

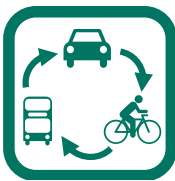


Department
for Transport

British Social Attitudes Survey 2014: Public attitudes towards transport



This report covers attitudes towards the following topics:



**Current travel behaviours
and willingness to change**



Attitudes on road safety



**Transport and the
environment**



**Congestion, road building
and exhaust fumes**

About these statistics

This statistical release is part of a series of surveys measuring people's attitudes towards transport since 1996.

The British Social Attitudes Survey is conducted by NatCen Social Research and contains questions on attitudes towards transport sponsored by the Department for Transport. It is a representative survey of adults aged 18 and over in Great Britain, collecting data through a combination of face-to-face interviews and self-completion questionnaires.

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- ▶ Access to bike and perception of cycling
- ▶ Willingness to switch to more sustainable modes of transport



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Main results



Behaviours and willingness to change

- ▶ For journeys of less than two miles travelled by car, 41% of respondents said they could just as easily cycle, walk (39%), and take the bus (32%).
- ▶ Men were more likely to say that they could switch to cycling for short journeys made by car as did respondents with access to a bicycle.
- ▶ In 2014, 64% of respondents agreed that it is too dangerous for them to cycle on the road, the highest level recorded since the question was introduced in 2011.
- ▶ Women, non-cyclists and older age groups showed higher levels of concerns over roads being too dangerous to cycle on.



Transport and the environment

- ▶ In 2014, 79% of respondents believed that climate change is taking place and is, at least, partly a result of human actions. This figure is the highest since it was asked in 2011.
- ▶ Respondents who travelled by plane at least three times in the last 12 months were more likely to agree that people should be able to travel by plane as much as they like, even if this harms the environment and even if new terminals or runways are needed to meet the demand.
- ▶ Nearly two thirds of respondents agreed that people who drive cars that are better for the environment should pay less to use the roads.



Congestion, road building and fumes

- ▶ In 2014, concerns about congestion on motorways have risen since its low point in 2011. Around 3 in 10 respondents considered congestion on motorways to be a serious problem.
- ▶ Men were more likely than women to consider motorway congestion to be a problem (35% compared to 25% of women).
- ▶ Drivers were more likely to agree that traffic in towns and cities is a problem (48%) than non-drivers (40%).
- ▶ In 2014, concerns about exhaust fumes in towns have increased since 2009, with half of respondents considering exhaust fumes in towns and cities to be a serious problem.



Road safety

- ▶ In 2014, 85% of respondents agreed that if someone has drunk any alcohol they should not drive. Women and non-drivers were more likely to agree.
- ▶ 57% of respondents agreed that all use of mobiles while driving is dangerous, and 45% agree that it should be banned. Women and older age groups were more likely to agree.
- ▶ A vast majority (88%) agree that people should drive within the speed limit.
- ▶ About half of respondents think that speed cameras are mostly there to make money and 36% said that there are too many of them, but agreement with these statements has decreased in the last decade.

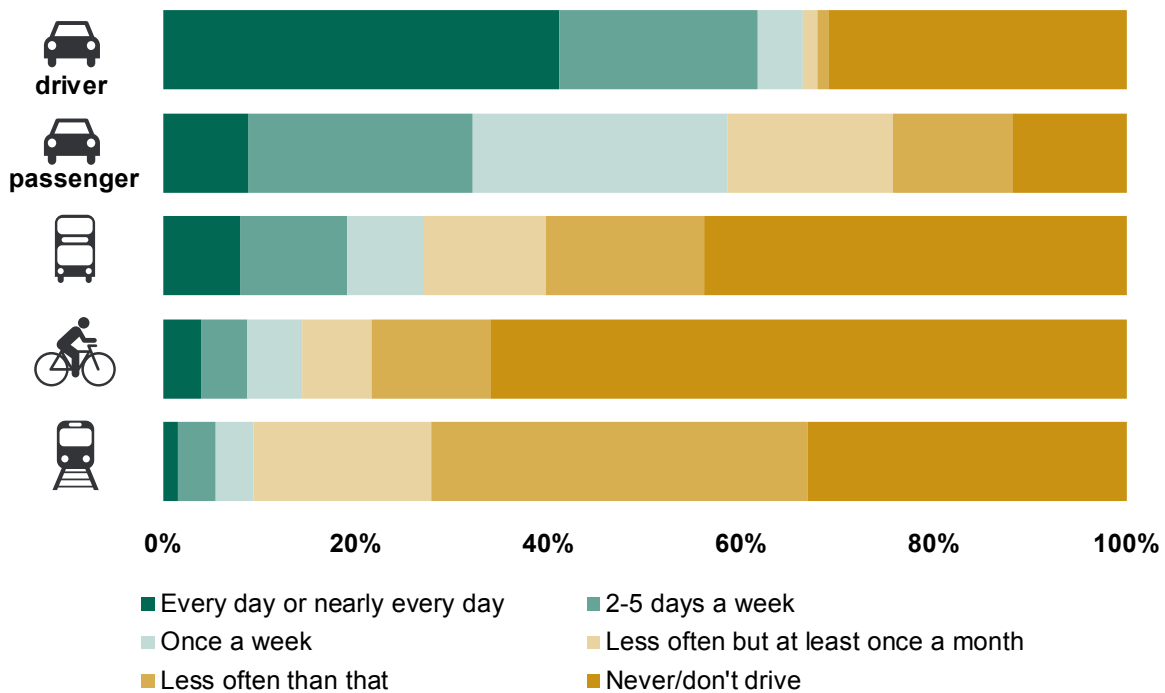


Current travel behaviours: how do people travel?

Understanding travel behaviours is an important first step in exploring attitudes to travel and people's willingness to switch from one mode to another.

Car was by far the most commonly and regularly used mode of transport in 2014. Indeed, 66% of respondents reported travelling by car as a driver at least once a week, and 59% reported travelling by car as a passenger at least once a week. Car driving appears to be a particularly frequent mode for daily use, with 41% of respondents saying they travel by car as a driver every day or nearly every day (Chart 1).

Chart 1: Frequency of travel by mode [\[ATT0301 - ATT0305\]](#)



Other modes of transport were used less frequently. Only 27% of respondents said that they travelled by local bus at least once a week, and 9% by train at least once a week. Moreover, 14% of respondents said that they travelled by bicycle at least once a week, but 66% reported that they never travel by bike, which is the highest percentage of non-use compared to other modes shown here (Chart 1).

Other sources

Frequency of travel by mode presented here is consistent with figures from the National Travel Survey ([NTS0313](#)). Detailed information on how people travel are available at: <https://www.gov.uk/government/collections/national-travel-survey-statistics>.

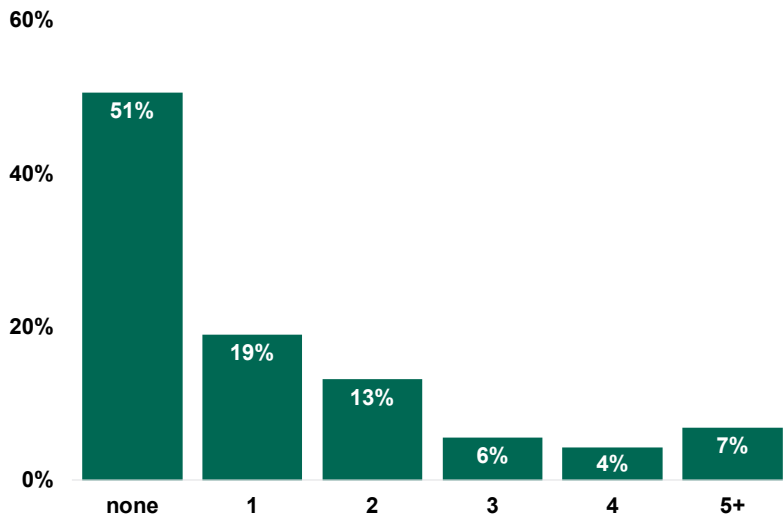


Air travel was a less frequently used mode. In 2014, 51% of respondents said that they made no trip by plane in the last 12 months, and 32% said that they travelled by plane once or twice in the last 12 months. Only 7% of respondents reported travelling by plane at least 5 times in the last 12 months (Chart 2).



Chart 2: Number of trips by plane in the last 12 months

[\[ATT0306\]](#)



Definition

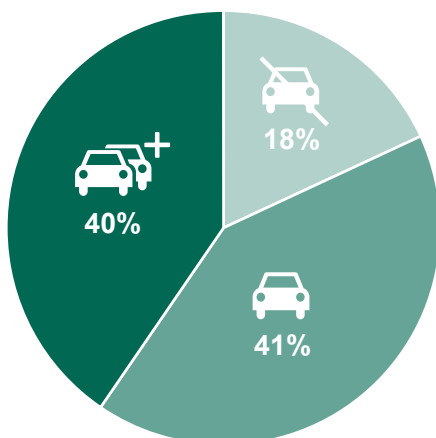
Outward and return flights and any transfers are counted as one trip.

Other sources

Detailed figures on frequency of air travel, split between domestic and international, can be found in the National Travel Survey: <https://www.gov.uk/government/collections/national-travel-survey-statistics>.

In 2014, 18% of respondents said that their household did not own or have regular use of any car or van, 41% said that their household had one car or van, and 40% said that there were two or more cars or vans in their household (Chart 3). These proportions have remained stable since the question was introduced in 2006.

Chart 3: Car/van availability of individuals in their household [\[ATT0307\]](#)



Other sources

These figures on individual car access are consistent with the National Travel Survey (NTS0206). The NTS also publishes figures for car access at the household level (NTS0205), which differ to those presented here because on average, there are more adults living in households with one car or more than in households without a car.



Access to bike and perception of cycling

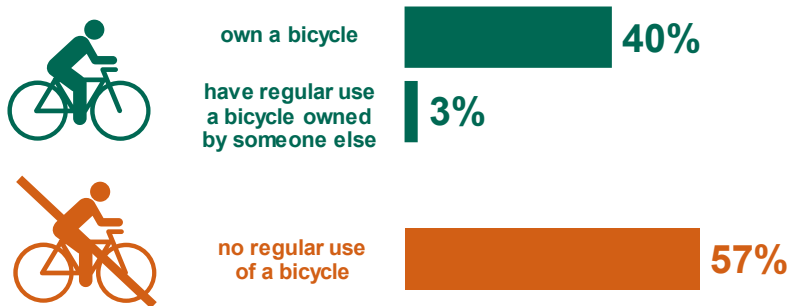


In 2014, 43% of respondents had access to a bike, either because they owned or had the regular use of a bicycle (Chart 4). Moreover, 39% of respondents said that they had ridden a bicycle in the last 12 months. For the analysis, a cyclist is defined as someone who both has access to a bicycle and has ridden one in the last 12 months. Using this definition, 31% of respondents were cyclists in 2014.

Definition

In this report, a **cyclist** is defined as someone who has access to a bicycle and has ridden a bicycle in the last 12 months.

Chart 4: Access to a bicycle [ATT0310 - ATT0311]



Other sources

Detailed figures on bicycle access by age can also be found in the National Travel Survey (NTS0608). Further statistics on frequency of cycling can be found in DfT's Walking and cycling statistics: <https://www.gov.uk/government/collections/walking-and-cycling-statistics>

Being a cyclist was not evenly spread in the population in 2014 (Chart 5). Men are significantly more likely than women to be cyclists (40% compared to 24%). The proportion of cyclists also significantly decreases for older age groups (55+) and increases with household income. Adults in households with at least one child are also significantly more likely to be cyclists (Chart 6).

Chart 5: The proportion of cyclists varies...

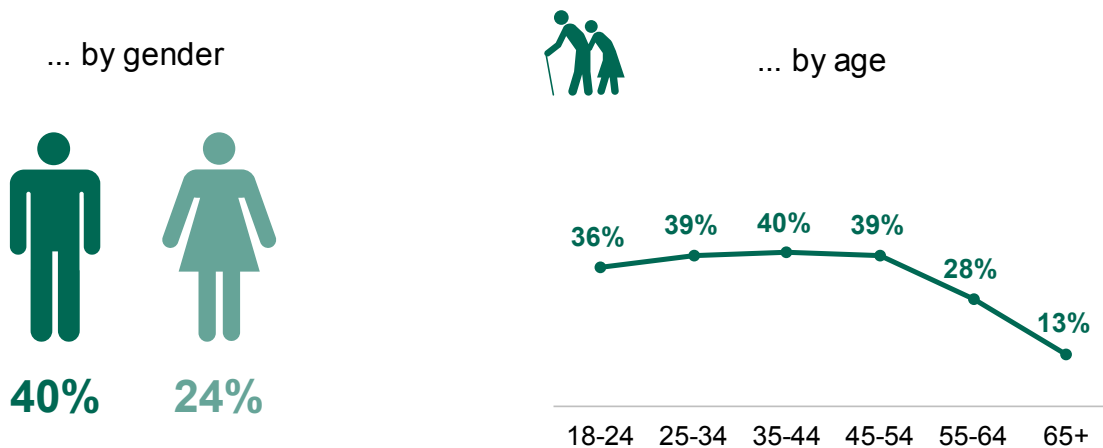


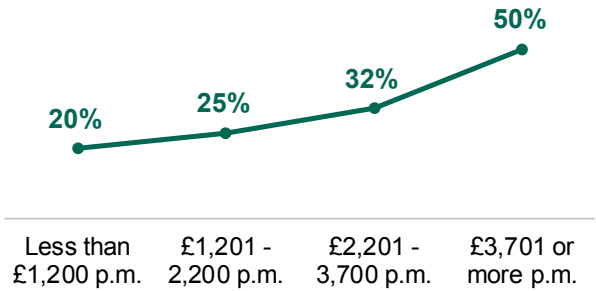


Chart 6: The proportion of cyclists varies...

... by whether there is a child in the household



... by household income



In 2014, 64% of all respondents said that they agree or strongly agree with the statement 'it is too dangerous for me to cycle on the road', whereas 19% disagreed or strongly disagreed (Chart 8).

This is a significant increase from last year (61% in 2013), and the highest level of concern recorded since the question was introduced in 2011 (chart 7).

Chart 7: Proportion who agree or strongly agree with the statement 'it is too dangerous for me to cycle on the road' [\[ATT0313\]](#)

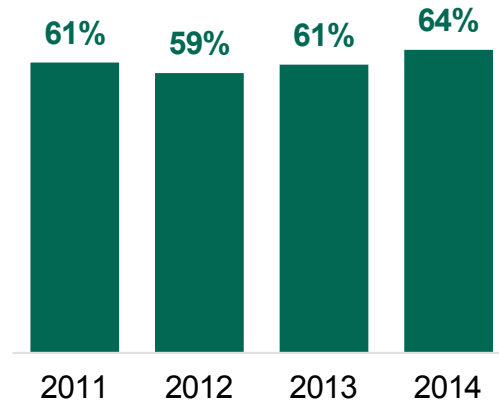
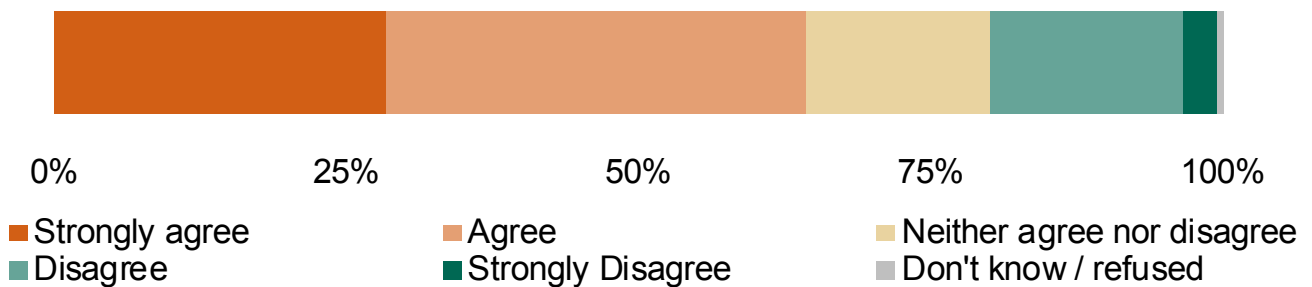


Chart 8: 'It is too dangerous for me to cycle on the road' [\[ATT0313\]](#)





Concern about the safety of cycling on the road is not evenly spread in the population either (Chart 9). Women are significantly more likely to think that it is dangerous for them to cycle on the road than men (71%, compared to 57%). The proportion of people who think that it is too dangerous for them to cycle on the road also increases with age.

Actual travel behaviours are also likely to play a role in influencing attitudes towards the safety of cycling. Indeed, cyclists are significantly less likely to be concerned about the road being dangerous to cycle on than non-cyclists (51% compared to 70%) and drivers show lower levels of concern than non-drivers (63% compared to 66%, although the difference is not significant). Attitudes are also likely to determine behaviours: being confident about cycling on the road could lead to cycling effectively.

Chart 9: Confidence cycling on the road



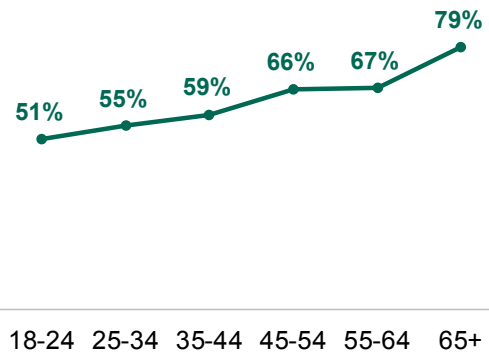
64% of respondents agree / strongly agree that 'it is too dangerous for me to cycle on the road'

this proportion varies...

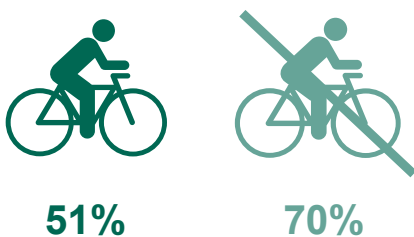
... by gender



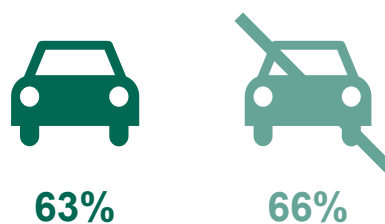
... by age



... by whether they cycle



... by whether they drive

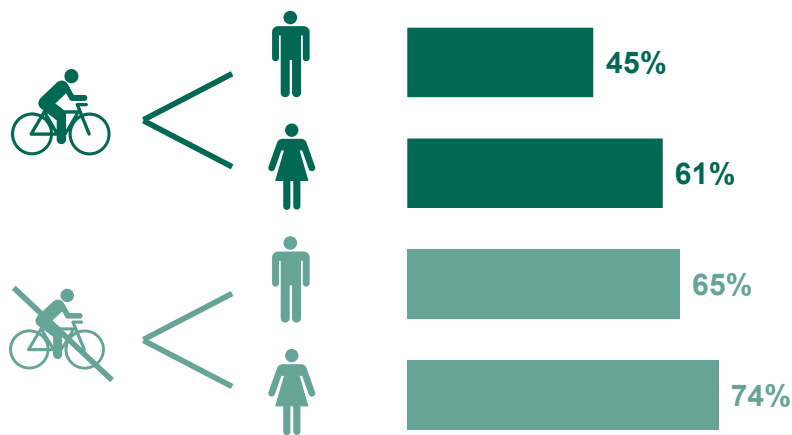




Finally, the effects of being a cyclist and gender interact with the attitudes towards the safety of cycling (Chart 10). Indeed, non-cyclist females are significantly the most likely to think that it is too dangerous for them to cycle on the roads (74%), whereas male cyclists are the least likely to think so (45%). Levels of concern are not significantly different between female cyclists and male non-cyclists.

Chart 10: Confidence cycling on the road by gender and cycling behaviour

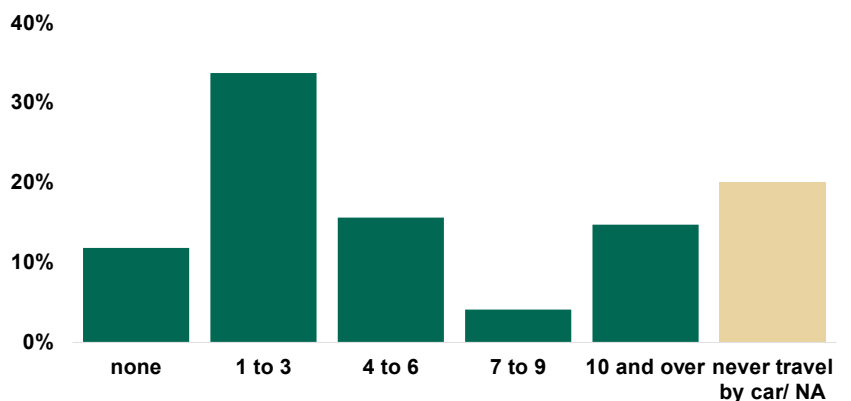
Proportion of respondents who agree / strongly agree that 'it is too dangerous for me to cycle on the road'



Willingness to switch to more sustainable modes of transport

Short journeys made by car are important to consider when investigating people’s willingness to switch to more sustainable transport modes - particularly to local buses, walking and cycling. On average, respondents reported making 5 journeys of less than two miles by car in a typical week (unchanged from 2013). Short journeys made by car are frequent for respondents, with about a third (34%) saying that

Chart 11: Number of journeys of less than two miles made by car in a typical week [ATT0314]



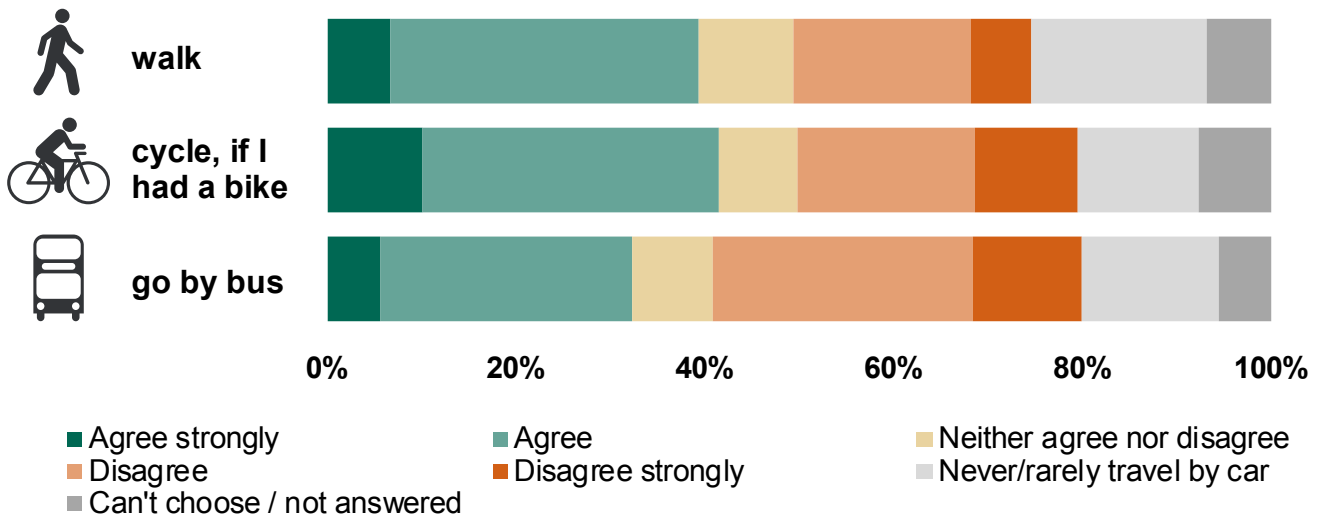


they make at least 4 journeys by car in a typical week. In 2014, 32% of respondents said that they either do not drive or do not make any journey of less than two miles by car in a typical week (Chart 11).

A considerable proportion of respondents said that they could use alternative modes of travel for short journeys made by car, be it by local bus, walking or cycling. Indeed, for many of the journeys of less than two miles they now travel by car, 41% of respondents said they could just as easily cycle, 39% said that they could just as easily walk, and 32% said that they could just as easily take the bus although a higher proportion of respondents (39%) disagreed (Chart 12). These results are similar to the previous year.

In summary, two thirds of people make short journeys by car at least once in a typical week, and there is a considerable potential to switch to other modes of transport for these journeys.

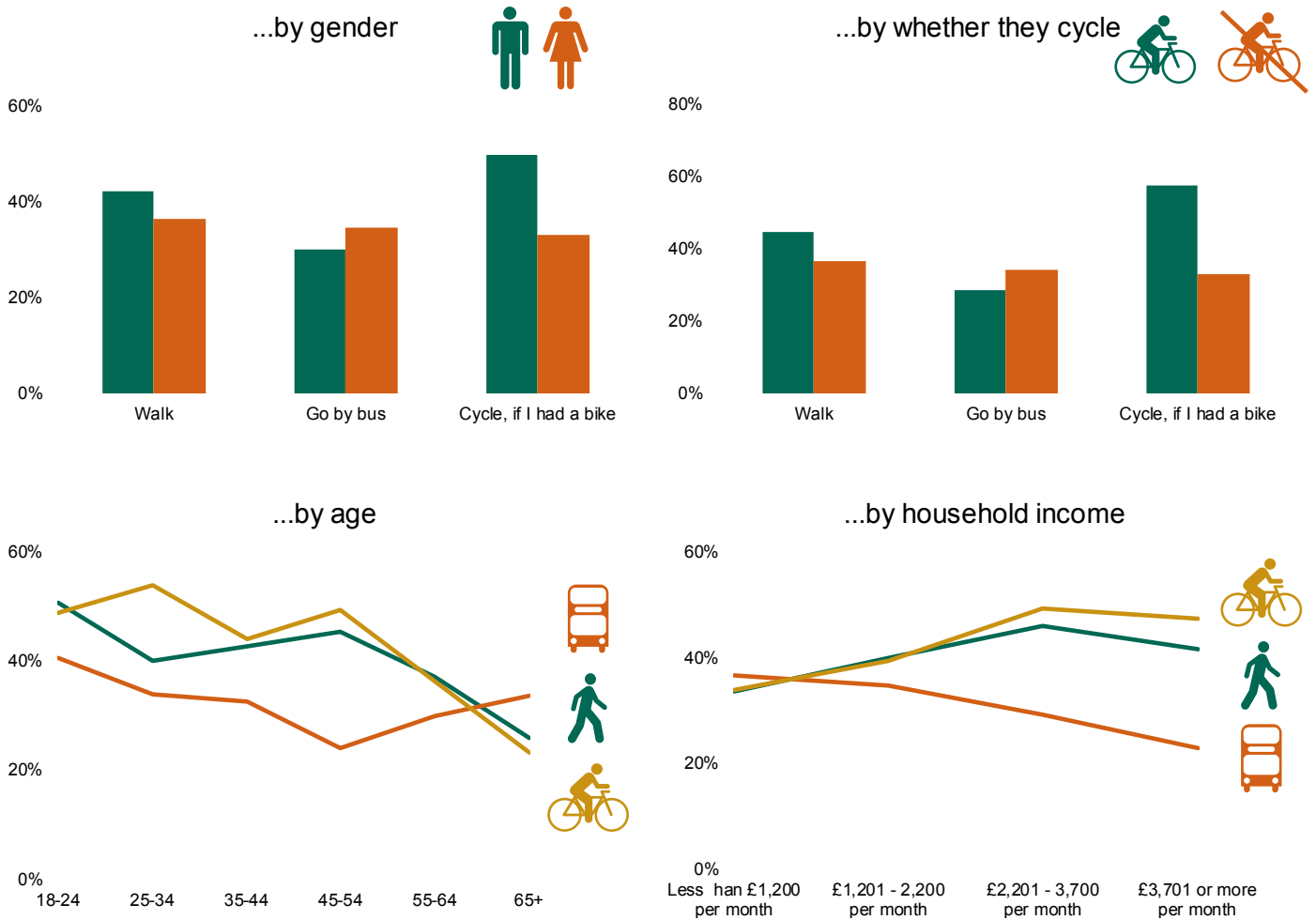
Chart 12: Many of the journeys of less than 2 miles that I now make by car, I could just as easily... [ATT0315 - ATT0317]



Willingness to switch to more sustainable transport modes varies however according to socio-demographic characteristics (Chart 13). Indeed, men are significantly more likely to agree that they could switch to cycling for short journeys made by car than women (50% compared to 33%). This may reflect lower levels of cycling amongst women and higher safety concerns (see previous section), or that more of the journeys undertaken by women are less practical with a bicycle than with a car. Cyclists are also significantly more likely to agree that they could switch to cycling than non-cyclists for short journeys made by car (58% compared to 33%).



Chart 13: The proportion of respondents who agreed or strongly agreed that for many of the journeys of less than 2 miles that they now make by car, they could just as easily walk, cycle or go by bus, varies...



Willingness to switch from the car to other modes for short journeys seems to decrease with age. The 65+ age group is significantly more likely than all others to disagree that they could switch to walking and cycling, which is likely to be linked to the increase of mobility difficulties at older ages.

Willingness to switch to walking and cycling seems to increase with household income (although these differences are not significant) whereas the willingness to switch to local bus seems to decrease with income, which could be linked to both the affordability and the social acceptability of these modes. Indeed, all other incomes groups are significantly more likely to disagree that they could switch to the bus than the lowest income group (less than £1,200 per month).



Transport and climate change

In 2014, nearly 8 in 10 of respondents believed that climate change is taking place and is, at least, partly, a result of human actions. This figure is the highest since it was asked in 2011, although the difference is not significant (Chart 14).

In contrast, 14% of respondents believe that climate change is taking place but not as a result of human action and a lower proportion of respondents did not believe climate change is taking place (5%). These results were not significantly different from last years' results.

Chart 14: Opinions on climate change and causes
[\[ATT0318\]](#)

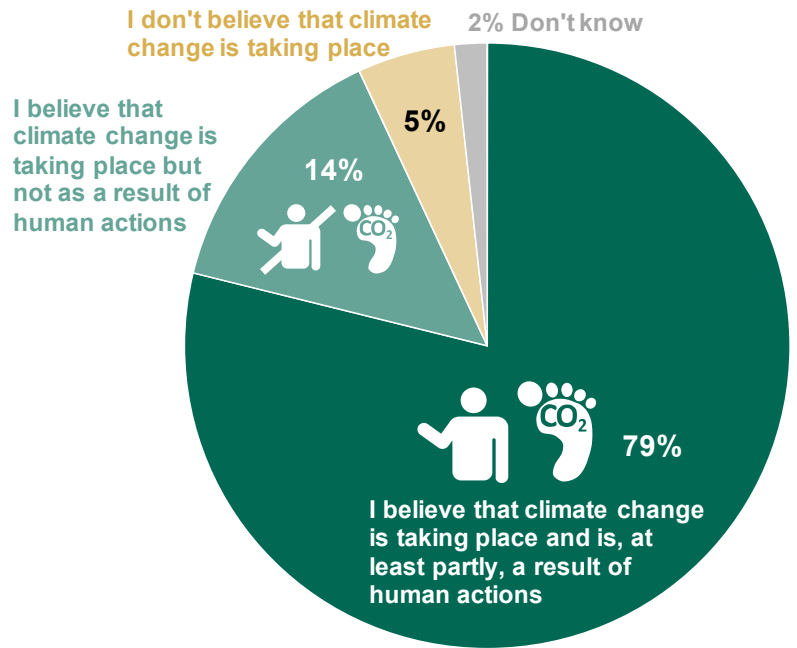
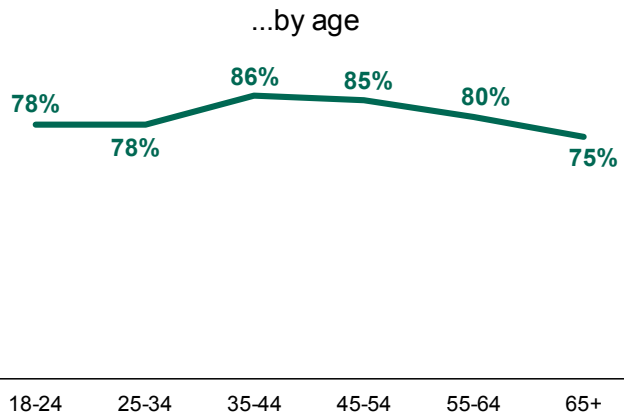
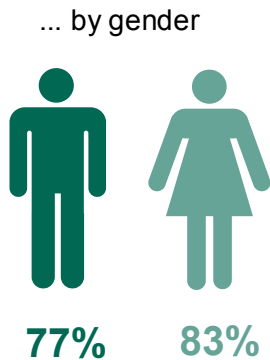


Chart 15: The proportion who believe that climate change is taking place and is, at least partly, a result of human action, varies...

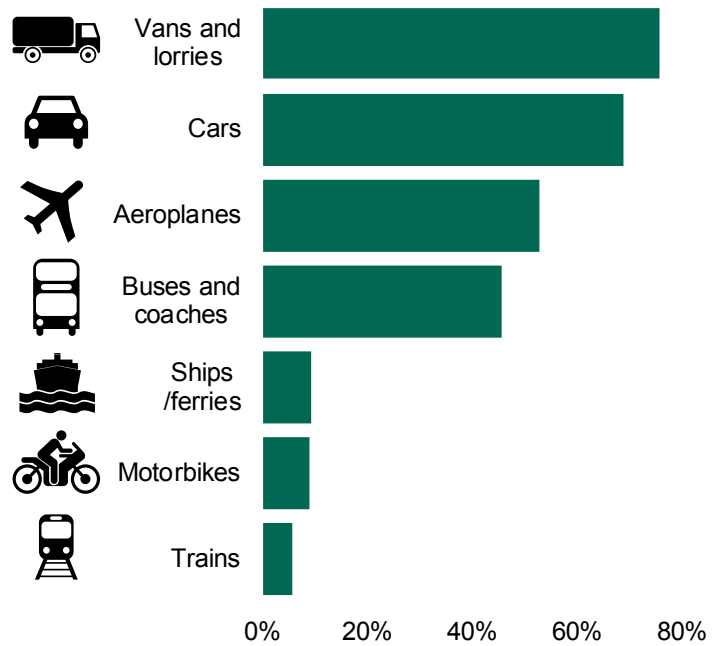


Believing that climate change is a result of human actions seems to be lower in both the younger and older age groups with the middle age groups (35-54 year olds) more likely to believe that climate change is taking place and is, at least partly, a result of human actions. Conversely, the proportion of respondents who believed that climate change is taking place but not as a result of human actions was higher in the 65+ age group (18%) compared to the 35-44 year old age group (11%). There is also a significant difference by gender: a higher proportion of females believe that climate change is taking place than males.



Respondents were asked which transport modes they thought had the most impact on climate change and were allowed to choose up to three options. In 2014, the most commonly cited mode was vans/lorries, increasing from 68% in 2011 to 76% in 2014. The proportion of respondents who said cars increased significantly from 65% in 2013 to 69% in 2014. Whereas attitudes towards aeroplanes has decreased from 55% in 2011 to 53% in 2014, this was not significantly different from the previous year.

Chart 16: Factors deemed to have the most impact on climate change [\[ATT0319\]](#)



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

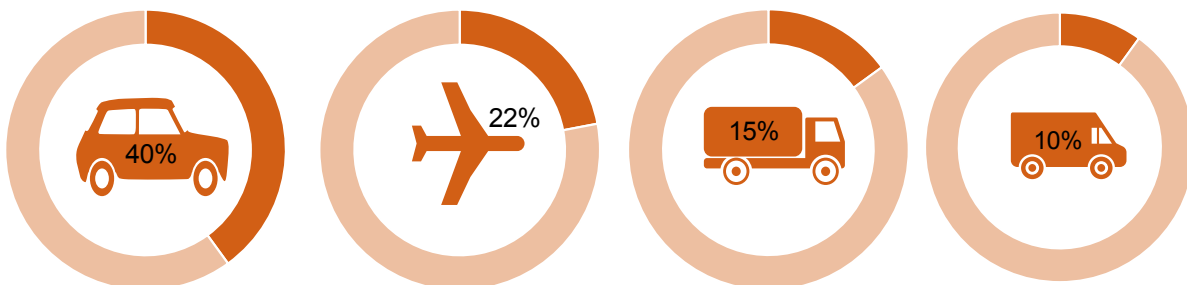
There were a few respondents (2%) who did not believe climate change was taking place or believe climate change will happen nonetheless.

In fact, the transport sector contributes around 26% of all greenhouse gas emissions (GHG) in the UK. The main source of emissions from transport is the use of petrol and diesel in road transport. In particular, cars accounted for 40% and aviation for 22% of GHG emissions (including international and domestic aviation). Heavy goods vehicles and light vans accounted for 15% and 10% of UK emissions respectively.

Other sources

Detailed figures on UK transport greenhouse gas emissions are available in the department for transport table [ENV0201](#)

Chart 17: UK transport GHG emissions by mode



Source: DECC UK greenhouse gas emission statistics, 2013. Note: Other transport modes also contribute to GHG emissions although very small, for example domestic and international shipping, rail, buses and coaches.



Willingness to change travel behaviour for the environment

Attitudes towards changing travel behaviour for the environment varied by transport mode. In 2014, 75% of respondents showed willingness to buy a car with lower CO₂ emissions, 37% said they are willing to reduce the amount they travel by car to help reduce the impact of climate change, and 21% said they are willing to reduce the amount they travel by plane to help reduce the impact of climate change (Chart 18). These results were not significantly different from last year.

Chart 18: Willingness to change travel behaviour for the environment [ATT0321 - ATT0323]

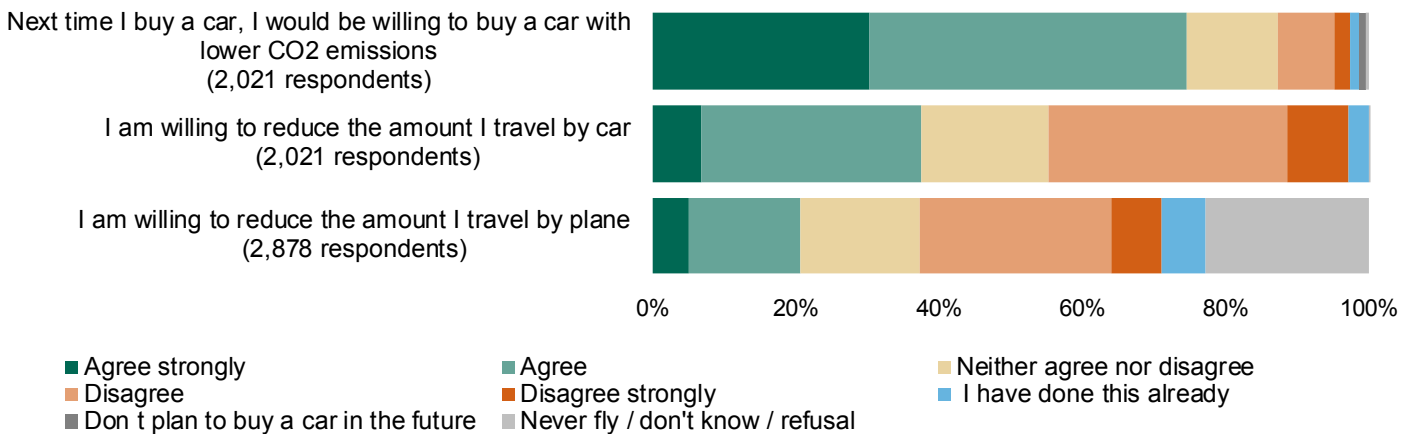


Chart 19: The proportion who agree or strongly agree varies...

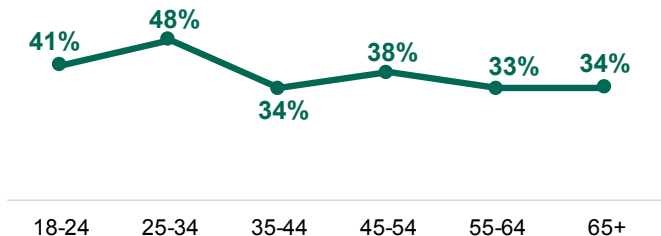
'I would be willing to buy a car with lower CO₂ emissions'

... by gender



'I am willing to reduce the amount I travel by car'

...by age



When only looking at those who believed that climate change is taking place and is, at least partly, a result of human action, the percentage of respondents who agreed that they were willing to buy a car with lower CO₂ emissions was slightly higher (78%).



Similarly, 40% of those who believed that climate change is taking place and is, at least partly, a result of human action, agreed that they are willing to reduce the amount they travel by car to reduce the impact on climate change whilst 39% disagreed. This implies there are as many people in favour of reducing car use as are against.

Opinions on the environment and plane travel

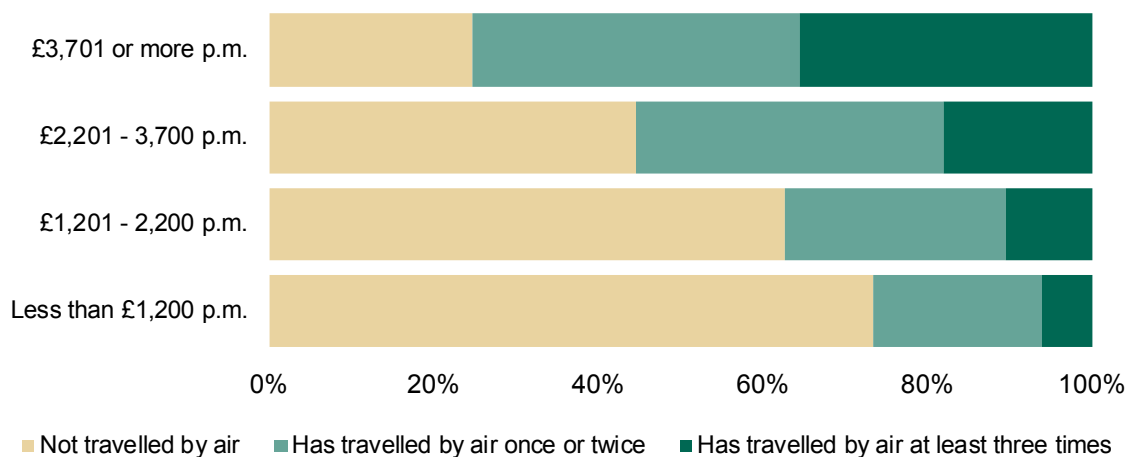
As seen in Chart 2, more than half of respondents said they had not taken any trips by plane in the last twelve months, whilst nearly a third of respondents had taken one or two trips by air and 17% had travelled by air at least three times in the last 12 months.

The number of trips by plane have increased by household income (Chart 20). Respondents in the highest income group are more likely to travel at least three times a year compared to respondents in the lowest income group (36% and 6% respectively). In contrast, 74% of respondents in the lowest income group have not travelled by plane in the last 12 months compared to 25% of respondents in the highest income group.

Other sources

More information about air travel behaviour and income can be found in the latest National Travel Survey publication: <https://www.gov.uk/government/collections/national-travel-survey-statistics>

Chart 20: Number of trips by plane in the last 12 months by household income

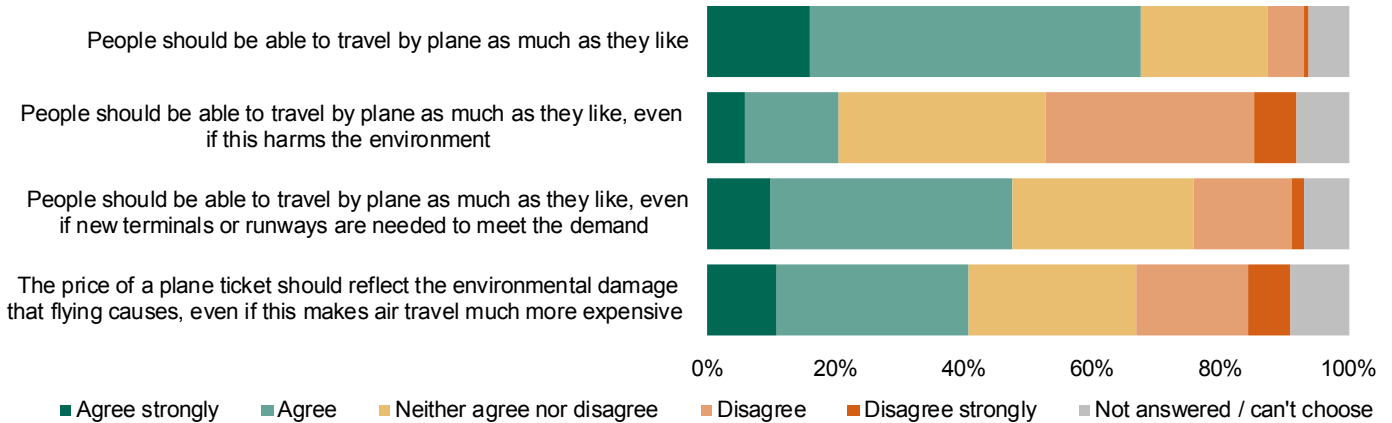


People feel strongly about the freedom to travel by plane. In 2014, 67% of respondents strongly agree or agree that people should be able to travel by plane as much as they like. However, when asked in the context of environmental impacts, the proportion who agree that people should be able to travel by plane as much as they like decreases (20%) (chart 21).



Almost half of the respondents agreed that people should be able to travel by plane even if new terminals or runways are needed and 41% agreed that the price of a plane ticket should reflect the environmental damage that flying causes. These results were not significantly different from the previous year.

Chart 21: Attitudes towards air travel and the environment [\[ATT0324 - ATT0327\]](#)



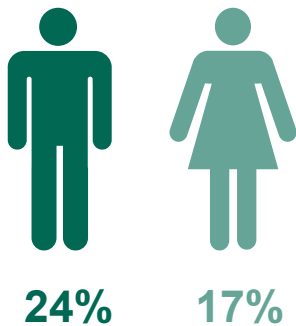
Men were more likely to agree that people should be able to travel by plane as much as they like, even if this requires new terminals and runways or harms the environment.

Chart 22: The proportion who agree or strongly agree varies by gender

‘People should be able to travel by plane as much as they like...’

‘... even if this harms the environment’

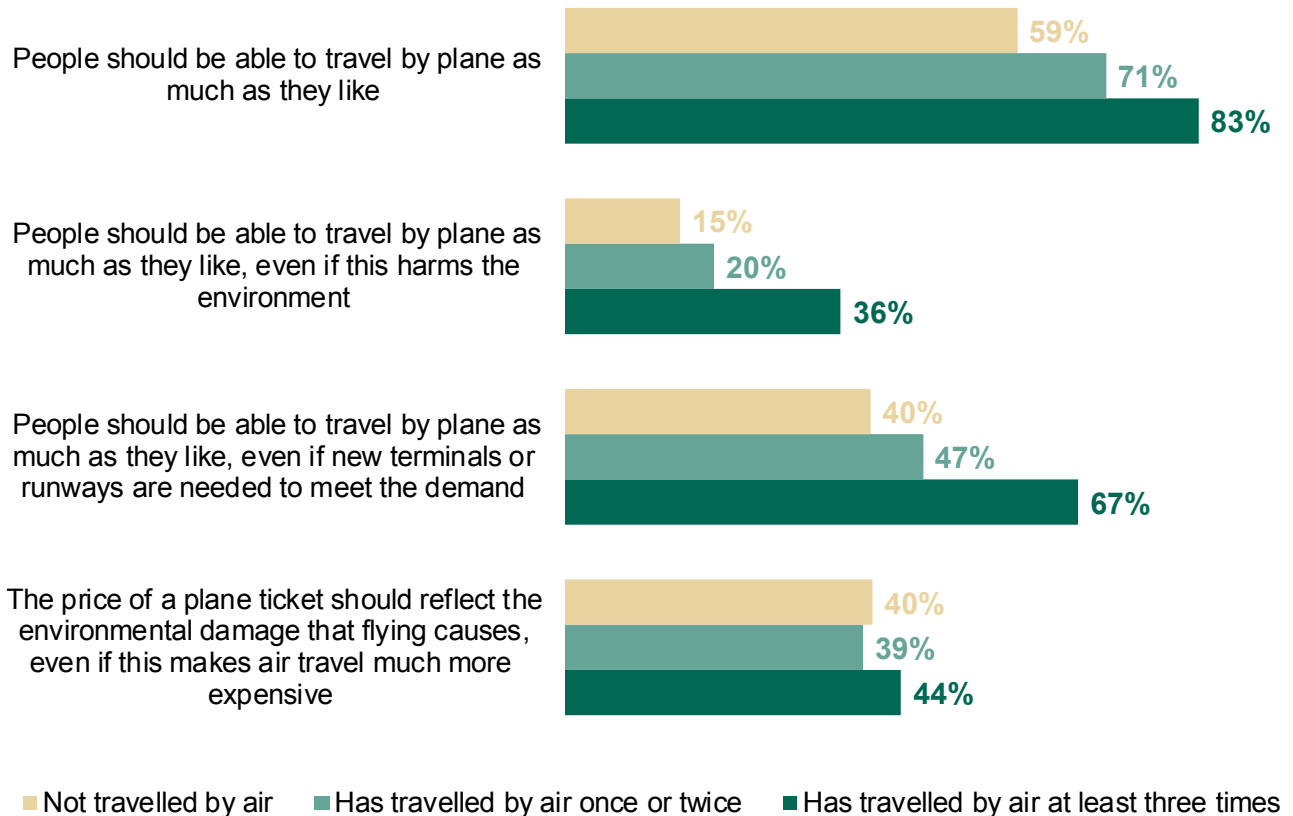
‘... even if new terminals or runways are needed to meet the demand’





When looking at respondents' plane use, those who travelled by air at least three times in the last 12 months were more likely to agree that people should be able to travel by plane as much as they like, even if this harms the environment and even if new terminals or runways are needed to meet the demand. Those that have not travelled by air in the last 12 months were more likely to disagree.

Chart 23: Attitudes towards frequency of air travel and travel behaviours



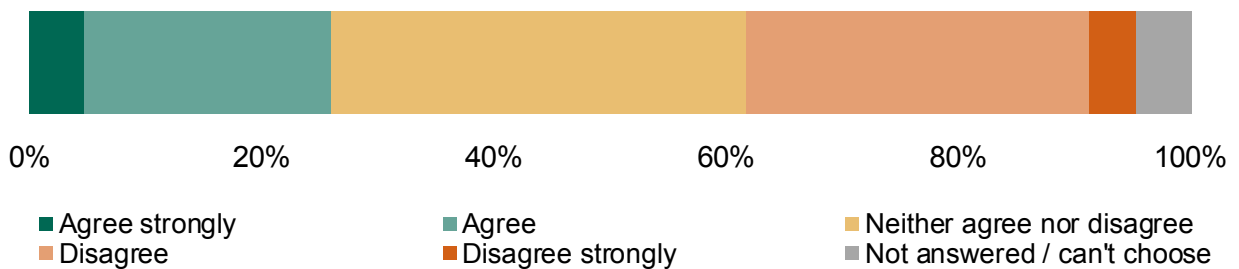
Opinions on the environment and car travel

When respondents were asked whether people should be allowed to use their car as much as they like, even if it causes damage to the environment, respondents attitudes differed with 26% agreeing, 34% disagreeing and 36% remaining neutral. However, this differs to what respondents are prepared to do themselves (Chart 18): 75% agreed they were willing to buy a car with lower CO₂ emissions and around 37% said they are willing to reduce the amount they travel by car to help reduce the impact of climate change.



There was not much difference between attitudes to car and plane travel and damage to the environment, although people are more willing to give up flying than give up car use if it causes environmental damage (Chart 24).

Chart 24: People should be allowed to use their cars as much as they like, even if it causes damage to the environment [\[ATT0329\]](#)



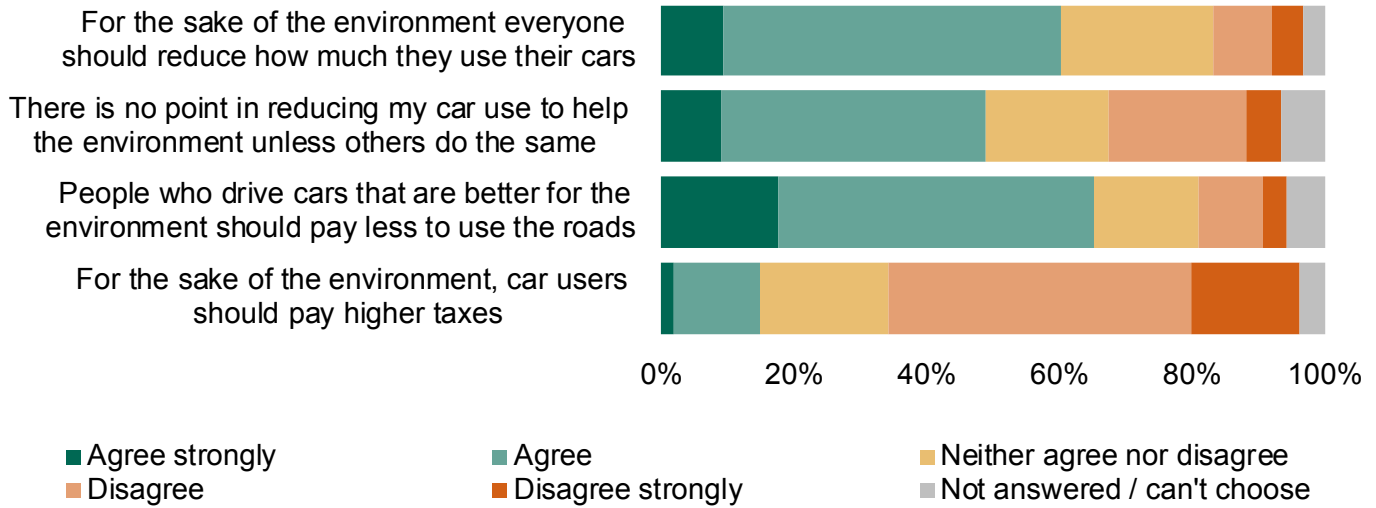
Nearly two thirds of respondents agreed that people who drive cars that are better for the environment should pay less to use the roads. In contrast, 62% of respondents disagreed that for the sake of the environment, car users should pay higher taxes.

There is a large gap between what people think should happen and what they report that they are prepared to do. Indeed, whilst only 37% of respondents indicated that they are willing to reduce the amount they travel by car to reduce the impact on climate change, 60% of respondents indicated that, for the sake of the environment, everyone should reduce how much they use their cars.

Attitudes towards environmental transport policies also differ between respondents. Around half (49%) of respondents agree that there is no point in reducing their car use to help the environment unless others do the same (Chart 25).

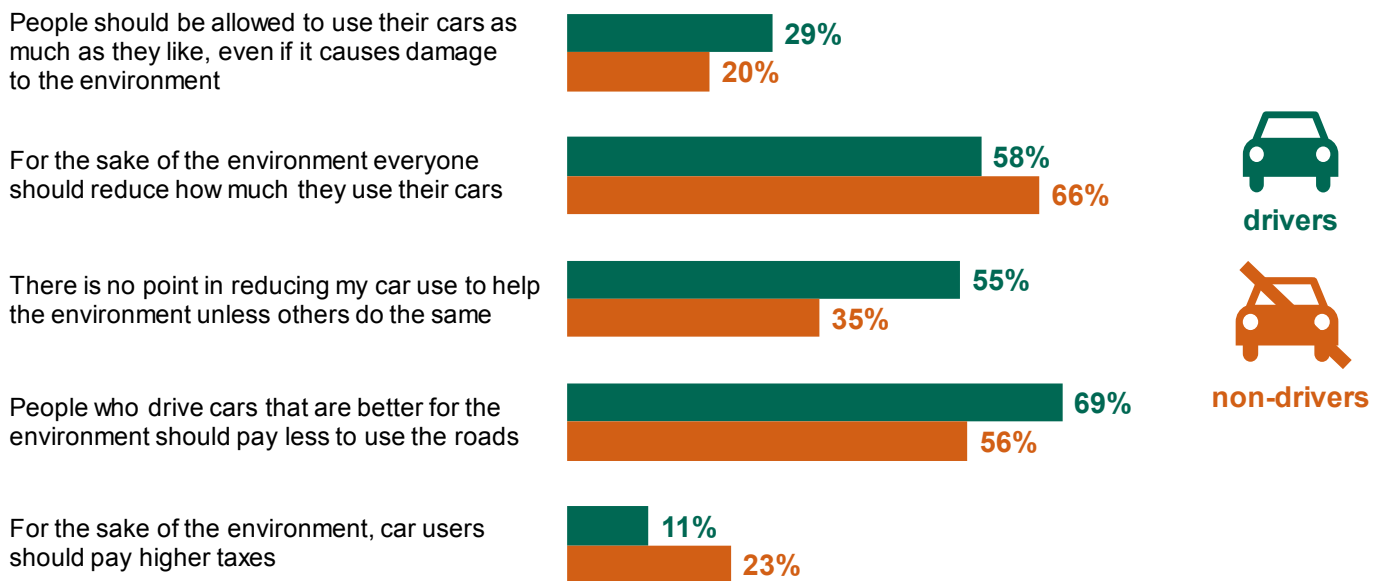


Chart 25: Attitudes towards car travel and the environment [\[ATT0330 - ATT0333\]](#)



These results vary between drivers and non-drivers where drivers were seen to agree more with favourable statements.

Chart 26: The proportion who agree or strongly agree varies between drivers and non-drivers





Opinions on congestion

In 2014, concern about congestion on motorways had risen since its low point in 2011. Around 3 in 10 respondents considered congestion on motorways to be a very serious or serious problem in 2014 compared to 22% in 2011.

Concern about traffic congestion in towns and cities had also risen from a low point in 2012, however was not significantly different from 2013 results. In 2014, 46% of respondents felt that traffic congestion in towns and cities was a very serious or serious problem.

Chart 27: Concerns about congestion as a very serious/serious problem, 2002 - 2014
[\[ATT0334 - ATT0335\]](#)

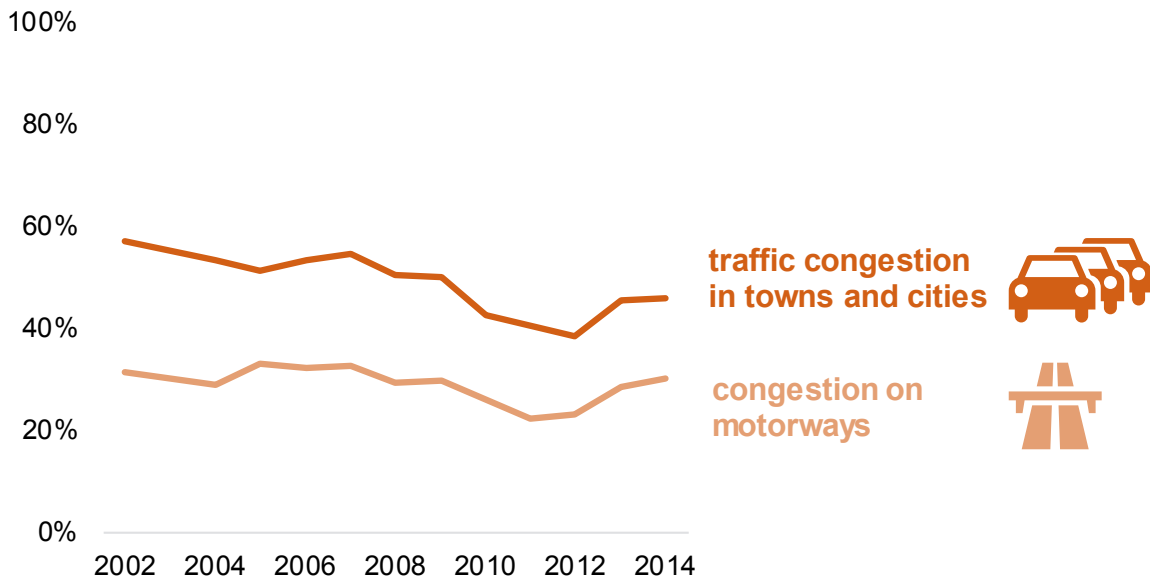
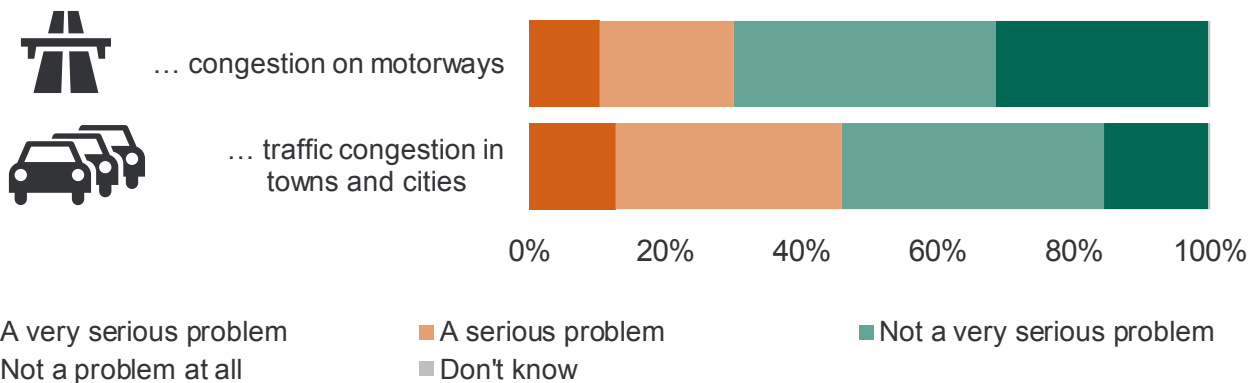


Chart 28: Concerns about congestion, 2014 [\[ATT0334 - ATT0335\]](#)

How serious a problem for you is...





The proportion varies when looking at individual characteristics. Drivers were more likely to report that motorway congestion is a problem for them (33% compared with 22% of those who don't drive) and more likely to consider that traffic in towns and cities is a problem (48% compared with 40% of those who don't drive). These results were not significantly different from last years result.

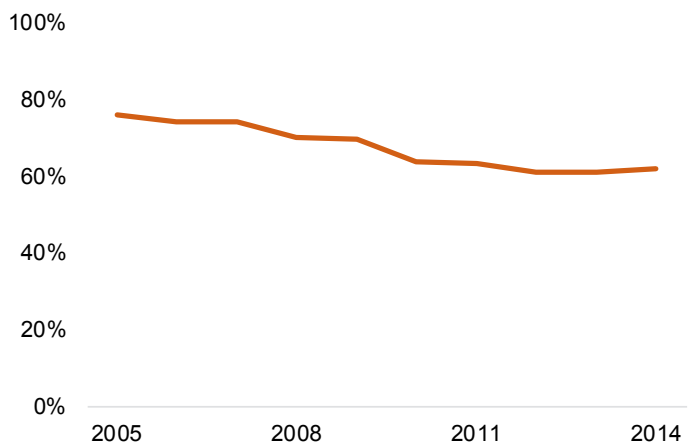


Men were more likely than women to consider motorway congestion to be a problem (35% compared to 25% of women) and more likely to consider congestion in towns and cities to be a problem (50% compared to 42% of women).

Opinions on road building

Concern about damage to the countryside from road building has consistently decreased since the question was first asked in 2005 when 76% of respondents seemed to be very/fairly concerned. In 2014, 62% of respondents indicated that they were concerned about damage to the countryside from road building, a slight increase from the previous year although not significant (Chart 29).

Chart 29: The proportion who are very concerned/fairly concerned about damage to the countryside from road building, 2005 - 2014 [\[ATT0338\]](#)

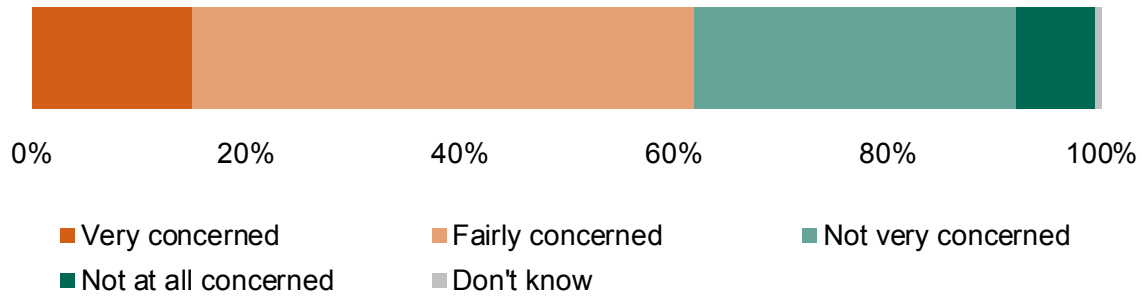


The proportion of those concerned was higher among those who drive but not significantly different compared to non drivers. Similarly, women were more likely to be very/fairly concerned about damage to the countryside from road building than men (66% compared to 57% of men).

The 25-34 year old age group were less likely to worry about damage to the countryside (57%); the 65 and older age group were more likely to worry about damage to the countryside compared to any other group (65%).



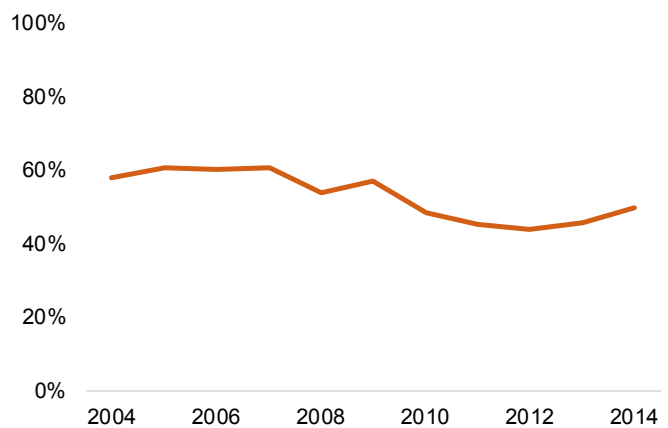
Chart 30: Concerns about damage to the countryside from road building, 2014 [ATT0338]



Opinions on exhaust fumes

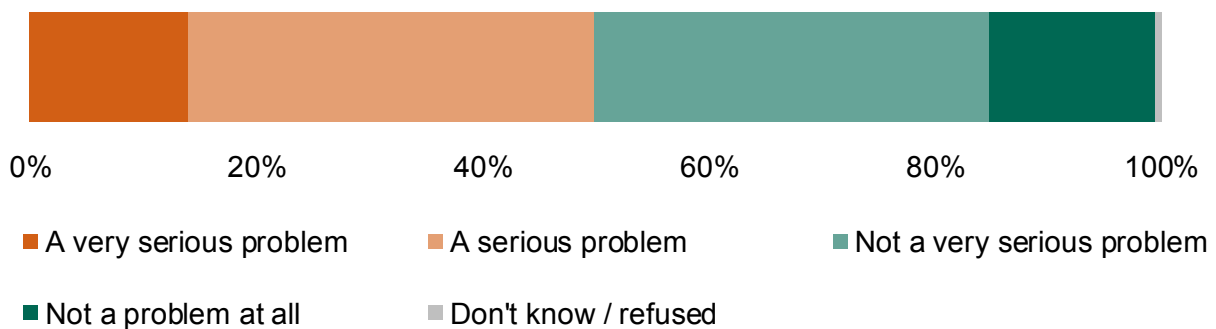
Respondents' attitudes towards exhaust fumes in towns and cities have varied over time. Whilst responses were steady between 2004 and 2007, the lowest level of concern was seen after 2010. In 2014, half of respondents considered exhaust fumes from traffic in towns and cities to be a very serious or serious problem. This was the first increase since 2009, the lowest figure being in 2012 at 44% (Chart 31).

Chart 31: Attitudes towards exhaust fumes in towns and cities as a serious or very serious problem, 2004 - 2014 [ATT0339]



Drivers were more likely to say that they considered exhaust fumes from traffic in towns and cities to be a very serious/serious problem than non drivers, although this was not significantly different (51% and 48% respectively).

Chart 32: Attitudes towards exhaust fumes in towns and cities, 2014 [ATT0339]





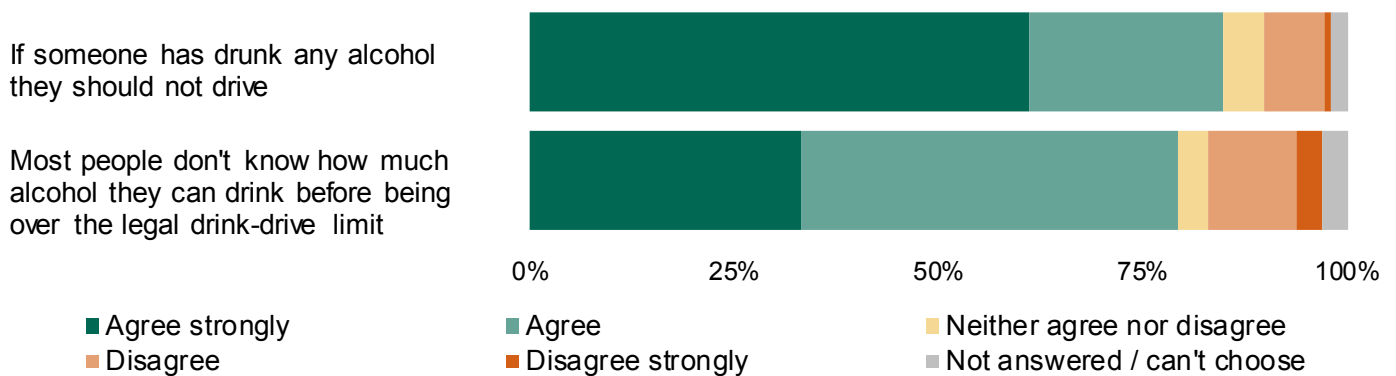
Road safety and drink driving

A large majority of respondents disapprove of drink driving: 85% of respondents agree or strongly agree that someone should not drive if they have drunk any alcohol, and 79% agree or strongly agree that most people don't know how much they can drink before being over the legal drink drive limit.

Other sources

More statistics on drink driving can be found in DfT's road accidents and safety statistics: <https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving>

Chart 33: Attitudes towards drink driving [ATT0346 - ATT0347]



Attitudes towards drink driving vary by gender and by whether someone drives a car or not. Indeed, women are significantly more likely than men to agree that someone should not drive if they have drunk any alcohol, and non-drivers are also significantly more likely to agree with this statement than drivers.

Chart 34: Attitudes towards drink driving



85%

of respondents agree / strongly agree that 'if someone has drunk any alcohol they should not drive'

this proportion varies...

...by gender



78%



90%

...between whether they drive



82%

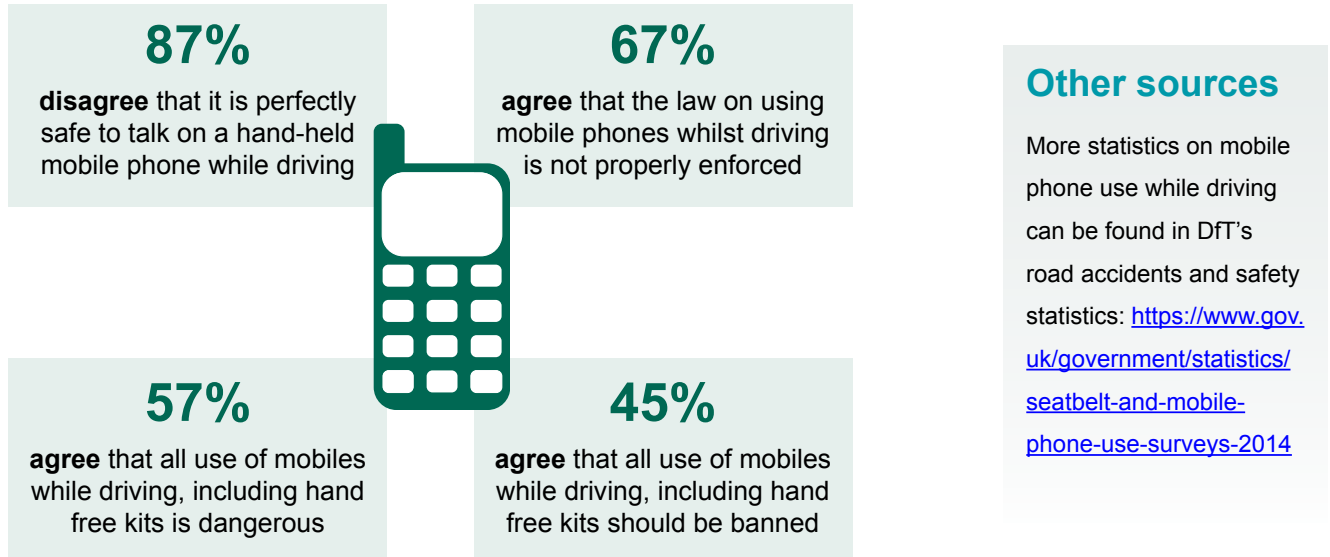


90%



Road safety and mobile phone use

When asked about a range of statements about driving and mobiles phones:



A majority of respondents think that all use of mobile phones while driving is dangerous, and even more disagree that it is perfectly safe. Moreover, women are significantly more likely than men to agree with the fact that mobile phone use while driving is dangerous (62% compared to 51%).

Chart 35: Attitudes towards the use of mobile phones while driving [ATT0349 - ATT0352]

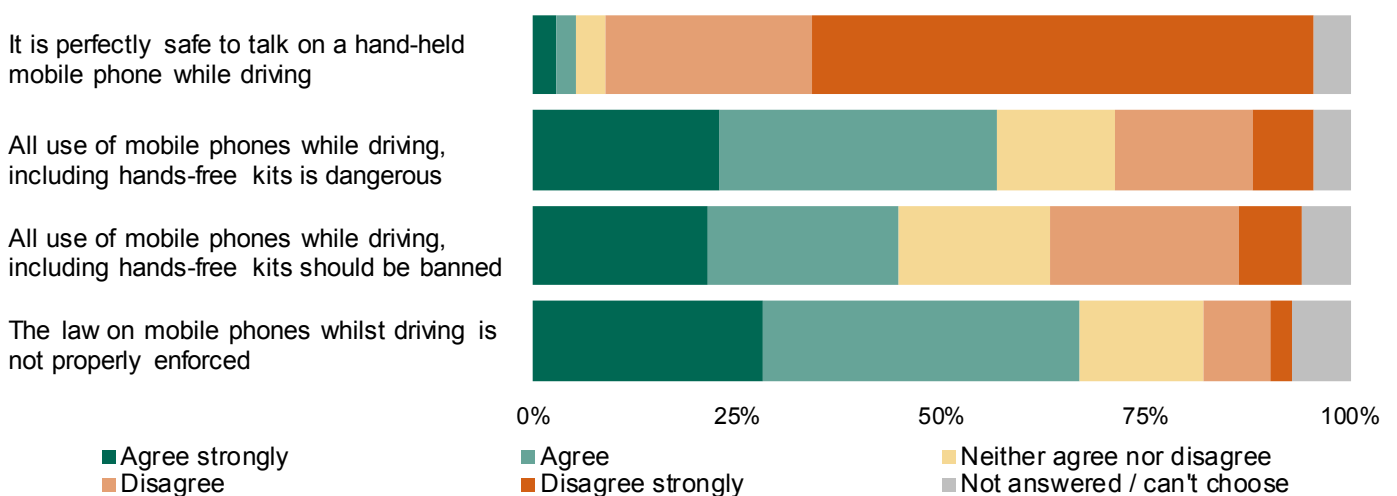
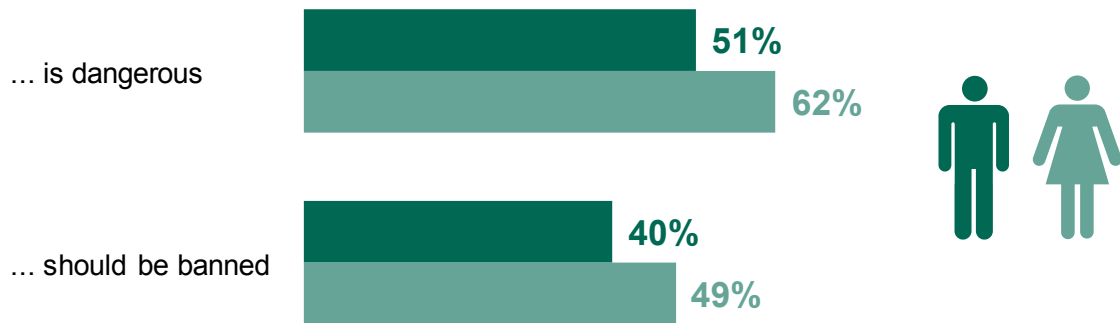




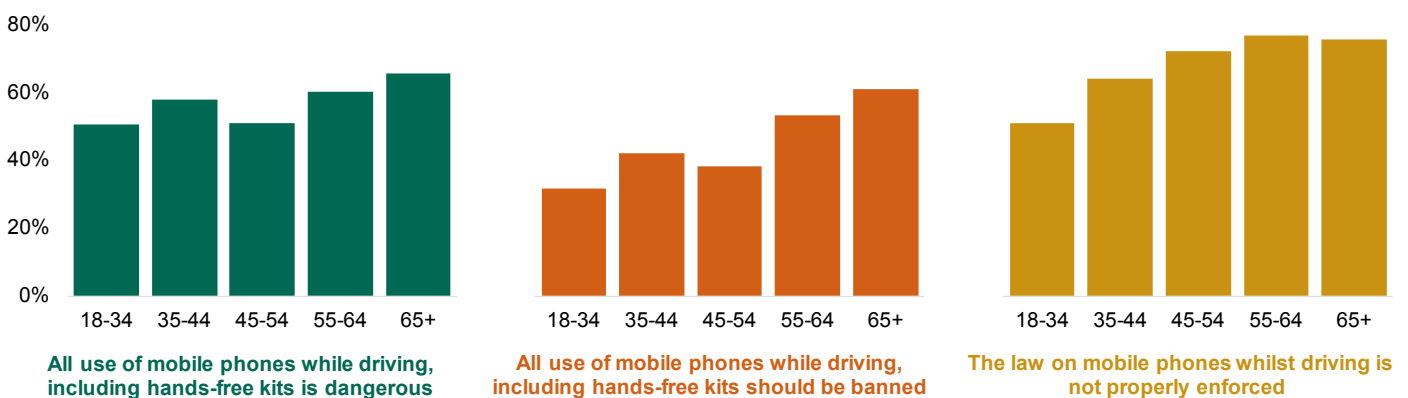
Chart 36: Proportion who agree or strongly agree with statements on the use of mobile phones while driving by gender

All use of mobile phones while driving, including hands-free kits...



Attitudes towards the use of mobile phones vary between age groups. The oldest age group (65+) is significantly more likely to agree that all use of mobile phones while driving should be banned than younger age groups (18-54). They are also more likely to think that the law on mobile phones whilst driving is not properly enforced compared to the youngest age group (18-34).

Chart 37: Proportion who agree or strongly agree with statements on the use of mobile phones while driving by age

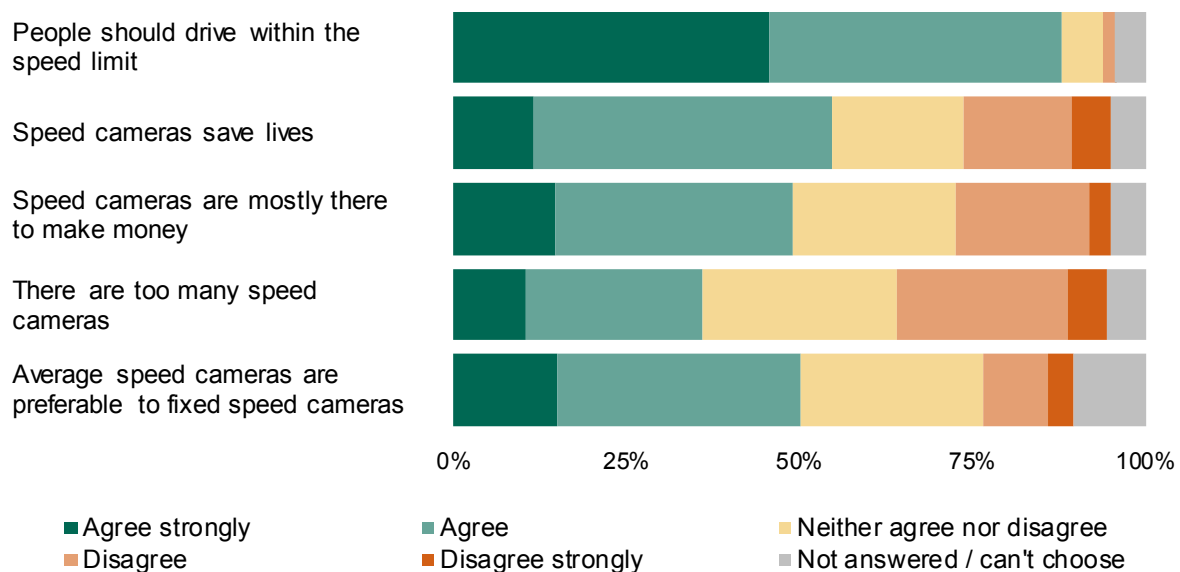




Road safety and speed cameras

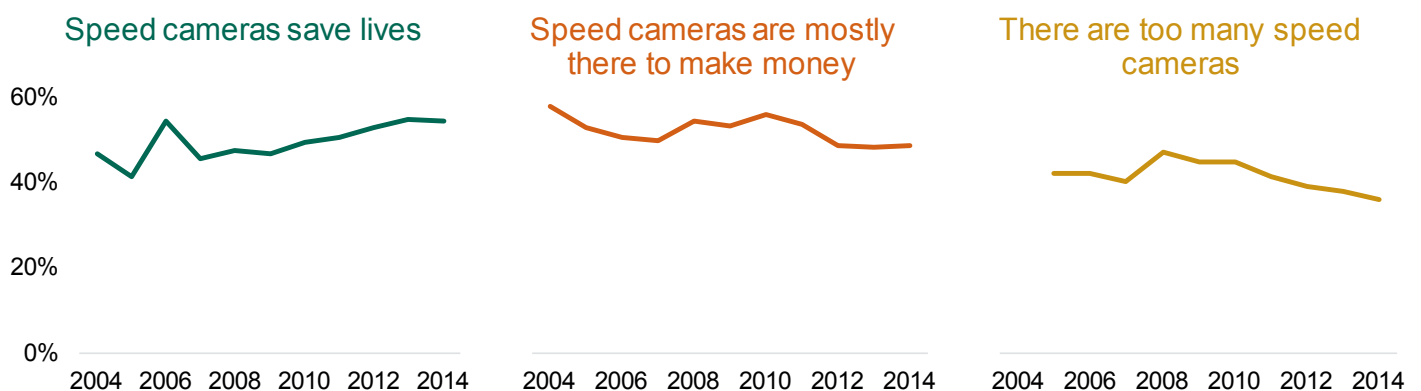
Overall, 88% of people agree that people should drive within the speed limit, and a majority (55%) agree that speed cameras save lives. However, about half (49%) agree that speed cameras are mostly there to make money and over a third (36%) think that there are too many of them. Half of respondents also agree that average speed cameras are preferable to fixed speed cameras, although a higher proportion of respondents (8%) can't choose an answer to this question compared with the other questions (with responses around 2%), which might reflect less knowledge about the way speed cameras work.

Chart 38: Attitudes towards speeding and speed cameras [\[ATT0353 - ATT0357\]](#)



While agreement with the general statement that people should drive within the speed limit has remained broadly stable over the last decade (around 90%), opinions on speed cameras have changed. The proportion of people who think that speed cameras save lives has increased, while the proportion of people who think that speed cameras are mostly there to make money, or that there are too many of them, has decreased (although changes from 2013 are not significant).

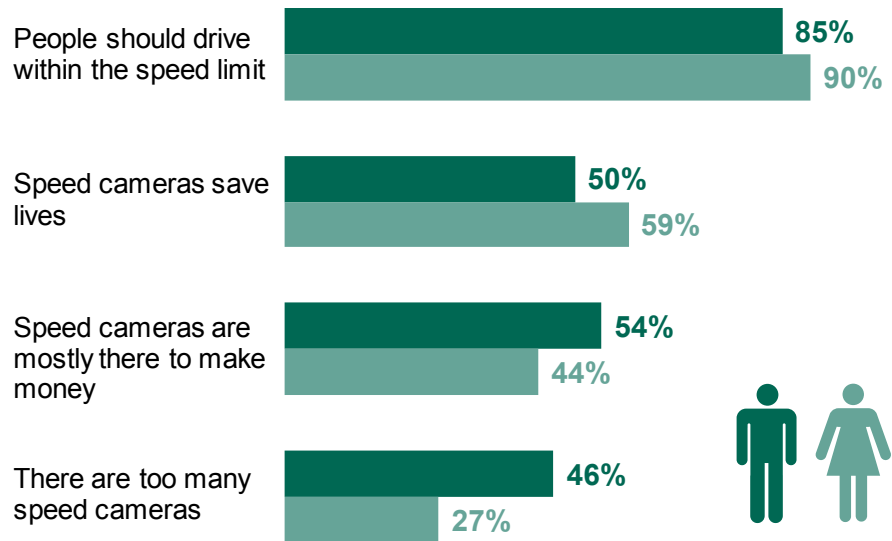
Chart 39: Proportion who agree with statements on speed cameras, 2004 to 2014 [\[ATT0354 - ATT0356\]](#)





While women are significantly more likely to think that speed cameras save lives, men are significantly more likely to believe that there are too many speed cameras or that they are mostly there to make money. Preference of average over fixed speed cameras is more similar by gender, although women are significantly more likely not to answer or have a neutral opinion.

Chart 40: Proportion who agree with statements on speeding and speed cameras by gender

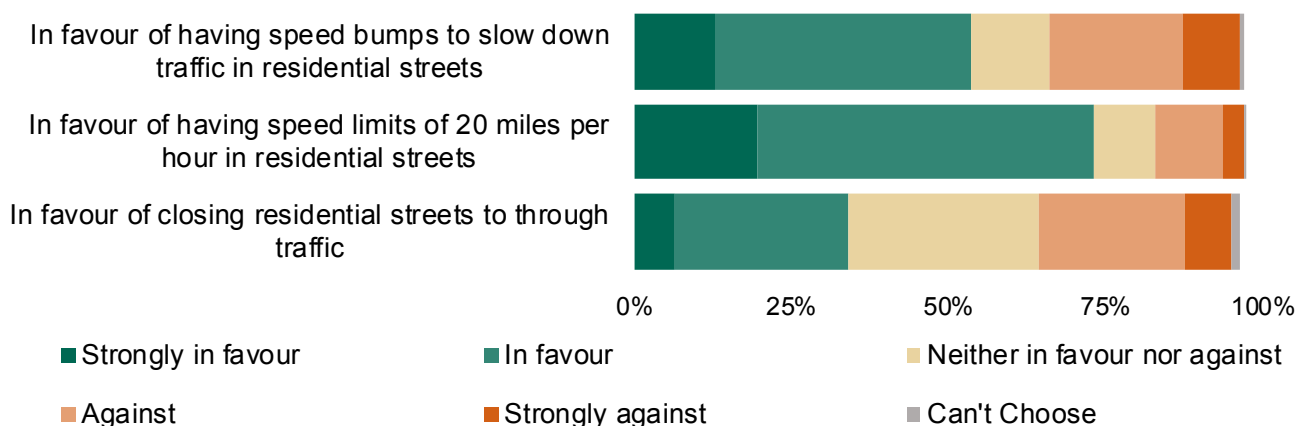


Residential streets

Respondents' attitudes to closing residential streets to through traffic have varied over time. In 2004, nearly half the respondents were in favour of closing residential streets to through traffic. In 2014, 34% of respondents were in favour of closing residential streets to through traffic. This was not significantly different to the 2013 figure (32% in favour).

In 2014, 73% were in favour of having 20 miles per hour speed limits in residential streets, this figure is significantly different to the 68% in favour in 2013. Attitudes towards speed bumps to slow down traffic in residential areas have peaked in 2014, with 54% of respondents in favour. This was significantly different to the 2013 figures of 45%. The number of respondents opposed to speed bumps in residential streets has also declined from 34% in 2013 to 30% in 2014.

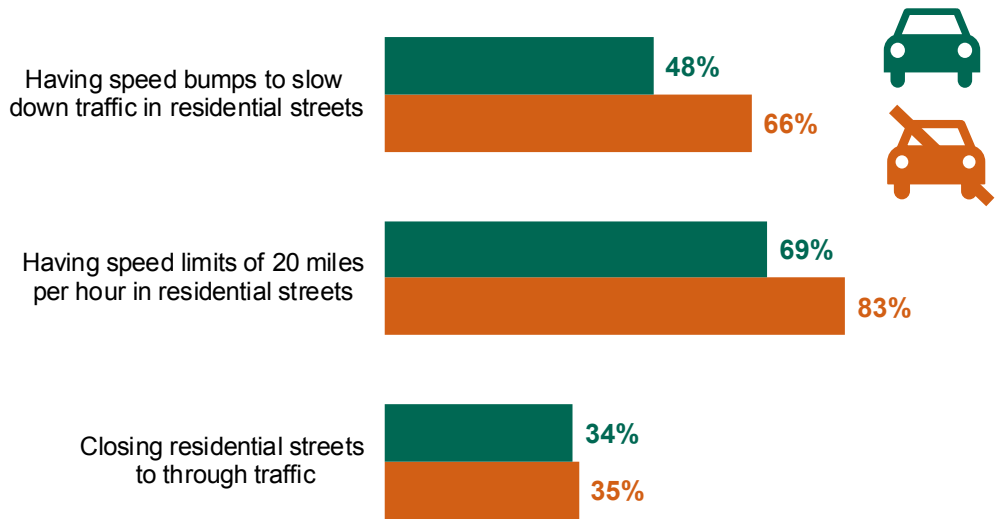
Chart 41: Attitudes towards traffic calming measures on residential streets [\[ATT0358 - ATT0360\]](#)





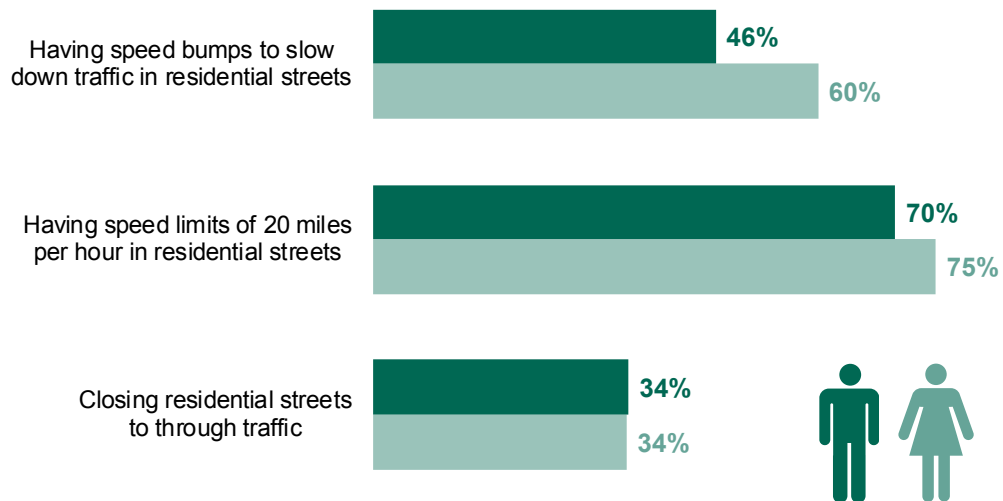
Attitudes towards traffic calming measures in residential streets vary between drivers and non drivers; around 83% of non drivers were more favourable towards having 20mph speed limits in residential streets compared to 69% of drivers. By contrast, a greater number of drivers were against the use of speed bumps in residential areas (36% of drivers compared to 17% of non drivers).

Chart 42: The proportion who agree or strongly agree varies between drivers and non-drivers



The proportion of females in favour of having speed bumps in residential areas was significantly higher than among males (60% and 46% respectively).

Chart 43: The proportion who agree or strongly agree varies between gender



Men were more likely to be against having speed limits of 20mph in residential streets compared to woman (18% and 11% respectively) whilst woman were more in favour (75%) compared to men (70%).

There are some differences in opinions about residential streets by age group. The 65 and over age group were more likely to be in favour of closing residential streets to through traffic whilst also being more likely to be against having speed bumps to slow down traffic in residential streets. In contrast, the younger age group were more likely to be in favour of having speed bumps in residential areas (66%) compared to any other age group.



The British Social Attitudes Survey

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.

The British Social Attitudes survey is managed and conducted by NatCen Social Research and contains questions sponsored by a number of organisations including Government Departments. This document contains results for the questions sponsored by the Department for Transport. The NatCen British Social Attitudes Survey report can be found on their [website](#).

This report was prepared by Delphine Robineau and Davita Patel, statisticians in the Department for Transport. Please email attitudes.stats@dft.gsi.gov.uk with technical enquiries about this report.

Detailed statistical tables

Detailed analysis of long term trends may be found in Trends in Attitudes to Transport, 1990 to 2009. Excel tables ATT0301 - ATT0360 containing the results discussed in this report can be found on the DfT website at <https://www.gov.uk/government/publications/british-social-attitudes-survey-2013-attitudes-towards-transport>

Methodology

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 2014, 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.

Fieldwork was carried out between July and September 2014, with a small number of interviews taking place in October and November.

Further information

The achieved sample size for the 2014 face-to-face interviews was 2,878 respondents. This equates to a response rate of 47%. Of the 2,878 face to face survey respondents, 792 completed self-completion module A, 796 completed self-completion module B and 788 completed self-completion module C.

All results presented here are weighted and any differences in results between 2013 and 2014 are statistically significant at the five per cent level of confidence using an estimated design factor (DEFT) of 1.2.