



**Prepared by Lake Market
Research**

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standards and other relevant forms
of conduct*

Foreword



Nicholas Lyes

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In the past decade, progress on reducing fatalities on our roads has stalled. This is despite increasingly safer and connected vehicles with new technology designed to assist drivers.

This year's report focuses on a number of key areas, namely concerns among the driving public relating to cost, safety and others' driving. In addition to this, we delve into personal behaviours and habits to understand how drivers are conducting themselves on the roads and what may be causing them to make unnecessary and sometimes dangerous manoeuvres.

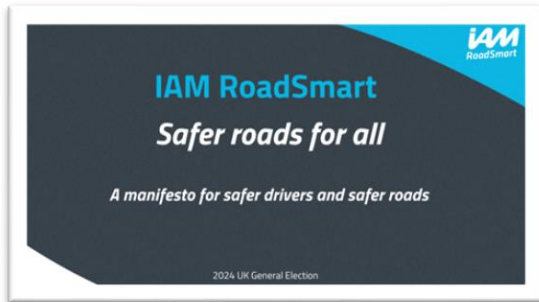
Given high inflation rates over the last two years, the research finds worrying trends among drivers when it comes to vehicle checks and how congestion is pushing many drivers to switch to some of our statistically less-safe roads.

With the campaign for graduated driver licensing (GDL) gathering pace, we took the opportunity to ask how drivers of all ages might respond to some of the policies that might be implemented under a GDL scheme. Even among younger drivers, there is a reasonable level of support for many interventions.

Notably, enforcement is also a key issue for drivers and the research shows surprising levels of support for giving police forces additional powers to issue on-the-spot licence suspensions for illegal phone use. Many also favour education and courses as an effective way to reduce law-breaking and reoffending.

I'd like to thank Lake Market Research, respondents and colleagues at IAM RoadSmart for all their hard work and dedication in getting this report ready and I hope the research is helpful for governments, academics and all those with an interest in making our roads safer.

A handwritten signature in black ink, appearing to read 'Nicholas Lyes', written in a cursive style.



IAM RoadSmart is the UK's largest independent road safety charity. Formed in 1956, we've spent more than 60 years making our roads safer by improving driver and rider skills through coaching and education.

Our qualified experts, our network of over 70,000 members and 164 local groups are our lifeblood. They champion our cause and help drive our vision – to be the best, most recognised provider of coaching and advice for all post-licence drivers and riders, and to help make our roads safer for all. In addition to this, we are one of the UK's largest providers of drink-drive rehabilitation courses. In 2024, we introduced a new Young Driver Skills Day as part of our Skills Days programme which operates in the summer.

We engage with government, campaigning nationally and locally for a safer road network that actively reduces harm. We published our 2024 Manifesto to coincide with the UK general election and work closely with stakeholders and our members to campaign for change.

Website: www.IAMRoadSmart.com

Media: media.IAMRoadSmart.com

Facebook:

www.facebook.com/IAMRoadSmart

X (formerly Twitter): @IAMRoadSmart

Instagram: @IAM_RoadSmart



Research Objectives

- A quantitative, large-scale survey of UK motorists' safety attitudes and behaviour. The first survey on these topics was initially carried out in 2015 and is repeated annually.
- This year, the questionnaire was restructured and edited to meet current requirements and explore new trends. As a result, this report includes results from the annual survey conducted in August 2024 and does not include comparison data from previous years.
- The report includes any statistically valid differences by gender, age, region and number of miles driven per year. All statistically valid differences have been highlighted using shading.
- The topics covered in this year's UK motorists' driving safety attitudes and behaviour survey are as follows:
 - Driver concerns on a variety of motoring and road safety issues
 - Frequency of behaviours/issues while driving in the last 12 months (personal behaviours and those of others)
 - Cost of living impact on driving habits
 - Congested roads/traffic jams' impact on driving habits
 - Electric vehicle switching considerations
 - Frequency of using driver assistance aids
 - Attitudes to safety when driving
 - Consequences of specific driving offences
 - Support for potential new regulations and laws governing driver behaviour and licence renewal
 - Support for government plans and road maintenance initiatives
 - Transport sectors that require greater funding

Methodology

1. An online questionnaire was completed by motorists from the CINT access panel of UK residents.
2. 2,008 usable interviews were completed.
3. As in previous years the final achieved sample was weighted by region and age group to be representative of UK motorists (excluding N. Ireland) using data from the Department for Transport National Travel Survey.
4. The unweighted sample profile is very similar to previous years and is shown below:

Male	50%
Female	50%
Aged 17-24	5%
Aged 25-34	14%
Aged 35-39	16%
Aged 40-49	17%
Aged 50-59	17%
Aged 60-69	15%
Aged 70-80	14%
Aged 80+	2%

North East	5%
North West	12%
Yorkshire & Humber	8%
East Midlands	7%
West Midlands	9%
East of England	10%
London	12%
South East	14%
South West	9%
Wales	5%
Scotland / Northern Ireland	9%

- Following each chart, summarised data tables show an analysis of the data by demographics and key classification questions.
- These population groups' distributions are colour coded to indicate which are statistically above or below those from the total sample at the 95% confidence level.

Executive Summary

- **Concerns:** Road conditions and cost are the biggest areas of motoring-related concern compared to 12 months ago - potholes on the local road network and the cost of motor insurance premiums ranked highest, followed by the cost of refuelling or charging a vehicle and the prevalence of roadworks/closures.
- **Others' driving:** Of the 11 behaviours/issues tested, the most frequent issues experienced relate to others' using handheld mobiles, journey delay (from roadworks/closures, drivers failing to indicate) and tailgating (on a 30mph road, on a motorway/dual carriageway).
- **Self-reporting:** Of the 21 behaviours tested, the most frequent behaviours are driving above the set speed limits – over 70mph on a motorway, between 20-30pm in a 20mph area, between 30-40mph in a 30mph area. One in five (20%) have sounded their horn to express anger at another road user's behaviour on most/some journeys in the last 12 months.
- **Cost of living:** The most common action taken as a result of the rising cost of living is walking or cycling a short journey instead of using a vehicle, to save money (60%). Just under a third (32%) have stopped getting interim services on their vehicle and had an annual survey only.
- **Evasive action:** The most common actions taken as a result of congested roads/traffic jams are diverting from a motorway to a rural road (51%), sounding horns to prompt driver(s) ahead to move more quickly (31%) and performing a u-turn in the middle of the road to find another route (27%).
- **Enforcement:** The most popular interventions to improve safety when driving is more roadside drink-driver testing (64%) and more roadside drug-driver testing (59%). 50% believe more full-time police officers physically enforcing traffic laws on roads would improve their feeling of safety and 46% believe they would feel safer if there were more cameras enforcing road traffic laws.

Executive Summary

- **Penalties for illegal driving:** Nearly three-quarters (72%) believe fines and points on licences should be used for failing to stop after a minor collision. Fines and points on licences are also considered more appropriate than driver training courses for ignoring red X on motorways, using a vehicle with defective lights/tyres/brakes or any vehicle part that is in a bad condition. Driver training courses are considered more appropriate for exceeding the speed limits on 20mph limit roads.
- **Government policies that could improve safety:**
 - Support is very high for the initiatives tested concerning drink-driving/alcohol limits, approved standards for e-scooters, reinstating hard shoulders on smart motorways, assessment/training for e-scooter riders/workers in the gig economy, use of cameras to detect/enforce and giving police additional powers. Support for the proposed education courses and retesting is comparably lower.
 - Of the initiatives proposed for drivers aged 70 or over, support for compulsory annual eye testing for over 70s, doctors being compelled to report a medical condition if it impacts an individual's ability to drive, and a compulsory licence retest for drivers aged 85 and over are highest.
 - Prioritising existing road maintenance is seen as a bigger priority than building new roads.
 - Support for targeted grants to incentivise the purchase of new EVs is high.
 - Views on the 2030 ban on the sale of new internal combustion engines is split evenly among support and opposition.

Motoring concerns



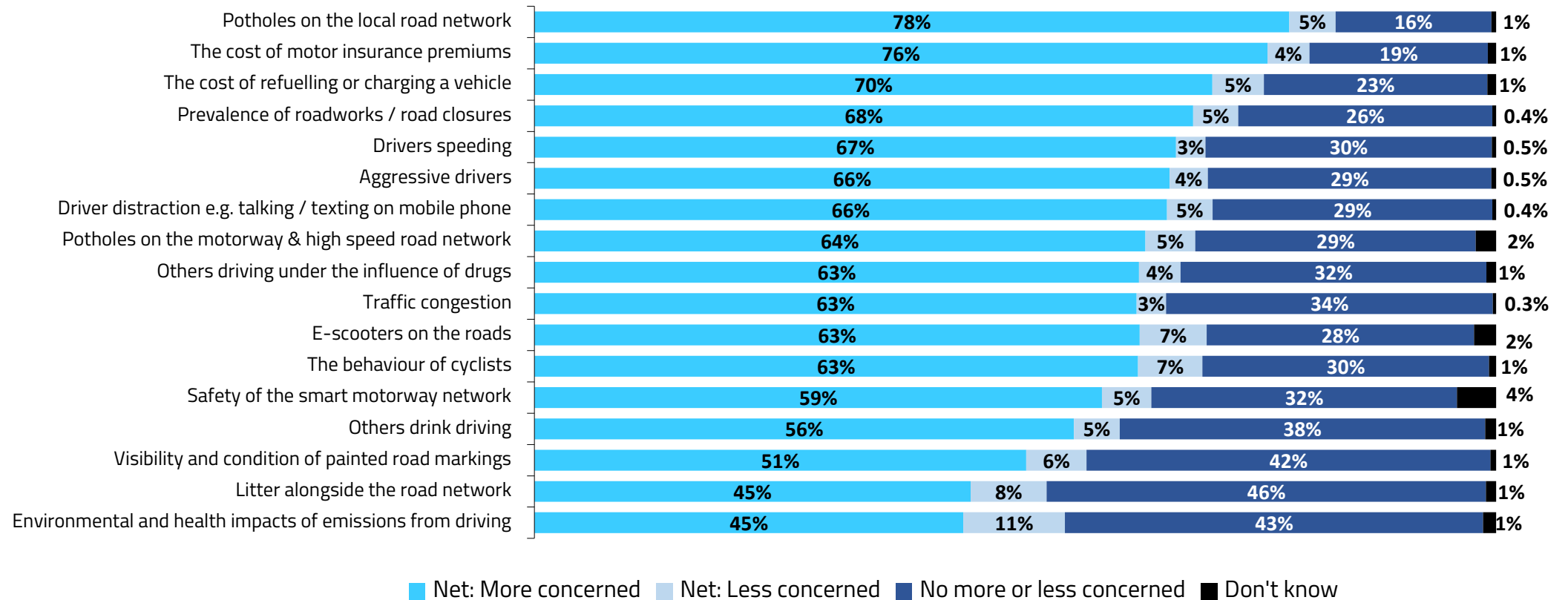
Drivers are far more concerned about potholes than they were 12 months ago. This showed the biggest increase in concern among motorists.

The cost of motor insurance premiums registered the second biggest increase in concern, reflecting high average premium rates.

The driving behaviour of others continues to be a big concern.

Prevalence of concerns on roads compared to 12 months ago

A1. How concerned are you by the following motoring-related issues compared to 12 months ago?



- The majority of issues are rated as more of a concern compared to 12 months ago.
- Road conditions and cost are areas where concern has grown the most, followed by the cost of refuelling or charging a vehicle and the prevalence of roadworks/road closures.
- Of the driver behaviours tested, speeding, aggression and driver distraction rank highest in terms of concern.

Top 10 concerns on roads compared to 12 months ago – demographic & mileage



A1. How concerned are you by the following motoring-related issues compared to 12 months ago?

Percentages show the proportion stating that the issue is more of a concern than 12 months ago.

Colour coding shows statistically significant differences at the 95% level between population groups with **darker blue** colouring showing groups containing significantly **more** respondents considering the issue more of a concern, and **lighter blue** showing significantly **fewer** respondents considering the issue more of a concern.

% more concerned	Gender			Age group				Mileage		
	Total	Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Potholes on the local road network	78%	77%	80%	69%	74%	82%	91%	79%	77%	81%
The cost of motor insurance premiums	76%	75%	78%	67%	76%	79%	81%	76%	76%	77%
The cost of refuelling or charging a vehicle	70%	69%	73%	71%	73%	69%	67%	70%	70%	74%
Prevalence of roadworks/road closures	68%	68%	69%	64%	69%	69%	73%	67%	69%	73%
Drivers speeding	67%	65%	69%	69%	69%	63%	68%	67%	65%	69%
Aggressive drivers	66%	63%	69%	70%	68%	66%	59%	64%	68%	67%
Driver distraction e.g. talking/texting on mobile phone	66%	64%	68%	69%	71%	61%	62%	64%	67%	68%
Potholes on the motorway and high-speed road network	64%	62%	65%	65%	66%	63%	59%	62%	63%	72%
Others driving under the influence of drugs	63%	62%	63%	65%	64%	61%	61%	62%	64%	64%
Traffic congestion	63%	63%	62%	72%	69%	57%	52%	58%	67%	71%

- A higher proportion of motorists aged 50 and over are more concerned with potholes on the local road network compared to 12 months ago.
- Traffic congestion is more of a concern to motorists aged 17-49 and motorists who drive at least 5,000 miles a year.
- A higher proportion of female motorists are more concerned with the cost of refuelling/charging, drivers speeding and aggressive drivers.

 Statistically higher than average
 Statistically lower than average

Other concerns on roads compared to 12 months ago – demographic & mileage



A1. How concerned are you by the following motoring-related issues compared to 12 months ago?

Percentages show the proportion stating that the issue is more of a concern than 12 months ago.

Colour coding shows statistically significant differences at the 95% level between population groups with **darker blue** colouring showing groups containing significantly **more** respondents considering the issue more of a concern, and **lighter blue** showing significantly **fewer** respondents considering the issue more of a concern.

% more concerned	Gender			Age group				Mileage		
	Total	Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
Number of responses	2,008	1,005	1,001	372	661	650	325	986	816	206
E-scooters on the roads	63%	64%	62%	60%	61%	64%	68%	64%	62%	62%
The behaviour of cyclists	63%	63%	62%	57%	63%	62%	69%	62%	63%	64%
Safety of the smart motorway network	59%	57%	61%	57%	60%	58%	61%	57%	61%	63%
Visibility and condition of painted road markings	51%	53%	50%	61%	53%	46%	45%	50%	51%	54%
Litter alongside the road network	45%	46%	44%	48%	48%	42%	43%	44%	46%	48%
Environmental and health impacts of emissions from driving	45%	43%	46%	59%	53%	35%	32%	42%	46%	52%

- In the second tier of concerns, a higher proportion of motorists aged 17-49 and high-mileage motorists are more concerned about the environmental and health impacts of emissions from driving.
- A higher proportion of motorists aged 70 and over are more concerned about e-scooters on the roads and the behaviour of cyclists.

 Statistically higher than average
 Statistically lower than average

Top 10 concerns on roads compared to 12 months ago – regional

A1. How concerned are you by the following motoring-related issues compared to 12 months ago?

Percentages show the proportion stating that the issue is more of a concern than 12 months ago.

Colour coding shows statistically significant differences at the 95% level between population groups with **darker blue** colouring showing groups containing significantly **more** respondents considering the issue more of a concern, and **lighter blue** showing significantly **fewer** respondents considering the issue more of a concern.

% more concerned	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland /NI
Number of responses	2,008	95	241	161	141	185	202	240	281	181	100	181
Potholes on the local road network	78%	70%	75%	79%	81%	81%	80%	72%	82%	79%	84%	82%
The cost of motor insurance premiums	76%	72%	76%	77%	77%	80%	77%	72%	75%	79%	74%	82%
The cost of refuelling or charging a vehicle	70%	72%	70%	73%	64%	72%	68%	70%	67%	72%	78%	75%
Prevalence of roadworks/road closures	68%	67%	67%	71%	63%	73%	68%	68%	71%	69%	65%	68%
Drivers speeding	67%	62%	69%	66%	70%	73%	65%	73%	61%	62%	59%	71%
Aggressive drivers	66%	74%	66%	65%	61%	70%	65%	69%	59%	67%	71%	68%
Driver distraction e.g. talking/texting on mobile phone	66%	70%	65%	62%	70%	73%	59%	67%	60%	64%	73%	69%
Potholes on the motorway and high-speed road network	64%	57%	59%	58%	59%	69%	70%	67%	61%	62%	68%	68%
Others driving under the influence of drugs	63%	68%	63%	64%	59%	71%	54%	65%	55%	64%	65%	70%
Traffic congestion	63%	63%	62%	63%	53%	70%	61%	76%	61%	57%	55%	60%

- Few significant differences observed in the North of England.
- A higher proportion of motorists living in London are more concerned about drivers speeding and traffic congestion.
- A higher proportion of motorists living in the West Midlands are more concerned about driver distraction, others driving under the influence of drugs and traffic congestion.

- Statistically higher than average
- Statistically lower than average

Other concerns on roads compared to 12 months ago – regional



A1. How concerned are you by the following motoring-related issues compared to 12 months ago?

Percentages show the proportion stating that the issue is more of a concern than 12 months ago.

Colour coding shows statistically significant differences at the 95% level between population groups with **darker blue** colouring showing groups containing significantly **more** respondents considering the issue more of a concern, and **lighter blue** showing significantly **fewer** respondents considering the issue more of a concern.

% more concerned	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
Number of responses	2,008	95	241	161	141	185	202	240	281	181	100	181
E-scooters on the roads	63%	61%	62%	64%	64%	67%	62%	67%	64%	63%	59%	55%
The behaviour of cyclists	63%	57%	63%	63%	60%	65%	61%	68%	63%	63%	59%	61%
Safety of the smart motorway network	59%	55%	63%	57%	58%	67%	53%	64%	59%	59%	55%	53%
Visibility and condition of painted road markings	51%	43%	52%	43%	47%	58%	52%	61%	45%	49%	44%	59%
Litter alongside the road network	45%	43%	49%	38%	43%	51%	50%	52%	39%	41%	47%	45%
Environmental and health impacts of emissions from driving	45%	48%	44%	42%	39%	49%	43%	61%	36%	45%	36%	43%

- A higher proportion of motorists living in London are more concerned about the visibility and condition of painted road markings, litter alongside the road network and the environmental and health impacts of emissions from driving.
- A higher proportion of motorists living in the West Midlands are more concerned about the safety of the road network and the visibility and condition of painted road markings.

 Statistically higher than average
 Statistically lower than average

Driving behaviours & personal experiences



Most frequent experience among respondents is witnessing someone using a handheld mobile phone while driving.

More than half have had to walk into the road to get around a vehicle that is blocking the pavement.

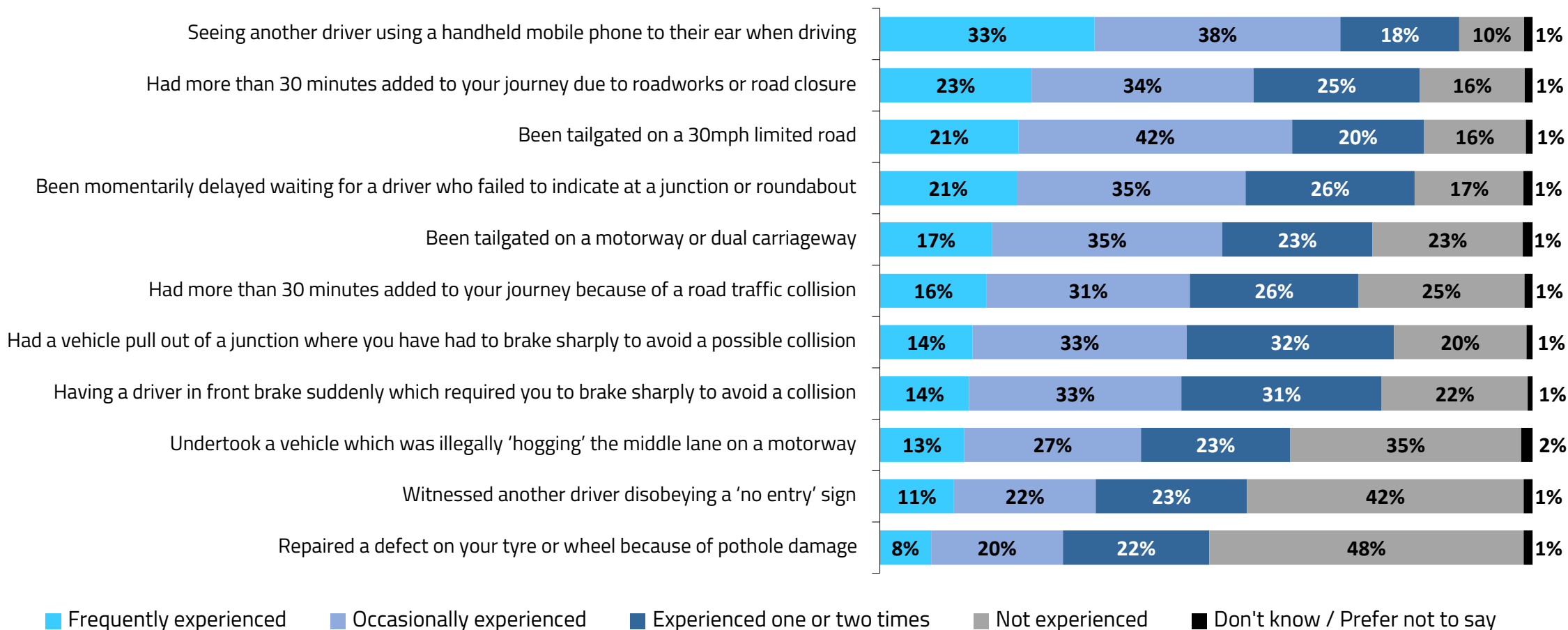
Disobeying speed limits is the most prevalent personal behaviour.

Almost a quarter of 17–34-year-olds admit to making video calls when driving.

18% of younger drivers admit to driving after taking cannabis.

Frequency of behaviours / issues while driving last 12 months

A2. Please state whether and how frequently you have seen or experienced the following while driving during the last 12 months?



- The most frequent issues experienced concern others using handheld mobiles, journey delay (from roadworks/closures, drivers failing to indicate) and tailgating (on a 30mph road, on a motorway/dual carriageway).
- 28% have frequently/occasionally experienced a defect to their tyre/wheel because of pothole damage.

Frequency of behaviours/issues while driving last 12 months – demographic & mileage

A2. Please state whether and how frequently you have seen or experienced the following while driving during the last 12 months?

Percentages show the proportion stating frequently/occasionally experienced while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

% frequently / occasionally	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Seeing another driver using a handheld mobile phone to their ear when driving	71%	72%	69%	71%	72%	72%	66%	68%	72%	77%
Had more than 30 minutes added to your journey due to roadworks or road closure	57%	57%	57%	63%	61%	57%	44%	51%	62%	66%
Been tailgated on a 30mph limited road	52%	56%	49%	51%	56%	53%	46%	47%	56%	63%
Been momentarily delayed waiting for a driver who failed to indicate at a junction or roundabout	56%	57%	55%	58%	59%	57%	46%	55%	56%	63%
Been tailgated on a motorway or dual carriageway	52%	56%	49%	51%	56%	53%	46%	47%	56%	63%
Had more than 30 minutes added to your journey because of a road traffic collision	47%	50%	45%	58%	54%	44%	30%	41%	53%	60%
Had a vehicle pull out of a junction where you have had to brake sharply to avoid a possible collision	47%	50%	44%	51%	54%	45%	33%	42%	50%	59%
Having a driver in front brake suddenly which required you to brake sharply to avoid a collision	46%	49%	44%	58%	53%	41%	31%	41%	49%	57%
Undertook a vehicle which was illegally 'hogging' the middle lane on a motorway	40%	45%	35%	45%	48%	37%	25%	34%	44%	52%
Witnessed another driver disobeying a 'no entry' sign	33%	39%	27%	46%	42%	26%	17%	29%	35%	42%
Repaired a defect on your tyre or wheel because of pothole damage	28%	32%	24%	43%	37%	20%	10%	21%	32%	45%

- A higher proportion of motorists aged 35-49, male motorists and motorists who drive 5,000 miles or more per year claim they have frequently/occasionally experienced the majority of issues posed.
- In addition, a higher proportion of motorists aged 17-34 claim they have experienced delays due to road closures/roadworks

■ Statistically higher than average

■ Statistically lower than average



Frequency of behaviours/issues while driving last 12 months – regional

A2. Please state whether and how frequently you have seen or experienced the following while driving during the last 12 months?

Percentages show the proportion stating frequently/occasionally experienced while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

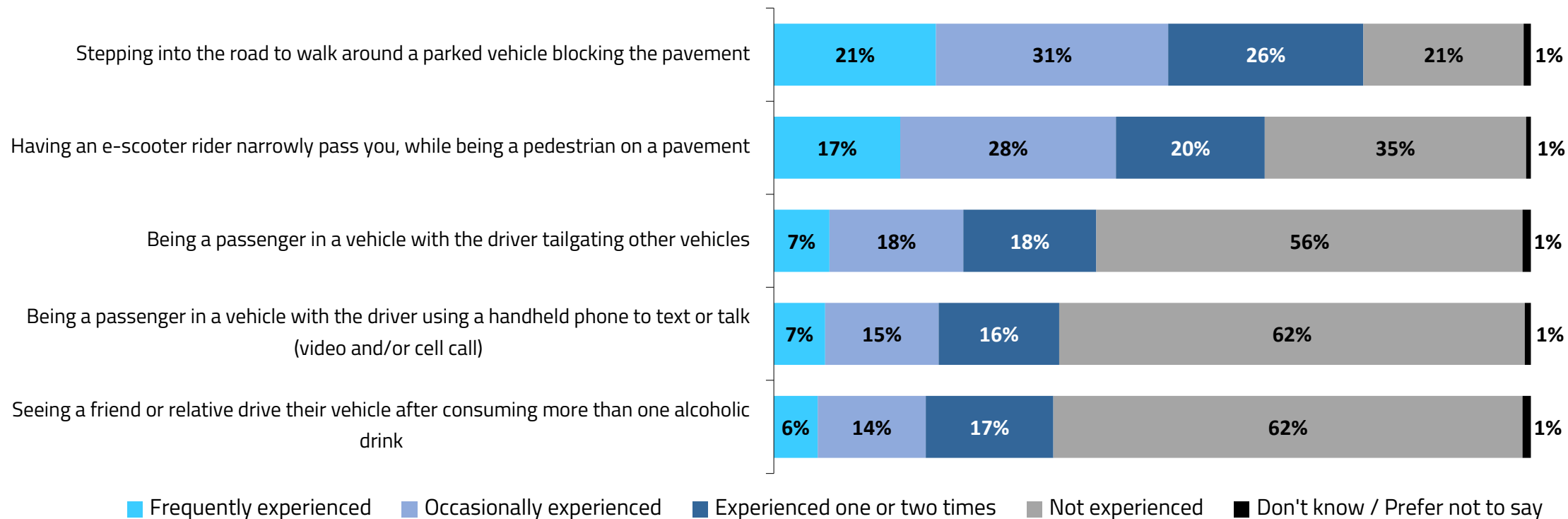
% frequently / occasionally	Region											
	Total	North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
Number of responses	2,008	95	241	161	141	185	202	240	281	181	100	181
Seeing another driver using a handheld mobile phone to their ear when driving	71%	69%	74%	68%	72%	74%	74%	68%	66%	67%	76%	71%
Had more than 30 minutes added to journey due to roadworks or road closure	57%	49%	65%	53%	46%	67%	58%	61%	62%	49%	52%	54%
Been tailgated on a 30mph limited road	52%	60%	56%	55%	55%	51%	57%	46%	50%	50%	52%	52%
Been momentarily delayed waiting for a driver who failed to indicate at a junction or roundabout	56%	53%	57%	56%	55%	62%	60%	54%	51%	56%	61%	54%
Been tailgated on a motorway or dual carriageway	52%	60%	56%	55%	55%	51%	57%	46%	50%	50%	52%	52%
Had more than 30 minutes added to journey because of road traffic collision	47%	48%	55%	43%	35%	49%	51%	56%	47%	44%	41%	42%
Had a vehicle pull out of a junction where you have had to brake sharply to avoid a possible collision	47%	46%	52%	48%	39%	46%	58%	50%	42%	39%	46%	46%
Having a driver in front brake suddenly which required you to brake sharply to avoid a collision	46%	47%	51%	49%	45%	48%	48%	51%	41%	36%	41%	49%
Undertook a vehicle which was illegally 'hogging' the middle lane on motorway	40%	35%	43%	40%	37%	45%	46%	42%	36%	30%	48%	37%
Witnessed another driver disobeying a 'no entry' sign	33%	32%	34%	30%	27%	37%	26%	50%	26%	28%	29%	38%
Repaired a defect on your tyre or wheel because of pothole damage	28%	22%	27%	31%	24%	27%	28%	42%	24%	21%	19%	34%

- A higher proportion of motorists living in the North West claim they have experienced delays frequently / occasionally.
- A higher proportion of motorists living in London claim they have experienced delays due to traffic collisions. They are also more likely to have seen others disobeying no entry signs and repaired a tyre / wheel defect as a result of potholes.

 Statistically higher than average
 Statistically lower than average

Frequency of other behaviours in last 12 months

A3. More generally, what other behaviours have you experienced over the last 12 months?



- Just under half (45%) have frequently/occasionally experienced an e-scooter rider narrowly pass them while being a pedestrian on a pavement.
- A quarter (25%) have frequently/occasionally experienced being a passenger in a vehicle with the driver tailgating other vehicles.

Frequency of other behaviours in last 12 months – demographic & mileage

A3. More generally, what other behaviours have you experienced over the last 12 months?

Percentages show the proportion stating frequently/occasionally experienced while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

% frequently / occasionally	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Stepping into the road to walk around a parked vehicle blocking the pavement	52%	52%	52%	52%	53%	54%	48%	51%	54%	52%
Having an e-scooter rider narrowly pass you, while being a pedestrian on a pavement	45%	51%	39%	54%	48%	43%	34%	43%	47%	48%
Being a passenger in a vehicle with the driver tailgating other vehicles	25%	26%	24%	37%	32%	19%	9%	20%	29%	34%
Being a passenger in a vehicle with the driver using a handheld phone to text or talk (video and/or cell call)	22%	25%	18%	41%	30%	11%	5%	15%	27%	33%
Seeing a friend or relative drive their vehicle after consuming more than one alcoholic drink	20%	24%	16%	34%	27%	12%	7%	15%	23%	32%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49 claim they experienced being a passenger in a vehicle with the driver tailgating others, being a passenger with the driver using a handheld and have seen a friend/relative drive their vehicle after consuming more than one alcoholic drink frequently/occasionally.
- The proportion of motorists aged 70 and over claiming they have experienced seeing a friend/relative drive their vehicle after consuming more than one alcoholic drink frequently/occasionally is particularly low compared to other age groups.

Frequency of other behaviours in last 12 months – regional

A3. More generally, what other behaviours have you experienced over the last 12 months?

Percentages show the proportion stating frequently/occasionally experienced while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

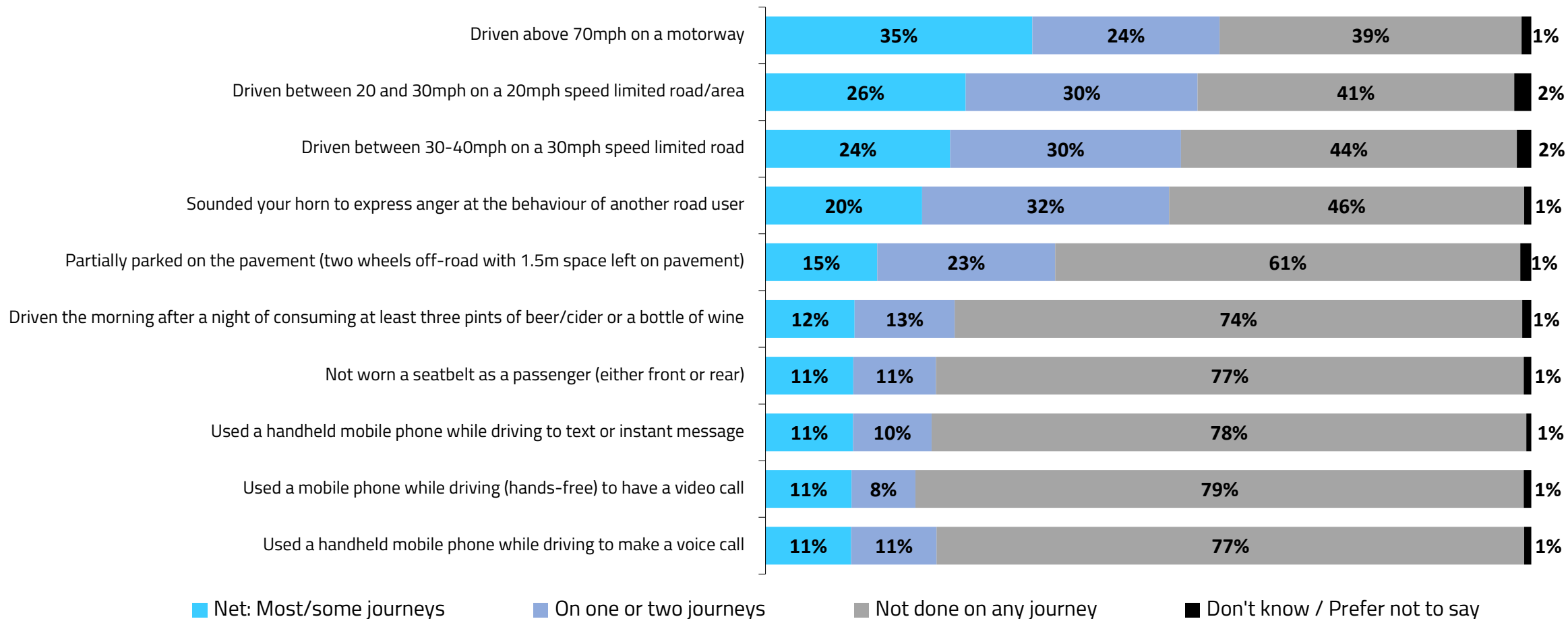
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Stepping into the road to walk around a parked vehicle blocking the pavement	52%	46%	56%	51%	54%	52%	52%	54%	50%	49%	56%	52%
Having an e-scooter rider narrowly pass you, while being a pedestrian on a pavement	45%	31%	44%	49%	48%	45%	51%	59%	45%	42%	40%	31%
Being a passenger in a vehicle with the driver tailgating other vehicles	25%	22%	26%	22%	21%	27%	31%	35%	19%	20%	20%	26%
Being a passenger in a vehicle with the driver using a handheld phone to text or talk (video and/or cell call)	22%	15%	20%	25%	16%	25%	21%	40%	17%	15%	17%	19%
Seeing a friend or relative drive their vehicle after consuming more than one alcoholic drink	20%	17%	21%	17%	17%	22%	21%	35%	14%	17%	17%	17%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists who live in London claim they have experienced an e-scooter rider narrowly passing them, being a passenger in a vehicle with the driver tailgating/using a handheld phone and seeing a friend/relative drive their vehicle after consuming more than one alcoholic drink frequently/occasionally.
- A higher proportion of motorists living in the East of England claim they have experienced being a passenger in a vehicle with the driver tailgating.

Frequency of personal behaviours in last 12 months – highest ranking

B1. In the last 12 months, how frequently, if at all have you done any of the following?



- The most frequent personal driving behaviours are driving above the set speed limits – over 70mph on a motorway, between 20-30mph on a 20mph area, between 30-40mph on a 30mph area.
- One in five (20%) have sounded their horn to express anger at another road user's behaviour on most/some journeys in the last 12 months.

Frequency of personal behaviours in last 12 months – demographic & mileage – highest ranking

B1. In the last 12 months, how frequently, if at all have you done any of the following?

Percentages show the proportion stating they have done this on most/some journeys while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

% most / some journeys	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Driven above 70mph on a motorway	35%	42%	28%	47%	41%	28%	22%	28%	38%	55%
Driven between 20 and 30mph on a 20mph speed limited road/area	26%	31%	22%	34%	31%	23%	15%	22%	29%	37%
Driven between 30-40mph on a 30mph speed limited road	24%	29%	20%	34%	29%	19%	13%	19%	27%	36%
Sounded your horn to express anger at the behaviour of another road user	20%	24%	17%	33%	26%	14%	8%	16%	23%	32%
Partially parked on the pavement (two wheels off-road with 1.5m space left on pavement)	15%	18%	12%	24%	18%	10%	7%	12%	16%	20%
Driven the morning after a night of consuming at least three pints of beer/cider or a bottle of wine	12%	16%	7%	25%	17%	5%	1%	8%	13%	22%
Not worn a seatbelt as a passenger (either front or rear)	11%	15%	8%	24%	17%	5%	1%	8%	13%	21%
Used a handheld mobile phone while driving to text or instant message	11%	15%	8%	24%	18%	3%	2%	9%	13%	21%
Used a mobile phone while driving (hands-free) to have a video call	11%	15%	8%	24%	18%	3%	1%	8%	13%	18%
Used a handheld mobile phone while driving to make a voice call	11%	15%	8%	24%	17%	3%	1%	8%	13%	20%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49, male motorists and motorists who drive over 10,000 miles a year claim they have frequently/occasionally conducted all behaviours posed.

Frequency of personal behaviours in last 12 months – regional – highest ranking

B1. In the last 12 months, how frequently, if at all have you done any of the following?

Percentages show the proportion stating they have done this on most/some journeys while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

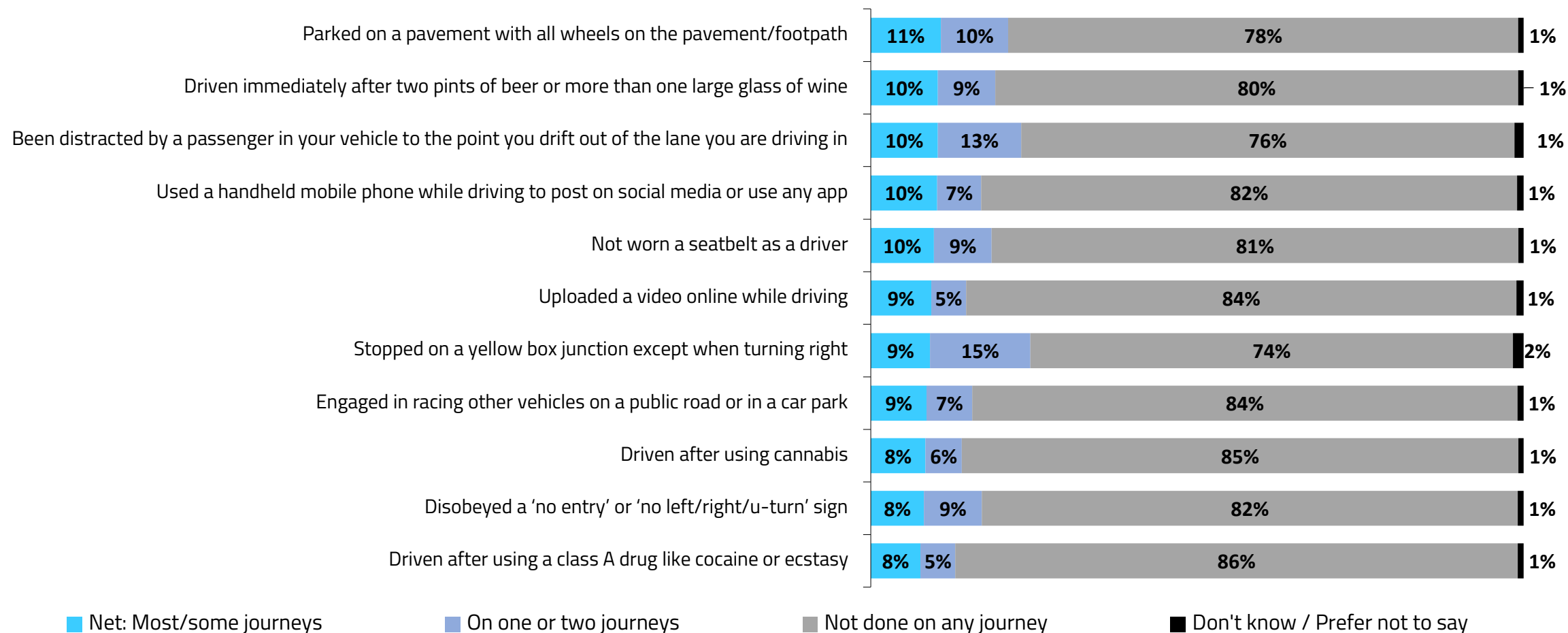
% most / some journeys	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Driven above 70mph on a motorway	35%	32%	35%	33%	25%	37%	38%	44%	33%	31%	39%	33%
Driven between 20 and 30mph on a 20mph speed limited road/area	26%	15%	26%	21%	18%	25%	27%	35%	25%	21%	49%	27%
Driven between 30-40mph on a 30mph speed limited road	24%	13%	25%	25%	19%	24%	22%	37%	20%	20%	30%	26%
Sounded your horn to express anger at the behaviour of another road user	20%	18%	22%	26%	13%	23%	22%	27%	18%	12%	24%	18%
Partially parked on the pavement (two wheels off-road with 1.5m space left on pavement)	15%	12%	20%	19%	13%	16%	12%	19%	11%	9%	16%	12%
Driven the morning after a night of consuming at least three pints of beer/cider or a bottle of wine	12%	9%	11%	11%	7%	11%	11%	24%	8%	9%	12%	12%
Not worn a seatbelt as a passenger (either front or rear)	11%	9%	11%	14%	4%	14%	9%	24%	8%	9%	12%	8%
Used a handheld mobile phone while driving to text or instant message	11%	5%	10%	12%	7%	15%	7%	27%	8%	7%	12%	9%
Used a mobile phone while driving (hands-free) to have a video call	11%	14%	9%	11%	7%	12%	9%	26%	8%	6%	11%	9%
Used a handheld mobile phone while driving to make a voice call	11%	8%	11%	11%	7%	13%	10%	24%	8%	7%	12%	9%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists who live in London claim they have frequently/occasionally conducted all behaviours posed.
- Drivers in Wales have the highest rate of motorists admitting to driving above 20mph speed limits.

Frequency of personal behaviours in last 12 months - other actions

B1. In the last 12 months, how frequently, if at all have you done any of the following?



- Broadly consistent proportions indicated they have engaged in poor and/or illegal driving behaviours.

Frequency of personal behaviours in last 12 months - other actions – demographic & mileage

B1. In the last 12 months, how frequently, if at all have you done any of the following?

Percentages show the proportion stating they have done this on most/some journeys while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

% most / some journeys	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Parked on a pavement with all wheels on the pavement/footpath	11%	14%	7%	23%	16%	4%	0%	7%	13%	18%
Driven immediately after two pints of beer or more than one large glass of wine	10%	14%	7%	23%	14%	3%	3%	8%	12%	18%
Been distracted by a passenger in your vehicle to the point you drift out of the lane you are driving in	10%	14%	7%	22%	14%	4%	1%	8%	11%	18%
Used a handheld mobile phone while driving to post on social media or use any app	10%	14%	6%	22%	16%	3%	1%	7%	11%	20%
Not worn a seatbelt as a driver	10%	14%	6%	18%	15%	4%	2%	6%	12%	19%
Uploaded a video online while driving	9%	13%	5%	20%	14%	3%	1%	6%	11%	16%
Stopped on a yellow box junction except when turning right	9%	13%	5%	19%	14%	3%	1%	7%	11%	14%
Engaged in racing other vehicles on a public road or in a car park	9%	12%	5%	19%	12%	3%	1%	6%	10%	15%
Driven after using cannabis	8%	12%	5%	18%	13%	3%	0%	6%	11%	13%
Disobeyed a 'no entry' or 'no left/right/u-turn' sign	8%	12%	4%	17%	13%	2%	1%	6%	9%	16%
Driven after using a class A drug like cocaine or ecstasy	8%	11%	4%	16%	12%	2%	0%	5%	8%	16%

Statistically higher than average

Statistically lower than average

- A higher proportion of motorists aged 17-49, male motorists and motorists who drive over 10,000 miles a year claim they have frequently/occasionally conducted all behaviours posed.
- A higher proportion of motorists who drive 5,000-10,000 miles a year claim they have not worn a seatbelt over the last 12 months.

Frequency of personal behaviours in last 12 months - other actions – regional

B1. In the last 12 months, how frequently, if at all have you done any of the following?

Percentages show the proportion stating they have done this on most/some journeys while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

% most / some journeys	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Parked on a pavement with all wheels on the pavement/footpath	11%	9%	12%	10%	4%	11%	8%	23%	8%	8%	12%	10%
Driven immediately after two pints of beer or more than one large glass of wine	10%	10%	9%	12%	6%	9%	11%	19%	8%	7%	12%	9%
Been distracted by a passenger in your vehicle to the point you drift out of the lane you are driving in	10%	6%	9%	11%	8%	11%	10%	21%	7%	7%	11%	10%
Used a handheld mobile phone while driving to post on social media or use any app	10%	9%	9%	11%	5%	10%	12%	22%	7%	7%	9%	8%
Not worn a seatbelt as a driver	10%	6%	10%	11%	2%	12%	9%	21%	4%	9%	13%	8%
Uploaded a video online while driving	9%	6%	7%	9%	5%	10%	9%	21%	7%	7%	7%	9%
Stopped on a yellow box junction except when turning right	9%	7%	9%	11%	4%	10%	7%	21%	6%	4%	12%	6%
Engaged in racing other vehicles on a public road or in a car park	9%	7%	5%	9%	4%	11%	6%	19%	6%	5%	11%	9%
Driven after using cannabis	8%	3%	7%	7%	6%	11%	9%	19%	6%	7%	8%	4%
Disobeyed a 'no entry' or 'no left/right/u-turn' sign	8%	5%	8%	10%	4%	11%	9%	16%	5%	4%	12%	6%
Driven after using a class A drug like cocaine or ecstasy	8%	6%	7%	7%	4%	8%	7%	17%	5%	5%	10%	5%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists who live in London claim they have frequently/occasionally conducted poor and/or illegal behaviours posed.

The impact of the cost of living and congestion on safety



Cost of driving has encouraged drivers to swap for more active travel options.

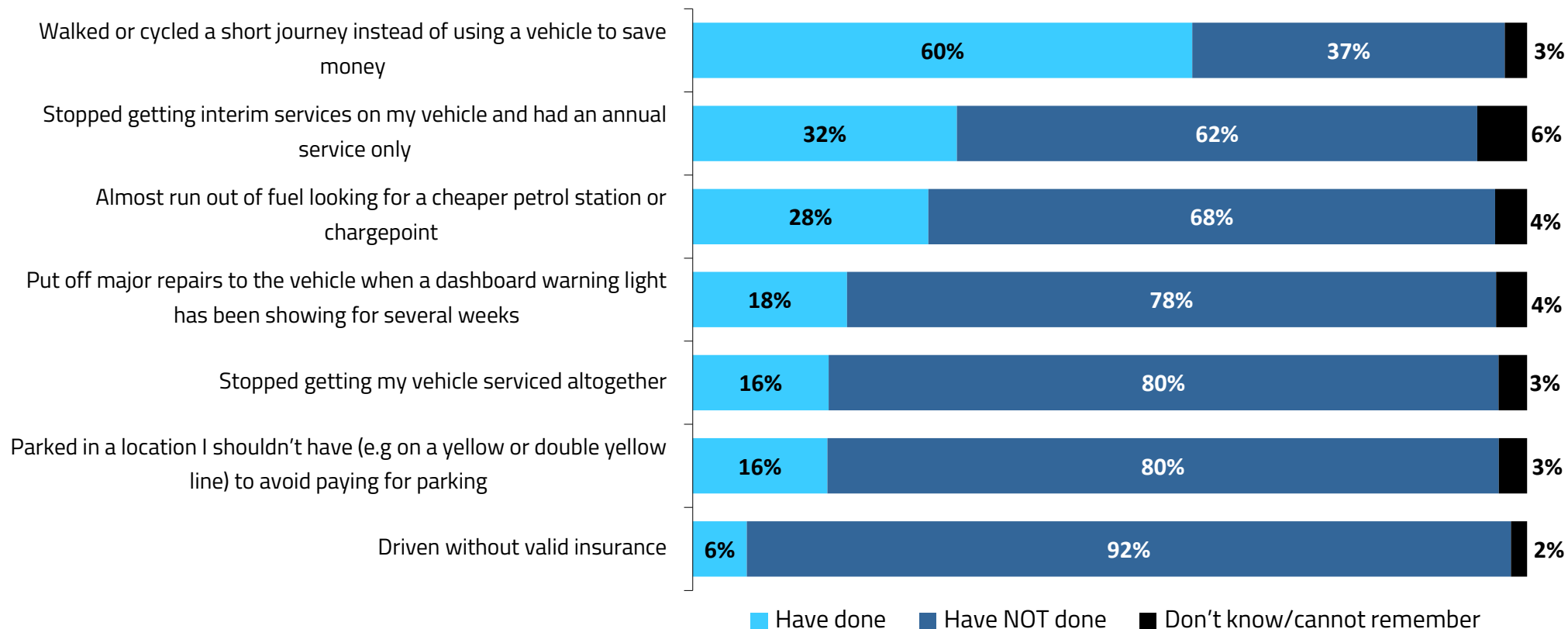
Younger and working-age drivers are disproportionately more likely to put off mechanical repairs and servicing.

In the last 12 months, half (51%) of drivers have diverted from a motorway to a less safe rural road because of congestion.

More than a quarter (27%) have done a U-turn in the middle of the road to go another way to avoid waiting in a traffic jam.

Cost of living impact on driving habits

B2. Has the rising cost of living explicitly made you do any of the following in the past 12 months?



- The most common action taken because of the rising cost of living is walking or cycling a short journey instead of using a vehicle, to save money (60%).
- Just under a third (32%) have stopped getting interim services on their vehicle and had an annual survey only.
- Just under one in five (18%) have put off major repairs to the vehicle when a dashboard warning has been showing for several weeks.

Cost of living impact on driving habits – demographic & mileage

B2. Has the rising cost of living explicitly made you do any of the following in the past 12 months?

Percentages show the proportion stating they have done this on while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

% have done	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Walked or cycled a short journey instead of using a vehicle to save money	60%	61%	59%	62%	63%	59%	54%	60%	59%	60%
Stopped getting interim services on my vehicle and had an annual service only	32%	32%	31%	35%	35%	28%	27%	31%	31%	37%
Almost run out of fuel looking for a cheaper petrol station or chargepoint	28%	31%	26%	52%	38%	17%	6%	23%	32%	38%
Put off major repairs to the vehicle when a dashboard warning light has been showing for several weeks	18%	20%	17%	34%	24%	12%	3%	15%	20%	31%
Stopped getting my vehicle serviced altogether	16%	18%	15%	23%	24%	11%	5%	15%	16%	24%
Parked in a location I shouldn't have (e.g. on a yellow or double yellow line) to avoid paying for parking	16%	19%	13%	28%	21%	10%	5%	12%	19%	24%
Driven without valid insurance	6%	9%	4%	14%	10%	2%	0%	4%	8%	11%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49, male motorists and motorists driving over 10,000 miles a year are more likely to take often dangerous actions because of the cost of living.

Cost of living impact on driving habits – regional

B2. Has the rising cost of living explicitly made you do any of the following in the past 12 months?

Percentages show the proportion stating they have done this on while colour coding shows population groups with a significantly higher (dark blue) or lower (light blue) frequency.

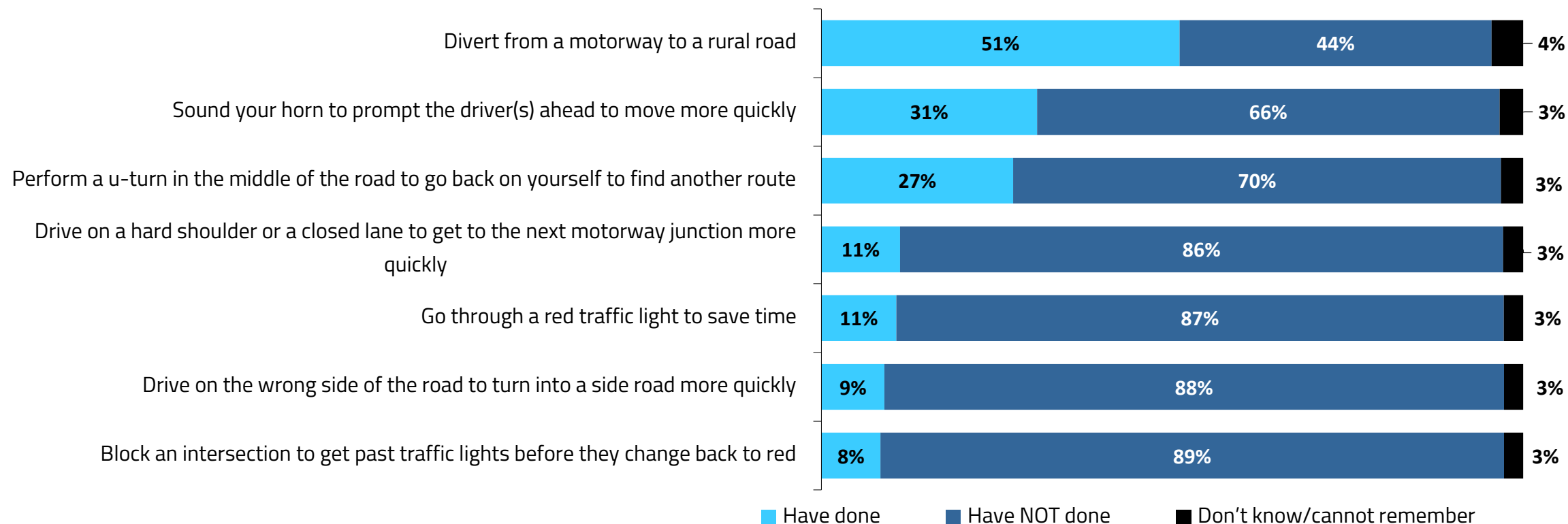
% have done	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Walked or cycled a short journey instead of using a vehicle to save money	60%	59%	61%	56%	54%	59%	61%	65%	60%	62%	63%	55%
Stopped getting interim services on my vehicle and had an annual service only	32%	33%	33%	29%	34%	33%	30%	28%	31%	33%	34%	34%
Almost run out of fuel looking for a cheaper petrol station or chargepoint	28%	30%	32%	26%	22%	32%	23%	40%	24%	26%	29%	25%
Put off major repairs to the vehicle when a dashboard warning light has been showing for several weeks	18%	16%	19%	23%	17%	19%	18%	27%	16%	16%	10%	17%
Stopped getting my vehicle serviced altogether	16%	13%	18%	19%	13%	16%	14%	23%	16%	14%	15%	13%
Parked in a location I shouldn't have (e.g. on a yellow or double yellow line) to avoid paying for parking	16%	17%	19%	15%	8%	16%	9%	28%	15%	15%	12%	15%
Driven without valid insurance	6%	8%	7%	9%	3%	9%	5%	14%	4%	3%	1%	5%

Statistically higher than average
 Statistically lower than average

- Higher proportions of motorists who live in London claim they have almost run out of fuel/charge looking for a cheaper petrol station/chargepoint and driven without insurance.
- Londoners are also more likely to put off major repairs when a warning light has been showing for several weeks, have stopped getting their vehicle serviced altogether, and parked in a location they shouldn't have to avoid paid parking.

Congested roads/traffic jams impact on driving habits

B3. In the last 12 months, have congested roads/traffic jams caused you to do any of the following?



- The most common actions taken to avoid congestion/traffic jams are: diverting from a motorway to a rural road (51%), sounding horns to prompt driver(s) ahead to move more quickly (31%). The third most common is performing a U-turn in the middle of the road to go back to find another route (27%).

Congested roads/traffic jams impact on driving habits – demographic & mileage

B3. In the last 12 months, have congested roads/traffic jams caused you to do any of the following?

Percentages show the proportion stating they have done this while colour coding shows those population groups with a significantly higher or lower proportion doing this.

% have done	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Divert from a motorway to a rural road	51%	55%	47%	55%	57%	48%	41%	44%	55%	66%
Sound your horn to prompt the driver(s) ahead to move more quickly	31%	37%	25%	47%	36%	23%	17%	24%	36%	41%
Perform a u-turn in the middle of the road to go back on yourself to find another route	27%	31%	24%	34%	30%	27%	17%	24%	29%	40%
Drive on a hard shoulder or a closed lane to get to the next motorway junction more quickly	11%	14%	9%	21%	17%	5%	2%	8%	13%	19%
Go through a red traffic light to save time	11%	13%	8%	19%	14%	6%	3%	8%	12%	18%
Drive on the wrong side of the road to turn into a side road more quickly	9%	12%	5%	16%	13%	4%	3%	7%	10%	17%
Block an intersection to get past traffic lights before they change back to red	8%	11%	5%	20%	11%	3%	2%	5%	11%	14%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49, male motorists and motorists who drive over 10,000 miles a year claim they have conducted all behaviours posed because of congested roads/traffic jams.
- The more miles per year a motorist does, the more likely that person will take action to avoid congestion/traffic jams.

Congested roads/traffic jams impact on driving habits – regional

B3. In the last 12 months, have congested roads/traffic jams caused you to do any of the following?

Percentages show the proportion stating they have done this while colour coding shows those population groups with a significantly higher or lower proportion doing this.

% have done	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Divert from a motorway to a rural road	51%	45%	49%	58%	51%	51%	57%	52%	54%	48%	50%	42%
Sound your horn to prompt the driver(s) ahead to move more quickly	31%	31%	34%	30%	22%	35%	27%	47%	29%	19%	29%	28%
Perform a u-turn in the middle of the road to go back on yourself to find another route	27%	25%	32%	25%	23%	30%	25%	35%	26%	19%	25%	28%
Drive on a hard shoulder or a closed lane to get to the next motorway junction more quickly	11%	14%	8%	14%	7%	15%	10%	27%	6%	5%	9%	9%
Go through a red traffic light to save time	11%	11%	14%	12%	6%	8%	8%	22%	10%	4%	9%	7%
Drive on the wrong side of the road to turn into a side road more quickly	9%	8%	12%	5%	6%	10%	7%	19%	5%	4%	11%	8%
Block an intersection to get past traffic lights before they change back to red	8%	7%	9%	5%	6%	7%	10%	18%	5%	6%	9%	6%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists living in London claim congested roads/traffic jams have caused them to take potentially dangerous actions to avoid it.

Driver Assistance technology & EVs



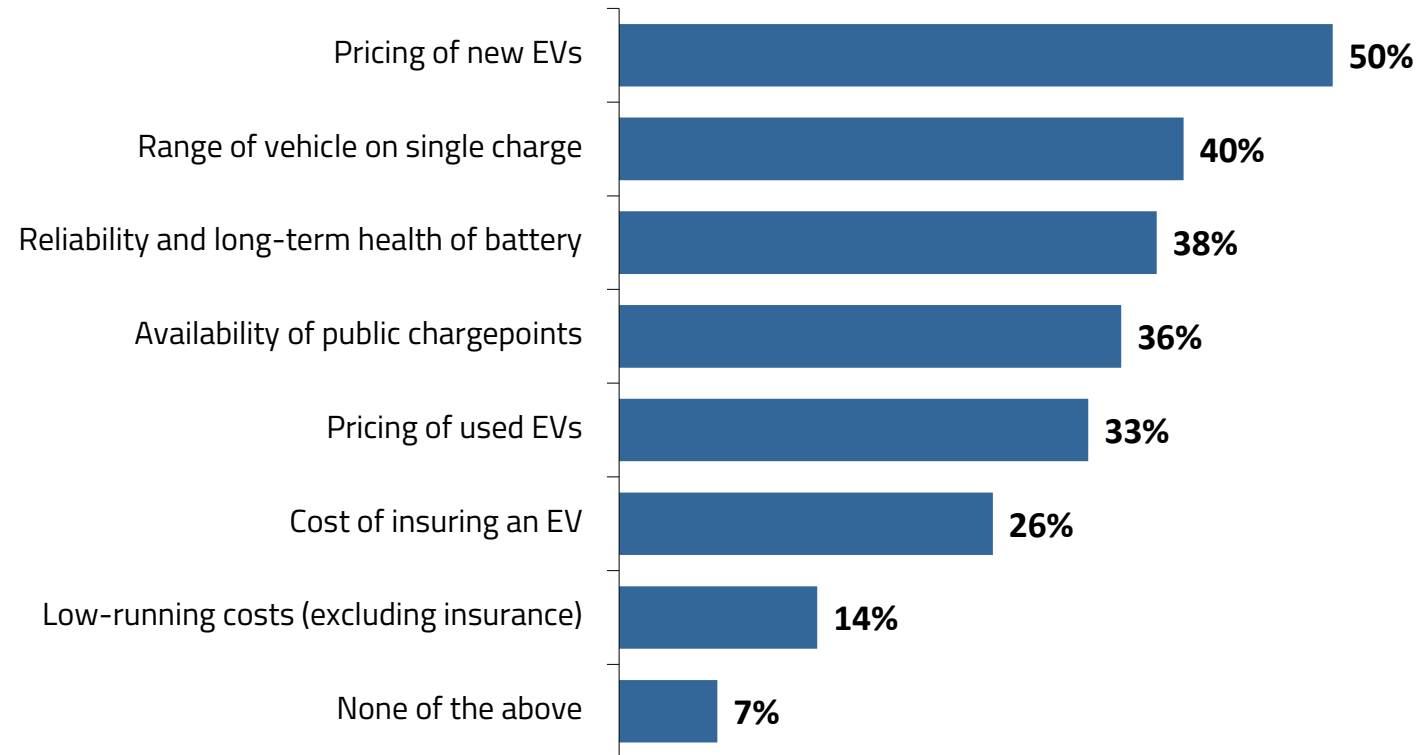
Upfront cost of new electric vehicles is the biggest consideration when thinking about opting for one, followed by range of the battery on a single charge.

Use of driver assistance aids remains rather low, with speed warnings and cruise control the most widely used.

Motorists living in London tend to use driving aids more than those living in any other part of the country.

Electric vehicle switching considerations

B4a. What are the biggest considerations for you if you are to switch to an electric vehicle?



- The biggest consideration when switching to an electric vehicle is the pricing of new EVs (50%), followed by the range of the vehicle on a single charge (40%), reliability and long-term health of battery (38%), availability of public chargepoints (36%) and pricing of used EVs (33%).
- The cost of insuring an EV and low-running costs are lower considerations relatively.

Electric vehicle switching considerations – demographic & mileage

B4a. What are the biggest considerations for you if you are to switch to an electric vehicle?

Percentages show the proportion stating this while colour coding shows those population groups with significantly higher or lower proportions selecting.

	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	1615	774	839	280	503	543	289	843	628	144
Pricing of new EVs	50%	55%	46%	48%	45%	55%	54%	50%	50%	55%
Range of vehicle on single charge	40%	46%	34%	30%	36%	43%	50%	39%	41%	43%
Reliability and long-term health of battery	38%	35%	40%	30%	36%	42%	43%	38%	37%	40%
Availability of public chargepoints	36%	35%	36%	20%	31%	40%	49%	39%	33%	30%
Pricing of used EVs	33%	32%	34%	31%	31%	36%	36%	35%	30%	33%
Cost of insuring an EV	26%	26%	27%	33%	28%	22%	26%	25%	28%	27%
Low-running costs (excluding insurance)	14%	13%	15%	23%	19%	9%	6%	13%	16%	15%
None of the above	7%	6%	8%	6%	7%	8%	6%	7%	7%	6%

Statistically higher than average
 Statistically lower than average

- A higher proportion of male motorists claim the pricing of new EVs and the range of a vehicle on a single charge are the biggest considerations.
- A higher proportion of motorists aged 50-69 claim the pricing of new EVs, the reliability and long-term health of the battery and the availability of public chargepoints are considerations.

Electric vehicle switching considerations – regional

B4a. What are the biggest considerations for you if you are to switch to an electric vehicle?

Percentages show the proportion stating this while colour coding shows those population groups with a significantly higher or lower proportions selecting.

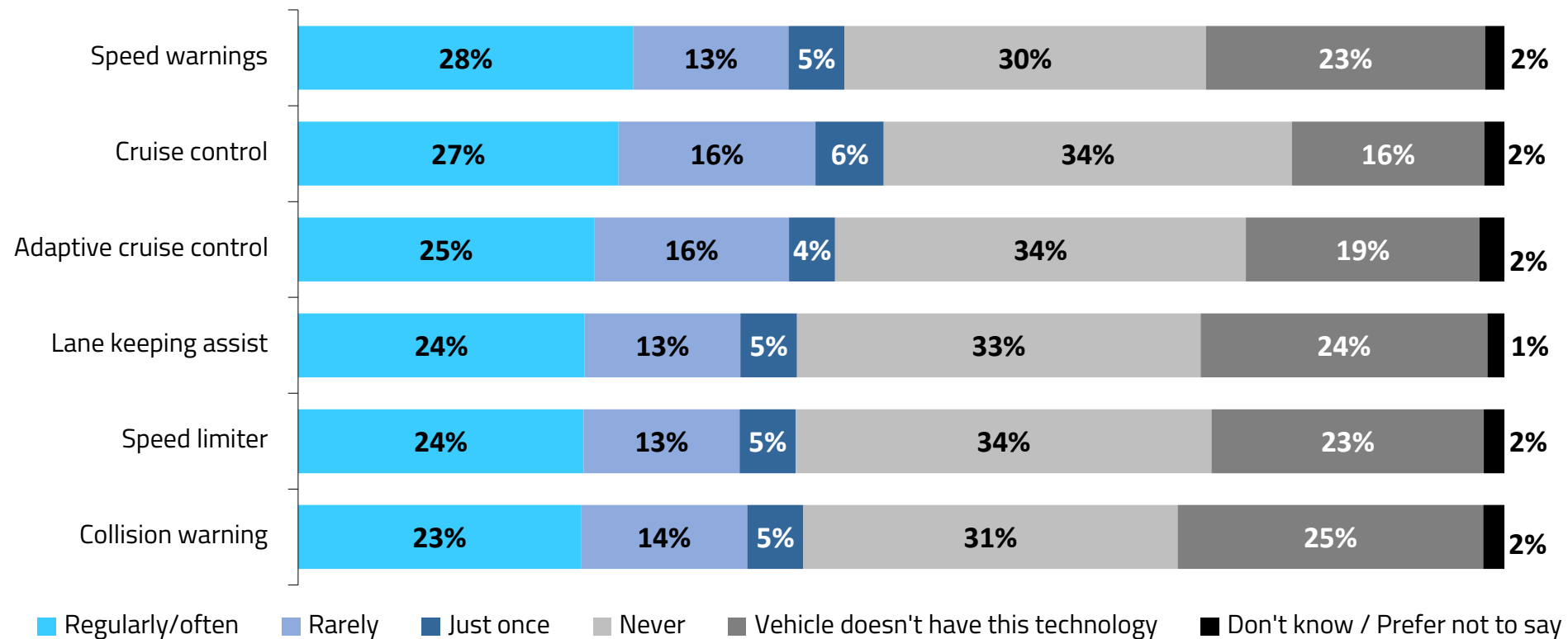
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
Number of responses	1615	76	184	131	115	147	178	150	238	156	91	149
Pricing of new EVs	50%	55%	46%	49%	53%	49%	52%	48%	49%	48%	53%	58%
Range of vehicle on single charge	40%	37%	38%	43%	47%	39%	45%	31%	40%	40%	38%	40%
Reliability and long-term health of battery	38%	32%	31%	35%	39%	34%	38%	37%	43%	39%	48%	41%
Availability of public chargepoints	36%	37%	34%	29%	36%	34%	35%	31%	33%	38%	43%	45%
Pricing of used EVs	33%	32%	35%	34%	37%	24%	30%	29%	33%	38%	43%	35%
Cost of insuring an EV	26%	32%	27%	27%	21%	26%	26%	32%	20%	29%	23%	31%
Low-running costs (excluding insurance)	14%	21%	15%	15%	12%	14%	14%	21%	12%	15%	7%	10%
None of the above	7%	5%	9%	8%	8%	10%	4%	5%	12%	6%	1%	3%

Statistically higher than average
 Statistically lower than average

- Few significant differences observed by region, though range anxiety appears to be lowest for motorists living in London, where chargepoint numbers are some of the highest in the UK.

Frequency of using driver assistance aids

C1. Over the last 12 months, how often have you used the following driver assistance aids?



- Broadly equal proportions claim they use each of the prompted driver assistance aids to any degree - regularly/often, rarely and just once.

Frequency of using driver assistance aids – demographic & mileage

C1. Over the last 12 months, how often have you used the following driver assistance aids?

Percentages show the proportion stating regularly/often while colour coding shows those population groups with a significantly higher or lower usage.

% regularly / often	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Speed warnings	28%	33%	23%	41%	33%	21%	16%	22%	33%	37%
Cruise control	27%	34%	19%	36%	32%	20%	18%	19%	33%	40%
Adaptive cruise control	25%	31%	18%	39%	31%	16%	15%	17%	30%	40%
Lane keeping assist	24%	30%	18%	34%	28%	18%	17%	17%	30%	32%
Speed limiters	24%	28%	19%	41%	30%	14%	11%	17%	29%	34%
Collision warnings	23%	29%	18%	38%	29%	16%	12%	19%	27%	34%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49, male motorists and motorists who drive 5,000 miles or over claim they have used the prompted driver assistance aids regularly/often.

Frequency of using driver assistance aids – regional

C1. Over the last 12 months, how often have you used the following driver assistance aids?

Percentages show the proportion stating regularly/often while colour coding shows those population groups with a significantly higher or lower usage.

% regularly / often	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Speed warnings	28%	28%	30%	25%	20%	31%	29%	48%	22%	16%	24%	24%
Cruise control	27%	23%	27%	27%	23%	32%	26%	40%	19%	20%	27%	25%
Adaptive cruise control	25%	21%	26%	22%	19%	29%	23%	45%	18%	15%	26%	20%
Lane keeping assist	24%	24%	22%	24%	19%	26%	21%	42%	17%	14%	26%	25%
Speed limiters	24%	23%	22%	19%	23%	31%	23%	45%	14%	14%	24%	21%
Collision warnings	23%	23%	21%	23%	18%	30%	21%	36%	18%	20%	23%	23%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists who live in London claim to have used the prompted driver assistance aids.

Attitudes to safety and enforcement



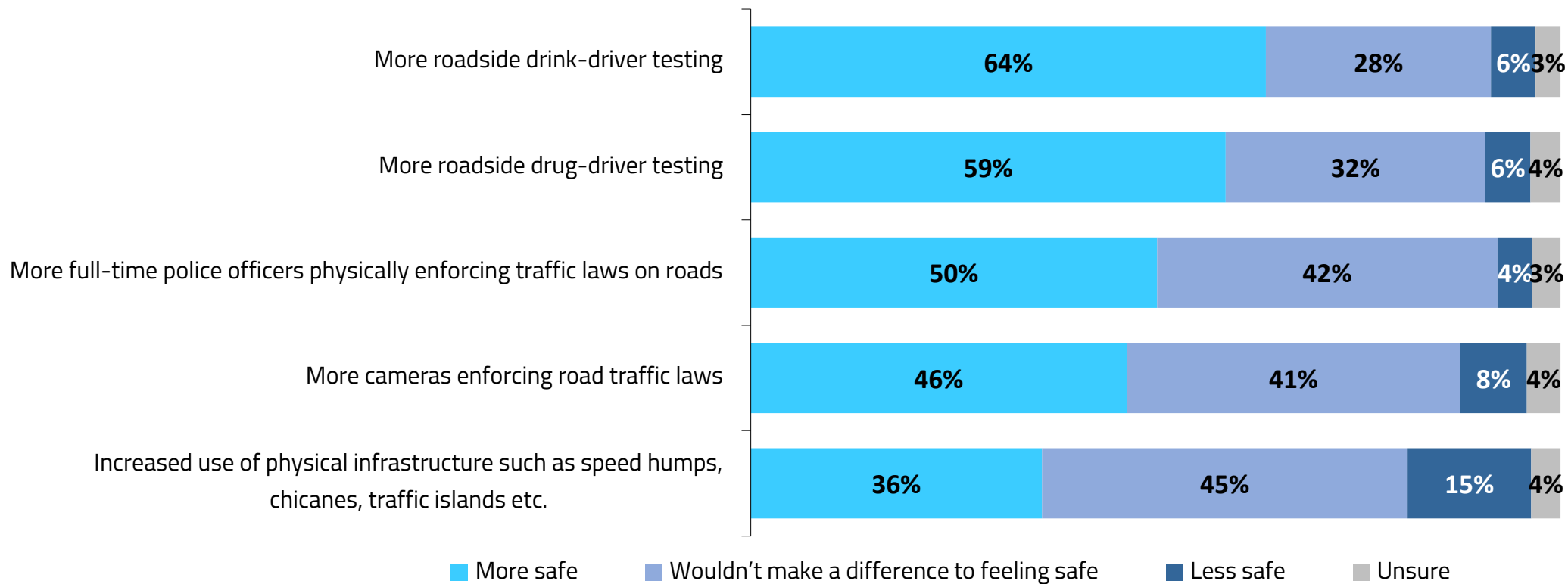
More roadside drink-driver testing (64%) and more roadside drug-driver testing (59%) are the most popular interventions to help people feel safe.

Safer infrastructure such as speed humps and traffic cameras were most popular for motorists living in London, while drink-drive testing was most popular in Northern Ireland.

Motorists prefer fines and points on licences for most offences, but support for educational courses is highest for speeding and motorway offences (such as tailgating).

Attitudes to safety when driving

C2. Please state which of the following would make you feel more safe or less safe when driving



- The most popular interventions to improve safety when driving is more roadside drink-driver testing (64%) and more roadside drug-driver testing (59%).
- Half believe more full-time police officers physically enforcing traffic laws on roads (50%) and more cameras enforcing road traffic laws (46%) would make them feel safer. Although a large proportion believe the interventions will not make a difference to feeling safe.

Attitudes to safety when driving – demographic & mileage

C2. Please state which of the following would make you feel more safe or less safe when driving

Percentages show the proportion stating more safe while colour coding shows those population groups with a significantly higher or lower proportion feeling more safe.

% more safe	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
More roadside drink-driver testing	64%	62%	65%	57%	62%	67%	69%	64%	63%	64%
More roadside drug-driver testing	59%	60%	58%	53%	57%	62%	61%	57%	59%	63%
More full-time police officers physically enforcing traffic laws on roads	50%	52%	48%	53%	51%	50%	46%	49%	50%	61%
More cameras enforcing road traffic laws	46%	47%	46%	54%	52%	42%	38%	45%	47%	53%
Increased use of physical infrastructure such as speed humps, chicanes, traffic islands etc.	36%	39%	33%	45%	44%	30%	21%	31%	39%	48%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 70 and over claim more roadside drink-driver testing would make them feel safer.
- While roadside testing still ranks high for motorists aged 17-49, a higher proportion of this age group claim more cameras enforcing road traffic laws and increased use of physical infrastructure would make them feel safer.

Attitudes to safety when driving – regional

C2. Please state which of the following would make you feel more safe or less safe when driving

Percentages show the proportion stating more safe while colour coding shows those population groups with a significantly higher or lower likelihood of feeling more safe.

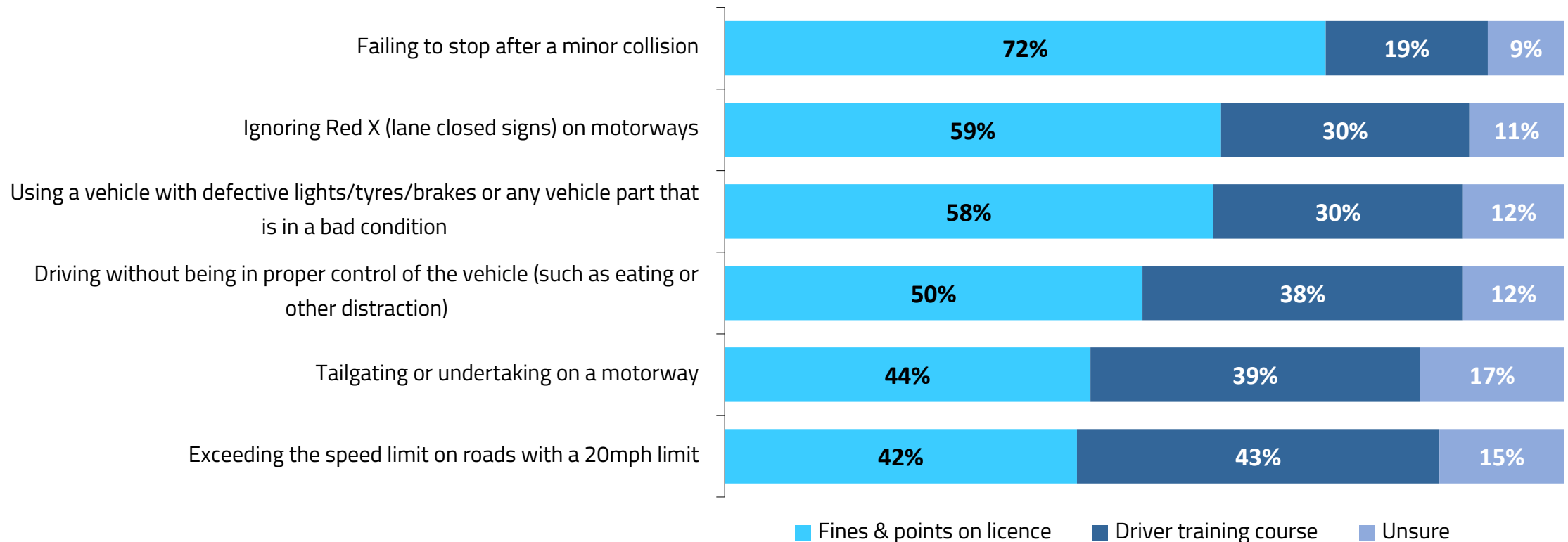
% more safe	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
More roadside drink-driver testing	64%	68%	60%	62%	62%	62%	66%	60%	61%	64%	58%	78%
More roadside drug-driver testing	59%	59%	58%	60%	55%	60%	62%	54%	57%	58%	57%	65%
More full-time police officers physically enforcing traffic laws on roads	50%	52%	51%	47%	47%	53%	51%	58%	43%	45%	49%	57%
More cameras enforcing road traffic laws	46%	49%	42%	43%	41%	49%	53%	55%	37%	40%	41%	62%
Increased use of physical infrastructure such as speed humps, chicanes, traffic islands etc.	36%	42%	38%	35%	28%	34%	40%	47%	27%	30%	29%	43%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists living in London claim more full-time police officers physically enforcing traffic laws on roads, more cameras enforcing road traffic laws and increased use of physical infrastructure would make them feel safer.
- A higher proportion of motorists living in Scotland / Northern Ireland claim more roadside drink-driver testing and more cameras enforcing road traffic laws would make them feel safer.

Consequences of specific driving offences

C3. What do you think should happen to drivers who commit the following driving offences for the first time?



- Just under three quarters of motorists (72%) believe fines and points on licences should be used for failing to stop after a minor collision. Fines and points on licences are also considered more appropriate for ignoring red X signs on motorways, using a vehicle with defective lights/tyres/brakes or any vehicle part that is in a bad condition.
- Views are more polarised in the context of driving without being in proper control of the vehicle and tailgating or undertaking on a motorway.
- Driver training courses are considered more appropriate for exceeding the speed limits on 20mph limit roads.

Consequences of specific driving offences – demographic & mileage

C3. What do you think should happen to drivers who commit the following driving offences for the first time?

Percentages show the proportion of motorists who think drivers should receive **fines and points** for the following driving offences while colour coding shows those population groups with a significantly higher or lower proportion selecting

% receive fines and points	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Failing to stop after a minor collision	72%	70%	73%	59%	67%	77%	84%	73%	72%	67%
Ignoring Red X (lane closed signs) on motorways	59%	61%	57%	53%	55%	62%	69%	60%	60%	51%
Using a vehicle with defective lights/tyres/brakes or any vehicle part that is in a bad condition	58%	60%	56%	49%	51%	60%	78%	60%	57%	52%
Driving without being in proper control of the vehicle (such as eating or other distraction)	50%	52%	47%	47%	48%	50%	55%	51%	50%	42%
Tailgating or undertaking on a motorway	44%	47%	40%	49%	42%	43%	42%	41%	46%	48%
Exceeding the speed limit on roads with a 20mph limit	42%	44%	40%	47%	46%	37%	38%	41%	43%	43%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 70 & over believe motorists should receive fines and points for the majority of behaviours, notably failing to stop after a minor collision, ignoring red x on motorways and using a defective vehicle.
- A higher proportion of motorists aged 17-49 believe motorists should receive fines and points for exceeding the speed limit on 20mph roads.

Consequences of specific driving offences – regional

C3. What do you think should happen to drivers who commit the following driving offences for the first time?

Percentages show the proportion of motorists who think drivers should receive **fines and points** for the following driving offences while colour coding shows those population groups with a significantly higher or lower proportion selecting

% receive fines and points	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
Number of responses	2,008	95	241	161	141	185	202	240	281	181	100	181
Failing to stop after a minor collision	72%	73%	68%	70%	75%	72%	71%	62%	74%	76%	74%	77%
Ignoring Red X (lane closed signs) on motorways	59%	50%	59%	57%	63%	64%	66%	57%	56%	60%	60%	57%
Using a vehicle with defective lights/tyres/brakes or any vehicle part that is in a bad condition	58%	53%	54%	58%	60%	60%	57%	59%	56%	58%	63%	65%
Driving without being in proper control of the vehicle (such as eating or other distraction)	50%	47%	52%	44%	53%	45%	52%	49%	44%	54%	51%	57%
Tailgating or undertaking on a motorway	44%	45%	43%	44%	48%	43%	47%	49%	38%	37%	39%	48%
Exceeding the speed limit on roads with a 20mph limit	42%	37%	38%	39%	46%	43%	47%	52%	41%	39%	28%	40%

Statistically higher than average
 Statistically lower than average

- Few significant differences observed by region but a significantly higher proportion of motorists living in London believe motorists should receive fines and points for exceeding the speed limit on 20mph roads.

Policy initiatives and graduated driver licensing



There is broad support across age groups for a form of graduated licensing although a minimum learning period has a sizeable 28% opposing.

There is very strong support for requiring previous drink-drive offenders to have alcolocks fitted to prevent reoffending.

There is strong support for giving police power to impose on-the-spot licence suspensions when catching drivers in the act of certain crimes.

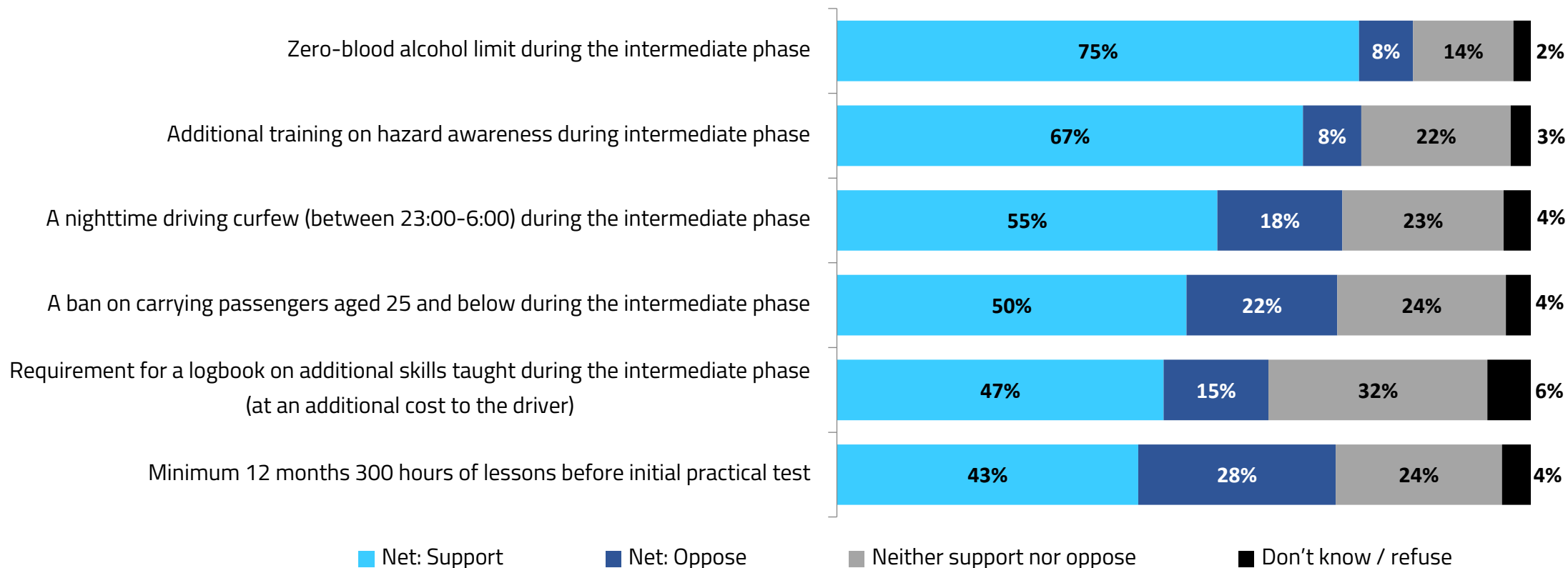
Support is high for reducing the drink-drive limit across the rest of the UK to bring it in line with Scotland.

Reducing insurance premium tax (IPT) on people who undergo additional training is popular.

2030 ban on sales of new ICEs is divisive.

Support for Graduated Driver Licensing scheme

D1. Which of the following would you support as part of a Graduated Driver Licensing scheme?



- Of the components proposed, a zero-blood alcohol limit and additional training on hazard awareness during the intermediate phase are the most popular in terms of support.
- Over one in five oppose a ban on carrying passengers aged 25 and below during the intermediate phase and a minimum of 12 months 300 hours of lessons before an initial practical test.

Support for Graduated Driver Licensing scheme – demographic & mileage

D1. Which of the following would you support as part of a Graduated Driver Licensing scheme

Percentages show the proportion of motorists who would support various attributes of a graduated driver licensing scheme while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Zero-blood alcohol limit during the intermediate phase	75%	73%	77%	72%	69%	78%	86%	77%	74%	74%
Additional training on hazard awareness during intermediate phase	67%	65%	69%	60%	65%	69%	74%	67%	68%	65%
A nighttime driving curfew (between 23:00-6:00) during the intermediate phase	55%	55%	54%	54%	55%	53%	59%	54%	56%	52%
A ban on carrying passengers aged 25 and below during the intermediate phase	50%	52%	49%	45%	46%	52%	61%	50%	51%	48%
Requirement for a logbook on additional skills taught during the intermediate phase (at an additional cost to the driver)	47%	50%	44%	54%	51%	43%	40%	43%	51%	49%
Minimum 12 months 300 hours of lessons before initial practical test	43%	44%	43%	51%	50%	38%	34%	40%	46%	49%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 70 and over would support a zero-blood alcohol limit, additional training on hazard awareness and a ban on carrying passengers aged 25 and under during the immediate phase.
- A higher proportion of motorists aged 17-49 would support requirement of a logbook on additional skills taught and a minimum of 12 months/300 hours of lessons before an initial practical test.

Support for Graduated Driver Licensing scheme – regional

D1. Which of the following would you support as part of a Graduated Driver Licensing scheme?

Percentages show the proportion of motorists who would support various attributes of a graduated driver licensing scheme while colour coding shows those population groups with a significantly higher or lower selection.

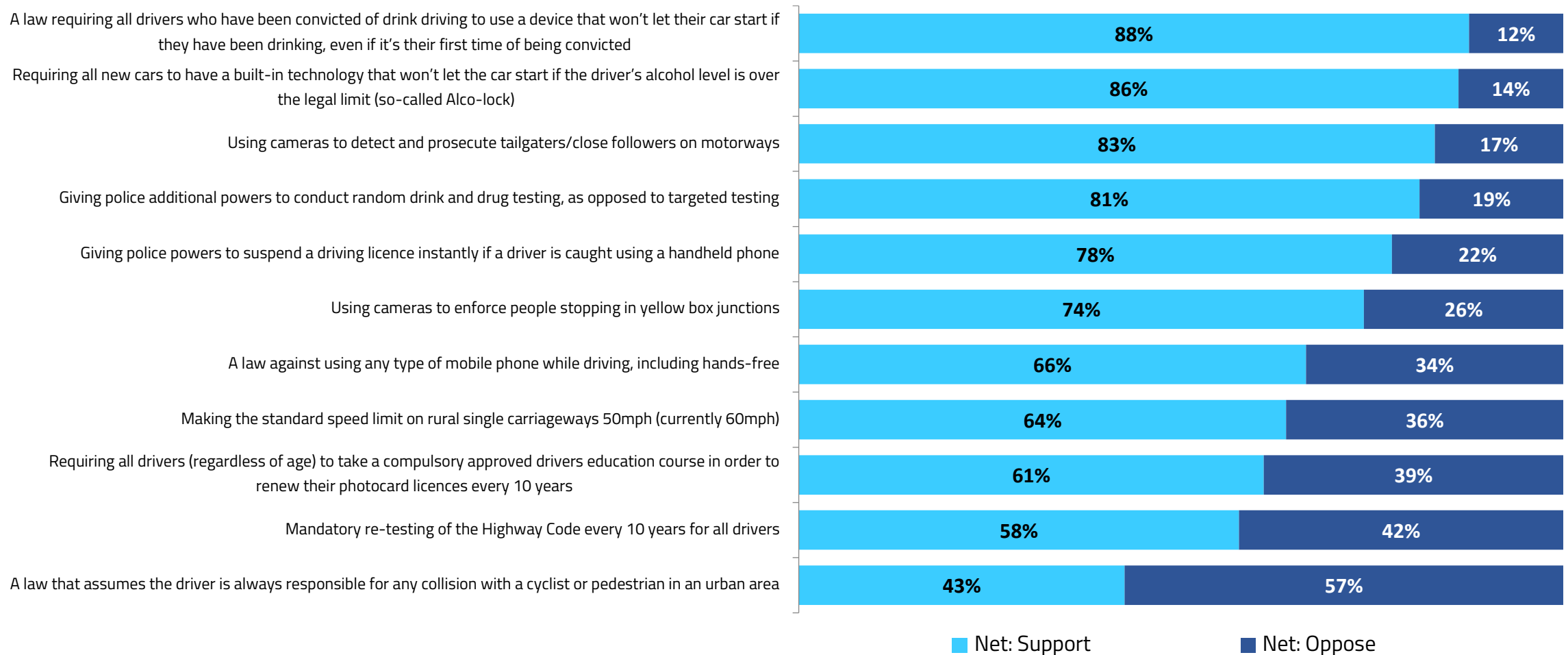
% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
Number of responses	2,008	95	241	161	141	185	202	240	281	181	100	181
Zero-blood alcohol limit during the intermediate phase	75%	72%	71%	68%	82%	73%	77%	72%	74%	77%	80%	86%
Additional training on hazard awareness during intermediate phase	67%	67%	63%	63%	68%	65%	70%	65%	67%	63%	75%	78%
A nighttime driving curfew (between 23:00-6:00) during the intermediate phase	55%	52%	50%	56%	60%	55%	52%	59%	54%	51%	57%	59%
A ban on carrying passengers aged 25 and below during the intermediate phase	50%	41%	45%	50%	54%	52%	50%	49%	48%	52%	55%	59%
Requirement for a logbook on additional skills taught during the intermediate phase (at an additional cost to the driver)	47%	51%	46%	46%	42%	46%	50%	56%	44%	45%	46%	45%
Minimum 12 months/300 hours of lessons before initial practical test	43%	53%	38%	43%	38%	48%	45%	55%	37%	39%	40%	46%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists living in London would support a requirement for a logbook on additional skills taught during the intermediate phase and a minimum 12 months/300 hours of lessons before an initial practical test.
- A higher proportion of motorists living in Scotland/Northern Ireland would support a zero-blood alcohol and additional training on hazard awareness during the intermediate phase.

Support for road user initiatives

D2. How strongly do you support or oppose the following?



- Support is very high for the initiatives concerning drink-driving/alcohol limits, use of cameras to detect/enforce and giving police additional powers.
- Support for the proposed education courses and retesting is comparably lower.
- The least popular policy is a law that assumes the driver is always responsible for any collision with a cyclist/pedestrian in an urban area.

Support for road user initiatives – demographic & mileage

D2. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection

% support	Gender			Age group				Mileage		
	Total	Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
A law requiring all drivers who have been convicted of drink driving to use a device that won't let their car start if they have been drinking, even if it's their first time of being convicted (so-called Alco-lock)	88%	86%	89%	83%	87%	88%	92%	89%	88%	82%
Requiring all new cars to have a built-in technology that won't let the car start if the driver's alcohol level is over the legal limit (so-called Alco-lock)	86%	83%	89%	83%	84%	88%	92%	88%	85%	85%
Using cameras to detect and prosecute tailgaters/close followers on motorways	83%	82%	84%	81%	82%	83%	87%	84%	83%	82%
Giving police additional powers to conduct random drink and drug testing, as opposed to targeted testing	81%	79%	83%	77%	80%	84%	84%	81%	82%	81%
Giving police powers to suspend a driving licence instantly if a driver is caught using a handheld phone	78%	77%	78%	75%	77%	78%	80%	78%	78%	73%

Statistically higher than average
 Statistically lower than average

- Support for the initiatives concerning drink driving/alcohol limits is higher amongst motorists aged 70 and over and female motorists.
- Support for using cameras to detect/prosecute tailgaters/close followers on motorways is also higher amongst motorists aged 70 and over.

Support for road user initiatives – demographic & mileage

D2. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Gender			Age group				Mileage		
	Total	Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Using cameras to enforce people stopping in yellow box junctions	74%	73%	75%	74%	75%	72%	75%	75%	74%	70%
A law against using any type of mobile phone while driving, including hands-free	66%	66%	67%	67%	67%	65%	68%	68%	65%	63%
Making the standard speed limit on rural single carriageways 50mph (currently 60mph)	64%	62%	66%	72%	68%	57%	59%	62%	66%	63%
Requiring all drivers (regardless of age) to take a compulsory approved drivers education course in order to renew their photocard licences every 10 years	61%	60%	62%	74%	70%	51%	46%	57%	63%	69%
Mandatory re-testing of the Highway Code every 10 years for all drivers	58%	58%	57%	73%	67%	49%	40%	53%	61%	67%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	43%	46%	39%	59%	57%	33%	17%	38%	46%	52%

Statistically higher than average
 Statistically lower than average

- Support for a 50mph standard speed limit on rural single carriageways, compulsory drivers' education course every 10 years, and mandatory retesting of the Highway Code every 10 years is higher among motorists aged 17-49.

Support for road user initiatives – regional

D2. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection

% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
A law requiring all drivers who have been convicted of drink driving to use a device that won't let their car start if they have been drinking, even if it's their first time of being convicted (so-called Alco-lock)	88%	88%	86%	87%	90%	90%	89%	84%	87%	89%	86%	92%
Requiring all new cars to have a built-in technology that won't let the car start if the driver's alcohol level is over the legal limit (so-called Alco-lock)	86%	90%	80%	86%	90%	87%	84%	86%	86%	87%	88%	92%
Using cameras to detect and prosecute tailgaters/close followers on motorways	83%	86%	81%	80%	86%	83%	84%	84%	78%	84%	83%	90%
Giving police additional powers to conduct random drink and drug testing, as opposed to targeted testing	81%	90%	76%	78%	83%	82%	80%	79%	82%	82%	82%	87%
Giving police powers to suspend a driving licence instantly if a driver is caught using a handheld phone	78%	83%	75%	77%	79%	79%	82%	76%	75%	77%	77%	79%

Statistically higher than average
 Statistically lower than average

- Few significant differences by region but a higher proportion of motorists living in Scotland/Northern Ireland support built-in technology that prevents cars starting if the driver's alcohol level exceeds the limit, using cameras to detect/prosecute tailgaters on motorways and giving police additional powers to conduct random drink and drug testing.

Support for road user initiatives – regional

D2. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

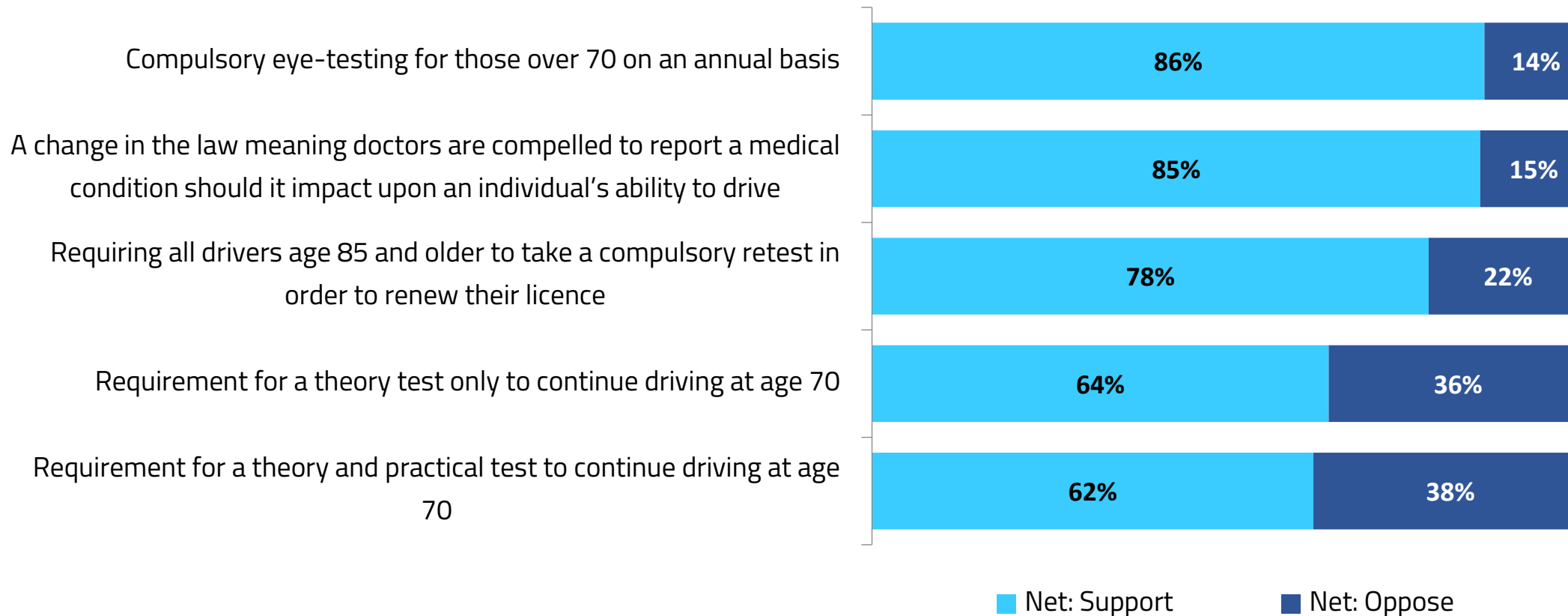
% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Using cameras to enforce people stopping in yellow box junctions	74%	75%	71%	67%	75%	76%	74%	76%	72%	75%	68%	83%
A law against using any type of mobile phone while driving, including hands-free	66%	72%	65%	63%	69%	64%	70%	71%	59%	66%	69%	70%
Making the standard speed limit on rural single carriageways 50mph (currently 60mph)	64%	59%	63%	64%	62%	70%	62%	74%	61%	55%	61%	65%
Requiring all drivers (regardless of age) to take a compulsory approved drivers education course in order to renew their photocard licences every 10 years	61%	63%	58%	60%	58%	69%	62%	74%	54%	56%	56%	57%
Mandatory re-testing of the Highway Code every 10 years for all drivers	58%	61%	56%	49%	55%	62%	58%	75%	52%	55%	48%	57%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	43%	50%	41%	34%	39%	51%	43%	60%	34%	39%	37%	39%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists living in London support a 50mph standard speed limit on rural single carriageways, compulsory drivers' education courses every 10 years, mandatory retesting of the Highway Code every 10 years and driver responsibility for a collision with a cyclist/pedestrian.

Support for road user initiatives for drivers aged 70 or over

D3. In relation to drivers aged 70 or over, how strongly do you support or oppose the following?



- Of the initiatives proposed, support for compulsory annual eye-testing for over 70s, doctors being compelled to report a medical condition if it impacts an individual's ability to drive, and a compulsory licence retest for drivers aged 85 and over are highest.
- Just under two thirds support both a theory test only and a theory and practical test to continue driving at age 70.

Support for road user initiatives for drivers aged 70 or over - demographic & mileage

D3. In relation to drivers aged 70 or over, how strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Compulsory eye-testing for those over 70 on an annual basis	86%	84%	88%	90%	91%	85%	71%	84%	86%	90%
A change in the law meaning doctors are compelled to report a medical condition should it impact upon an individual's ability to drive	85%	85%	85%	83%	88%	85%	82%	85%	85%	88%
Requiring all drivers age 85 and older to take a compulsory retest in order to renew their licence	78%	77%	79%	84%	83%	77%	61%	76%	78%	82%
Requirement for a theory test only to continue driving at age 70	64%	64%	64%	80%	77%	55%	37%	59%	68%	71%
Requirement for a theory and practical test to continue driving at age 70	62%	61%	63%	80%	75%	55%	28%	56%	66%	70%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49 support the initiatives targeted at older drivers.
- While comparably lower to younger age groups, support for compulsory annual eye-testing and a compulsory licence retest for drivers aged 85 and over remain high even amongst motorists aged 70 and over.

Support for road user initiatives for drivers aged 70 or over – regional

D3. In relation to drivers aged 70 or over, how strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

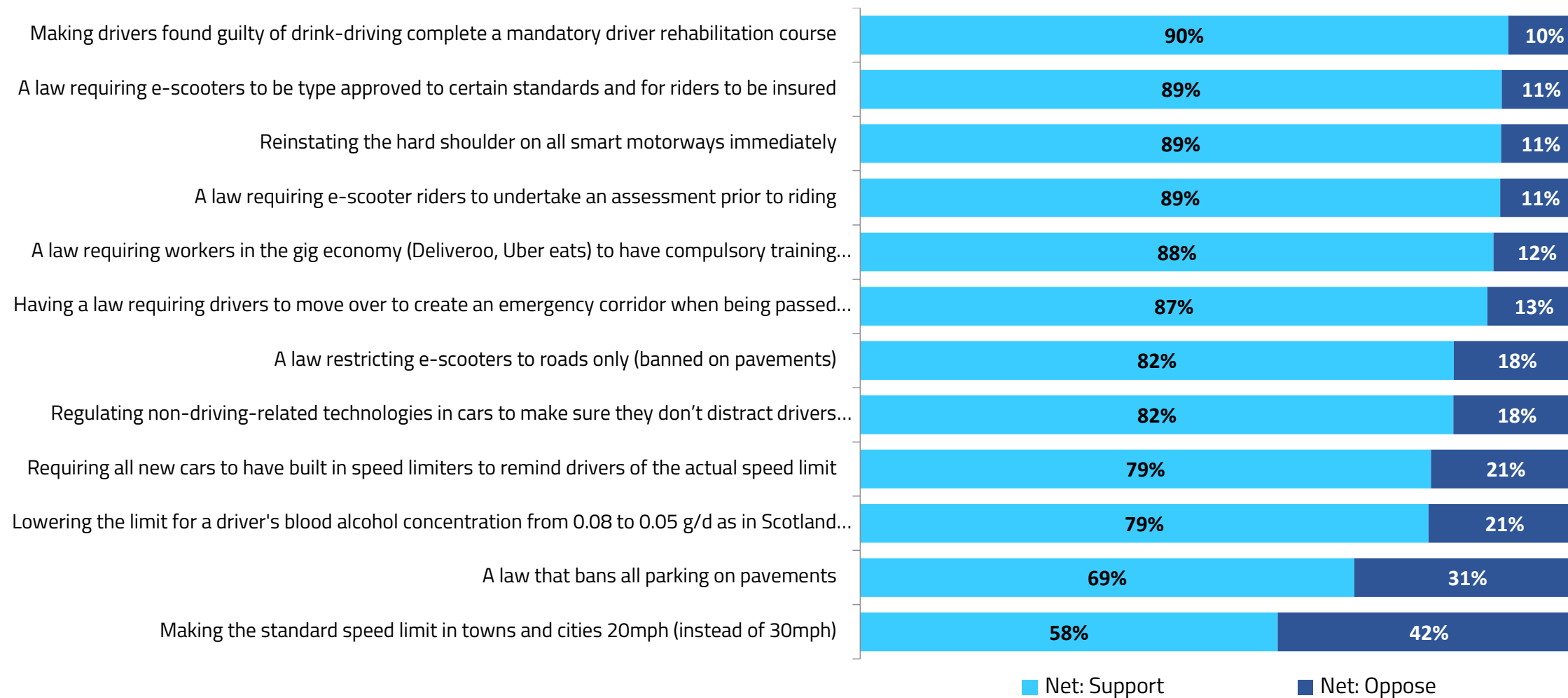
% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Compulsory eye-testing for those over 70 on an annual basis	86%	91%	88%	82%	86%	86%	87%	87%	82%	83%	88%	83%
A change in the law meaning doctors are compelled to report a medical condition should it impact upon an individual's ability to drive	85%	85%	82%	81%	87%	87%	84%	86%	81%	88%	95%	85%
Requiring all drivers age 85 and older to take a compulsory retest in order to renew their licence	78%	77%	79%	69%	74%	80%	82%	81%	75%	77%	86%	77%
Requirement for a theory test only to continue driving at age 70	64%	69%	66%	61%	59%	64%	68%	77%	54%	61%	59%	62%
Requirement for a theory and practical test to continue driving at age 70	62%	67%	64%	55%	55%	67%	63%	72%	53%	61%	62%	60%

Statistically higher than average
 Statistically lower than average

- Few significant differences by region but a higher proportion of motorists living in Wales support doctors being compelled to report a medical condition if it impacts an individual's ability to drive.

Support for road user initiatives

D4. How strongly do you support or oppose the following?



- Support for the initiatives posed are very high with around 9 in 10 agreeing with the top six initiatives.
- Support is comparably lower for a law that bans all parking on pavements and making the standard speed limit in towns and cities 20mph.

Support for road user initiatives - demographic & mileage

D4. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Making drivers found guilty of drink-driving complete a mandatory driver rehabilitation course	90%	88%	92%	85%	88%	92%	95%	91%	89%	87%
A law requiring e-scooters to be type approved to certain standards and for riders to be insured	89%	88%	90%	80%	86%	92%	98%	90%	88%	88%
Reinstating the hard shoulder on all smart motorways immediately	89%	87%	91%	84%	86%	91%	95%	91%	88%	83%
A law requiring e-scooter riders to undertake an assessment prior to riding	89%	89%	89%	79%	87%	92%	97%	90%	88%	86%
A law requiring workers in the gig economy (Deliveroo, Uber eats) to have compulsory training before and during employment	88%	88%	88%	81%	87%	89%	94%	90%	86%	87%
Having a law requiring drivers to move over to create an emergency corridor when being passed by an emergency vehicle (police, ambulance etc)	87%	85%	89%	83%	84%	90%	92%	88%	86%	83%

Statistically higher than average
 Statistically lower than average

- Support for initiatives is higher amongst motorists aged 50 and over.
- Support for reinstating the hard shoulder on all smart motorways is higher amongst low-mileage motorists and weakest among high-mileage drivers.

Support for road user initiatives - demographic & mileage

D4. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
A law restricting e-scooters to roads only (banned on pavements)	82%	84%	81%	73%	81%	84%	90%	83%	82%	79%
Regulating non-driving-related technologies in cars to make sure they don't distract drivers (such as infotainment systems)	82%	82%	83%	83%	83%	81%	83%	83%	82%	79%
Requiring all new cars to have built in speed limiters to remind drivers of the actual speed limit	79%	75%	83%	76%	79%	79%	83%	81%	78%	75%
Lowering the limit for a driver's blood alcohol concentration from 0.08 to 0.05 g/d as in Scotland and most of Europe	79%	78%	80%	79%	79%	78%	79%	79%	78%	81%
A law that bans all parking on pavements	69%	69%	68%	65%	70%	68%	72%	68%	70%	62%
Making the standard speed limit in towns and cities 20mph (instead of 30mph)	58%	57%	59%	69%	67%	51%	42%	57%	59%	60%

Statistically higher than average
 Statistically lower than average

- A higher proportion of motorists aged 17-49 support making the standard speed limit in towns and cities 20mph.
- A higher proportion of motorists aged 70 and over support a law restricting e-scooters to roads only and requiring all cars to have built-in speed limiters.

Support for road user initiatives – regional

D4. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Making drivers found guilty of drink-driving complete a mandatory driver rehabilitation course	90%	91%	90%	84%	90%	90%	90%	87%	91%	91%	93%	95%
A law requiring e-scooters to be type approved to certain standards and for riders to be insured	89%	92%	85%	88%	93%	89%	89%	83%	89%	92%	92%	95%
Reinstating the hard shoulder on all smart motorways immediately	89%	92%	86%	90%	89%	86%	93%	82%	90%	89%	92%	94%
A law requiring e-scooter riders to undertake an assessment prior to riding	89%	93%	83%	89%	90%	90%	89%	85%	88%	91%	90%	95%
A law requiring workers in the gig economy (Deliveroo, Uber eats) to have compulsory training before and during employment	88%	91%	86%	86%	87%	91%	91%	83%	88%	88%	87%	92%
Having a law requiring drivers to move over to create an emergency corridor when being passed by an emergency vehicle (police, ambulance etc)	87%	90%	87%	82%	86%	86%	88%	84%	88%	84%	95%	92%

Statistically higher than average
 Statistically lower than average

- A significantly higher proportion of motorists living in Scotland/Northern Ireland support policy initiatives posed.

Support for road user initiatives – regional

D4. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection

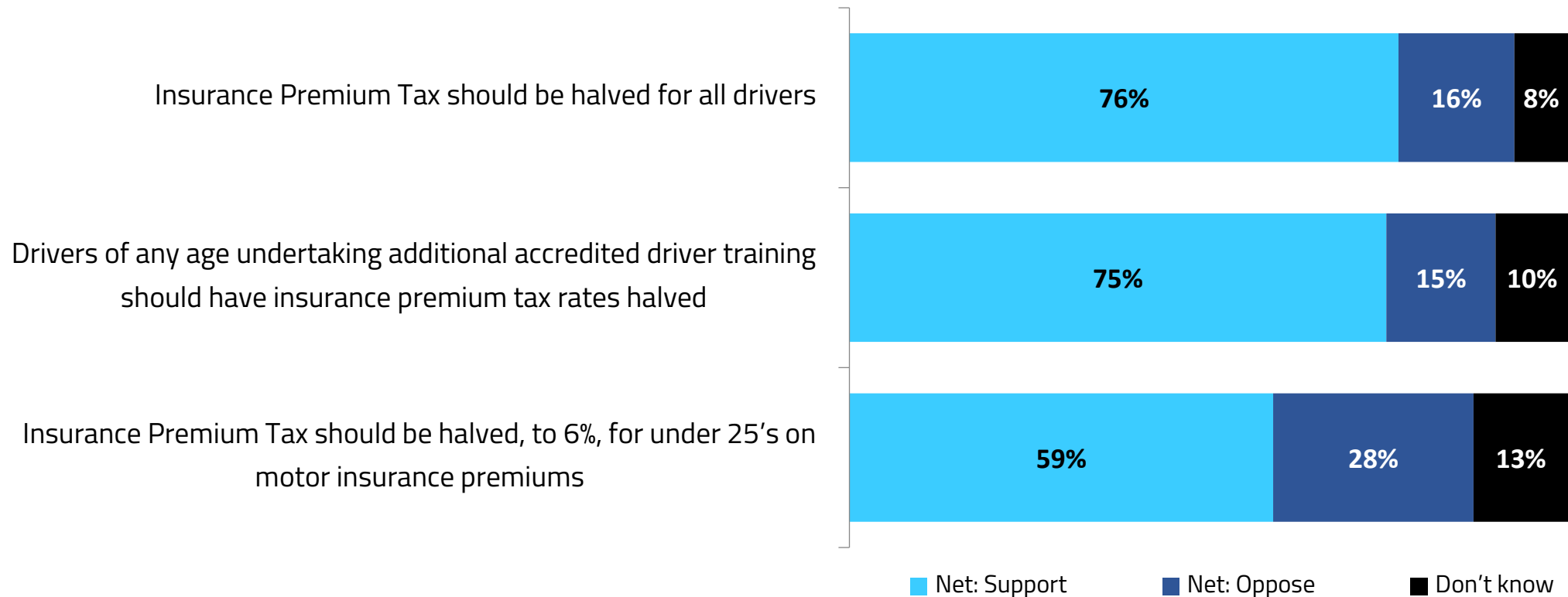
% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
A law restricting e-scooters to roads only (banned on pavements)	82%	87%	79%	77%	78%	80%	82%	82%	79%	85%	94%	89%
Regulating non-driving-related technologies in cars to make sure they don't distract drivers (such as infotainment systems)	82%	87%	78%	77%	80%	83%	85%	83%	82%	80%	88%	87%
Requiring all new cars to have built in speed limiters to remind drivers of the actual speed limit	79%	77%	75%	75%	81%	84%	81%	78%	74%	84%	79%	88%
Lowering the limit for a driver's blood alcohol concentration from 0.08 to 0.05 g/d as in Scotland and most of Europe	79%	80%	74%	79%	78%	78%	84%	79%	74%	80%	77%	90%
A law that bans all parking on pavements	69%	70%	54%	66%	66%	74%	70%	72%	65%	73%	71%	78%
Making the standard speed limit in towns and cities 20mph (instead of 30mph)	58%	55%	55%	54%	61%	60%	55%	69%	54%	56%	47%	66%

Statistically higher than average
 Statistically lower than average

- A significantly higher proportion of motorists living in Scotland/Northern Ireland support the rest of the UK following in Scotland's footsteps by lowering the drink-drive limit.

Support for changes to Insurance Premium Tax

D5a. How strongly do you support or oppose the following?



- Three quarters support the halving of Insurance Premium Tax for all drivers and the halving of insurance premium tax rates for drivers of any age undertaking additional accredited driver training.
- 59% support the halving of Insurance Premium Tax to 6% for under 25s on motor insurance premiums.

Support for changes to Insurance Premium Tax – demographic, mileage & regional



D5a. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
Insurance Premium Tax should be halved for all drivers	76%	77%	76%	71%	77%	77%	80%	75%	76%	83%
Drivers of any age undertaking additional accredited driver training should have insurance premium tax rates halved	75%	75%	75%	70%	75%	76%	77%	73%	75%	82%
Insurance Premium Tax should be halved, to 6%, for under-25s on motor insurance premiums	59%	61%	57%	73%	69%	52%	38%	53%	63%	71%

% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
Insurance Premium Tax should be halved for all drivers	76%	80%	75%	79%	69%	77%	76%	75%	75%	76%	77%	83%
Drivers of any age undertaking additional accredited driver training should have insurance premium tax rates halved	75%	75%	73%	72%	79%	76%	74%	72%	73%	76%	74%	79%
Insurance Premium Tax should be halved, to 6%, for under-25s on motor insurance premiums	59%	65%	63%	61%	44%	63%	56%	69%	50%	59%	60%	61%

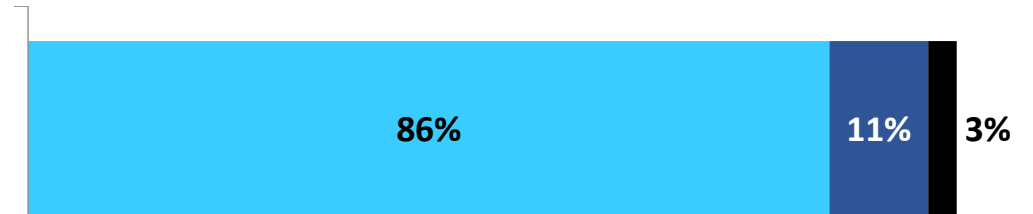
- A higher proportion of motorists aged 17-49 support the halving on Insurance Premium Tax for under-25s on motor insurance premiums, opposition is highest among older drivers.
- Support for the halving of Insurance Premium Tax for all drivers is higher amongst motorists living in Scotland/Northern Ireland.

 Statistically higher than average
 Statistically lower than average

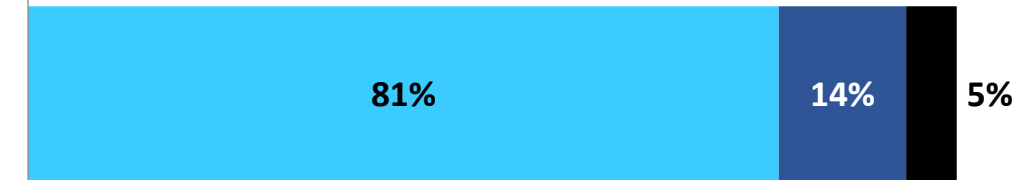
Support for road maintenance initiatives

D5b. How strongly do you support or oppose the following?

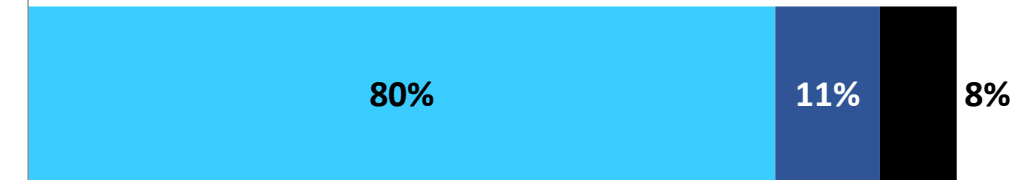
It should be a legal requirement of local authorities to warn drivers of poor road surface quality through temporary signage



More CCTV cameras are required on the road network to crack down on littering and fly-tipping



Road maintenance should be funded by ring fencing a small proportion of existing fuel duty receipts for longer term funding



Net: Support

Net: Oppose

Don't know

- The vast majority support all three road maintenance initiatives posed with at least 8 in 10 motorists agreeing.

Support for road maintenance initiatives – demographic, mileage & regional

D5b. How strongly do you support or oppose the following?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
Number of responses	2,008	1,005	1,001	372	661	650	325	986	816	206
It should be a legal requirement of local authorities to warn drivers of poor road surface quality through temporary signage	86%	85%	88%	77%	84%	89%	95%	88%	85%	86%
More CCTV cameras are required on the road network to crack down on littering and fly-tipping	81%	79%	83%	73%	81%	81%	88%	82%	80%	78%
Road maintenance should be funded by ringfencing a small proportion of existing fuel duty receipts for longer term funding	80%	82%	79%	74%	77%	83%	90%	81%	79%	84%

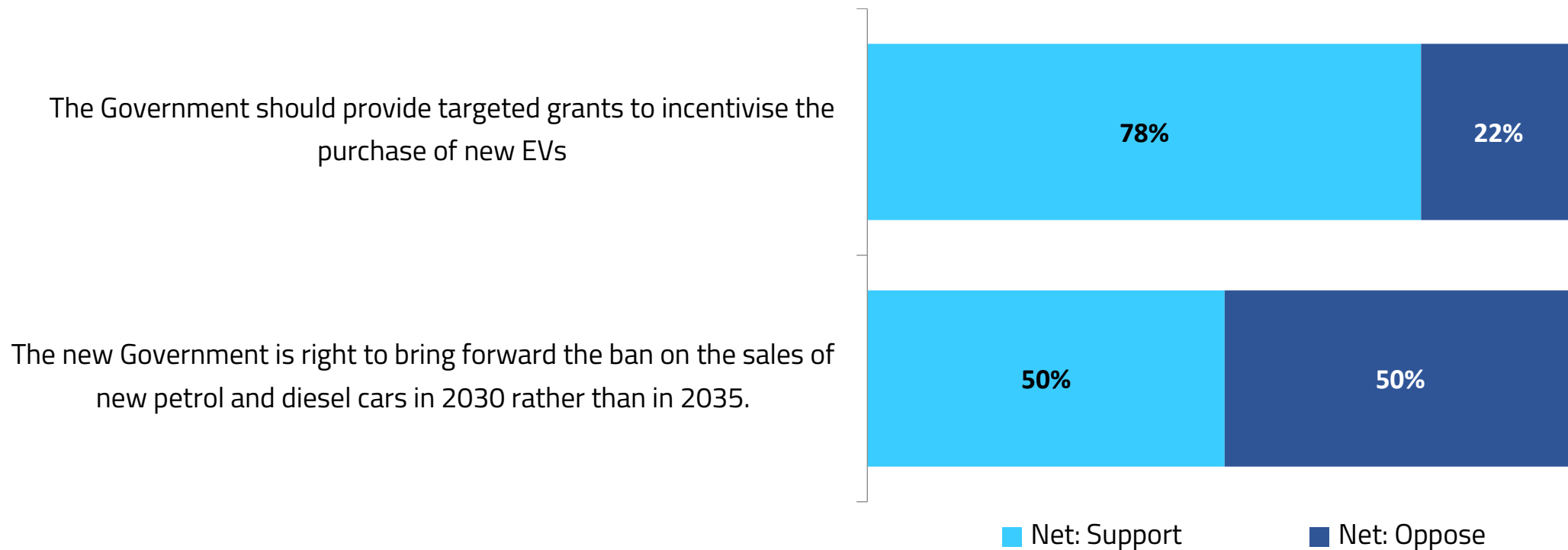
% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
Number of responses	2,008	95	241	161	141	185	202	240	281	181	100	181
It should be a legal requirement of local authorities to warn drivers of poor road surface quality through temporary signage	86%	85%	84%	85%	90%	90%	86%	80%	87%	88%	94%	89%
More CCTV cameras are required on the road network to crack down on littering and fly-tipping	81%	84%	80%	75%	85%	77%	80%	80%	75%	84%	87%	89%
Road maintenance should be funded by ringfencing a small proportion of existing fuel duty receipts for longer term funding	80%	81%	80%	83%	85%	81%	80%	74%	76%	85%	85%	83%

- Support for the initiatives increases with age with a higher proportion of motorists aged 70 and over supporting policy ideas.

Statistically higher than average
 Statistically lower than average

Support for government plans on electric vehicles

D5c. To what extent do you agree with the current government's plan to reinstate the 2030 ban?



- Just over three quarters (78%) agree the Government should provide targeted grants to incentivise the purchase of new EVs.
- Views are polarised in the context of the new Government being right to bring forward the ban on the sales of new petrol and diesel cars in 2030 rather than 2035 with equal proportions supporting and opposing the plan.

Support for government plans on electric vehicles – demographic, mileage & regional

D5c. To what extent do you agree with the current government's plan to reinstate the 2030 ban?

Percentages show the proportion of motorists who would support various attributes while colour coding shows those population groups with a significantly higher or lower selection.

% support	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<i>Number of responses</i>	2,008	1,005	1,001	372	661	650	325	986	816	206
The Government should provide targeted grants to incentivise the purchase of new EVs.	78%	79%	77%	82%	82%	76%	69%	76%	81%	80%
The new Government is right to bring forward the ban on the sales of new petrol and diesel cars in 2030 rather than in 2035.	50%	56%	45%	73%	63%	39%	23%	45%	55%	56%

% support	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland / NI
<i>Number of responses</i>	2,008	95	241	161	141	185	202	240	281	181	100	181
The Government should provide targeted grants to incentivise the purchase of new EVs.	78%	77%	78%	75%	76%	76%	79%	86%	77%	74%	77%	80%
The new Government is right to bring forward the ban on the sales of new petrol and diesel cars in 2030 rather than in 2035.	50%	56%	48%	45%	39%	55%	47%	77%	41%	46%	45%	50%

- A higher proportion of motorists aged 17-49 and motorists living in London support both new Government plans.

■ Statistically higher than average

■ Statistically lower than average

Transport sectors that require greater funding

D5d. Please rank the following transport sectors in need of preference of funding and resources from 1-4

Priority ranking shows average between 1 for the highest priority down to 4 for the lowest.

Type of driving behaviour	Average priority ranking	% placing it first	% placing it last
Improving the condition and maintenance of existing roads	1.6	61%	6%
Building new roads to improve capacity	2.7	15%	30%
Schemes to reduce car use (more buses lanes, low-traffic neighbourhoods, segregated cycle lanes)	2.8	17%	36%
Traffic calming and enforcement resourcing	2.9	6%	27%

- Improving the condition and maintenance of existing roads is seen as the highest priority.
- Traffic calming and enforcement resourcing is seen as the lowest priority of the four posed with just 6% selecting it as the highest priority.



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RoadSmart

December 2024