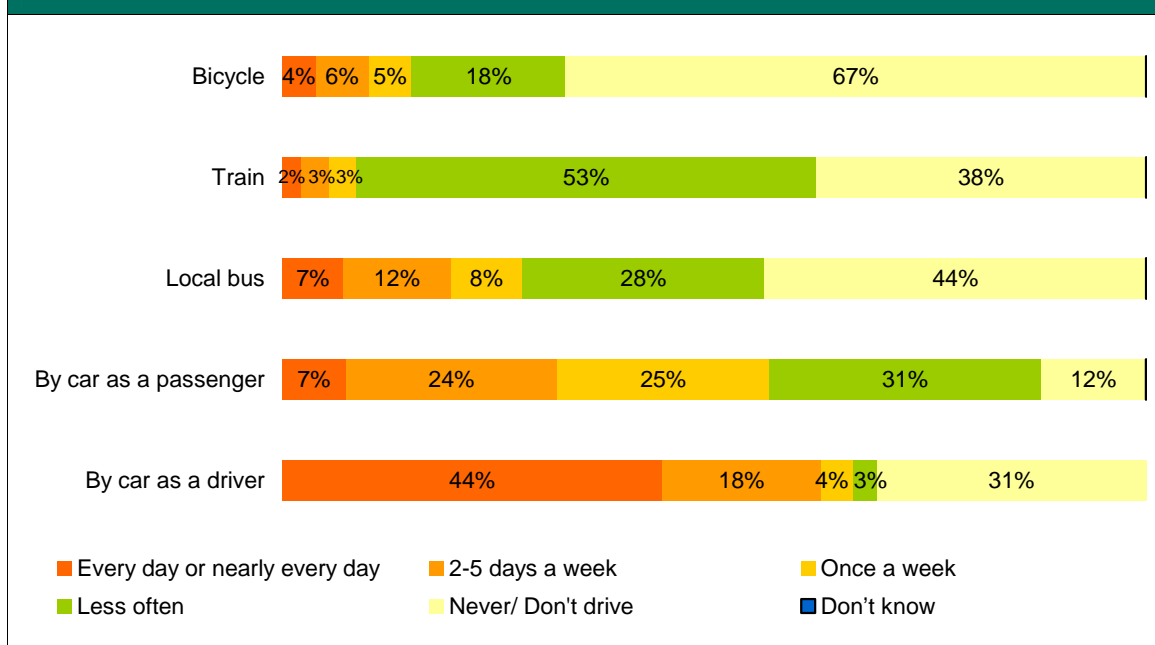
Source: British Social Attitudes survey (NatCen Social Research)
Unweighted base: indicated in brackets (all respondents, CAPI)

2. Sustainable travel

Current behaviour

- 2.1** Travelling by car as a driver was by the far the most commonly and regularly used mode of transport with 44% of respondents reporting travelling by car as a driver every day or nearly every day (figure 2.1).

Figure 2.1: frequency of travel by mode of transport

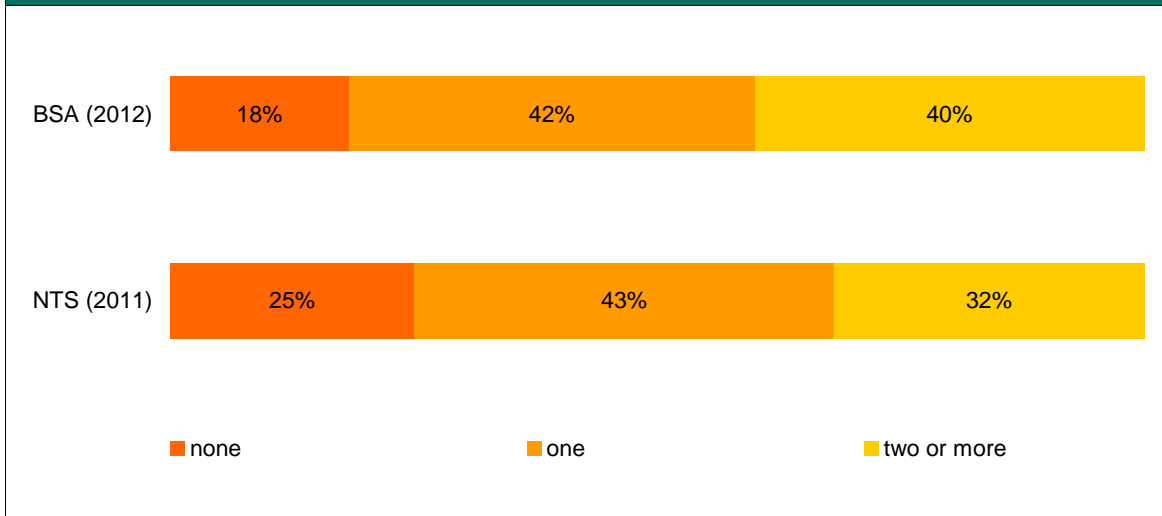


Source: British Social Attitudes survey, 2012 (NatCen Social Research)
Unweighted base: 3,248 (all respondents, CAPI)

- 2.2** In 2012, 18% of respondents said that their household does not own or have regular use of any cars or vans, 42% said their household has one car or van and 40% said there are two or more cars or vans in their household (figure 2.2).
- 2.3** This compares with data from the 2011 National Travel Survey⁴ which reported that in 2011, a quarter of households in Great Britain did not have access to a car, while 43% had access to one car and the remaining 32% had access to two or more cars (figure 2.2).

⁴ See <https://www.gov.uk/government/publications/national-travel-survey-2011>

Figure 2.2: number of cars or vans in household



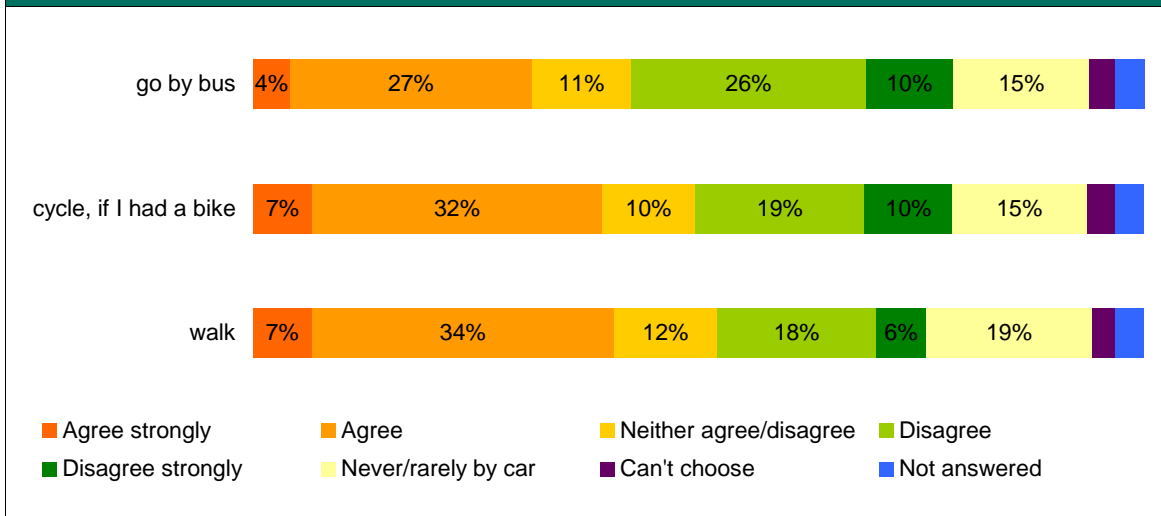
Sources: British Social Attitudes survey, 2012 (NatCen Social Research)
Unweighted base: 3,248 (all respondents, CAPI)
National Travel Survey, 2011 - see [Table NTS0205](#)

Willingness to switch from car to more sustainable modes of travel

2.4 A considerable proportion of respondents reported that they could use alternative forms of travel. In 2012, 41% of people agreed⁵ that they could just as easily walk many of the journeys of less than two miles they now travel by car; 39% said they could just as easily cycle (if they had a bike) and nearly a third said they could just as easily catch the bus (figure 2.3).

⁵ Unless stated explicitly, 'agreed' should be understood to mean 'agree' or 'strongly agree'.

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



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 950 (all respondents, self completion, version A)

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

2.6 Women were less likely to agree that they could just as easily cycle many of the short journeys they currently make by car (if they had a bike) than men (34% of females compared to 44% of males). This may reflect lower levels of cycling amongst women, higher fears (figure 2.4) or simply that some of the journeys undertaken by women are less practical upon a bicycle than in a car.

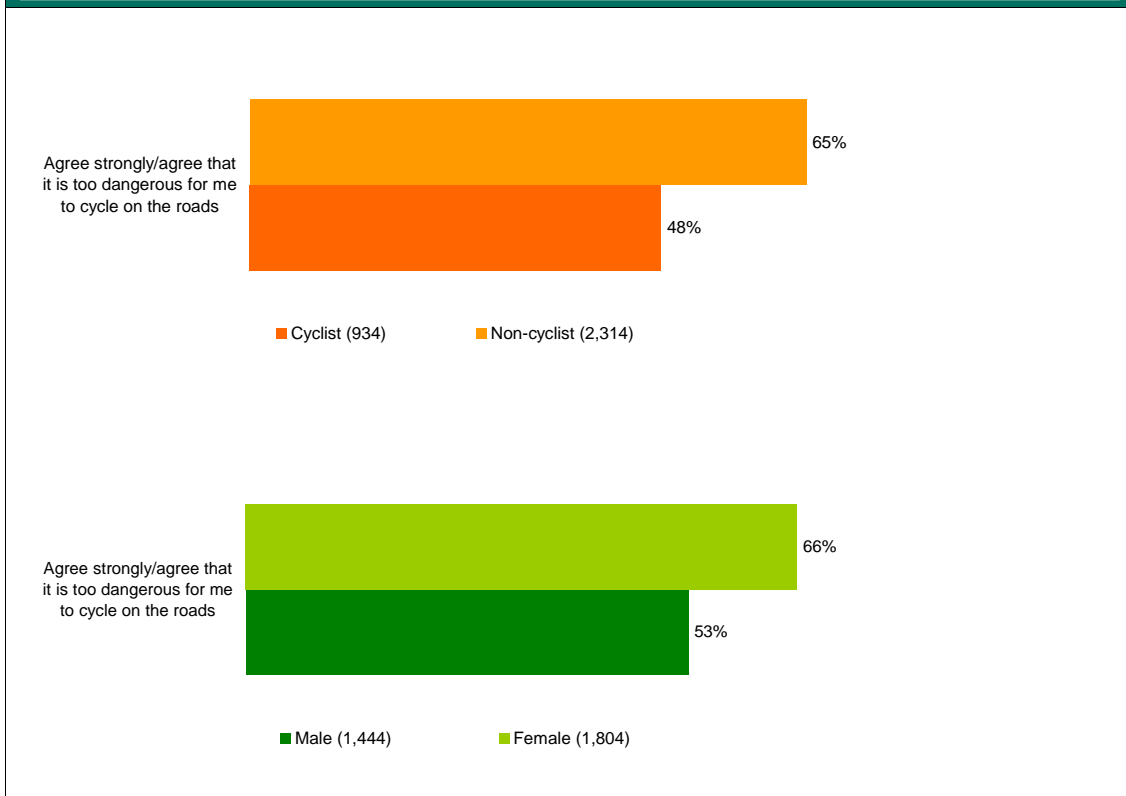
Cycling

2.7 In 2012, 43% of respondents had access to a bicycle: 40% owned a bicycle and 3% had regular use of a bicycle owned by someone else. Sixty-one per cent of respondents said that they had not ridden a bicycle in the previous 12 months. Responses to these two questions were used to create the definition of a cyclist as someone who has access to a bicycle and has ridden a bicycle in the last 12 months. On this basis, 32% of 2012 respondents were cyclists.

2.8 A new question was introduced in 2011 to test potential hypotheses on barriers to cycling. The response varied significantly depending on whether people were cyclists or not. Forty-eight per cent of cyclists agreed that it is too dangerous for them to cycle on the roads compared to 65% of non-cyclists (figure 2.4).

2.9 Women considered cycling to be more dangerous than men. In 2012, 66% of females said it is too dangerous for them to cycle on the roads compared to 53% of males (figure 2.4). The result also held for cyclists, with female cyclists reporting a higher level of concern than male cyclists.

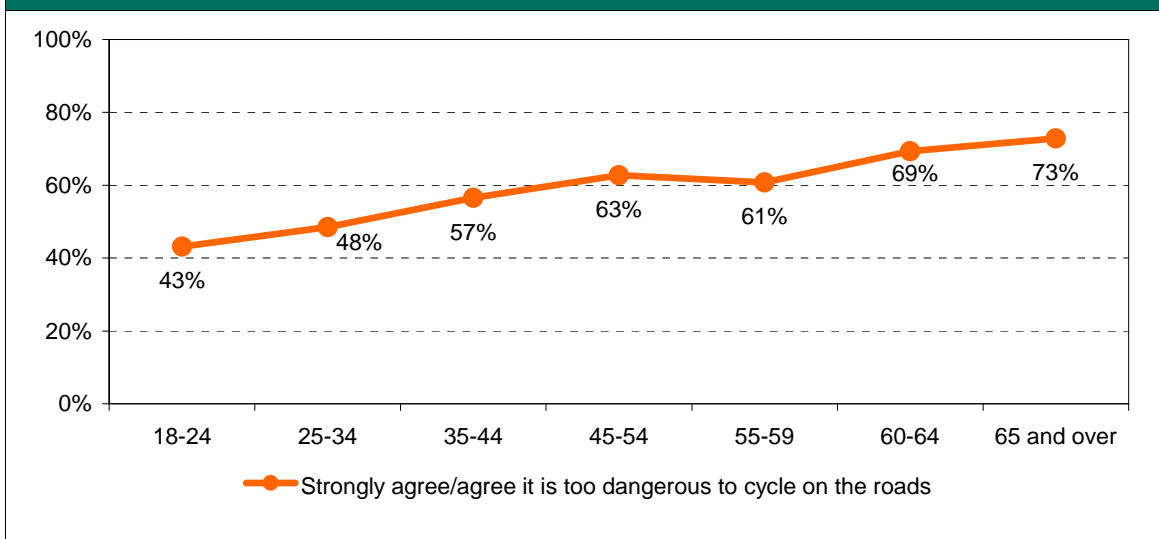
Figure 2.4: attitudes towards cycling



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 3,248 (all respondents, CAPI)

2.10 Age has a strong effect on whether individuals feel it is too dangerous to cycle on the roads. As Figure 2.5 illustrates 43% of those aged 18-24 said it is too dangerous on the roads for them to cycle, rising to 73% of those aged 65 and over.

Figure 2.5: attitudes towards cycling by age group



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 3,248 (all respondents, CAPI)

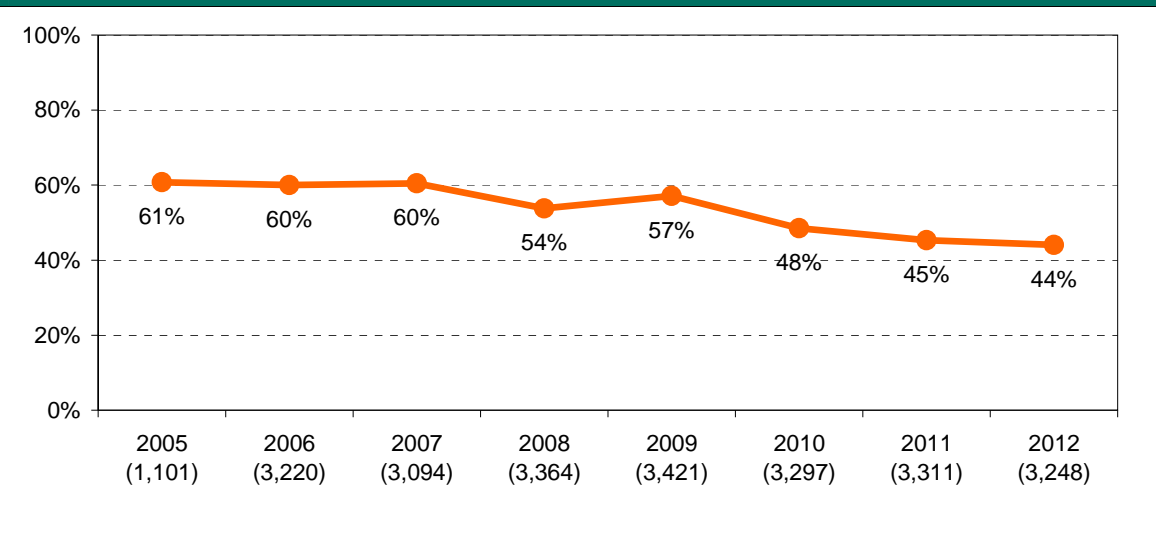
2.11 Drivers claimed to have slightly lower concerns about roads being too dangerous for them to cycle on than non-drivers (58% of drivers compared to 63% of non-drivers). This may be connected to drivers already being regular road users and thus having greater familiarity with the Highway Code. Drivers were also more likely to cycle (36% of drivers were also cyclists, compared to 23% of non-drivers).

3. Transport and the environment

Exhaust fumes

3.1 In 2012, 44% of respondents considered exhaust fumes in towns and cities to be a problem. Although this was not significantly lower than the 2011 figure of 45%, it marked the lowest level of concern since the question was introduced in 1997 (corresponding figure of 77%⁶ in 1997 and 61% in 2005 - figure 3.1). Conversely, the proportion of respondents who said exhaust fumes in towns and cities are not a serious problem, or not a problem at all rose from 54% to 56% (although not significant).

Figure 3.1: attitudes towards exhaust fumes in towns and cities as a serious or very serious problem, 2005-2012



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

Climate Change

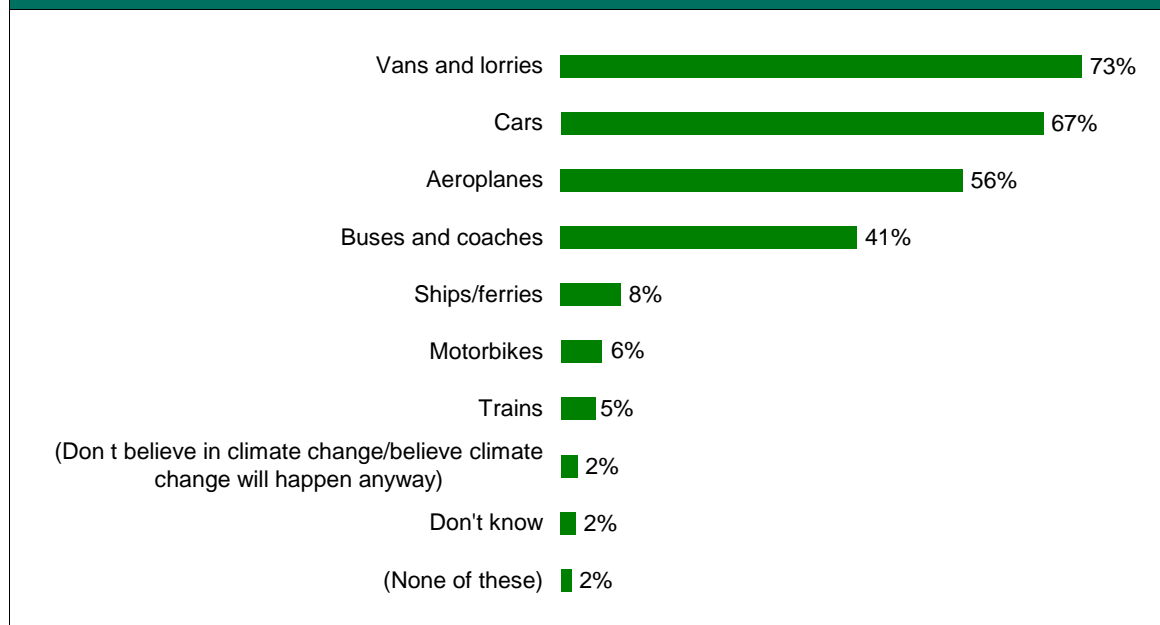
3.2 When shown a list of transport options and asked to decide which **three** have the most overall impact on climate change (figure 3.2):

- 73% viewed vans and lorries as having the most impact (up from 68% in 2011);

⁶ Trends in Attitudes to Transport, 1990 to 2009:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

- 67% viewed cars as having the most impact (up from 62% in 2011);
- 56% viewed aeroplanes as having the most impact (unchanged from 2011);
- 41% viewed buses and coaches as having the most impact (up from 38% in 2011).

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



Source: British Social Attitudes survey, 2012 (NatCen Social Research)

Unweighted base: 3,248 (all respondents, CAPI)

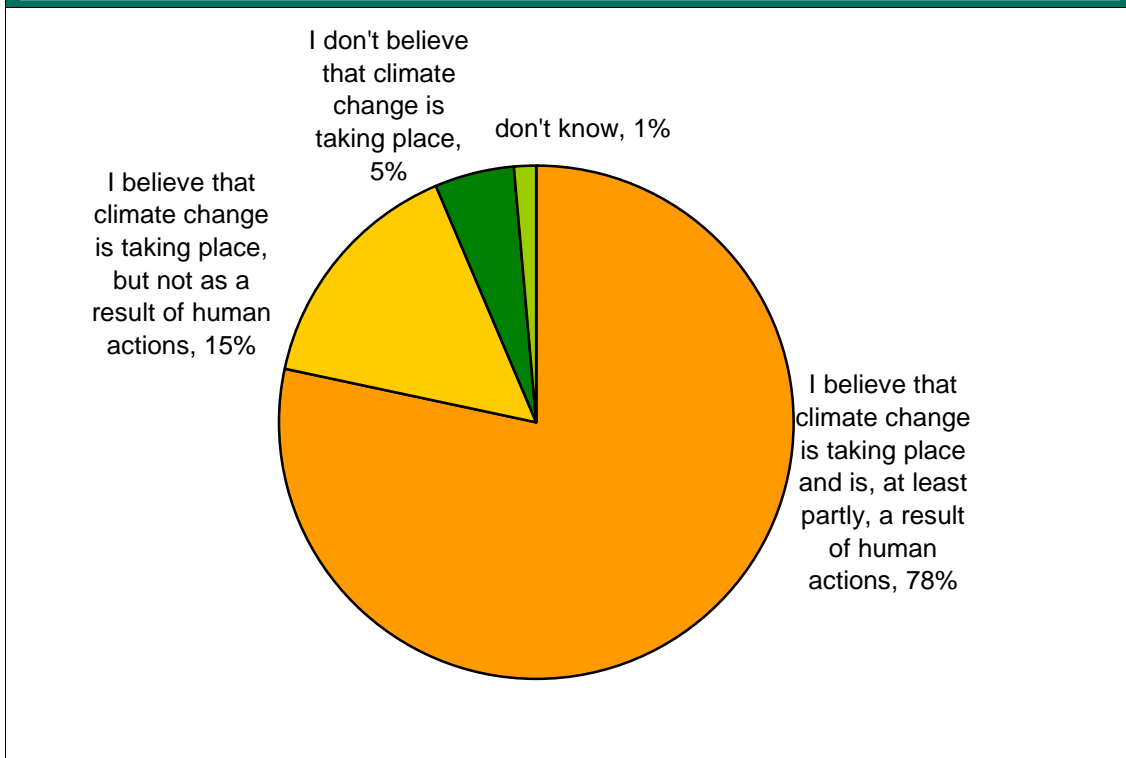
Note: respondents could choose up to three options so results do not sum to 100%

3.3 Cars and aeroplanes are in fact the two forms of transport with the highest total greenhouse gas emissions, accounting for 40% and 22% of total UK transport greenhouse gas emissions respectively⁷. In contrast, heavy good vehicles and light vans account for 14% and 9% of UK transport greenhouse gas emissions respectively.

3.4 78% of respondents indicated that they believe that climate change is taking place and that it is at least partly a result of human actions (figure 3.3). Fifteen per cent of people said they think climate change is taking place, but not as a result of human actions and 5% said they don't believe that climate change is taking place (down from 7% in 2011).

⁷ Source: DECC UK greenhouse gas emissions statistics - includes international aviation and shipping: <https://www.gov.uk/government/publications/final-uk-emissions-estimates>

Figure 3.3: belief in climate change



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
Unweighted base: 3,248 (all respondents, CAPI)

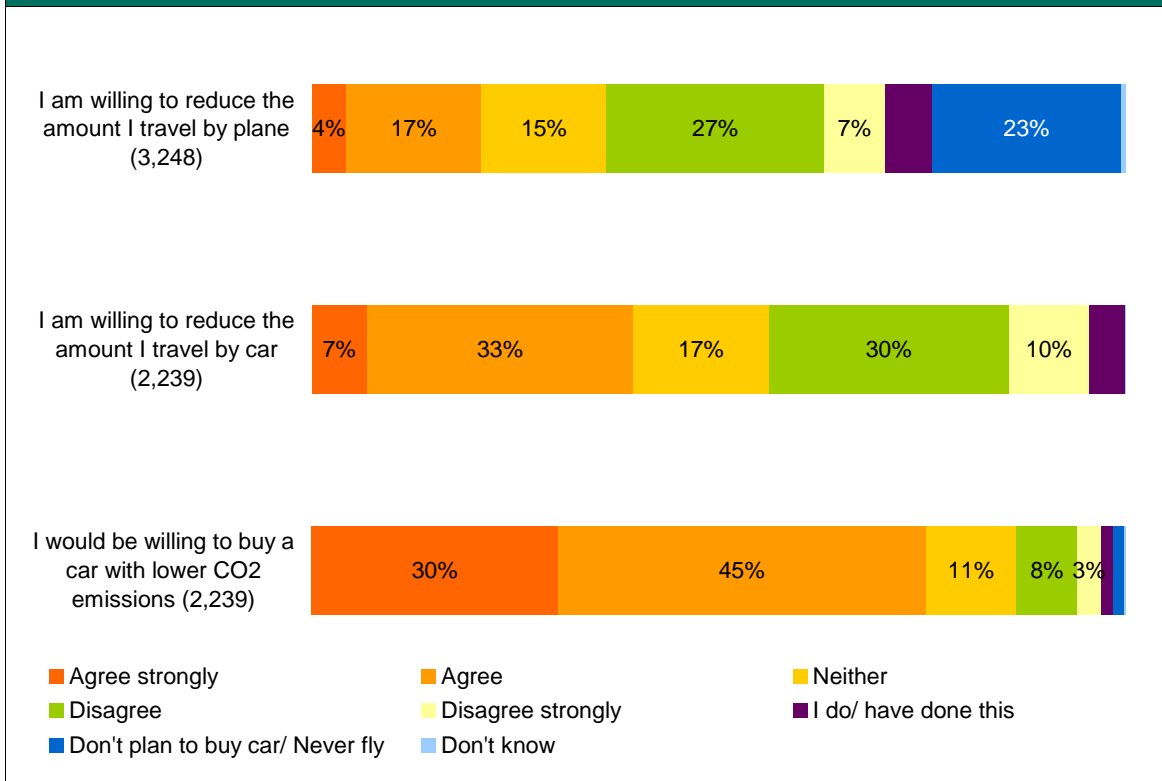
3.5 Respondents were read a list of three possible changes they could make to reduce the amount they travel or do things that would reduce the impact of their travel on climate change (figure 3.4):

- 75% agreed that they are willing to buy a car with lower CO₂ emissions⁸ (up from 70% in 2011);
- 39% indicated that they are willing to reduce the amount they travel by car to reduce the impact on climate change, and
- 21% agreed they are willing to reduce the amount they travel by plane to reduce the impact on climate change (down from 24% in 2011).

3.6 Although respondents showed willingness to buy a car with lower emissions, 39% of respondents said they are **not** willing to reduce the amount they travel by car to reduce the impact on climate change and 34% said they are **not** willing to reduce the amount they travel by plane to reduce the impact on climate change. Thus the public are neither in favour nor against reducing car use and are not in favour of reducing the amount they travel by plane.

⁸ Please note this is not explicitly a low emission vehicle such as an electric car or a hybrid. It could also mean buying an 'ordinary' car with a smaller engine or simply a newer/ more efficient model than the car currently owned.

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



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: indicated in brackets (random sub-sample/all respondents, CAPI)

3.7 Females were more willing to buy a car with lower CO₂ emissions than males (80% of females compared to 72% of men).

Air travel and the environment

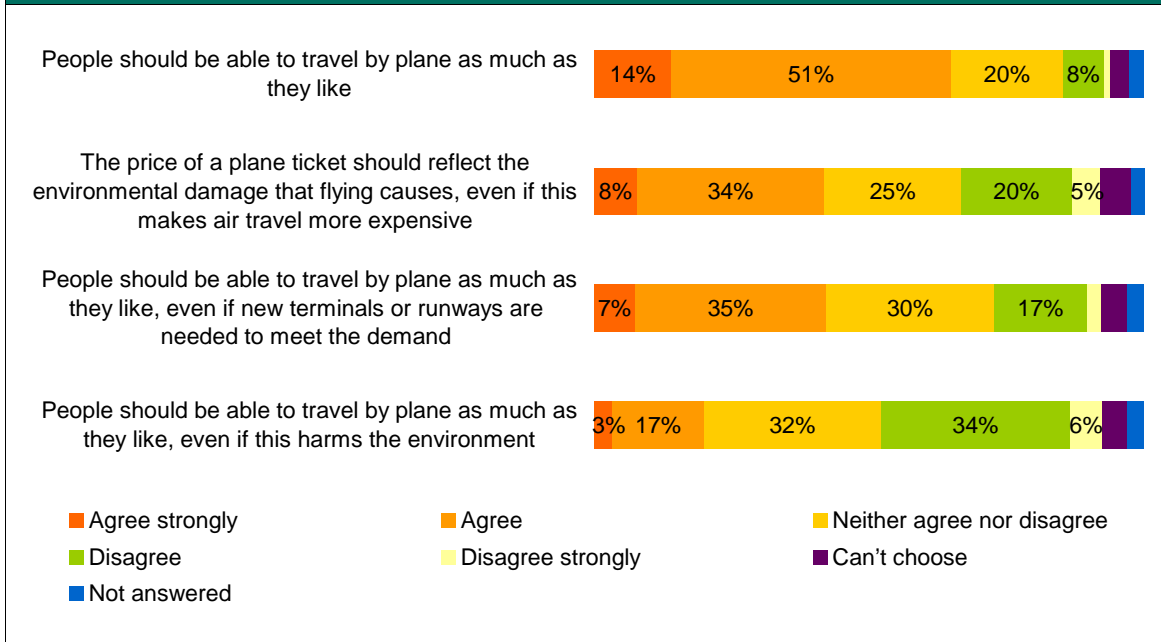
3.8 Just over half (53%) of the respondents said they had not taken any trips by plane in the previous twelve months, a third had taken one or two trips by plane in the previous year and 15% said they had taken three or more trips by plane in the previous 12 months. Outward and return flights and any transfers are counted as one trip.

3.9 People feel strongly about the freedom to travel by plane. However, agreement with these statements decreases if respondents are asked to consider the environmental effects of flying (figure 3.5):

- 65% agreed that people should be able to travel by plane as much as they like (unchanged from 2011);
- 42% agreed that people should be able to travel by plane as much as they like, even if new terminals or runways are needed to meet the demand (up from 37% in 2011);
- 20% agreed that people should be able to travel by plane as much as they like, even if this harms the environment (unchanged from 2011).

3.10 Forty-two per cent agreed that the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel more expensive (figure 3.5).

Figure 3.5: attitudes towards air travel and the environment



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
Unweighted base: 950 (all respondents, self completion, version A)

3.11 Males were less concerned about the effect of air travel and were more likely to agree that people should have the right to fly as much as they like, even if this requires new runways or harms the environment:

- 69% of males agreed that people should be able to travel by plane as much as they like compared to 61% of females;
- 49% of males agreed that people should travel by plane as much as they like, even if new runways are needed compared to 35% of females, and
- 24% of males agreed that people should fly as much as they like even if this harms the environment compared to 15% of females.

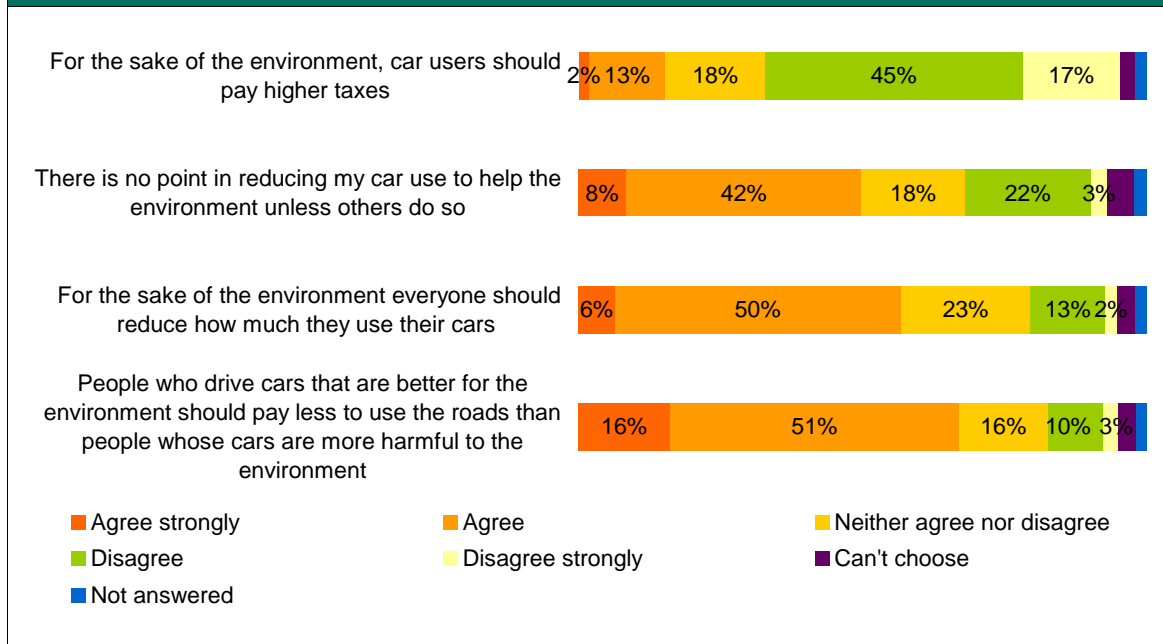
Car use and the environment

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

- 67% of people agreed that people who drive cars that are better for the environment should pay less to use the roads than people whose cars are more harmful. This was significantly higher than the 2011 level of agreement (58%) and marks the highest level of agreement since this question was first asked in 2006 (66% agreed - figure 3.7);

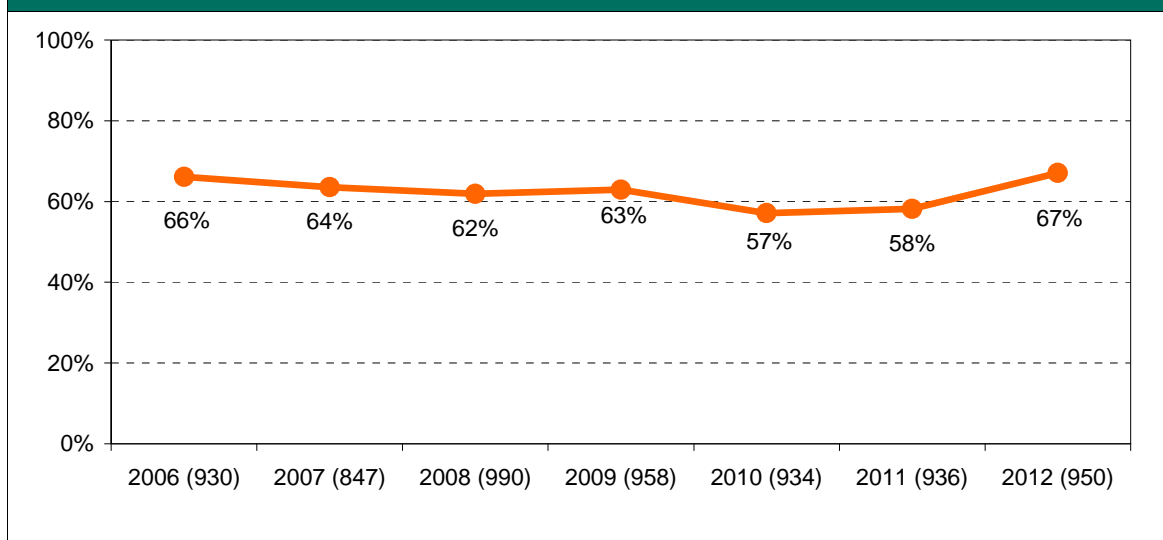
- 57% agreed that for the sake of the environment, everyone should reduce how much they use their cars;
- Half agreed that there is no point them reducing their car use unless others do so;
- 15% of respondents agreed that for the sake of the environment, car users should pay higher taxes, with 62% disagreeing. This contrasts sharply with the relatively low proportion disagreeing with the statement about incentivising the use of less harmful vehicles (12%).

Figure 3.6: attitudes towards environmental transport policies



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 950 (all respondents, self completion, version A)

Figure 3.7: strongly agree or agree that people who drive cars that are better for the environment should pay less to use the roads, 2006-2012



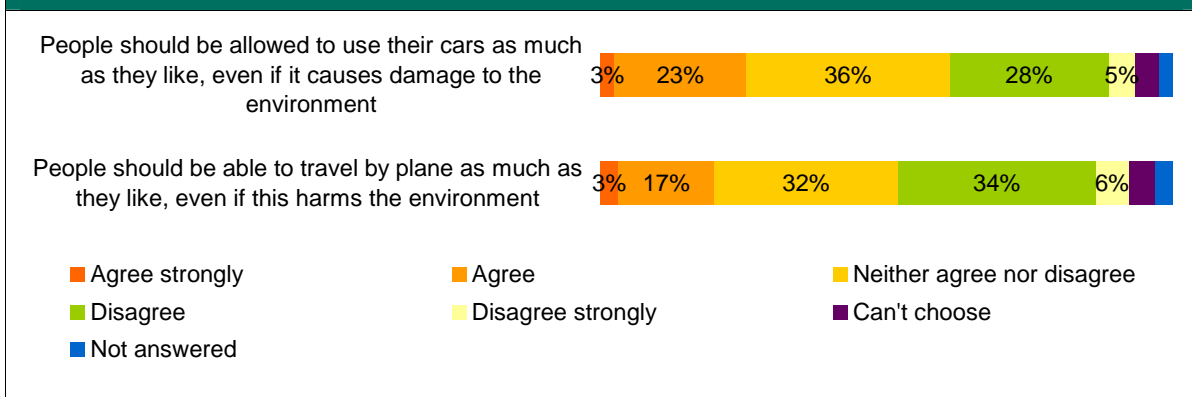
Source: British Social Attitudes survey (NatCen Social Research)
 Unweighted base: indicated in brackets (all respondents, self completion, version A)

- 3.13** As one might anticipate, responses to most of these statements varied depending on whether respondents drove or not:
- 13% of drivers and 21% of non-drivers agreed that car users should pay higher taxes for the sake of the environment;
 - 54% of drivers and 38% of non-drivers agreed that there is no point in reducing their car use to help the environment unless others do;
 - 70% of drivers and 59% of non-drivers agreed that people who drive cars that are better for the environment should pay less to use the roads.
- 3.14** Males were more likely to agree that people who use cars that are better for the environment should pay less to use the roads (71%) than females (63%).

Freedom to use car and air travel

- 3.15** In paragraph 3.6 it was found that whilst there is no clear conclusion as to whether people are willing to reduce the amount they travel by car, they are marginally against reducing the amount they travel by plane. When asked about the freedom to use car/air travel (figure 3.8):
- There was a seven percentage point net majority disagreeing that people should be able to use their cars as much as they like, even if it causes damage to the environment (26% agreed and 32% disagreed);
 - There was a twenty percentage point net majority disagreeing that people should be able to travel by plane as much as they like, even if it harms the environment (20% agreed and 40% disagreed).

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



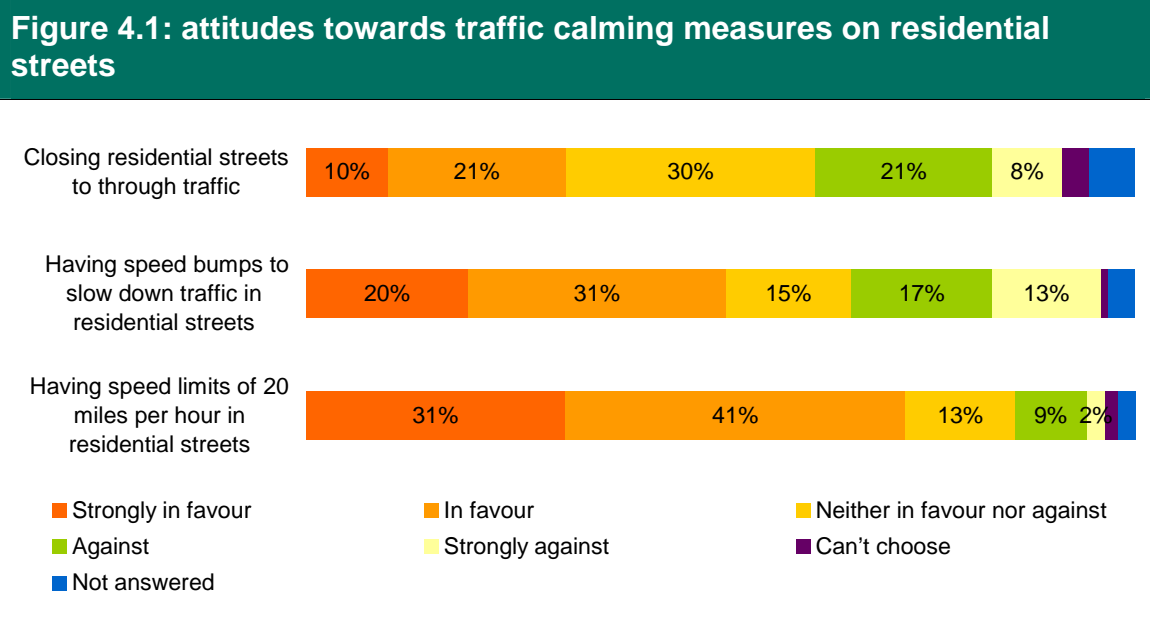
Source: British Social Attitudes survey, 2012 (NatCen Social Research)
Unweighted base: 950 (all respondents, self completion, version A)

- 3.16** This suggests that people are more willing to give up flying than car use if it causes environmental damage. This seems to contradict the findings in paragraph 3.6.
- 3.17** Males were more likely to agree that people should be allowed to use their cars as much as they want, even if it damages the environment (30%) than females (20%).

4. Road safety

Residential streets

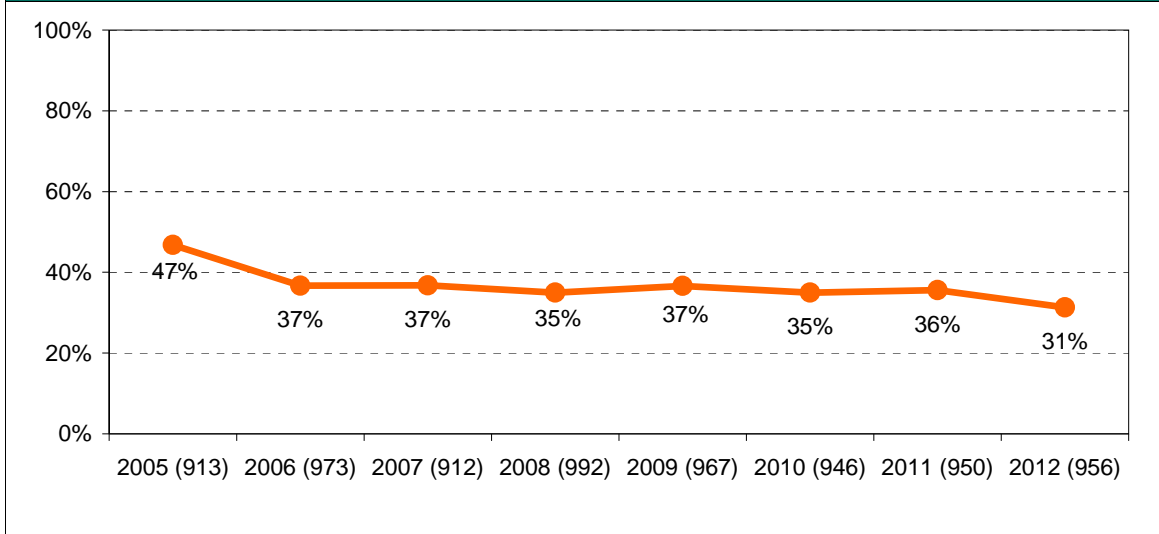
- 4.1 Approximately half (51%) of all respondents were in favour of having speed bumps to slow down traffic in residential streets and 72% were in favour of 20 mile per hour speed limits in residential streets (figure 4.1).
- 4.2 In 2012, 31% of respondents were in favour of closing residential streets to through traffic (figure 4.1). This was not significantly lower than in 2011 (36% in favour), but marks the lowest proportion of respondents in favour since the question was first asked in 2000 (corresponding figure of 51%⁹ in 2000 and 47% in 2005 - figure 4.2).
- 4.3 While the proportion in favour of speed bumps and 20 mile speed limits outweighed the number of people against these measures (30% and 11% respectively), opinion on closing residential streets to through traffic was somewhat less favourable. Thirty per cent of respondents said they are neither in favour of, nor against this measure and 30% declared that they are against this (figure 4.1).



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 956 (all respondents, self completion, version B)

⁹ Trends in Attitudes to Transport, 1990 to 2009:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

Figure 4.2: strongly in favour or in favour of closing residential streets to through traffic, 2005-2012



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

4.4 Females were more likely to be in favour of 20 mph speed limits than males (76% of females and 68% of males). Women were less likely to be against speed bumps than men (36% of men compared to 24% of women).

4.5 Drivers disagreed with all three statements about the use of traffic calming measures on residential streets more than non-drivers:

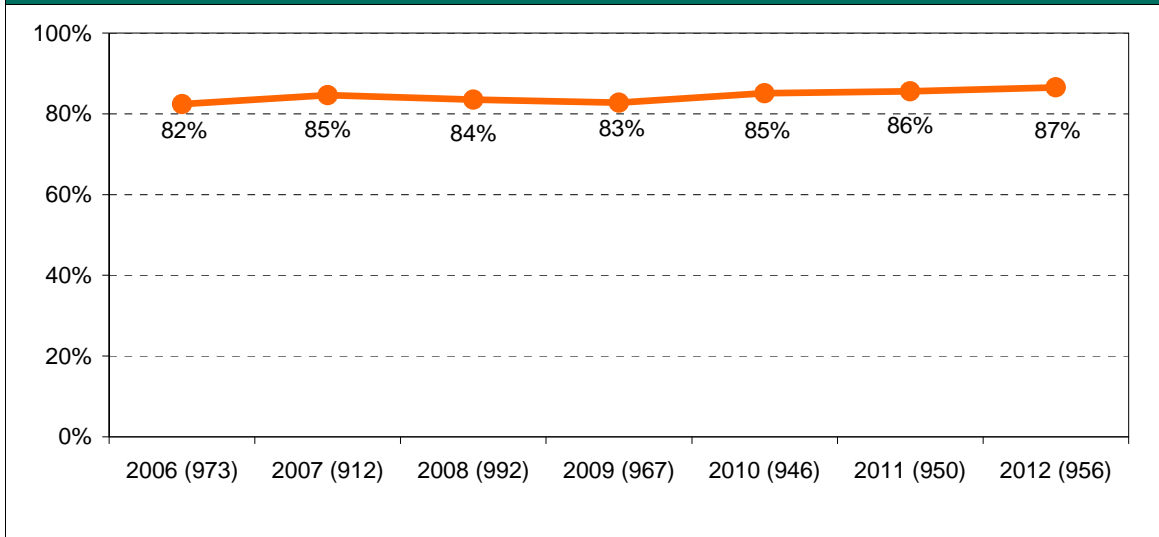
- 33% of drivers and 22% of non-drivers were against the closing of residential streets to through traffic;
- 13% of drivers and 5% of non-drivers were against speed limits of 20 mph on residential streets, and
- 37% of drivers and 15% of non-drivers were against the use of speed bumps to slow traffic in residential streets.

Drink driving

4.6 In 2012, the majority of respondents agreed that if someone has drunk alcohol they should not drive (87% - figure 4.4). This was not significantly higher than in 2011 and responses have remained relatively unchanged since the question was first asked in 2006 (82% - figure 4.3).

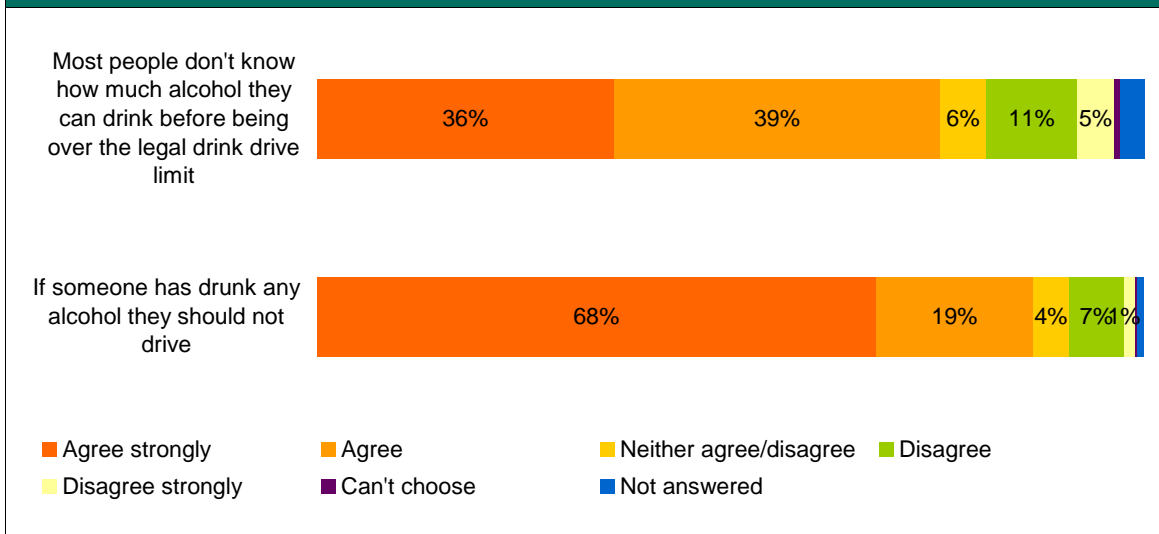
4.7 The majority of respondents also agreed that most people don't know how much alcohol they can drink before being over the legal drink drive limit (75% - figure 4.4).

Figure 4.3: strongly agree or agree that if someone has drunk any alcohol they should not drive, 2006-2012



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

Figure 4.4: attitudes towards drink driving



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 956 (all respondents, self completion, version B)

4.8 Females were more likely than males to agree that someone who has drunk any alcohol should not drive (90% compared to 82% of men).

4.9 Non-drivers were more likely to agree that someone who has drunk any alcohol should not drive (94%) than drivers (83%).

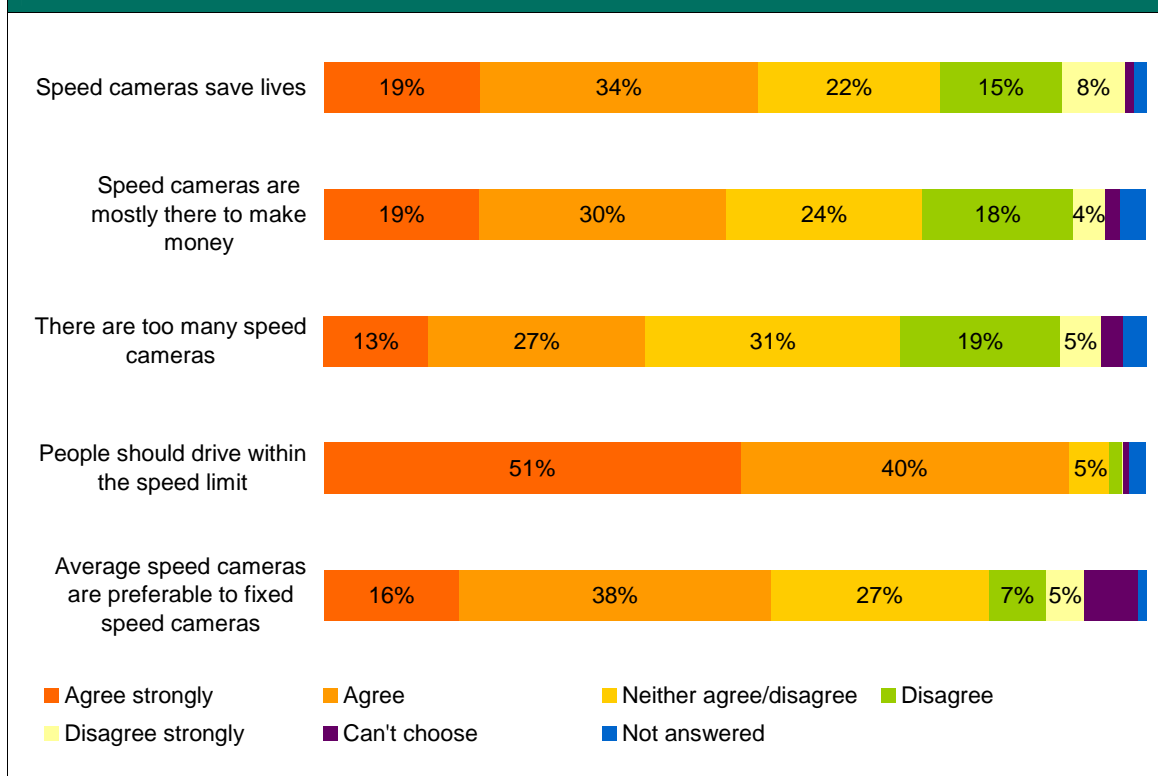
Speed cameras

4.10 Whilst most people (91%) agreed that people should drive within the speed limit, they were less favourable about the use of speed cameras (figure 4.5):

- 49% felt they are mostly there to make money, the first time the level of agreement has dropped below a half since the question was first asked in 2004 (corresponding figure of 58% in 2004 and 53% in 2005 - figure 4.6);
- 53% agreed they save lives (unchanged from 2011);
- 39% agreed there are too many speed cameras, relatively unchanged since the question was first asked in 2005 (42% - figure 4.7).

4.11 In 2011, a new question was asked of respondents; asking them whether average speed cameras are preferable to fixed speed cameras. In 2012, approximately half of all respondents (54%) agreed that average speed cameras are preferable, 27% said they neither agreed nor disagreed and 12% disagreed with the statement. This was not significantly different from the previous year.

Figure 4.5: attitudes towards speeding and speed cameras

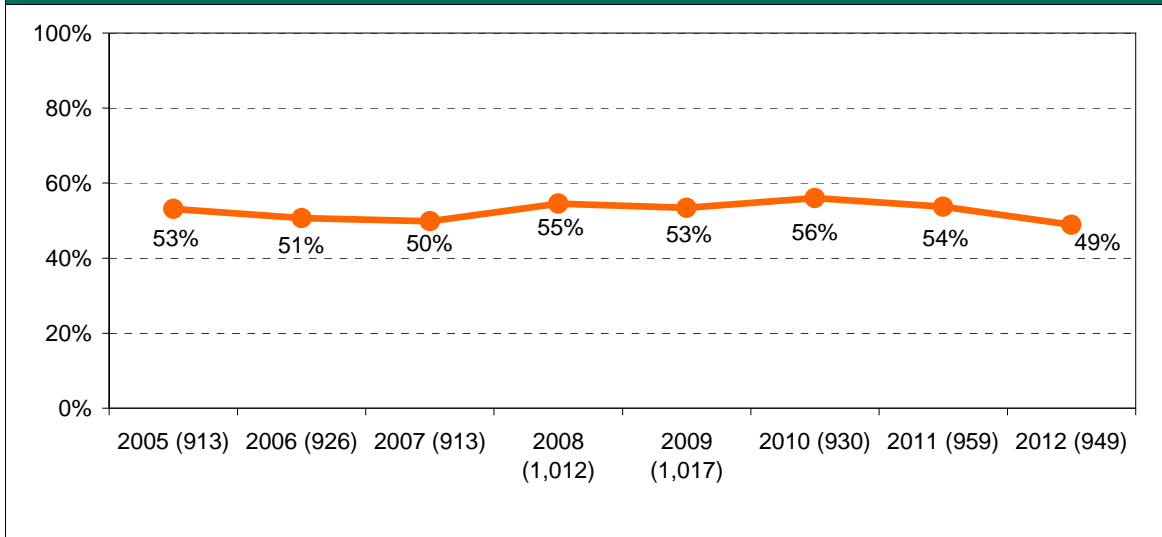


Source: British Social Attitudes survey, 2012 (NatCen Social Research)

Unweighted base: 949 (all respondents, self completion, version C)

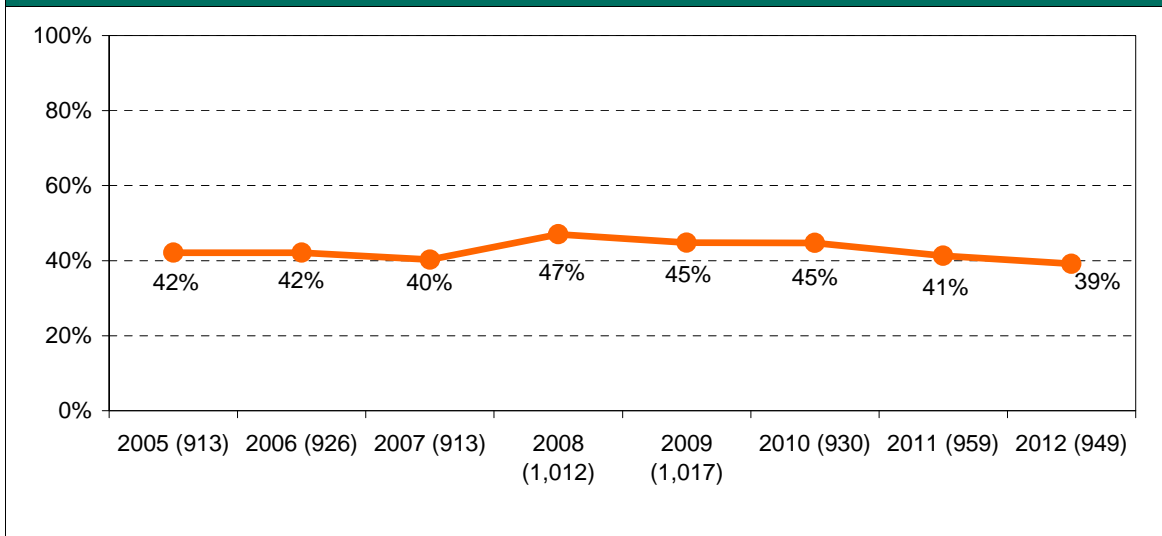
Note: values not displayed for 'can't choose' and 'not answered' categories

Figure 4.6: strongly agree or agree that speed cameras are mostly in place to make money, 2005-2012



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

Figure 4.7: strongly agree or agree that there are too many speed cameras, 2005-2012



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

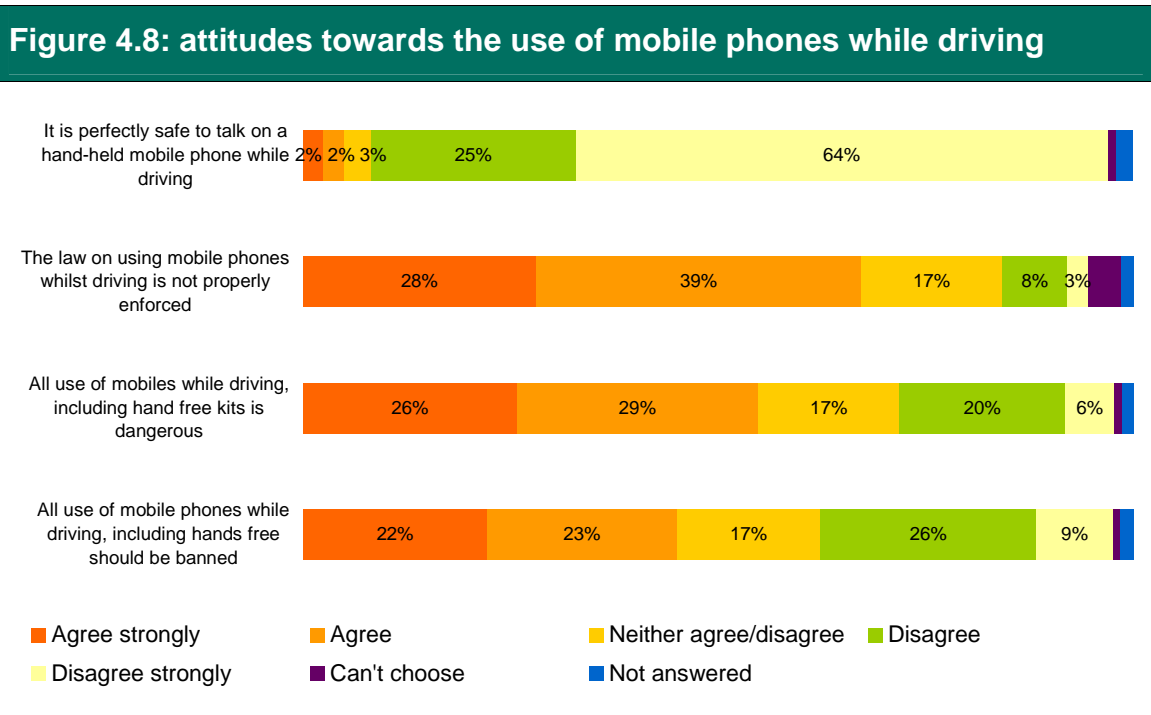
4.12 Females were more likely to agree that speed cameras save lives, less likely to agree that there are too many speed cameras or that they are mostly there to make money:

- 59% of females agreed that speed cameras save lives compared to 47% of males;
- 30% of females said there are too many speed cameras compared to 47% of males, and
- 39% of females agreed that speed cameras are mostly there to make money compared to 58% of males.

- 4.13 Males were more likely to disagree that average speed cameras are preferable to fixed speed cameras (16%) than females (7%).
- 4.14 Non-drivers were more likely to agree that speed cameras save lives (64% compared to 49% of drivers), less likely to agree that speed cameras are mostly there to make money (37% compared to 54% of drivers) and less likely to agree that there are too many speed cameras (27% compared to 44% of drivers).
- 4.15 Drivers were more likely to disagree that average speed cameras are preferable to fixed speed cameras (14%) than non-drivers (6%).

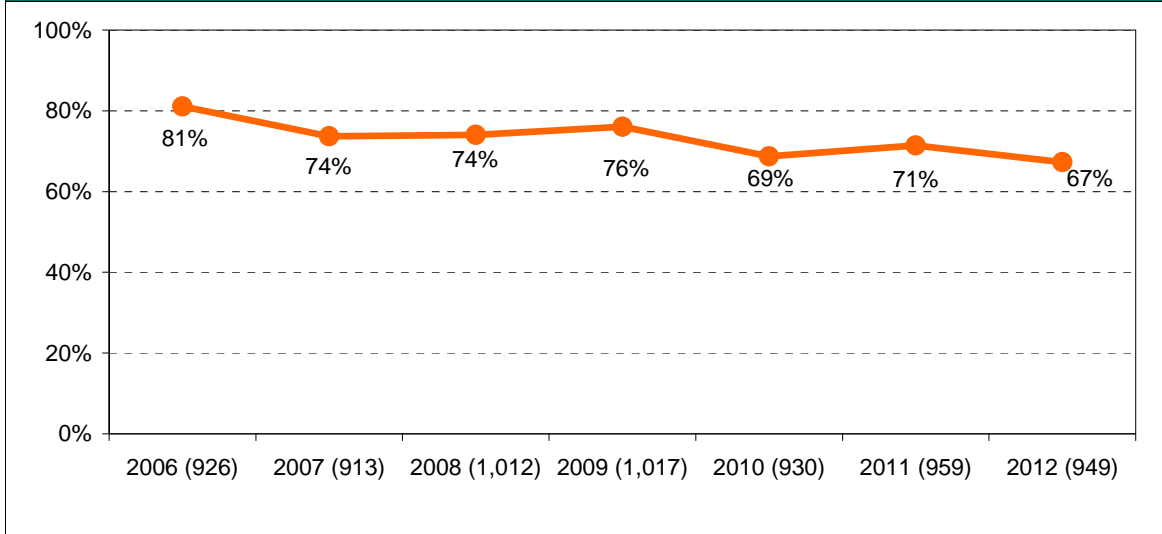
Mobile phones

- 4.16 When asked whether they agree with a range of statements about driving and using mobile phones (figure 4.8):
 - 89% of respondents disagreed that it is perfectly safe to talk on a hand held phone whilst driving;
 - 67% felt that the law on using a mobile phone whilst driving is not properly enforced (a historic low since the question was first asked in 2006 when 81% agreed - figure 4.9);
 - 55% agreed that the use of all mobile phones - including hands free kit is dangerous, and
 - 45% believed that all use of mobile phones - including hands free kit - should be banned.



Source: British Social Attitudes survey, 2012 (NatCen Social Research)
 Unweighted base: 949 (all respondents, self completion, version C)
 Note: values not displayed for 'can't choose' and 'not answered' categories

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



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

- 4.17** Non-drivers were more inclined to agree that all use of mobile phones while driving is dangerous and should be banned:
- 62% of non-drivers agreed that all use of mobile phones while driving is dangerous (compared to 52% of drivers);
 - 52% of non-drivers agreed that all use of mobile phones while driving should be banned (compared to 42% of drivers).
- 4.18** Males were more likely to disagree that all use of mobile phones while driving should be banned (40%) than females (30%) and more likely to disagree that the law on using mobile phones whilst driving is not properly enforced (13%) than females (8%).

5. Background information

British Social Attitudes Survey

- 5.1** The British Social Attitudes survey is a representative household survey of adults aged 18 and over, which collects data on public attitudes towards a range of topics through a combination of face-to-face interviews and self-completion questionnaires.
- 5.2** The British Social Attitudes survey is managed and conducted by NatCen Social Research. This document contains results for the questions sponsored by the Department for Transport. NatCen will publish their annual report on the 2012 survey in autumn 2013.
- 5.3** Detailed analysis of long term trends may be found in *Trends in Attitudes to Transport, 1990 to 2009*¹⁰. Excel tables ATT0301 - ATT0360 containing the results discussed in this report can be found on the DfT website at <https://www.gov.uk/government/publications/british-social-attitudes-survey-2012-attitudes-towards-transport>
- 5.4** This report was prepared by David Mais, a statistician in Aviation, Maritime and Environment Statistics. Please call 020 7944 4129 or email attitudes.stats@dft.gsi.gov.uk with technical enquiries about this report.

Methodology

- 5.5** The sampling frame is the Postcode Address File (PAF) and is limited to those living in private households. The sampling method uses a multi-stage design with three separate stages selecting postcode sectors, addresses and individuals. The survey is weighted to correct for the unequal selection of addresses, dwelling units and individuals and biases caused by differential non-response. In 2012, respondents were randomly allocated to one of three self completion modules (A, B and C). Thus the sample size for certain questions varies depending on which module(s) they featured in.
- 5.6** Fieldwork for the 2012 survey was carried out between July and September 2012 with a small number of interviews taking place in October and November.

¹⁰ Trends in Attitudes to Transport, 1990 to 2009:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9033/Attitude2009.pdf

- 5.7** All results presented here are weighted and any differences in results between 2011 and 2012 are statistically significant at the five per cent level of confidence using an estimated design factor (DEFT) of 1.2.

Response rates

- 5.8** The achieved sample size for the 2012 face-to-face interviews was 3,248 respondents. This equates to a response rate of 53%. Of the 3,248 face to face survey respondents, 950 completed self completion module A, 956 completed self completion module B and 949 completed self completion module C. In total, 88% of face-to-face respondents (42% of all potential respondents sampled) completed and returned a self completion module.

Annex A: sample profile

Gender	Male	51%
	Female	49%
Age of respondent	18-24	12%
	25-34	17%
	35-44	18%
	45-54	18%
	55-59	7%
	60-64	8%
	65 and over	21%
	DK/Refusal	0%
Presence of children in HH (<18)	No children	67%
	Children	33%
Household pre-tax income quartiles	Less than £1,200 p.m.	20%
	£1,201 - 2,200 p.m.	17%
	£2,201 - 3,700 p.m.	20%
	£3,701 or more p.m.	21%
	Refused information	13%
	Don't know	8%
Drives a car at all these days	Yes	70%
	No	30%
Economic activity	In full-time education/training	5%
	In work, waiting to take up work	55%

	Unemployed	6%
	Retired	22%
	Other	11%
Has condition/disability that has substantial adverse effect on ability to carry out normal day-to-day activities	No	85%
	Yes	15%
Highest educational qual obtained	Degree	21%
	Higher educ below degree	11%
	A level or equiv	18%
	O level or equiv	17%
	CSE or equiv	5%
	Foreign or other	1%
	No qualification	19%
	DK/Refusal/NA	8%
Cyclist (has access to cycle and cycled in last 12 months)	Not cyclist	68%
	Cyclist	32%
Air travel in last 12 months	Not travelled by air	53%
	Has travelled by air once or twice	33%
	Has travelled by air at least three times	15%
View on climate change and causes	Don't believe climate change is taking place	5%
	Believes climate change is taking place, but not as a result of human actions	15%
	Believes that climate change is taking place and is, at least partly, a result of human actions	78%
	Don't know	1%

NS-SEC analytic classes	Managerial & professional occupa	37%
	Intermediate occupations	12%
	Employers in small org; own account workers	9%
	Lower supervisory & technical occupations	10%
	Semi-routine & routine occupations	28%
	Not classifiable	0%
	Not asked (off route)	5%
Total number of respondents		3,248