

# Driving Safety Culture Survey 2022



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## Introduction

IAM RoadSmart is the UK's largest road safety charity. It has a vision of a society where all road users can safely and sustainably use the public highways together. It does this through a range of means including through the advanced driving and riding tests. IAM RoadSmart was formed in 1956 and has over 77,000 members who support its campaigns on road safety. The Policy and Research Division publishes award winning research on a variety of road safety topics.

This is our eighth annual report on the opinions, attitudes and behaviour of British drivers. IAM RoadSmart would like to thank the American Automobile Association Foundation for Road Safety (AAAFS) for sharing the concept with us and Lake Market Research for conducting the survey work. This report shows that the main worries of British drivers have remained remarkably consistent over time – even during the recent co-vid pandemic. With 2000 respondents this is one of the biggest annual opinion surveys on road safety run in the UK. This year we added 'cost of motoring' to the list of top concerns, and it is no surprise that it has taken the number one spot immediately. 86% of drivers are concerned about the increasing cost of staying mobile in the last three years. The number of drivers concerned about potholes has remained consistently high. But a slightly increased number (93%) this year reported some form of behaviour change related to the state of our decaying roads. The issue is moving up the agenda due to the May 2023 local elections and the 2024 General Election and IAM RoadSmart will continue to use these results to keep the issue top of politician's minds.

Elsewhere in the survey support for stronger road safety measures remains very solid underlining once again the law-abiding nature of the vast majority of British drivers who continue to deliver some of the safest roads in the world. However, drivers do still seem happy to use hand held mobile phones and to speed on motorways. Drivers distracted by smartphones and driving after drinking alcohol or using illegal drugs are considered the most serious threats, underlining the need for more enforcement. The recent inclusion of Road Policing in the Home Office Policing requirement is a major step in the right direction to deliver this at last. Concerns continue over the lack of a hard shoulder on smart motorways with 89% supporting their reinstatement. With 86% of drivers supporting restrictions on e-scooters there is no excuse for the continued delay from the government on new legislation. On a more positive note, three quarters of British drivers claim to support the hierarchy of road users in the new Highway Code.

## Research Objectives

**To study UK motorists' driving safety attitudes and behaviour. This survey was first carried out in 2015 and this report covers a repeat of the survey in December 2022 and includes any statistically valid differences from the results of the 2020 / 2021 surveys as well as the results from 2019 and previous years (pre Covid-19 pandemic).**

**The objectives were to study UK motorists' driving safety attitudes and behaviour in terms of:**

- The potential car driving problems faced by drivers now compared with 3 years ago
- The perceived threats to personal safety whilst driving
- The relative acceptability of driver behaviour
- Respondent driver behaviour
- Support for potential new regulations and laws governing driver behaviour and licence renewal
- Perceived police prioritisation of aspects of bad driving
- Attitudes towards the encouraging drivers to improve their driving skills by taking advanced driving tuition and advanced driving test
- Attitudes towards the problems associated with potholes in the roads.

# Methodology

1. An online questionnaire was completed by motorists from the CINT access panel of UK residents.
2. 2,010 useable 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:

Gender and age group	
Male	50%
Female	50%
Aged 17-24	5%
Aged 25-34	13%
Aged 35-39	16%
Aged 40-49	17%
Aged 50-59	17%
Aged 60-69	15%
Aged 70-80	15%
Aged 80+	2%

Region	
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.

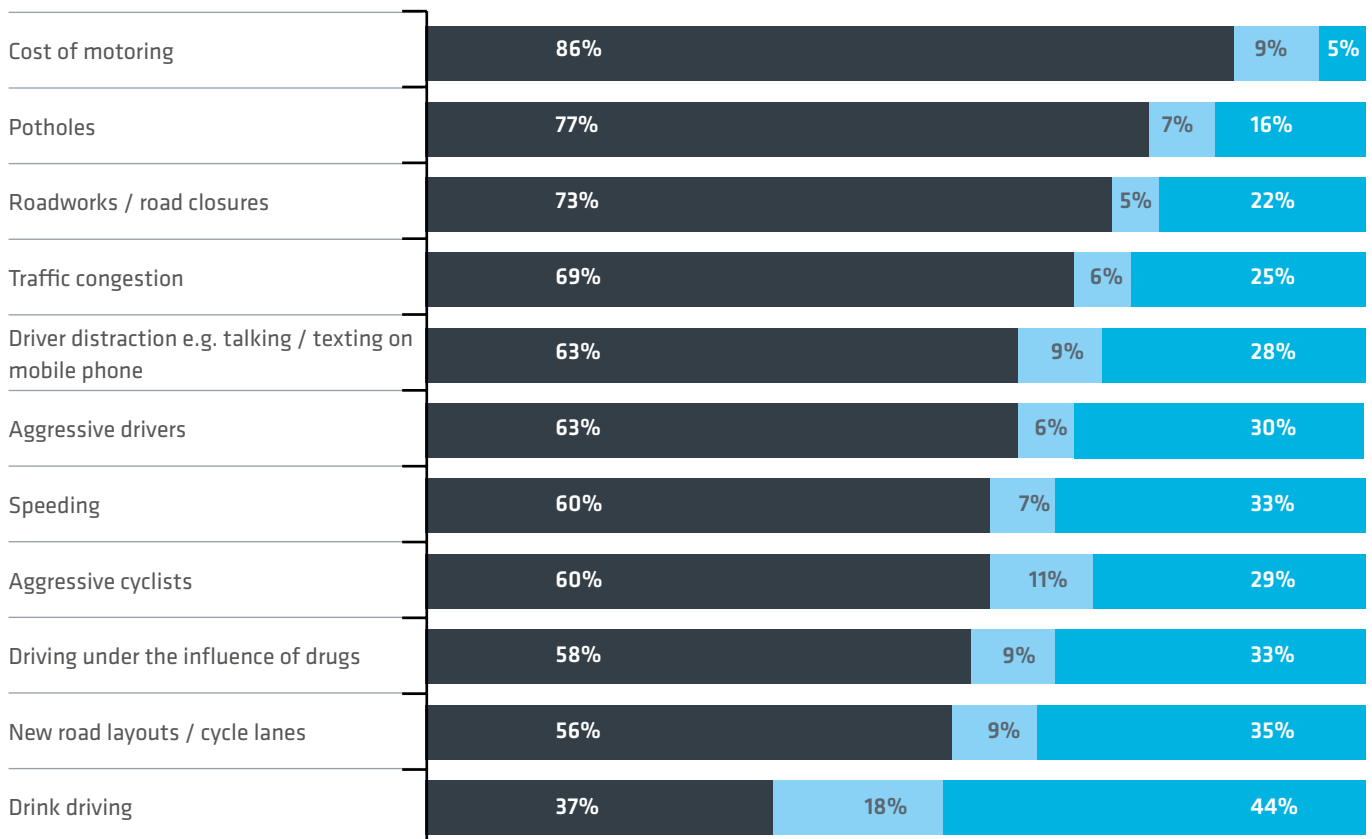
# Executive Summary

- The cost of motoring is considered the biggest issue compared to three years ago, followed by potholes, roadworks / road closures and traffic congestion. Whilst levels remain high, the proportion reporting traffic congestion, aggressive drivers and driver distraction as a bigger problem than three years ago remains lower than pre pandemic levels (2019).
- Consistent with previous years, there are eight issues that at least 80% of motorists consider to be a threat to their personal safety. Drivers checking or updating social media, text messaging or emailing and driving after drinking alcohol or using illegal drugs are considered the most serious threats.
- Of the 18 behaviours tested, talking on a hands free mobile and driving 10 miles per hour over the speed limit on are the only types of behaviour over half of motorists believe other people consider acceptable. Consistent with personal safety perceptions, use of social media, typing text messages or emails, driving and drinking or using drugs is largely considered unacceptable. Patterns are broadly consistent when motorists were asked to indicate the behaviours they personally found acceptable. Acceptability of driving 5 miles over the limit on residential streets and urban areas has increased from last year and is back in line with 2016 levels.
- Of the 12 behaviours assessed, just over a third claim they have driven more than 5 miles per hour over the limit to some degree in the past 30 days. Just over a quarter have driven 10 miles per hour over the limit on a motorway and/or talked hands free on a mobile. Consistent with personal safety and acceptability perceptions, few have used social media, typed text messages or emails or driven without wearing a seatbelt.
- Support for the laws / initiatives tested in the survey is high, with universal support for those concerning drug use, accessing text messages / emails, use of handheld phones, vehicle checking, emergency vehicle protocols, drink driving and eye test certificates for older motorists.
- 89% support reinstating the hard shoulder on all smart motorways and 86% support a law restricting e-scooters to cycle lanes only, setting age limits and introducing strict design and construction standards. Three quarters claim to support the hierarchy of road users in the new Highway code.
- Drink and drug driving remains the clear 1st priority for police action against bad driving behaviour with 60% ranking this first of the six areas tested.
- Over 9 in 10 drivers have been affected by potholes over the past year. 33% have changed route to avoid them while 19% have reported a pothole to the authorities.
- Broadly consistent with previous years, just over seven in ten drivers agree that drivers should be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test.

# Key Findings

## Perceptions of issues on roads compared to 3 years ago

Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago?



Net: bigger problem
  Net: smaller problem
  About the same

- Whilst potholes remain a key concern to motorists and 77% claim they are a bigger problem compared to 3 years ago, the cost of motoring (a new area included this year) is seen as the biggest with 86% claiming it's a bigger problem compared to 3 years ago.
- Just under three quarters consider roadworks / road closures (73%) to be a bigger problem compared to three years ago.
- Just over two thirds consider traffic congestion (69%) and 63% consider driver distraction (e.g. talking / texting on phone) to be a bigger problem.
- Six in ten consider aggressive cyclists to be a bigger problem than 3 years ago.

## Perceptions of issues on roads compared to 3 years ago – demographic & mileage scores

Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago?

Percentages show the proportion stating that the issue is a bigger problem than 3 years 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 a bigger problem and **lighter blue** showing that significantly **less** respondents considering the issue a bigger problem.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
Cost of motoring	86%	85%	86%	65%	81%	97%	95%	91%	84%	76%
Potholes	77%	76%	78%	60%	72%	88%	83%	78%	78%	70%
Roadworks / road closures	73%	70%	76%	62%	71%	80%	76%	75%	74%	70%
Traffic congestion	69%	66%	73%	69%	70%	71%	65%	68%	72%	64%
Driver distraction e.g. talking / texting on mobile phone	63%	63%	62%	63%	63%	63%	60%	63%	63%	62%
Aggressive drivers	63%	59%	68%	65%	63%	66%	58%	64%	64%	62%
Speeding	60%	58%	62%	66%	60%	58%	57%	58%	62%	54%
Aggressive cyclists	60%	62%	57%	54%	55%	67%	63%	61%	59%	55%
Driving under the influence of drugs	58%	57%	59%	57%	53%	63%	64%	61%	56%	57%
New road layouts / cycle lanes	56%	54%	59%	54%	58%	55%	61%	59%	56%	51%
Drink driving	37%	34%	40%	57%	41%	27%	23%	36%	37%	37%

- A higher proportion of females consider a number of areas to be a bigger problem now compared to three years ago, namely roadworks/road closures, traffic congestion, aggressive drivers, new road layouts / cycle lanes and drink driving.
- A lower proportion of those aged 17-34 consider the cost of motoring, potholes, roadworks/road closures and aggressive cyclists to be a bigger problem. However, a higher proportion of this age group consider speeding and drink driving to be more of a problem.

## Perceptions of issues on roads compared to 3 years ago – regional scores

Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago?

Percentages show the proportion stating that the issue is a bigger problem than 3 years 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 a bigger problem and **lighter blue** showing that significantly **less** respondents considering the issue a bigger problem.

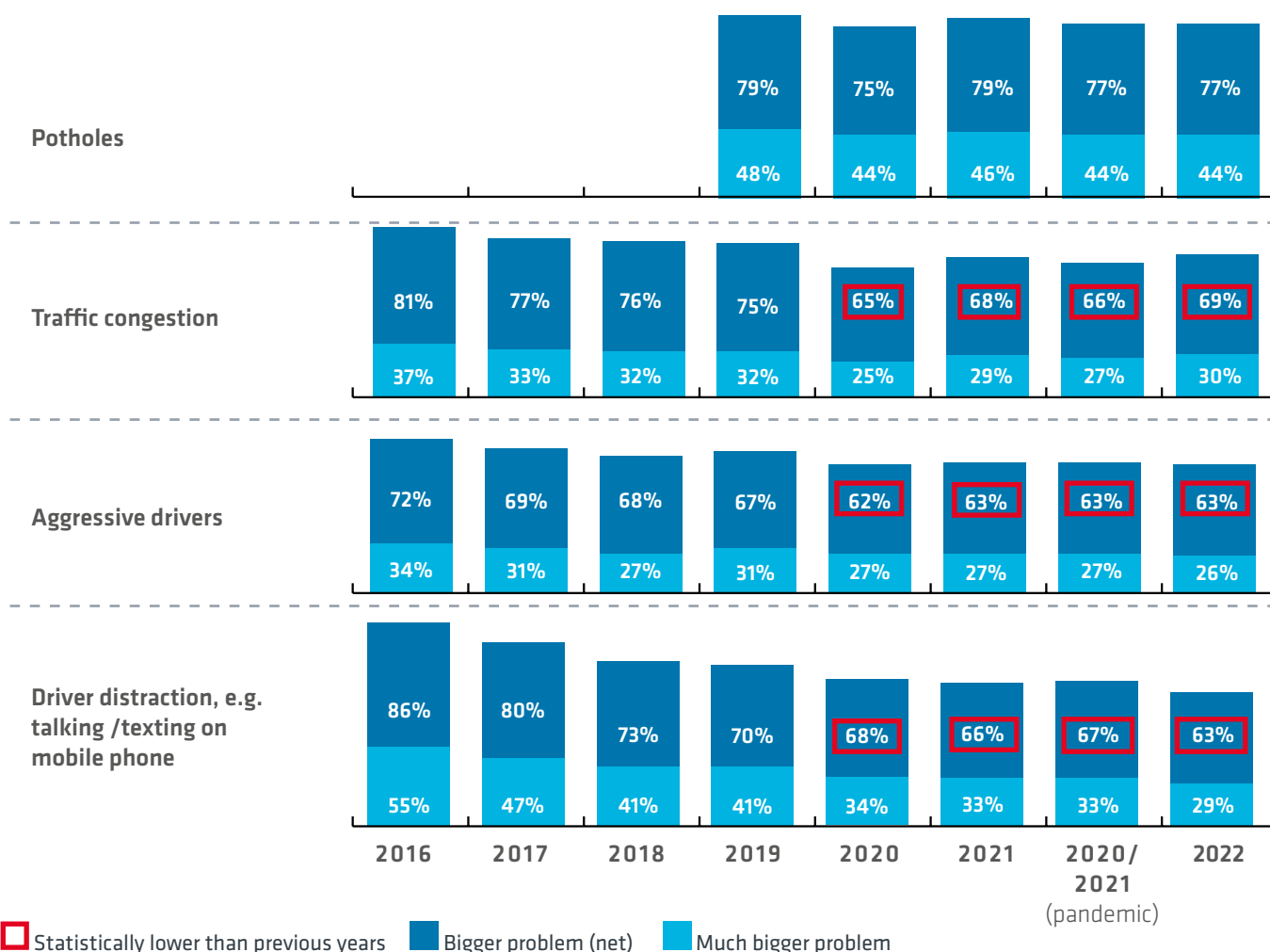
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
Number of responses	2,010	101	241	164	141	181	202	240	280	175	103	182
Cost of motoring	86%	79%	84%	88%	88%	88%	81%	85%	84%	85%	88%	91%
Potholes	77%	64%	75%	79%	78%	81%	71%	75%	79%	78%	76%	80%
Roadworks / road closures	73%	66%	76%	76%	70%	80%	74%	69%	71%	75%	64%	74%
Driver distraction e.g. talking / texting on mobile phone	69%	57%	66%	57%	62%	63%	64%	67%	60%	66%	70%	58%
Traffic congestion	63%	53%	68%	74%	65%	77%	74%	72%	66%	71%	64%	69%
Aggressive drivers	63%	56%	66%	66%	65%	66%	65%	66%	61%	62%	62%	58%
Speeding	60%	47%	65%	57%	66%	65%	61%	61%	56%	55%	57%	62%
Aggressive cyclists	60%	56%	54%	58%	50%	56%	60%	70%	66%	57%	64%	60%
Driving under the influence of drugs	58%	53%	60%	64%	59%	62%	62%	60%	52%	52%	62%	53%
New road layouts / cycle lanes	56%	56%	56%	56%	49%	55%	55%	64%	55%	58%	52%	59%
Drink driving	37%	38%	39%	35%	39%	34%	39%	42%	36%	36%	34%	33%

- There are a few directional regional differences to consider. A higher proportion of motorists living in London consider aggressive cyclists and new road layouts / cycle lanes to be a bigger problem compared to three years ago. A higher proportion of motorists living in the West Midlands consider roadworks/road closures and traffic congestion to be a bigger problem compared to three years ago.



## Perceptions of issues on roads compared to 3 years ago - year on year trends

Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago?

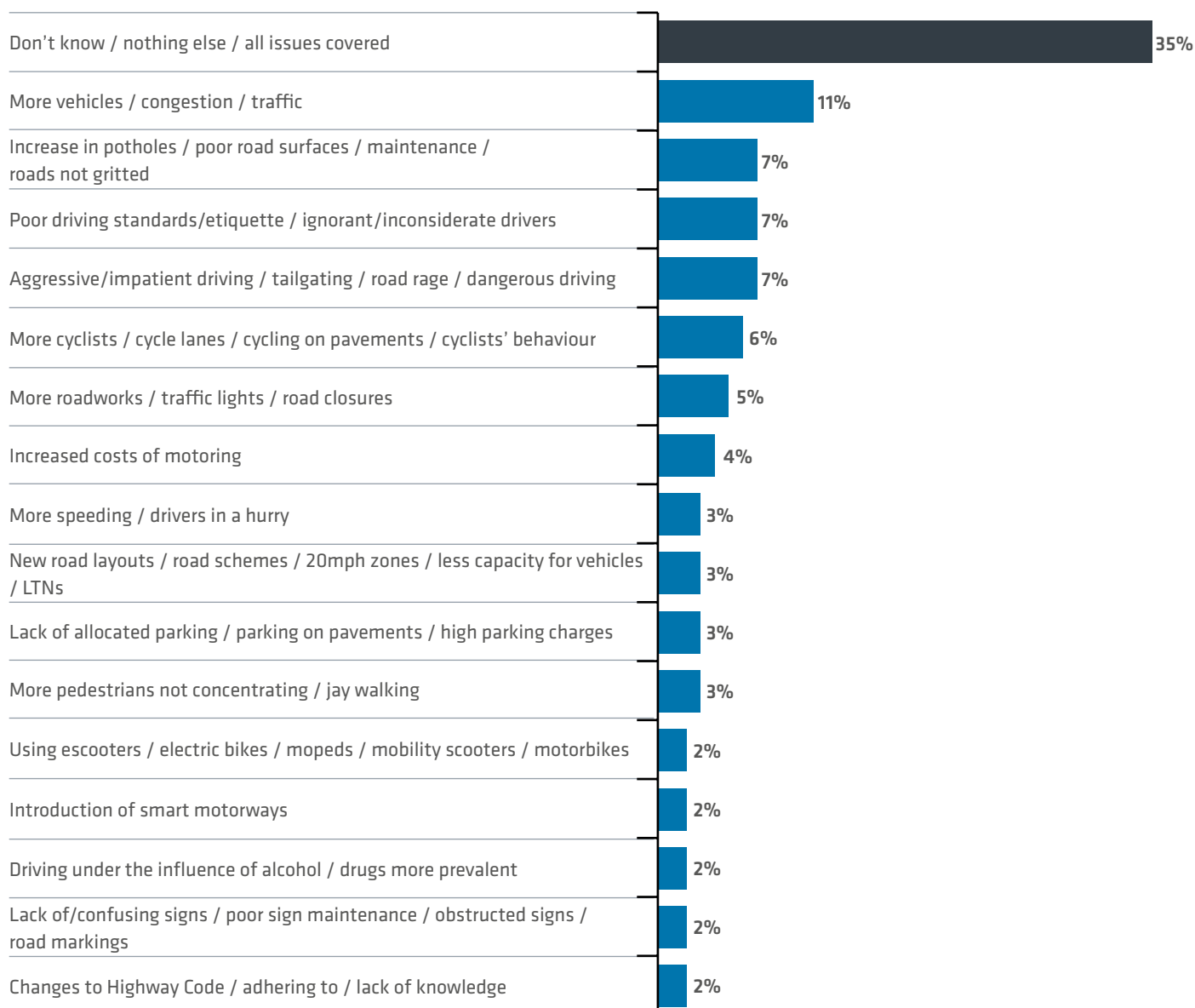


- Whilst levels remain high, the proportion reporting traffic congestion, aggressive drivers and driver distraction as a bigger problem than three years ago remains lower than previous years.

## Other issues on roads that are bigger problem compared to 3 years ago

Q2i. Do you think there are any other issues on the roads that are a bigger problem today compared to 3 years ago?

Open responses from respondents coded into 'like' themes

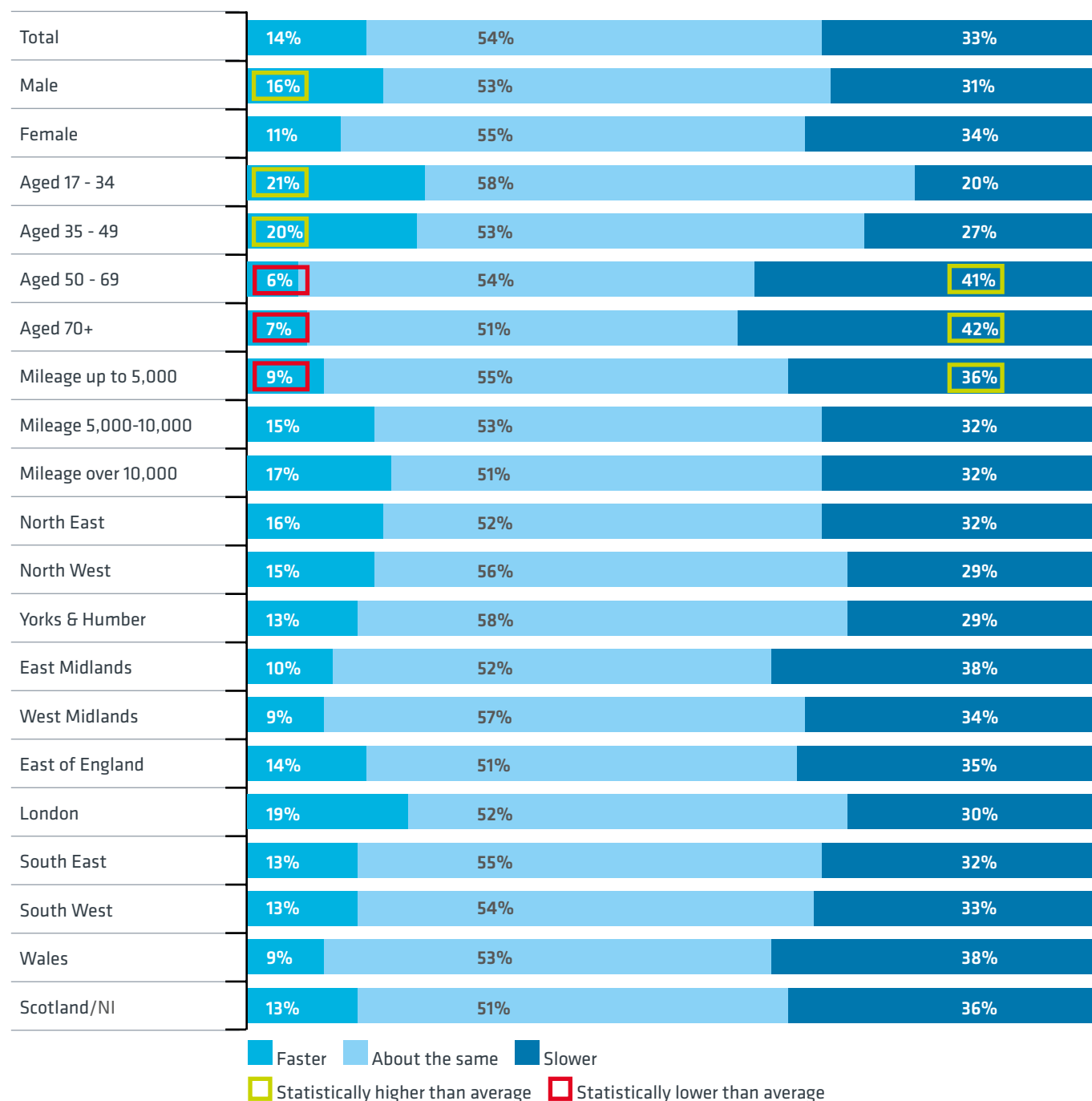


Themes 2% & above reported

- Just over a third (35%) indicated the prompted issues covered the main issues on roads. Other responses covered a number of issues but the number of vehicles / traffic on roads, increase in potholes / poor road surfaces and poor driving standards were the most common.

## Perceived driving speeds compared to others

Q3. How fast would you say you usually drive, compared to most other drivers on the roads?

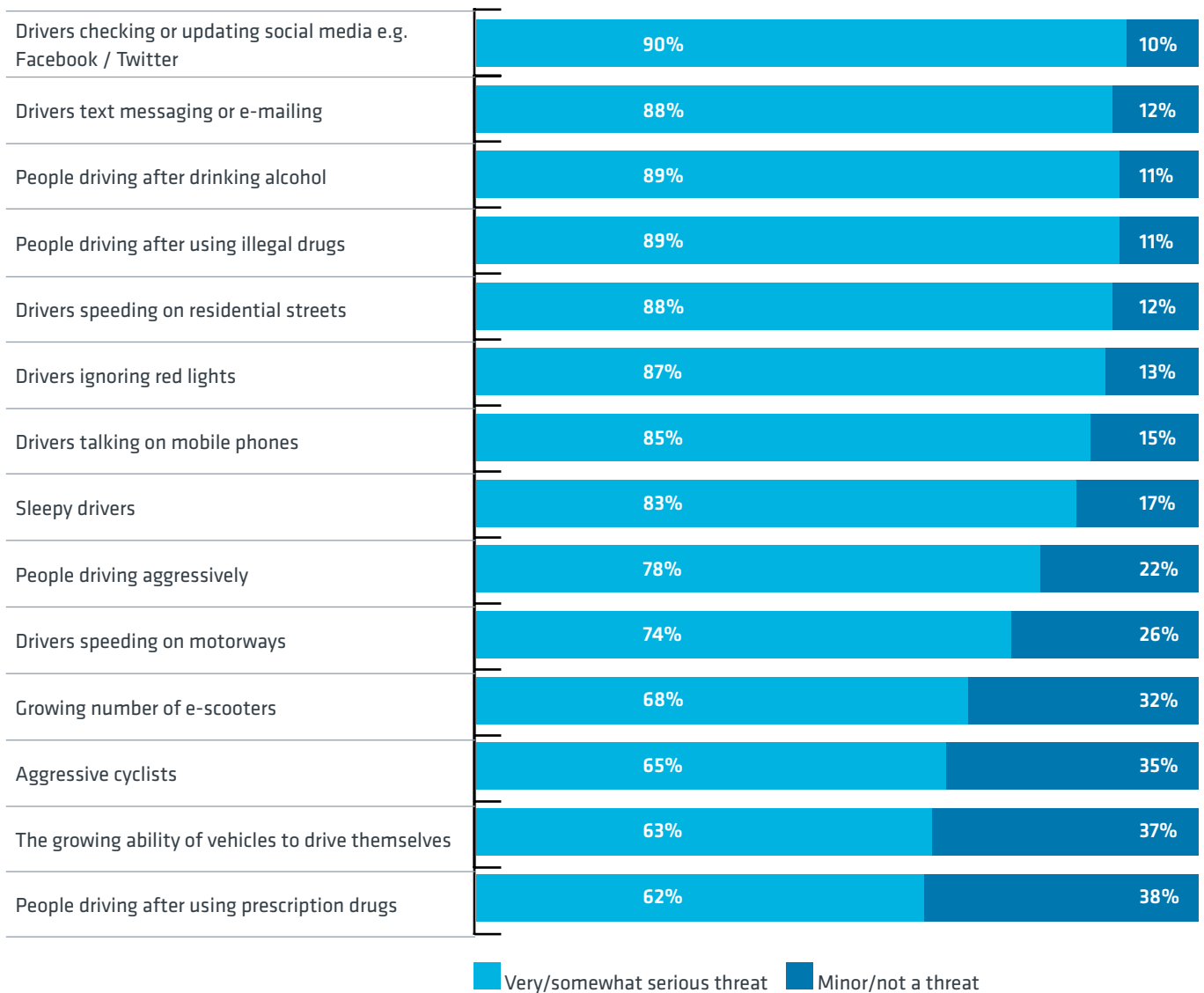


- A third of respondents (33%) believe they drive more slowly than other drivers compared with 14% who believe they drive faster. Just over half (54%) believe they drive at the same speed as other drivers. A higher proportion of motorists aged 17-49 believe they drive faster compared to other age groups.

# Q4

## Perceived threat of driver behaviour on personal safety

Q4. How much of a threat to your personal safety are the following?



- Consistent with 2021 levels, there are eight issues that at least 80% of motorists consider to be a threat to their personal safety. Drivers checking or updating social media, text messaging or emailing and driving after drinking alcohol or using illegal drugs are considered the most serious threats.
- Also consistent with 2021, drivers speeding on residential streets is considered more of a serious threat compared to speeding on motorways.

## Perceived threat of driver behaviour on personal safety – demographic scores

### Q4. How much of a threat to your personal safety are the following?

Percentages show the proportion stating that the driving behaviour was very/somewhat serious threat while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour as a threat.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
Drivers checking or updating social media e.g. Facebook / Twitter	90%	89%	91%	84%	87%	93%	93%	91%	89%	86%
Drivers text messaging or e-mailing	88%	87%	90%	80%	87%	92%	93%	91%	87%	83%
People driving after using illegal drugs	89%	87%	90%	85%	87%	91%	91%	90%	88%	85%
People driving after drinking alcohol	89%	87%	91%	89%	88%	90%	89%	91%	89%	88%
Drivers speeding on residential streets	88%	87%	90%	85%	89%	91%	87%	89%	88%	89%
Drivers talking on mobile phones	85%	84%	86%	81%	85%	89%	82%	86%	86%	83%
Drivers ignoring red lights	87%	86%	89%	87%	87%	88%	88%	88%	87%	88%
Sleepy drivers	83%	81%	84%	83%	84%	82%	81%	84%	82%	81%
People driving aggressively	78%	75%	81%	84%	82%	76%	66%	76%	79%	83%
Drivers speeding on motorways	74%	68%	80%	78%	76%	75%	66%	75%	73%	73%
Growing number of e-scooters	68%	69%	67%	59%	65%	73%	74%	70%	65%	73%
Aggressive cyclists	65%	65%	65%	66%	65%	62%	68%	63%	66%	63%
People driving after using prescription drugs	62%	61%	63%	63%	66%	58%	58%	60%	61%	62%
The growing ability of vehicles to drive themselves	63%	61%	65%	61%	66%	61%	63%	63%	61%	66%

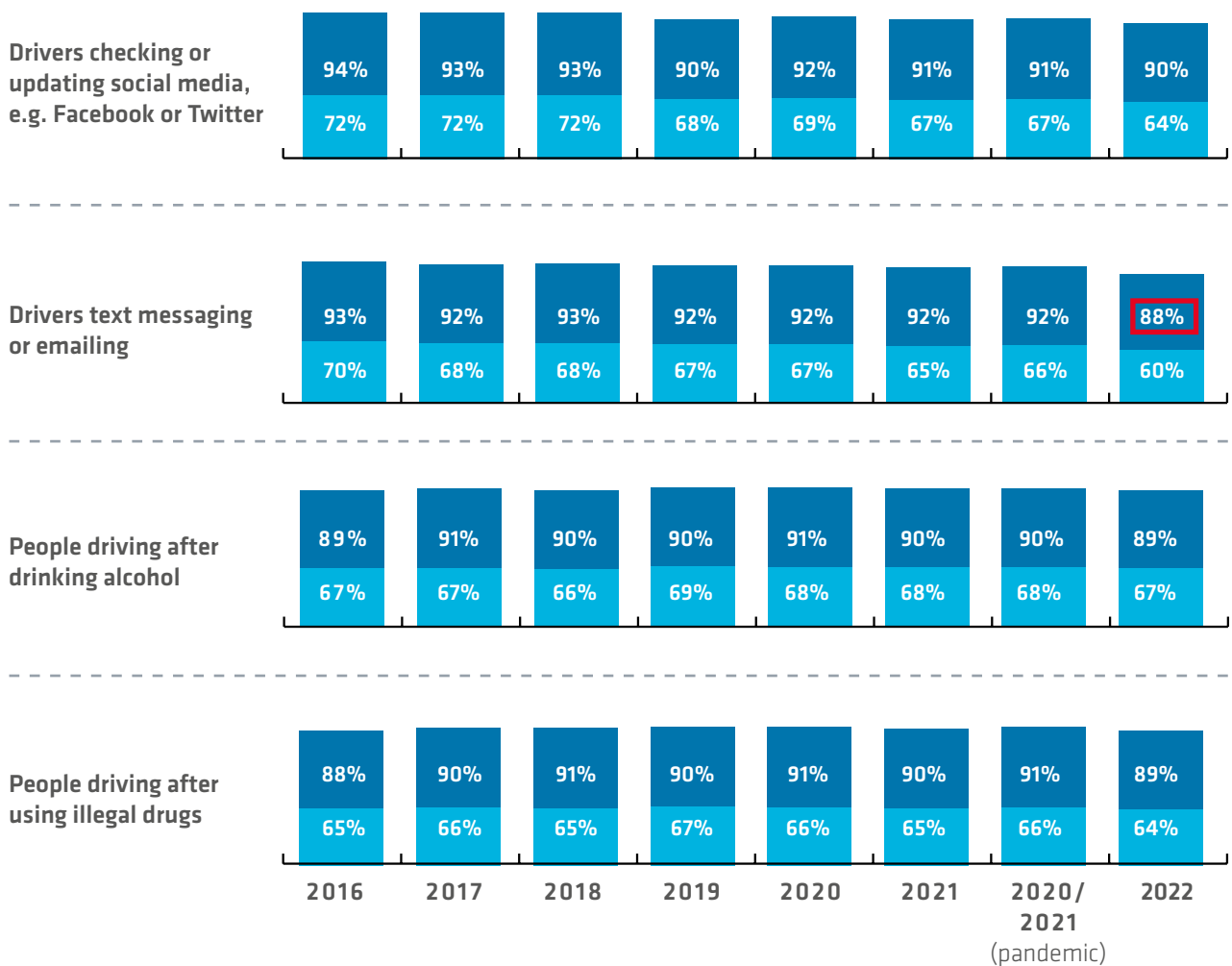
Statistically higher than average

Statistically lower than average

- A higher proportion of females consider specific areas to be a threat to their personal safety; people driving after drinking alcohol, drivers ignoring red lights, people driving aggressively and drivers speeding on motorways.
- A lower proportion of those aged 17-34 consider a number of areas to be a threat; including all areas of mobile phone use and the growing number of e-scooters.

## Perceived threat of driver behaviour on personal safety - year on year trends

Q4. How much of a threat to your personal safety are the following?



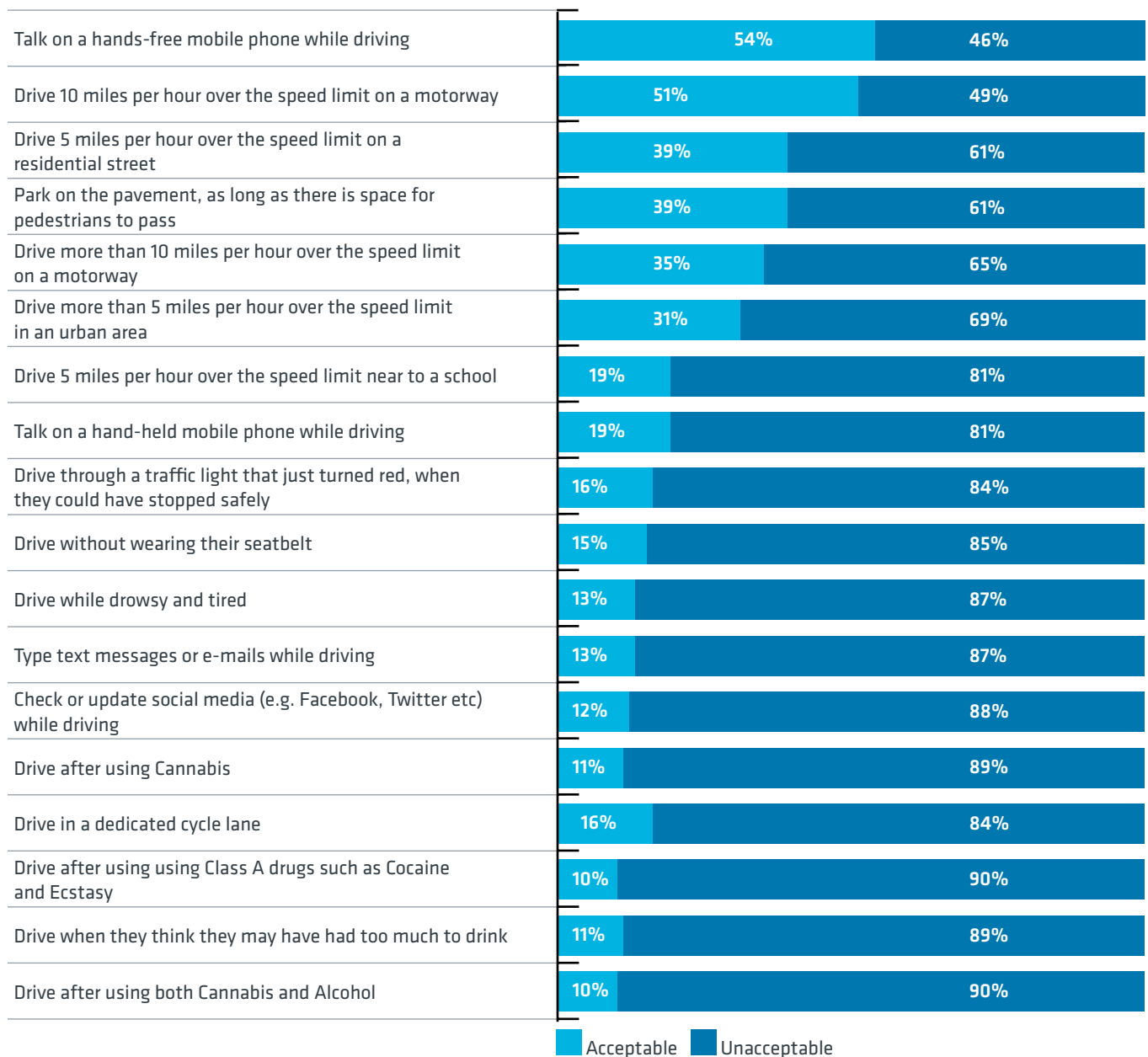
88% Statistically lower than average 
  Very / somewhat serious threat (net) 
  Very serious threat

- The perceived threat of the top four concerns is broadly consistent across years. Although, the proportion considering drivers text messaging or emailing has reduced this year.

## Acceptability of driving behaviours from perspective of ‘others’

### Q5. Where you live, how acceptable would most other people say it is to for a driver to?

(This question was asked in 2 ways:- the acceptability of the behaviour as far as most people are concerned - Q5 and the acceptability for the respondents personally - Q6. The latter is shown on page 21



- Just over half of motorists believe other people consider it acceptable to drive 10 miles per hour over the speed limit on a motorway and talk on a hands-free mobile.
- Consistent with personal safety perceptions, use of social media, typing text messages or emails, driving and drinking or using drugs is largely considered unacceptable.

## Acceptability of driving behaviours from perspective of 'others' – demographic & mileage scores

### Q5. Where you live, how acceptable would most other people say it is to for a driver to?

Percentages show the proportion stating that the driving behaviour was **acceptable** while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
Talk on a hands-free mobile phone while driving	54%	52%	56%	65%	55%	49%	48%	51%	55%	55%
Drive 10 miles per hour over the speed limit on a motorway	51%	55%	47%	56%	54%	51%	41%	49%	56%	45%
Drive 5 miles per hour over the speed limit on a residential street	39%	40%	37%	45%	44%	34%	31%	38%	38%	39%
Park on the pavement, as long as there is space for pedestrians to pass	39%	37%	41%	38%	39%	39%	40%	42%	39%	26%
Drive more than 10 miles per hour over the speed limit on a motorway	35%	38%	33%	46%	40%	32%	22%	30%	39%	38%
Drive more than 5 miles per hour over the speed limit in an urban area	31%	34%	28%	42%	36%	24%	23%	28%	33%	28%
Drive 5 miles per hour over the speed limit near to a school	19%	19%	18%	32%	24%	12%	7%	15%	20%	17%
Talk on a hand-held mobile phone while driving	19%	19%	19%	29%	22%	13%	12%	17%	19%	18%
Drive through a traffic light that just turned red, when they could have stopped safely	16%	16%	16%	23%	18%	13%	10%	14%	18%	12%
Drive without wearing their seatbelt	15%	16%	14%	23%	17%	14%	7%	13%	17%	12%
Drive while drowsy and tired	13%	14%	13%	22%	16%	9%	6%	11%	14%	12%
Type text messages or e-mails while driving	13%	14%	12%	22%	17%	7%	5%	10%	13%	17%
Check or update social media (e.g. Facebook, Twitter etc) while driving	12%	13%	10%	19%	15%	7%	5%	11%	12%	11%
Drive after using Cannabis	11%	12%	10%	17%	14%	8%	6%	10%	11%	9%
Drive in a dedicated cycle lane	16%	18%	15%	24%	18%	14%	9%	16%	16%	13%

- A higher proportion of male motorists believe most other people would consider driving over the speed limit on a motorway and 5 miles over the speed limit in an urban area acceptable.
- Acceptability perceptions are generally lower amongst motorists aged 50 & over. A higher proportion of motorists aged 17-34 believe most other people would consider the majority of behaviours acceptable.



## Acceptability of driving behaviours from 'perspective of 'others'- regional scores

### Q5. Where you live, how acceptable would most other people say it is to for a driver to?

Percentages show the proportion stating that the driving behaviour was **acceptable** while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

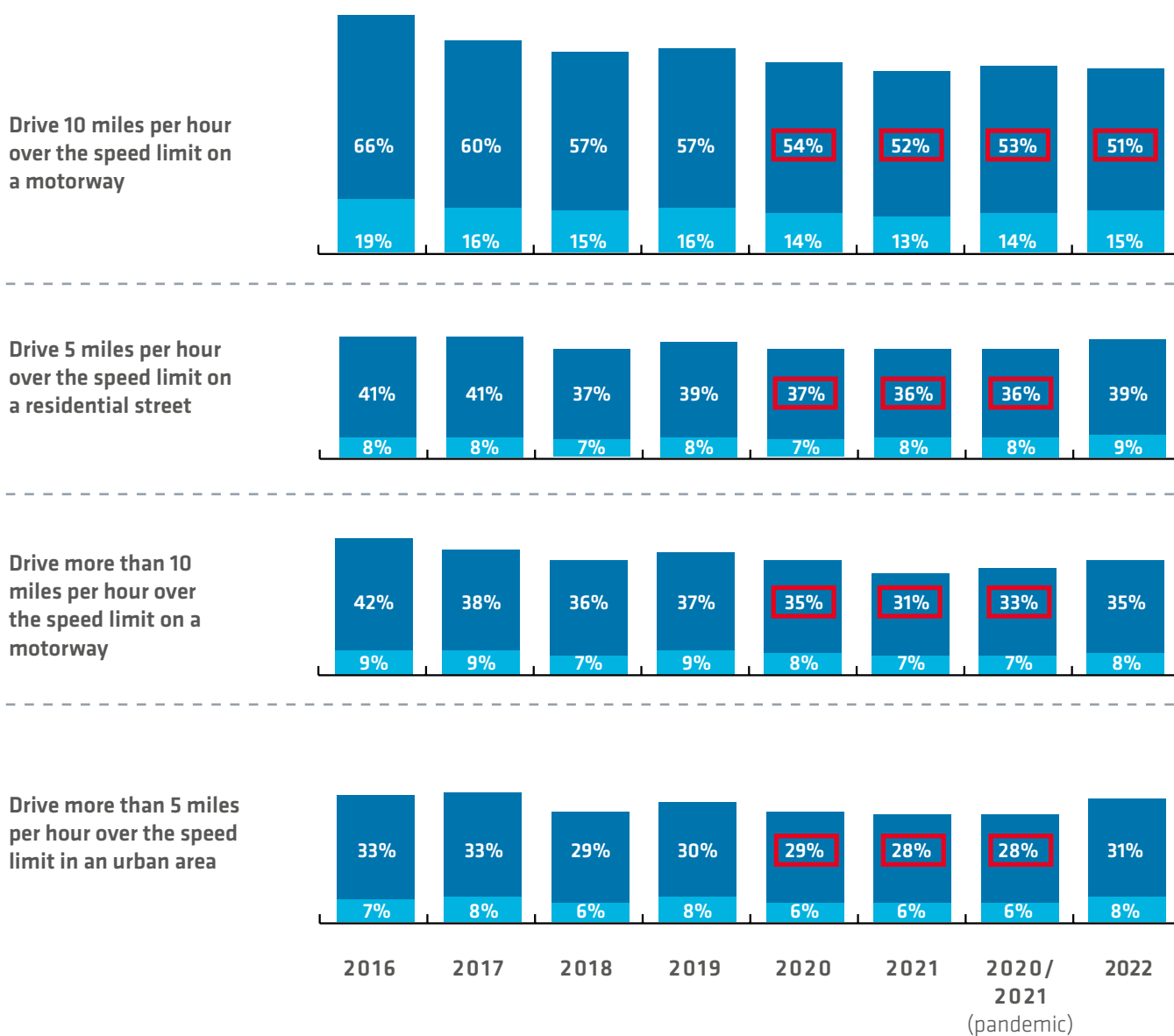
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/ NI
Number of responses	2,010	101	241	164	141	181	202	240	280	175	103	182
Talk on a hands-free mobile phone while driving	54%	58%	52%	57%	55%	55%	50%	52%	56%	49%	54%	57%
Drive 10 miles per hour over the speed limit on a motorway	51%	48%	47%	53%	45%	55%	53%	46%	54%	49%	61%	57%
Drive 5 miles per hour over the speed limit on a residential street	39%	35%	39%	37%	26%	43%	41%	47%	39%	39%	37%	35%
Park on the pavement, as long as there is space for pedestrians to pass	39%	43%	43%	45%	42%	40%	41%	40%	37%	27%	38%	36%
Drive more than 10 miles per hour over the speed limit on a motorway	35%	40%	33%	40%	33%	35%	36%	34%	37%	29%	40%	36%
Drive more than 5 miles per hour over the speed limit in an urban area	31%	34%	31%	30%	28%	30%	30%	37%	30%	29%	28%	29%
Drive 5 miles per hour over the speed limit near to a school	19%	18%	24%	21%	15%	17%	13%	25%	16%	17%	23%	15%
Talk on a hand-held mobile phone while driving	19%	15%	24%	18%	12%	19%	17%	26%	16%	17%	19%	17%
Drive through a traffic light that just turned red, when they could have stopped safely	16%	17%	20%	19%	18%	17%	12%	21%	16%	9%	8%	14%
Drive without wearing their seatbelt	15%	23%	15%	15%	18%	12%	12%	23%	14%	8%	14%	16%
Drive while drowsy and tired	13%	16%	15%	12%	11%	10%	12%	20%	13%	8%	15%	15%
Type text messages or e-mails while driving	13%	13%	17%	10%	11%	11%	12%	20%	10%	9%	7%	14%
Check or update social media (e.g. Facebook, Twitter etc) while driving	12%	14%	17%	7%	10%	12%	8%	18%	10%	9%	9%	10%
Drive after using Cannabis	11%	12%	17%	8%	13%	9%	8%	17%	10%	9%	9%	8%
Drive in a dedicated cycle lane	16%	18%	19%	18%	18%	13%	14%	22%	15%	14%	12%	15%

- Outside of London, there are few directional regional differences to consider. A higher proportion of motorists living in London believe most other people would consider driving 5 miles per hour over the speed limit in an residential street / near a school acceptable as well as other associated behaviours.

# Q5

## Acceptability of driving behaviours from perspective of 'others' - year on year trends

Q5. Where you live, how acceptable would most other people say it is to for a driver to?

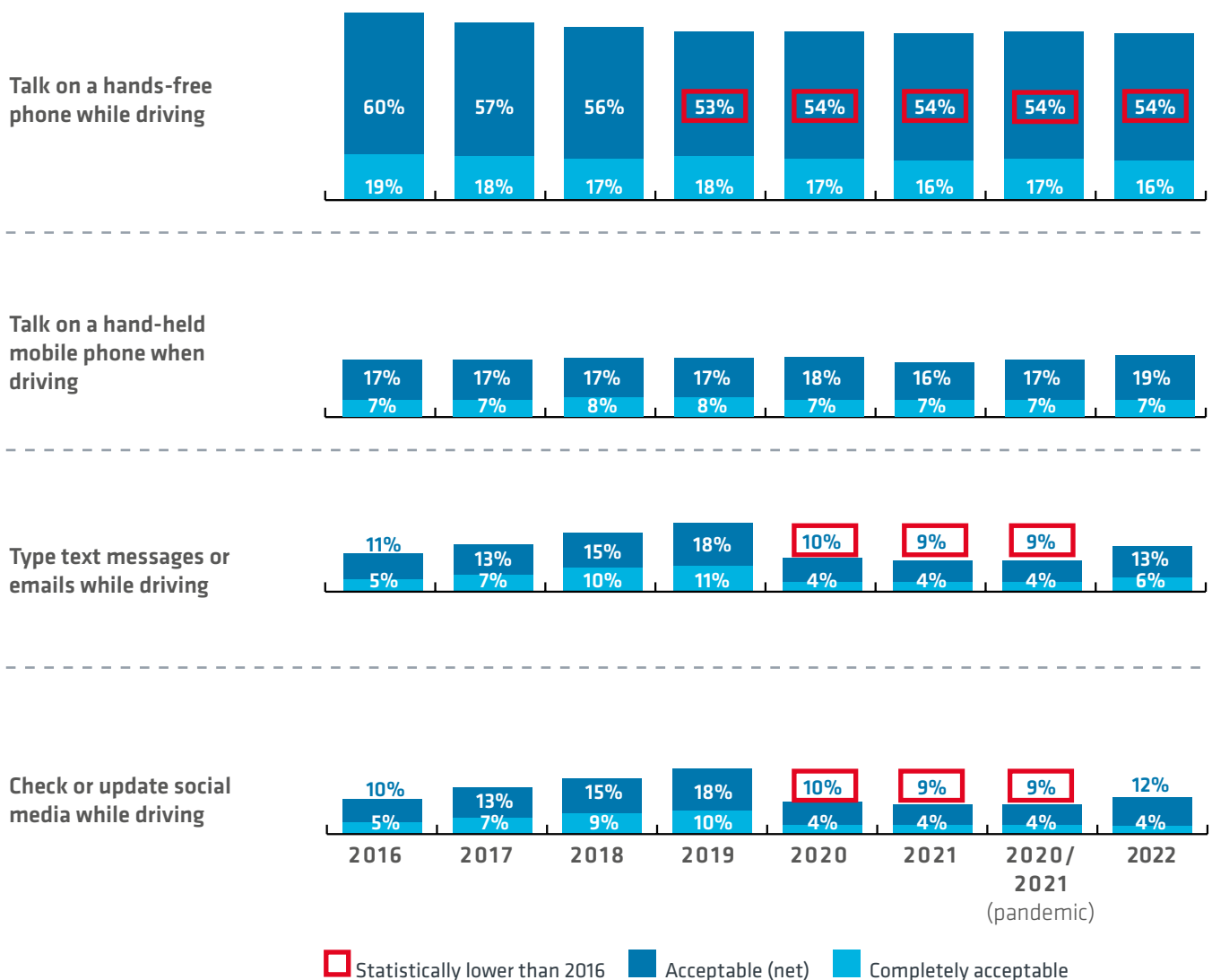


  Statistically lower than 2016
  Acceptable (net)
  Completely acceptable

- Perceptions of other people's acceptability of driving 5 miles over the limit on residential streets and urban areas has increased from last year and is back in line with 2016 levels.

## Acceptability of driving behaviours from perspective of 'others'- year on year trends

Q5. Where you live, how acceptable would most other people say it is to for a driver to?

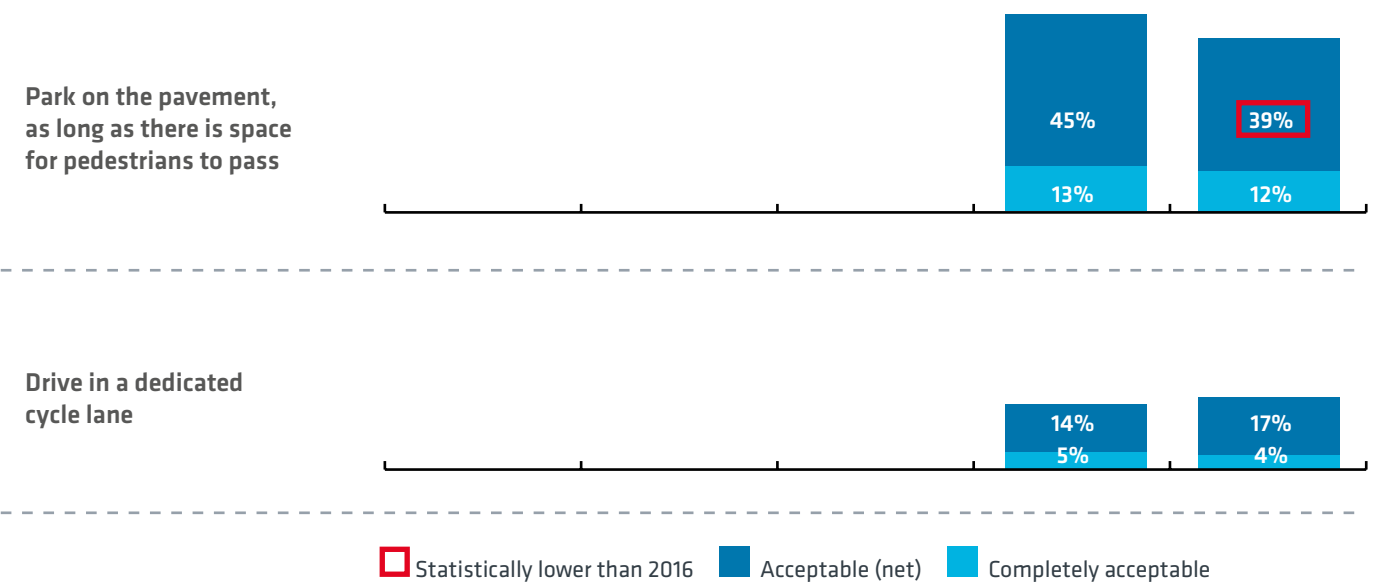


- The proportion believing other people consider it acceptable to use a hands-free phone when driving remains lower than 2016 levels.
- The proportion believing other people consider other mobile phone behaviours acceptable has increased from pandemic levels.

# Q5

## Acceptability of driving behaviours from perspective of 'others'- year on year trends

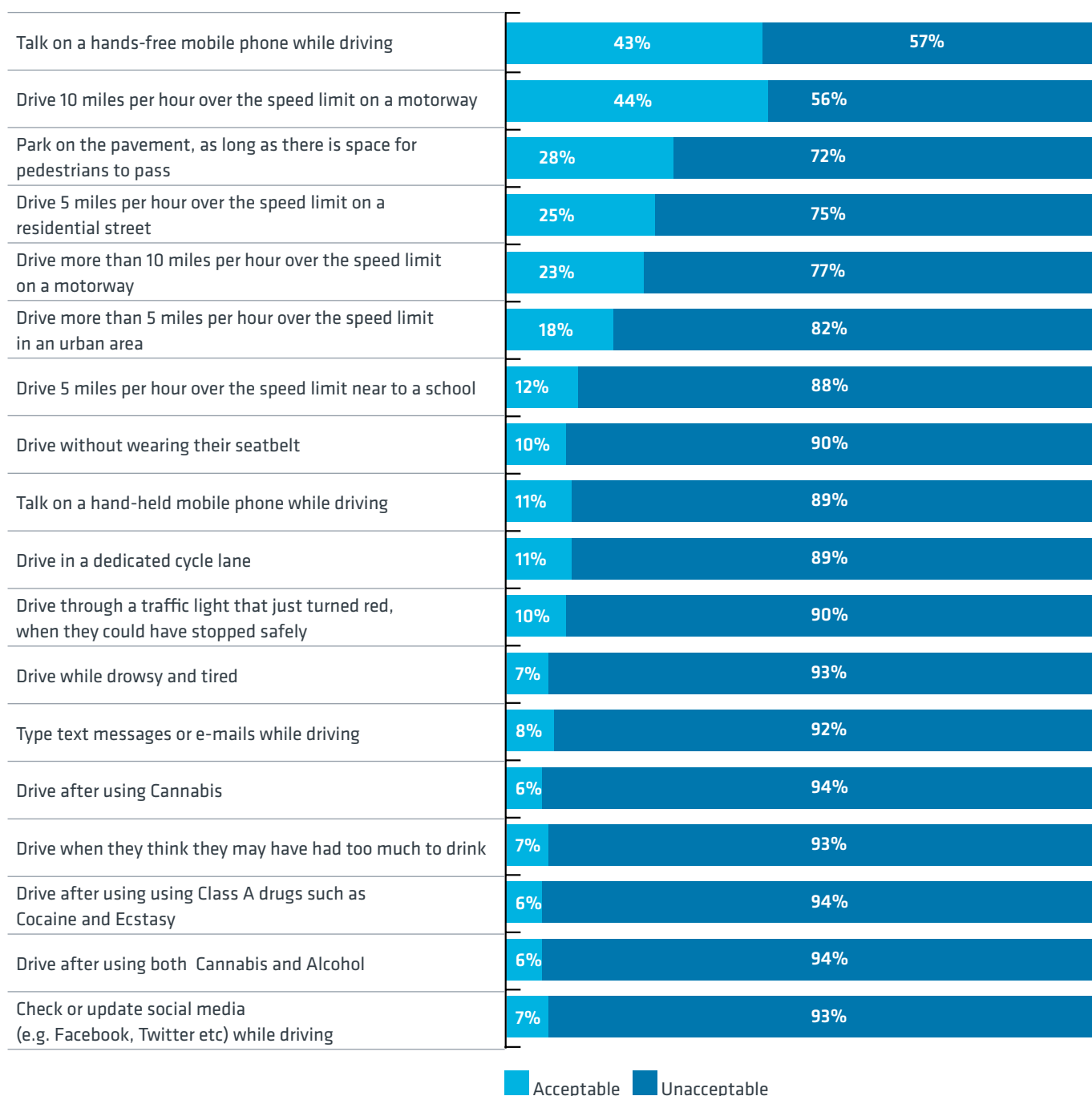
Q5. Where you live, how acceptable would most other people say it is to for a driver to?



- The proportion believing other people consider it acceptable to park on the pavement as long as there is space for pedestrians to pass is lower than 2021 proportions.
- The proportion believing other people consider it acceptable to drive in a dedicated cycle lane has increased marginally (but not significantly).

## Acceptability of driving behaviours from 'personal' perspective

### Q6. How acceptable do you personally feel it is to for a driver to?



- Personal acceptability proportions are lower than perceptions of other peoples beliefs. Over four in ten consider it acceptable to drive 10 miles per hour over the speed limit on a motorway and talk on a hands-free mobile.
- Consistent with previous patterns, use of social media, typing text messages or emails, driving and drinking or using drugs is largely considered unacceptable.

# Q6

## Acceptability of driving behaviours from ‘personal’ perspective – demographic & mileage scores

### Q6. How acceptable do you personally feel it is to for a driver to?

Percentages show the proportion stating that the driving behaviour was **acceptable** while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
Talk on a hands-free mobile phone while driving	43%	43%	43%	54%	44%	39%	38%	40%	45%	40%
Drive 10 miles per hour over the speed limit on a motorway	44%	49%	38%	45%	45%	44%	38%	42%	45%	43%
Park on the pavement, as long as there is space for pedestrians to pass	28%	28%	28%	34%	29%	26%	22%	28%	28%	19%
Drive 5 miles per hour over the speed limit on a residential street	25%	27%	22%	35%	28%	20%	16%	21%	26%	26%
Drive more than 10 miles per hour over the speed limit on a motorway	23%	26%	19%	29%	28%	19%	15%	18%	25%	26%
Drive more than 5 miles per hour over the speed limit in an urban area	18%	21%	15%	29%	22%	13%	9%	14%	20%	16%
Drive 5 miles per hour over the speed limit near to a school	12%	14%	10%	24%	17%	5%	3%	7%	13%	16%
Talk on a hand-held mobile phone while driving	11%	12%	9%	20%	16%	4%	4%	7%	13%	10%
Drive in a dedicated cycle lane	11%	13%	9%	19%	13%	8%	3%	9%	11%	9%
Drive through a traffic light that just turned red, when they could have stopped safely	10%	12%	9%	19%	15%	4%	2%	7%	11%	9%
Drive without wearing their seatbelt	10%	11%	8%	18%	13%	6%	2%	8%	10%	9%
Drive while drowsy and tired	7%	8%	7%	15%	12%	2%	0%	5%	8%	8%
Type text messages or e-mails while driving	8%	9%	6%	17%	12%	2%	0%	5%	6%	12%
Check or update social media (e.g. Facebook, Twitter etc) while driving	7%	8%	6%	14%	11%	2%	0%	5%	7%	10%

- A higher proportion of male motorists consider the speed behaviours and talking on a hand-held mobile phone when driving acceptable.
- Stark contrasts in the acceptability of behaviours by age and mileage quantities, with a higher proportion of motorists aged 17-49 considering behaviours acceptable and a lower proportion of motorists who under 5,000 considering behaviours acceptable.

## Acceptability of driving behaviours from 'personal' perspective – regional scores

### Q6. How acceptable do you personally feel it is to for a driver to?

Percentages show the proportion stating that the driving behaviour was *acceptable* while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

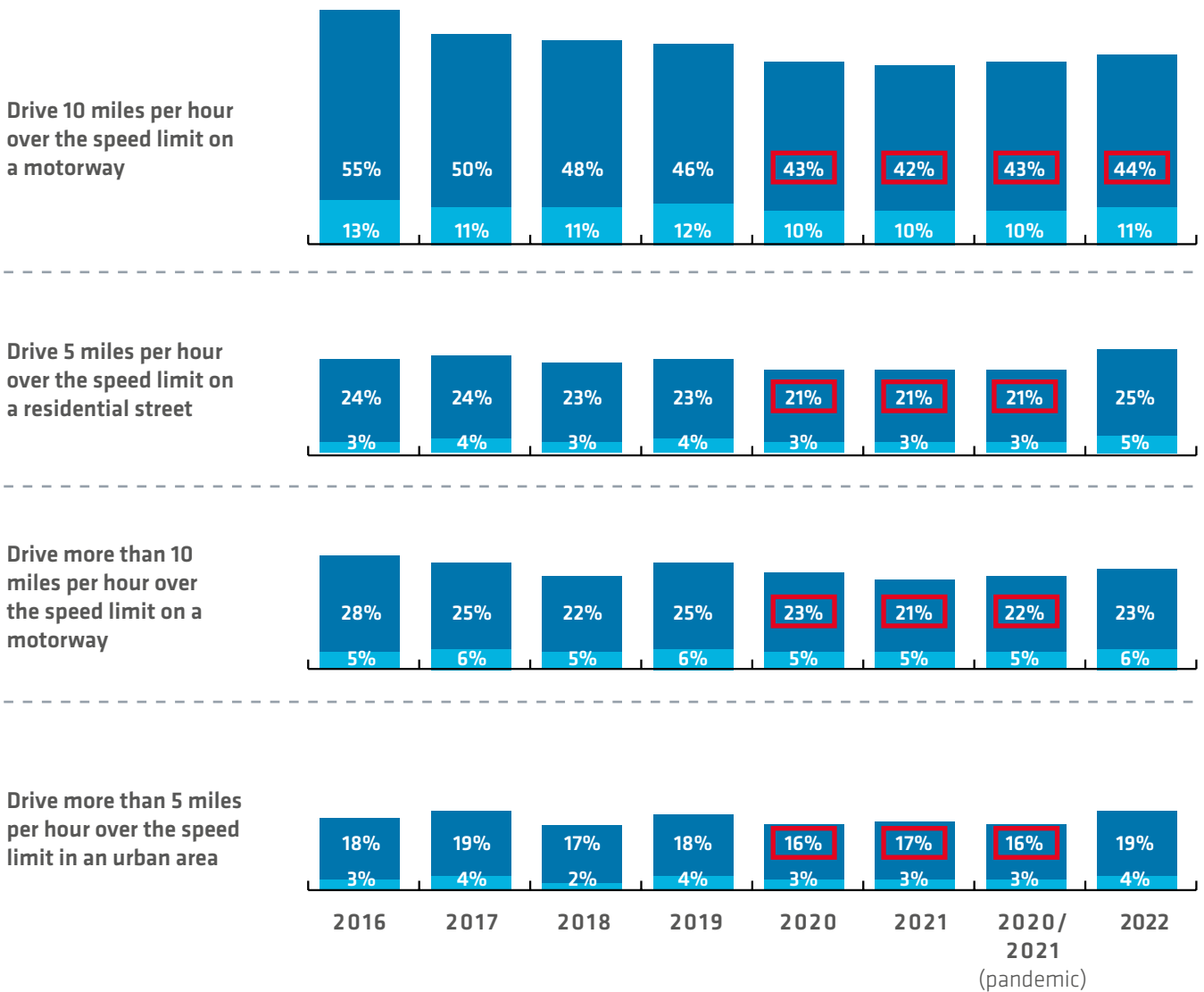
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/ NI
Number of responses	2,010	101	241	164	141	181	202	240	280	175	103	182
Talk on a hands-free mobile phone while driving	43%	55%	37%	44%	43%	43%	41%	45%	47%	37%	45%	44%
Drive 10 miles per hour over the speed limit on a motorway	44%	33%	35%	48%	38%	45%	49%	44%	49%	38%	52%	46%
Park on the pavement, as long as there is space for pedestrians to pass	28%	29%	31%	32%	22%	28%	28%	31%	27%	19%	32%	24%
Drive 5 miles per hour over the speed limit on a residential street	25%	21%	22%	21%	17%	25%	30%	35%	24%	23%	26%	21%
Drive more than 10 miles per hour over the speed limit on a motorway	23%	23%	19%	27%	20%	20%	25%	27%	23%	19%	25%	23%
Drive more than 5 miles per hour over the speed limit in an urban area	18%	18%	19%	18%	12%	17%	19%	27%	19%	14%	18%	14%
Drive 5 miles per hour over the speed limit near to a school	12%	7%	14%	11%	8%	11%	12%	21%	9%	12%	10%	10%
Talk on a hand-held mobile phone while driving	11%	11%	15%	6%	10%	6%	7%	20%	11%	9%	10%	7%
Drive in a dedicated cycle lane	11%	10%	11%	11%	8%	10%	9%	19%	11%	7%	5%	11%
Drive through a traffic light that just turned red, when they could have stopped safely	10%	13%	11%	11%	8%	8%	11%	17%	10%	4%	4%	10%
Drive without wearing their seatbelt	10%	12%	11%	12%	10%	8%	7%	17%	8%	4%	11%	7%
Drive while drowsy and tired	7%	9%	9%	5%	5%	4%	8%	15%	7%	4%	5%	6%
Type text messages or e-mails while driving	8%	7%	9%	5%	6%	5%	6%	16%	7%	5%	4%	8%
Check or update social media (e.g. Facebook, Twitter etc) while driving	7%	9%	10%	4%	3%	4%	7%	15%	6%	4%	3%	6%

- Outside of London, there are few directional regional differences to consider.
- A higher proportion of motorists living in London consider driving 5 miles / over 5 miles over the limit on residential streets, urban areas and near schools acceptable as well as other behaviours including handheld mobile use, driving in cycle lanes, driving through a traffic light that just turned red and not wearing a seatbelt.

# Q6

## Acceptability of driving behaviours from 'personal' perspective - year on year trends

Q6. How acceptable do you personally feel it is to for a driver to?



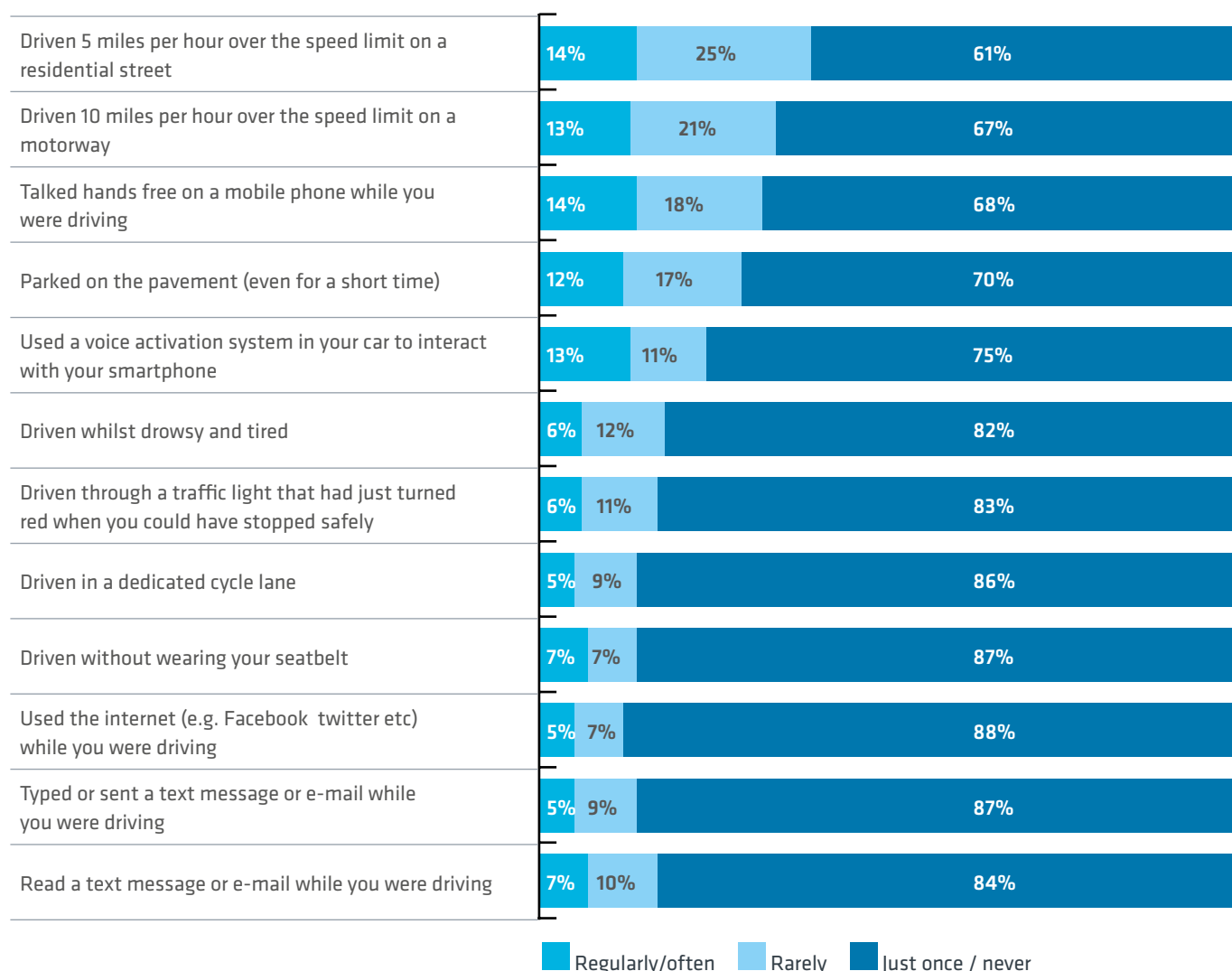
  Statistically lower than 2016
  Acceptable (net)
  Completely acceptable

- Consistent with trends observed for 'other people's acceptability' personal acceptability of driving 5 miles over the limit on residential streets and urban areas has increased from last year and is back in line with 2016 levels.



## Frequency of driving behaviours in past 30 days

### Q7. In the past 30 days, how often have you?



- Of the behaviours assessed, at least a third have driven more than 5 miles per hour over the limit on a residential street and/or driven 10 miles per hour over the speed limit on a motorway to some degree (rarely / regularly / often) in the past 30 days. Over three in ten have talked hands free on a mobile.
- Consistent with personal safety and acceptability perceptions, few claim to have used social media, typed text messages or emails or driven without wearing a seatbelt.

## Frequency of driving behaviours in past 30 days – demographic & mileage scores

### Q7. In the past 30 days, how often have you?

Percentages show the proportion stating regularly/often while colour coding shows those population groups with a significantly higher or lower likelihood of driving in this way.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
Talked hands free on a mobile phone while you were driving	14%	14%	14%	23%	20%	9%	4%	9%	17%	21%
Driven 5 miles per hour over the speed limit on a residential street	14%	15%	13%	22%	20%	8%	5%	11%	15%	17%
Drive 10 miles per hour over the speed limit on a motorway	13%	16%	9%	21%	18%	7%	5%	9%	14%	19%
Parked on a pavement (even for a short time)	12%	13%	11%	21%	14%	9%	6%	11%	12%	9%
Used a voice activation system in your car to interact with your smartphone	13%	14%	12%	23%	19%	7%	3%	7%	17%	19%
Driven whilst drowsy and tired	6%	6%	6%	12%	10%	1%	0%	4%	6%	7%
Driven through a traffic light that had just turned red when you could have stopped safely	6%	6%	5%	13%	8%	2%	0%	5%	5%	6%
Driven in a dedicated cycle lane	5%	7%	4%	11%	9%	1%	0%	4%	6%	4%
Driven without wearing your seatbelt	7%	9%	4%	13%	10%	2%	2%	4%	7%	6%
Read a text message or e-mail while you were driving	7%	8%	6%	13%	12%	1%	0%	4%	7%	9%
Used the internet (e.g. Facebook twitter etc) while you were driving	5%	6%	4%	11%	9%	0%	0%	4%	5%	6%
Typed or sent a text message or e-mail while you were driving	5%	6%	4%	12%	8%	0%	0%	4%	4%	2%

- A higher proportion of motorists aged 17-49 indicated they have regularly / often conducted these behaviours in the past 30 days. Frequency of behaviours are low amongst motorists aged 50 & over.
- A lower proportion of motorists who under 5,000 miles & over have regularly / often conducted speeding and hands-free mobile use behaviours in the past 30 days.

## Frequency of driving behaviours in past 30 days – regional scores

### Q7. In the past 30 days, how often have you?

	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	2,010	101	241	164	141	181	202	240	280	175	103	182
Talked hands free on a mobile phone while you were driving	14%	15%	17%	13%	12%	13%	16%	17%	12%	11%	14%	15%
Driven 5 miles per hour over the speed limit on a residential street	14%	13%	15%	14%	12%	13%	16%	20%	14%	12%	13%	11%
Drive 10 miles per hour over the speed limit on a motorway	13%	11%	15%	14%	9%	9%	10%	21%	12%	11%	11%	11%
Parked on a pavement (even for a short time)	12%	21%	16%	11%	11%	10%	14%	18%	9%	7%	11%	8%
Used a voice activation system in your car to interact with your smartphone	13%	18%	16%	11%	11%	11%	9%	19%	12%	14%	11%	10%
Driven whilst drowsy and tired	6%	5%	6%	7%	5%	3%	2%	12%	7%	4%	3%	4%
Driven through a traffic light that had just turned red when you could have stopped safely	6%	7%	7%	6%	3%	2%	5%	13%	5%	5%	3%	5%
Driven in a dedicated cycle lane	5%	7%	6%	2%	1%	2%	6%	14%	4%	4%	2%	5%
Driven without wearing your seatbelt	7%	12%	7%	6%	4%	3%	6%	14%	6%	4%	3%	7%
Read a text message or e-mail while you were driving	7%	7%	9%	4%	4%	5%	5%	16%	5%	3%	4%	7%
Used the internet (e.g. Facebook twitter etc) while you were driving	5%	6%	7%	2%	5%	2%	2%	13%	4%	3%	2%	4%
Typed or sent a text message or e-mail while you were driving	5%	5%	7%	3%	3%	3%	6%	11%	4%	3%	2%	1%

- Significant differences are predominantly only observed amongst those living in London - a higher proportion of motorists living in London claim to have regularly / often conducted these behaviours.

# Q7

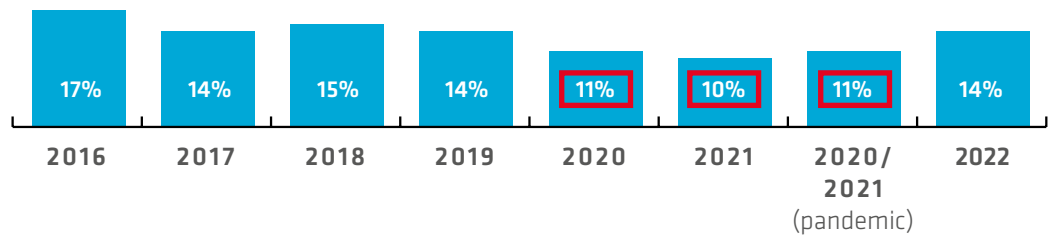
## Frequency of driving behaviours in past 30 days – year on year trends

Q7. In the past 30 days, how often have you?

Drive 10 miles per hour over the speed limit on a motorway



Driven 5 miles per hour over the speed limit on a residential street

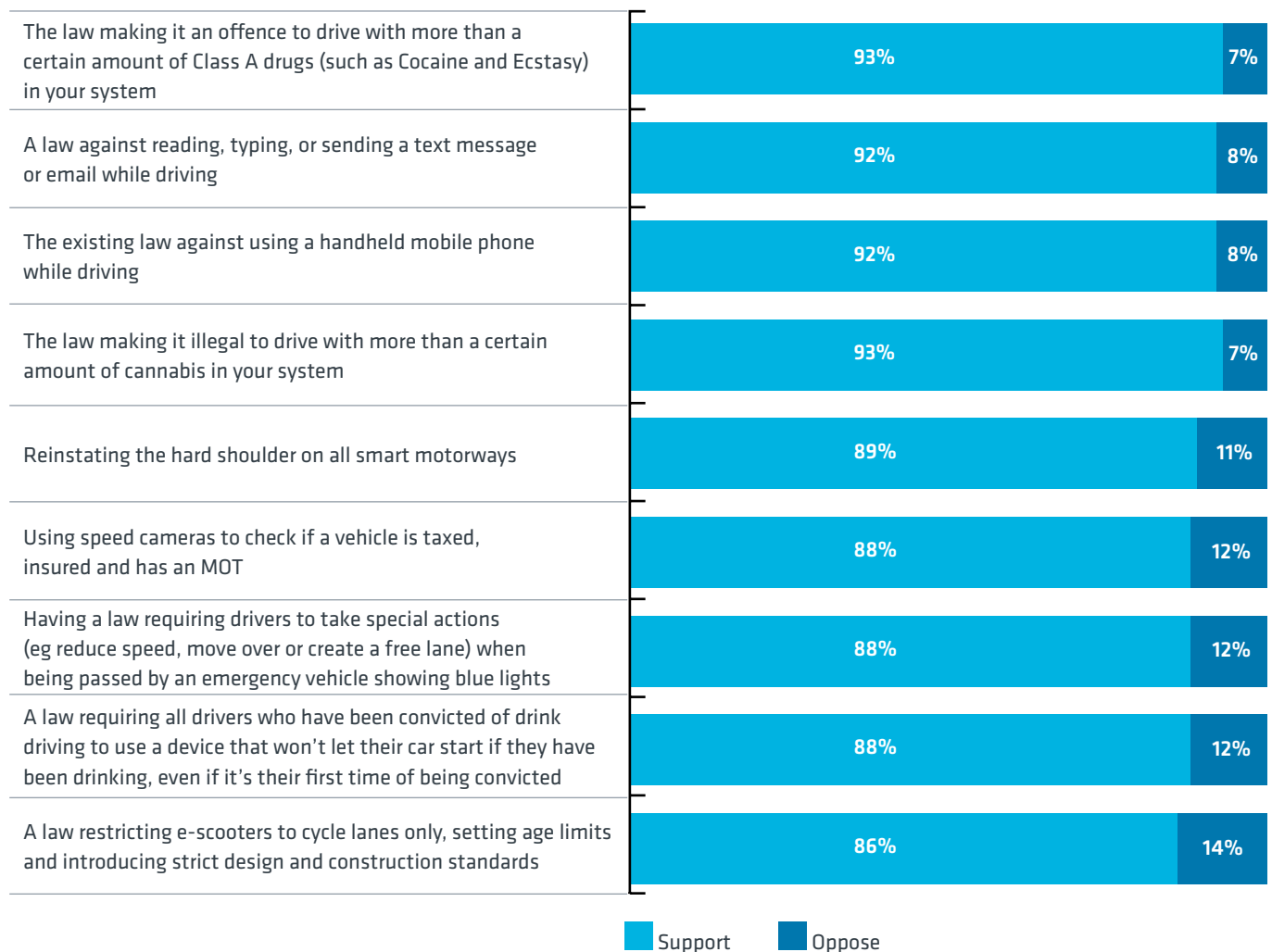


  Statistically lower than 2016 ■ Regularly / fairly often

- The proportion who claim to have frequently / often driven 10 miles per hour over the speed limit on a motorway and/or driven 5 miles per hour over the speed limit on a residential street has increased from last year and is back in line with 2016 levels.

## Support for road user initiatives – initiatives with most support

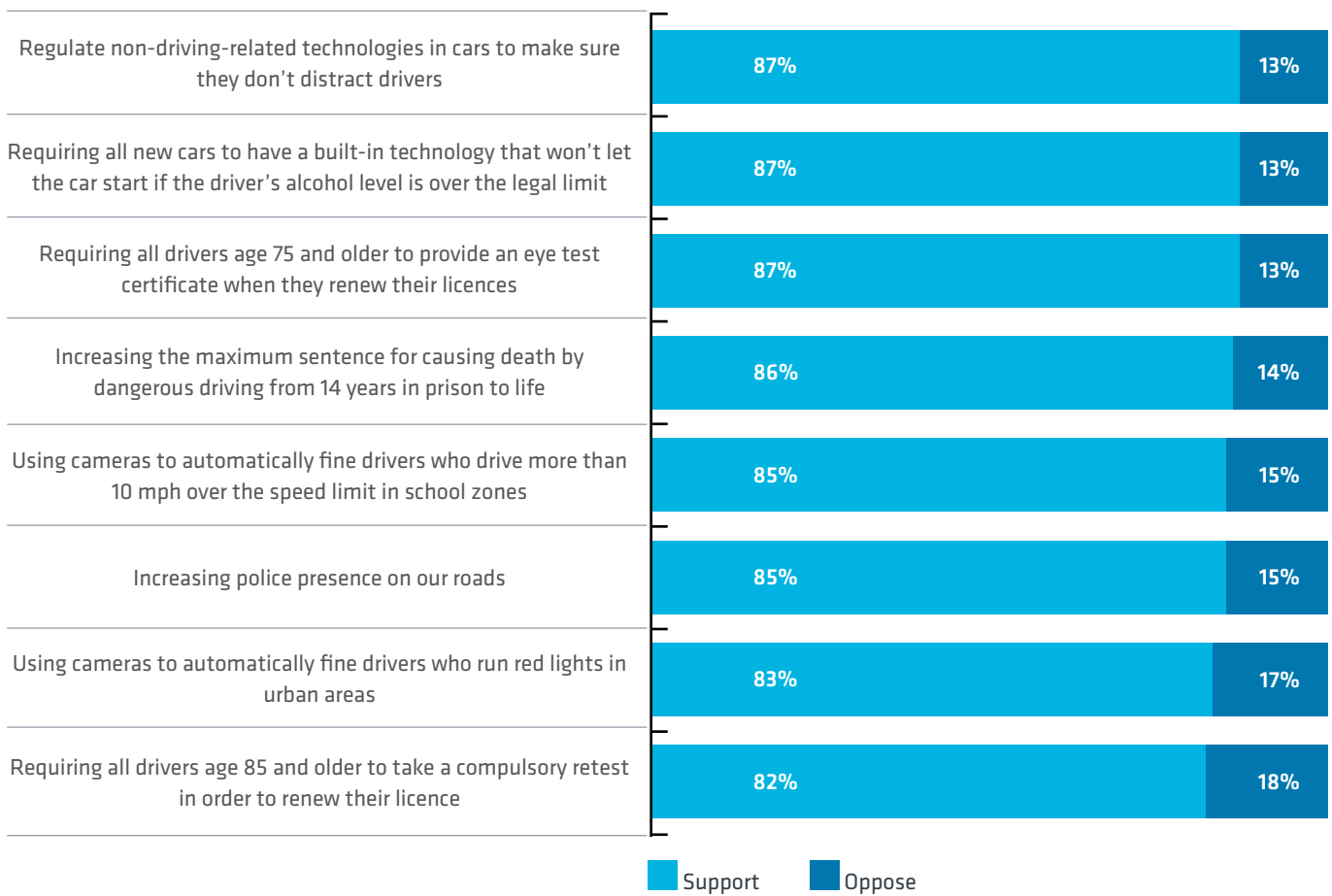
Q8/9. How strongly do you support or oppose the following?



- Of the 32 initiatives tested, there is almost universal support for the initiatives concerning drug use, accessing text messages / emails, use of handheld phones, vehicle checking, emergency vehicle protocols, drink driving and eye test certificates for older motorists.
- 89% support reinstating the hard shoulder on all smart motorways and 86% support a law restricting e-scooters to cycle lanes only, setting age limits and introducing strict design and construction standards.

## Support for road user initiatives – second tier of support

Q8/9. How strongly do you support or oppose the following?

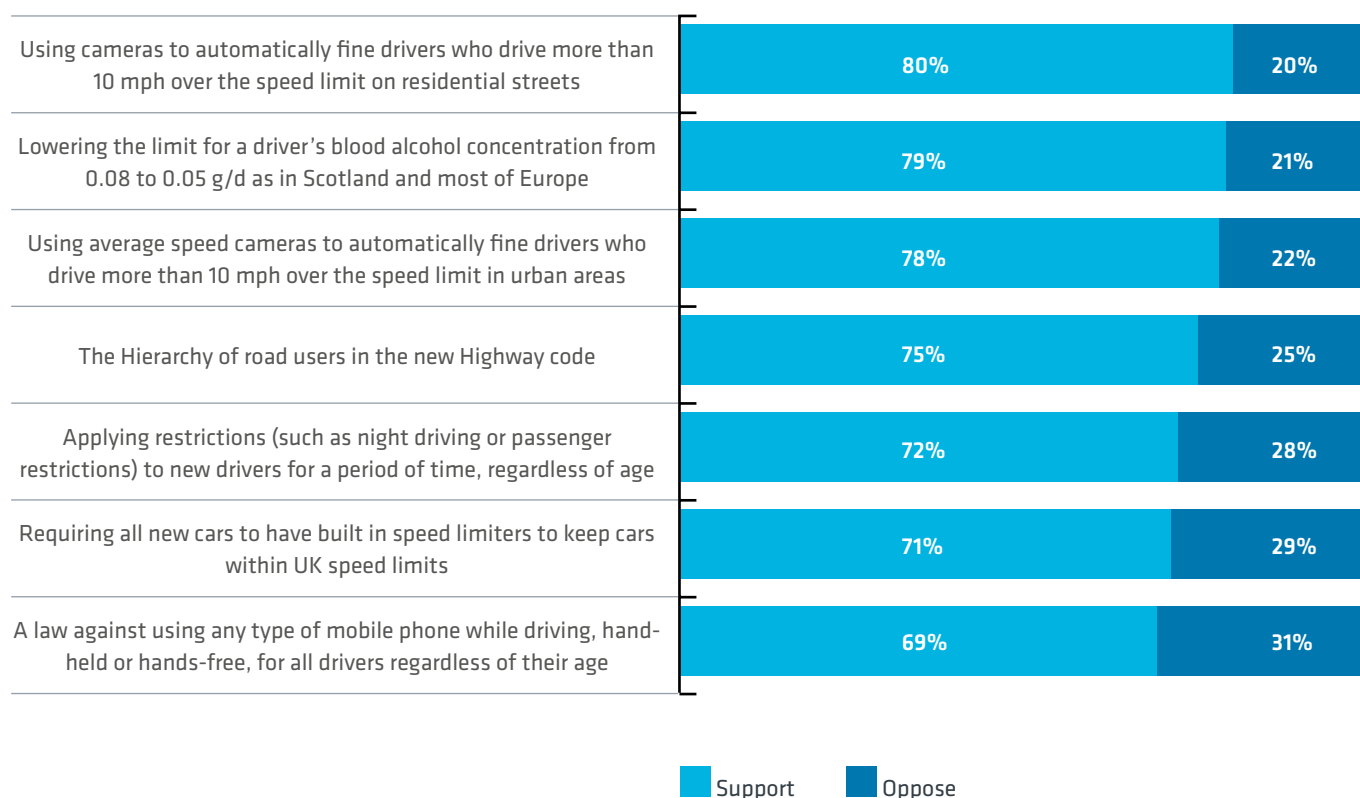


- There is also significant support for the second tier of initiatives, namely vehicle distraction, speeding in residential / high footfall areas, dangerous driving, drink driving, cameras issuing automatic fines for those who drive more than 10mph over the limit in school zones and older motorists taking compulsory retests to renew licenses.

## Support for road user initiatives – third tier of support

### Q8/9. How strongly do you support or oppose the following?

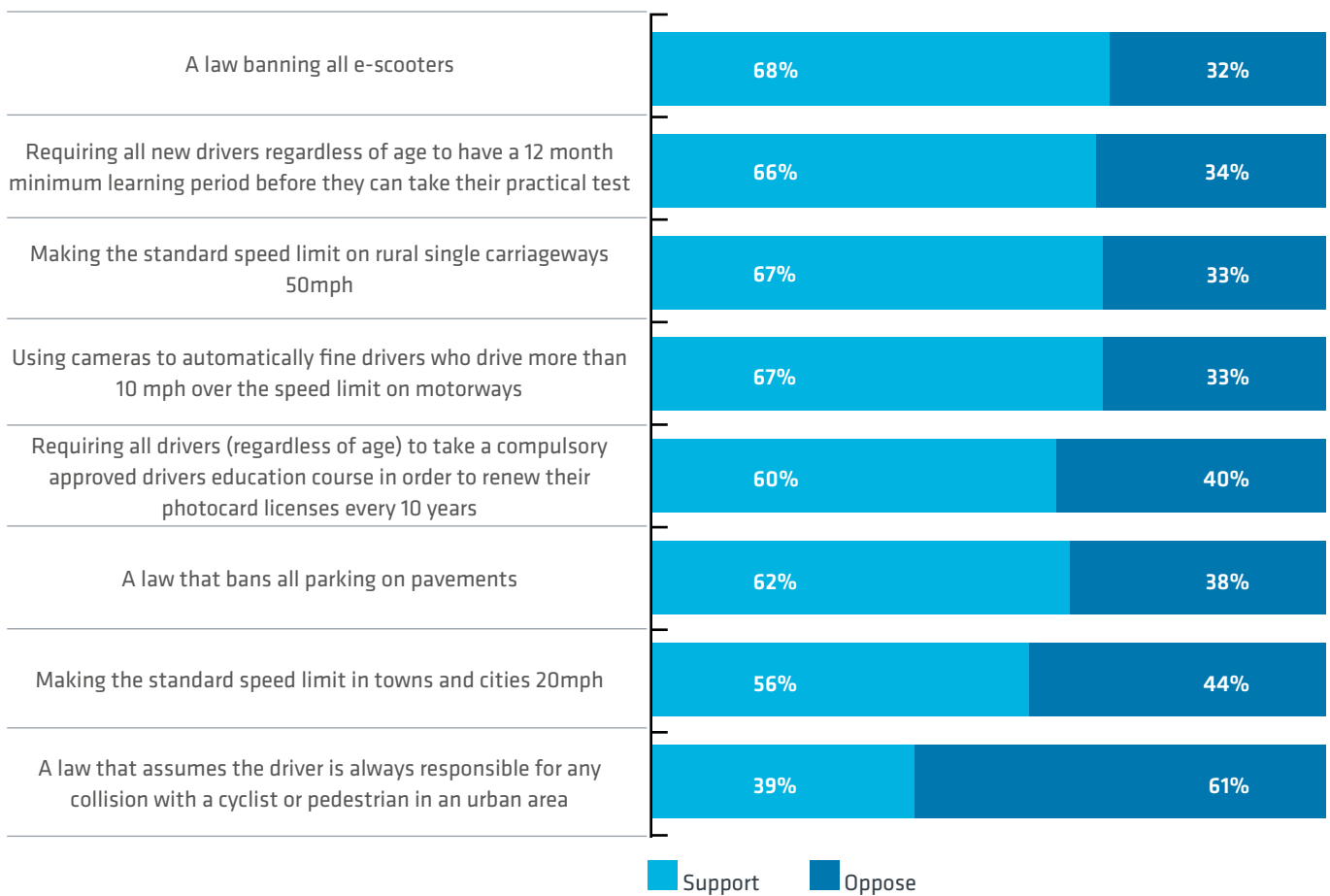
Percentages show the proportion supporting the proposal while colour coding shows those population groups with a significantly higher or lower support of the initiative.



- Three quarters claim to support the hierarchy of road users in the new Highway code.
- Just over two thirds support a law against using any type of mobile phone when driving regardless of age.

## Support for road user initiatives – fourth tier of support

Q8/9. How strongly do you support or oppose the following?



- Two thirds support a law banning all e-scooters and 60% support the applying of restrictions to new drivers for a period of time regardless of age.
- Two thirds support a 12 month minimum learning before testing, a 50mph standard speed limit on rural carriageways and automatic fines for drivers who drive more than 10mph over the speed limit on motorways. 62% support a law that bans all parking on pavements.



## Support for road user initiatives – demographic & mileage scores

### Q8/9. How strongly do you support or oppose the following?

Percentages show the proportion supporting the proposal while colour coding shows those population groups with a significantly higher or lower support of the initiative.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
The law making it an offence to drive with more than a certain amount of Class A drugs (such as Cocaine and Ecstasy) in your system	93%	94%	93%	85%	90%	98%	98%	95%	92%	91%
A law against reading, typing, or sending a text message or email while driving	92%	92%	92%	81%	90%	96%	98%	94%	91%	89%
The existing law against using a handheld mobile phone while driving	92%	92%	84%	90%	96%	98%	95%	91%	88%	92%
The law making it illegal to drive with more than a certain amount of cannabis in your system	93%	93%	93%	85%	91%	97%	97%	94%	93%	90%
Reinstating the hard shoulder on all smart motorways	89%	89%	89%	82%	84%	94%	94%	90%	85%	86%
Using speed cameras to check if a vehicle is taxed, insured and has an MOT	88%	90%	87%	81%	84%	92%	96%	89%	88%	84%
Having a law requiring drivers to take special actions (e.g. reduce speed, move over or create a free lane) when being passed by an emergency vehicle showing blue lights	88%	89%	88%	84%	86%	89%	94%	90%	86%	90%
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	88%	86%	89%	85%	86%	90%	90%	90%	86%	89%
A law restricting e-scooters to cycle lanes only, setting age limits and introducing strict design and construction standards	86%	87%	85%	83%	82%	90%	91%	89%	84%	81%

- Whilst support is high amongst all demographic groups, a lower proportion of motorists aged 17-34 support the top initiatives.
- Support for reinstating the hard shoulder on all smart motorways and a law restricting e-scooters to cycle lanes only, setting age limits and introducing strict design and construction standards is high across all groups.

## Support for road user initiatives – demographic & mileage scores

### Q8/9. How strongly do you support or oppose the following?

Percentages show the proportion supporting the proposal while colour coding shows those population groups with a significantly higher or lower support of the initiative.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
Regulate non-driving-related technologies in cars to make sure they don't distract drivers	87%	87%	87%	82%	86%	87%	92%	88%	85%	89%
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	87%	86%	88%	85%	86%	88%	88%	88%	86%	90%
Requiring all drivers age 75 and older to provide an eye test certificate when they renew their licences	87%	85%	88%	85%	87%	90%	82%	86%	88%	85%
Increasing the maximum sentence for causing death by dangerous driving from 14 years in prison to life	86%	87%	84%	81%	85%	88%	87%	87%	84%	83%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit in school zones	85%	84%	87%	81%	84%	87%	89%	86%	85%	83%
Increasing police presence on our roads	85%	87%	82%	76%	84%	87%	90%	85%	84%	81%
Using cameras to automatically fine drivers who run red lights in urban areas	83%	85%	82%	79%	81%	85%	87%	84%	82%	82%
Requiring all drivers age 85 and older to take a compulsory retest in order to renew their licence	82%	79%	84%	85%	87%	82%	66%	79%	82%	87%

- The trend continues amongst motorists aged 17-34 for the regulation of non-driving technologies, increasing the maximum sentence for death by dangerous driving, increasing police presence and using cameras to automatically fine drivers who run red lights in urban areas and exceed the limits in school zones.

## Support for road user initiatives – demographic & mileage scores

### Q8/9. How strongly do you support or oppose the following?

Percentages show the proportion supporting the proposal while colour coding shows those population groups with a significantly higher or lower support of the initiative.

	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
<b>Number of responses</b>	2,010	1,001	1,008	369	657	648	336	884	831	184
<b>Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets</b>	80%	80%	79%	78%	81%	79%	80%	80%	78%	81%
<b>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</b>	79%	80%	78%	76%	79%	80%	80%	79%	78%	78%
<b>Using average speed cameras to automatically fine drivers who drive more than 10 mph over the speed limit in urban areas</b>	78%	77%	79%	81%	79%	77%	76%	77%	78%	77%
<b>The Hierarchy of road users in the new Highway code</b>	75%	76%	74%	77%	75%	74%	73%	74%	75%	76%
<b>Applying restrictions (such as night driving or passenger restrictions) to new drivers for a period of time, regardless of age</b>	72%	75%	70%	68%	71%	72%	79%	72%	71%	72%
<b>Requiring all cars to have built-in speed limiters to keep cars within UK limits</b>	71%	68%	75%	76%	74%	69%	67%	70%	73%	73%
<b>A law against using any type of mobile phone while driving, hand-held or hands-free, for all drivers regardless of their age</b>	69%	71%	67%	64%	71%	68%	70%	72%	65%	69%

- There are no demographic differences observed in the support of the hierarchy of road users in the new Highway code.
- A higher proportion of motorists aged 17-34 and female support the requirements of speed limiters in all cars.

## Support for road user initiatives – demographic & mileage scores

### Q8/9. How strongly do you support or oppose the following?

Percentages show the proportion supporting the proposal while colour coding shows those population groups with a significantly higher or lower support of the initiative.

	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	2,010	1,001	1,008	369	657	648	336	884	831	184
A law banning all e-scooters	68%	71%	65%	66%	66%	68%	74%	68%	66%	67%
Requiring all new drivers regardless of age to have a 12 month minimum learning period before they can take their practical test	66%	68%	64%	64%	68%	67%	64%	65%	64%	73%
Making the standard speed limit on rural single carriageways 50mph	67%	65%	69%	70%	69%	65%	65%	67%	65%	72%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on motorways	62%	65%	59%	62%	65%	59%	64%	62%	61%	68%
Requiring all drivers (regardless of age) to take a compulsory approved drivers education course in order to renew their photocard licenses every 10 years	60%	62%	58%	67%	65%	55%	52%	54%	62%	67%
A law that bans parking on all pavements	62%	65%	59%	62%	65%	59%	64%	62%	61%	68%
Making the standard speed limit in towns and cities 20mph	56%	54%	59%	61%	65%	50%	47%	54%	55%	62%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	39%	40%	39%	58%	52%	26%	20%	32%	41%	54%

- A higher proportion of motorists aged 17-49 support the requirement of all drivers to take a compulsory approved drivers education course in order to renew their photocard licenses every 10 years and a law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area.

## Opinion on how traffic police should prioritise reducing bad driving behaviour

### Q9. How do you think traffic police should prioritise reducing bad driving behaviour in your area?

Priority ranking shows average between 1 for the highest priority down to 6 for the lowest. Percentages show the proportion supporting the proposal while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

Type of driving behaviour	Average priority ranking	% placing it first	% placing it last
Drink and drug driving	1.8	60%	2%
Drivers using hand held mobile phones	3.3	9%	7%
Aggressive and intimidating driving	3.5	11%	9%
Speeding on local roads	3.6	7%	8%
Uninsured / taxed / unlicensed drivers	3.7	11%	15%
Car occupants not wearing a seat belt	5.2	1%	58%

- Consistent with 2021, drink and drug driving remains the highest considered priority for traffic police reducing bad driving behaviour; 60% place it first from the six tested.
- Also consistent with 2021, car occupants not wearing a seatbelt is considered the least priority of the six tested, 1% place it first.

# Q9

## Opinion on how traffic police should prioritise reducing bad driving behaviour – demographic & mileage scores

Q9. How do you think traffic police should prioritise reducing bad driving behaviour in your area?

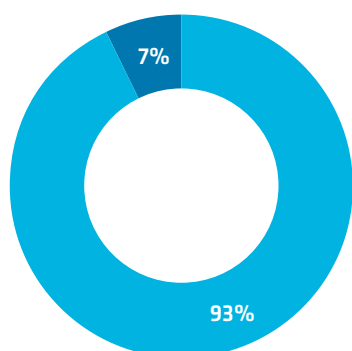
The colour coding shows those population groups with a significantly higher or lower mean score.

	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
<b>Number of responses</b>	2,010	1,001	1,008	369	657	648	336	884	831	184
<b>Drink and drug driving</b>	1.8	1.9	1.8	1.8	1.7	1.8	2.0	1.8	1.8	1.8
<b>Drivers using hand held mobile phones</b>	3.3	3.3	3.2	3.1	3.2	3.3	3.4	3.3	3.3	3.1
<b>Aggressive and intimidating driving</b>	3.5	3.6	3.4	3.5	3.3	3.6	3.6	3.5	3.5	3.6
<b>Speeding on local roads</b>	3.6	3.5	3.6	4.0	3.8	3.3	3.3	3.5	3.6	3.8
<b>Uninsured / taxed / unlicensed drivers</b>	3.7	3.4	3.9	3.7	4.0	3.6	3.2	3.7	3.7	3.7
<b>Car occupants not wearing a seat belt</b>	5.2	5.2	5.2	4.8	5.0	5.5	5.5	5.3	5.2	5.0

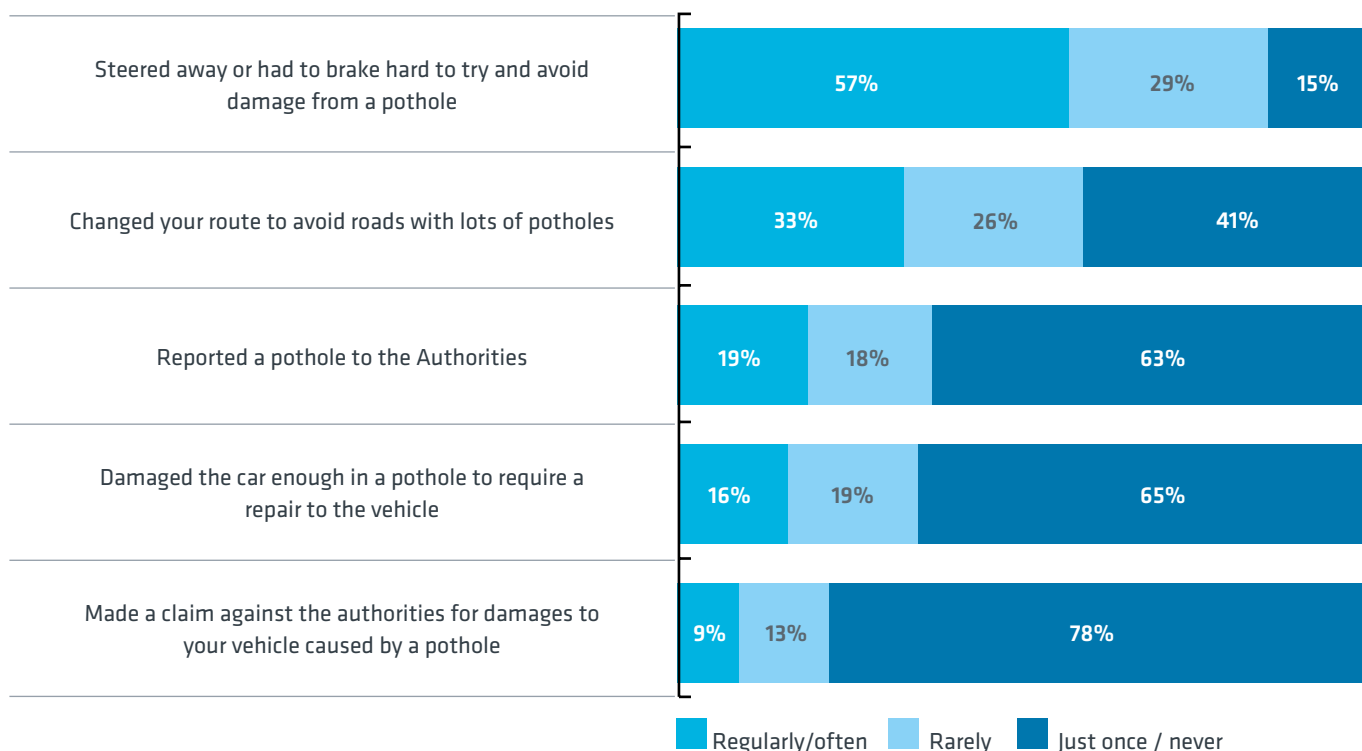
- Drink and drug driving remains the highest considered priority for all demographic groups.
- There are no significant differences observed by demographic group for any of the measures tested.

## Experience of potholes

Q10. In the past year, how often have you?



■ Experienced at least one pothole statement  
 ■ Not experienced any of the prompted pothole statements



- The majority (93%) have experienced at least one issue with potholes in the past year. The most common issue is having to steer away or brake hard to try and avoid damage from a pothole. A third (33%) have regularly / often changed their route to avoid roads with lots of potholes.
- 9% have regularly / often made a claim against the authorities for damages to their vehicle caused by a pothole.

# Q10

## Experience of potholes – demographic & mileage scores

### Q10 In the past year, how often have you?

Percentages show the proportion of motorists who have regularly/fairly often experienced problems with potholes while colour coding shows those population groups with a significantly higher or lower likelihood of experiencing problems.

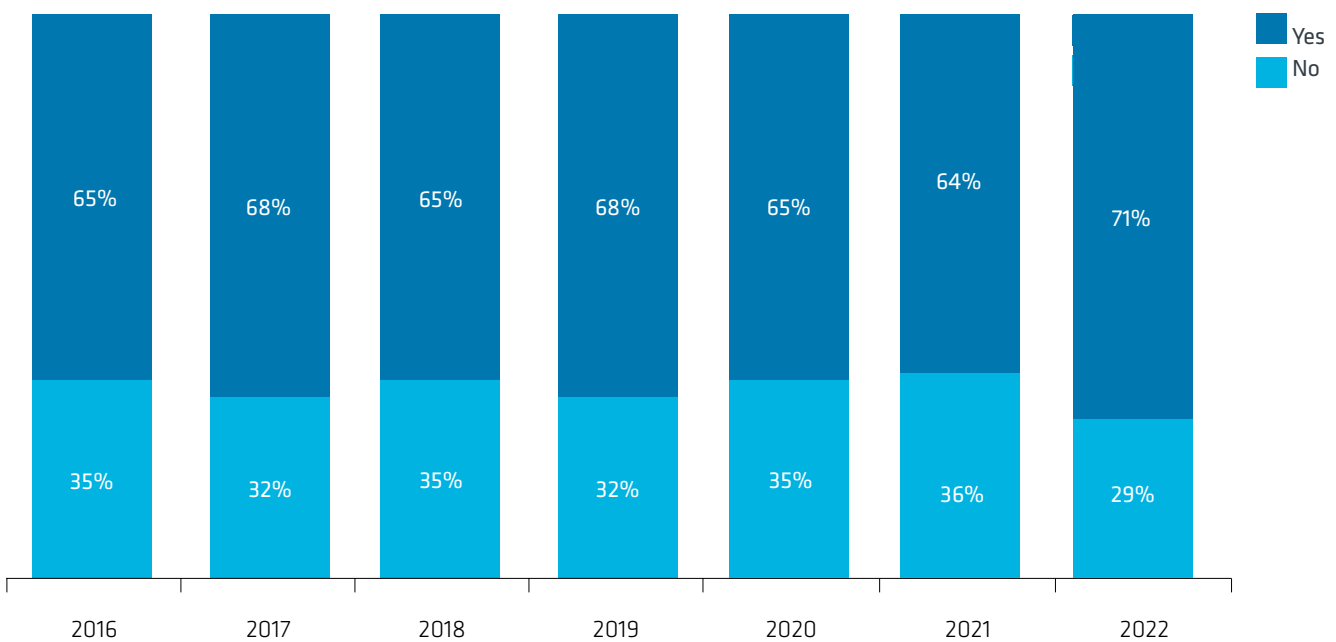
	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
<b>Number of responses</b>	<b>2,010</b>	1,001	1,008	369	657	648	336	884	831	184
<b>% experienced at least one pothole statement</b>	<b>93%</b>	93%	92%	93%	94%	92%	89%	89%	96%	96%
<b>Steered away or had to brake hard to try and avoid</b>	<b>57%</b>	54%	59%	46%	55%	61%	62%	57%	59%	60%
<b>Changed your route to avoid roads with lots of potholes</b>	<b>33%</b>	32%	34%	39%	37%	30%	27%	31%	33%	45%
<b>Reported a pothole to the Authorities</b>	<b>19%</b>	21%	17%	26%	21%	15%	14%	16%	19%	27%
<b>Damaged the car enough in a pothole to require a repair to the vehicle</b>	<b>16%</b>	17%	15%	27%	24%	8%	5%	12%	17%	29%
<b>Made a claim against the authorities for damages to your vehicle caused by a pothole</b>	<b>9%</b>	11%	7%	20%	15%	2%	2%	6%	9%	19%

- A higher proportion of motorists aged 17-49 have changed their route to avoid roads with potholes, reported a pothole to the authorities, have had their car damaged and/or made a claim for damages.



## Attitudes towards taking advanced driving tuition / an advanced driving test

Q11. Should all drivers be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test?




	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										
Yes		73%	68%	82%	78%	63%	59%	65%	73%	80%
No		27%	32%	18%	22%	37%	41%	35%	27%	20%


# Q11

## Attitudes towards taking advanced driving tuition / an advanced driving test

Q11. Should all drivers be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test?

	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												
Yes		71%	74%	63%	62%	70%	71%	78%	69%	70%	69%	75%
No		29%	26%	37%	38%	30%	29%	22%	31%	30%	31%	25%

 Statistically higher than average

 Statistically lower than average

- Just over seven in ten agree drivers should be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test. A higher proportion of male motorists, motorists aged 17-49, motorists travelling over 10,000 miles per year and motorists living in London agreed.



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