

Driving Safety Culture Survey 2021



Contents

Introduction.....	3
Research Objectives	3
Methodology	4
Executive Summary.....	5
Key Findings	6
Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago?	6
Q2i. Do you think there are any other issues on the roads that are a bigger problem today compared to 3 years ago?	10
Q3. How fast would you say you usually drive, compared to most other drivers on the roads?	11
Q4. How much of a threat to your personal safety are the following?	12
Q5. Where you live, how acceptable would most other people say it is to for a driver to?.....	15
Q6. How acceptable do you personally feel it is to for a driver to?.....	20
Q7. In the past 30 days, how often have you?	24
Q8/9. How strongly do you support or oppose the following?	28
Q9. How do you think traffic police should prioritise reducing bad driving behaviour in your area?	34
Q10. In the past year, how often have you?	36
Q11. Should all drivers be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test?	38

Introduction

Founded in 1956, IAM RoadSmart has an ongoing mission to enhance road safety by delivering better and more confident drivers and riders and making driving and riding more enjoyable. It does this through a range of courses for all road users, from e-learning to on-road modules and the famous advanced driving and riding tests. The organisation has over 82,000 members and campaigns for road safety improvements on their behalf.

This is our seventh 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.

Support for stronger road safety measures is very high, further indicating that the vast majority of British drivers are a law-abiding community who want to play their part in minimising risk and injury on our roads. They do need support to do this however, with yet again a very strong plea for long term funding for road maintenance emerging as the strongest call for action.

There are signs that investment in roads is starting to be recognised. Whilst maintenance and congestion remain top issues of concern the numbers feeling this way are coming down slowly. Driver behaviour is also changing with slow but steady reductions in the acceptability of speeding, particularly in urban areas and around schools. Drivers are still worried about distraction and the use of mobile phones so the recent tightening of legislation in this area will be widely welcomed. Governments across the UK can be more confident than ever that stronger penalties and more police enforcement will be popular and there is no reason to delay implementation any longer.

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 November 2021 and includes any statistically valid differences from the results of the 2020 survey 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. 2,000 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		Region	
Male	49%	North East	5%
Female	51%	North West	12%
Aged 17-24	5%	Yorkshire & Humber	8%
Aged 25-34	13%	East Midlands	7%
Aged 35-39	14%	West Midlands	9%
Aged 40-49	17%	East of England	10%
Aged 50-59	17%	London	12%
Aged 60-69	16%	South East	15%
Aged 70-80	16%	South West	9%
Aged 80+	2%	Wales	5%
		Scotland / Northern Ireland	8%

- 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.

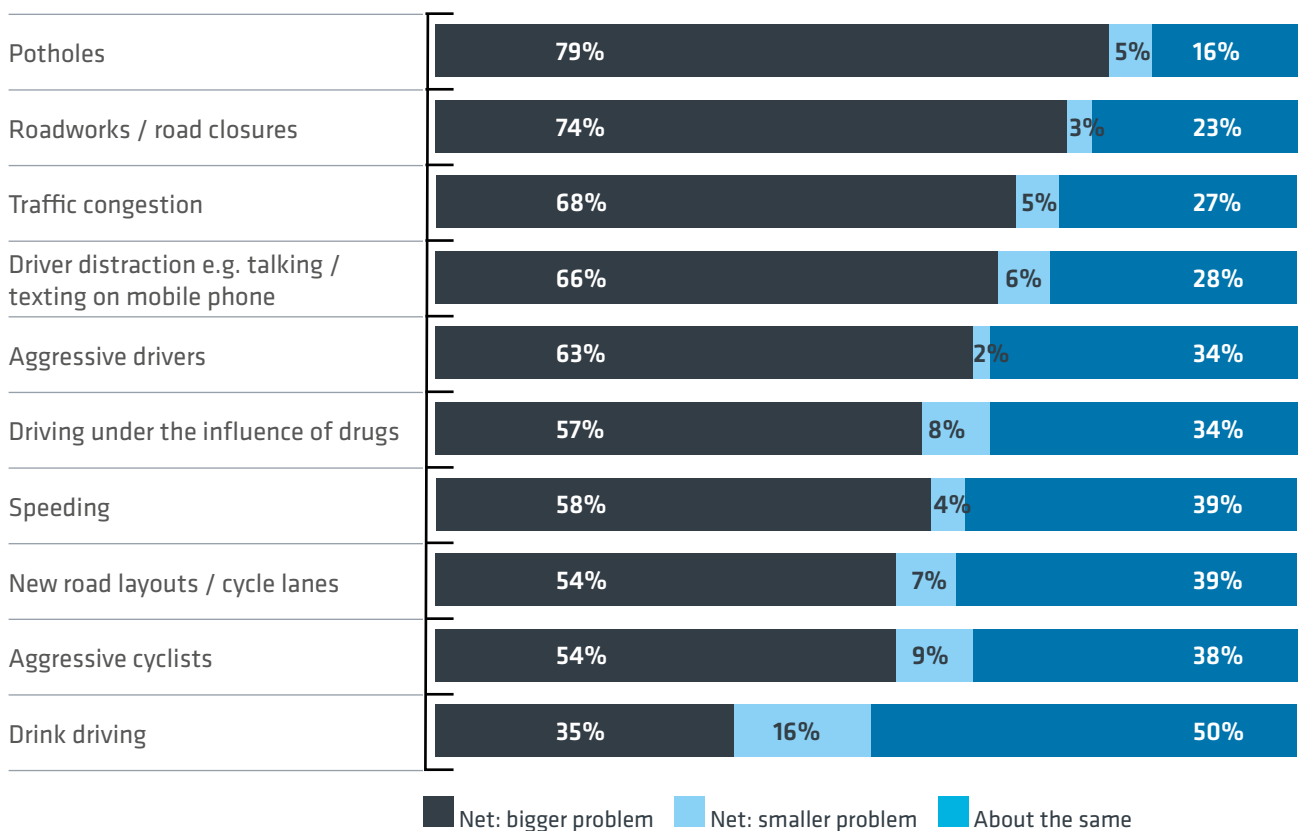
Executive Summary

- Potholes are considered the biggest issue compared to three years ago, followed by roadworks / road closures, traffic congestion and driver distraction. Whilst levels remain high, the proportion of motorists describing potholes, traffic congestion and driver distraction as a bigger problem 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 text messaging or emailing, drivers checking or updating social media 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. 45% consider it acceptable to park on the pavement. 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. Speeding acceptability levels have reduced over the last 5 years.
- 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.
- Over two thirds support all new cars having built-in speed limiters to keep cars within UK speed limits. Just under two thirds support a 12 month minimum learning before testing, a 50mph standard speed limit on rural single carriageways and automatic fines for drivers who drive more than 10mph over the speed limit on motorways. 58% support a law that bans all parking on pavements.
- Drink and drug driving remains the clear 1st priority for police action amongst bad driving behaviours with 57% ranking this first of the six areas tested.
- 9 in 10 drivers have been affected by potholes over the past year. 32% have changed route to avoid them while 16% have reported a pothole to the authorities.
- Consistent with previous years, just under two thirds of 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?



- Potholes remain the biggest issue compared to three years ago; 79% claim they are a bigger problem. Close behind just under three quarters consider roadworks / road closures (74%) to be a bigger problem compared to three years ago.
- Circa two thirds consider traffic congestion (68%) and driver distraction (talking / texting on phone – 66%) to be a bigger problem compared to three years ago.
- Just over half (54%) consider new road layouts / cycle lanes to be a bigger problem compared to three years ago.
- Just over a third (35%) consider drink driving to be a bigger problem compared to three years ago and half consider the issue to be the same as three 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	1996	986	1007	368	627	652	349	1044	748	157
Potholes	79%	79%	80%	70%	76%	84%	88%	79%	78%	86%
Roadworks / road closures	74%	70%	77%	68%	73%	77%	76%	72%	75%	80%
Traffic congestion	68%	65%	71%	70%	67%	69%	66%	67%	69%	70%
Driver distraction e.g. talking / texting on mobile phone	66%	62%	70%	66%	65%	68%	66%	66%	67%	63%
Aggressive drivers	63%	60%	67%	61%	60%	69%	61%	62%	64%	64%
Driving under the influence of drugs	57%	54%	60%	53%	53%	62%	62%	57%	57%	57%
Speeding	58%	52%	63%	63%	57%	56%	57%	57%	59%	59%
New road layouts / cycle lanes	54%	49%	60%	54%	51%	55%	60%	56%	53%	51%
Aggressive cyclists	54%	52%	55%	48%	53%	55%	57%	53%	55%	54%
Drink driving	35%	29%	40%	48%	36%	28%	27%	32%	37%	38%

Statistically higher than average

Statistically lower than average

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

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.

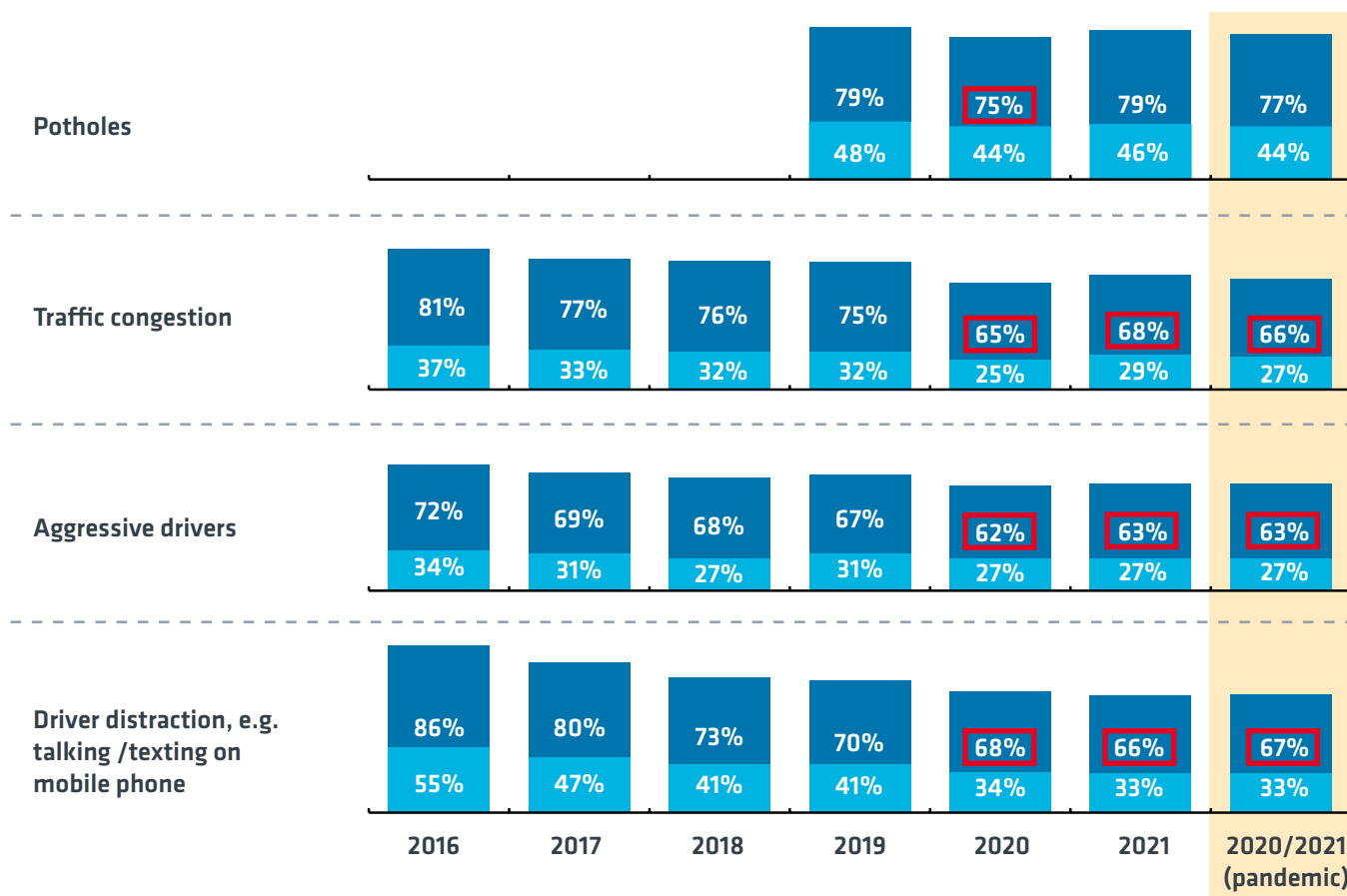
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
Number of responses	1996	95	241	167	147	181	195	239	291	181	101	158
Potholes	79%	81%	83%	81%	82%	81%	78%	69%	79%	82%	84%	80%
Roadworks / road closures	74%	69%	75%	80%	73%	76%	78%	64%	76%	73%	72%	74%
Driver distraction e.g. talking / texting on mobile phone	66%	72%	68%	66%	70%	66%	63%	64%	65%	70%	73%	59%
Traffic congestion	68%	66%	71%	66%	63%	74%	64%	73%	70%	75%	64%	54%
Aggressive drivers	63%	64%	66%	60%	59%	69%	63%	70%	61%	62%	65%	57%
Driving under the influence of drugs	57%	54%	59%	60%	64%	59%	60%	50%	57%	58%	63%	50%
Speeding	58%	53%	62%	61%	65%	62%	52%	50%	57%	57%	60%	61%
New road layouts / cycle lanes	54%	50%	54%	57%	48%	54%	52%	63%	54%	53%	47%	53%
Aggressive cyclists	54%	44%	50%	50%	49%	56%	55%	61%	55%	54%	54%	52%
Drink driving	35%	36%	30%	38%	39%	36%	34%	35%	35%	39%	40%	25%

■ Statistically higher than average
 ■ Statistically lower than average

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



 Statistically lower than previous years
 Bigger problem (net)
 Much bigger problem

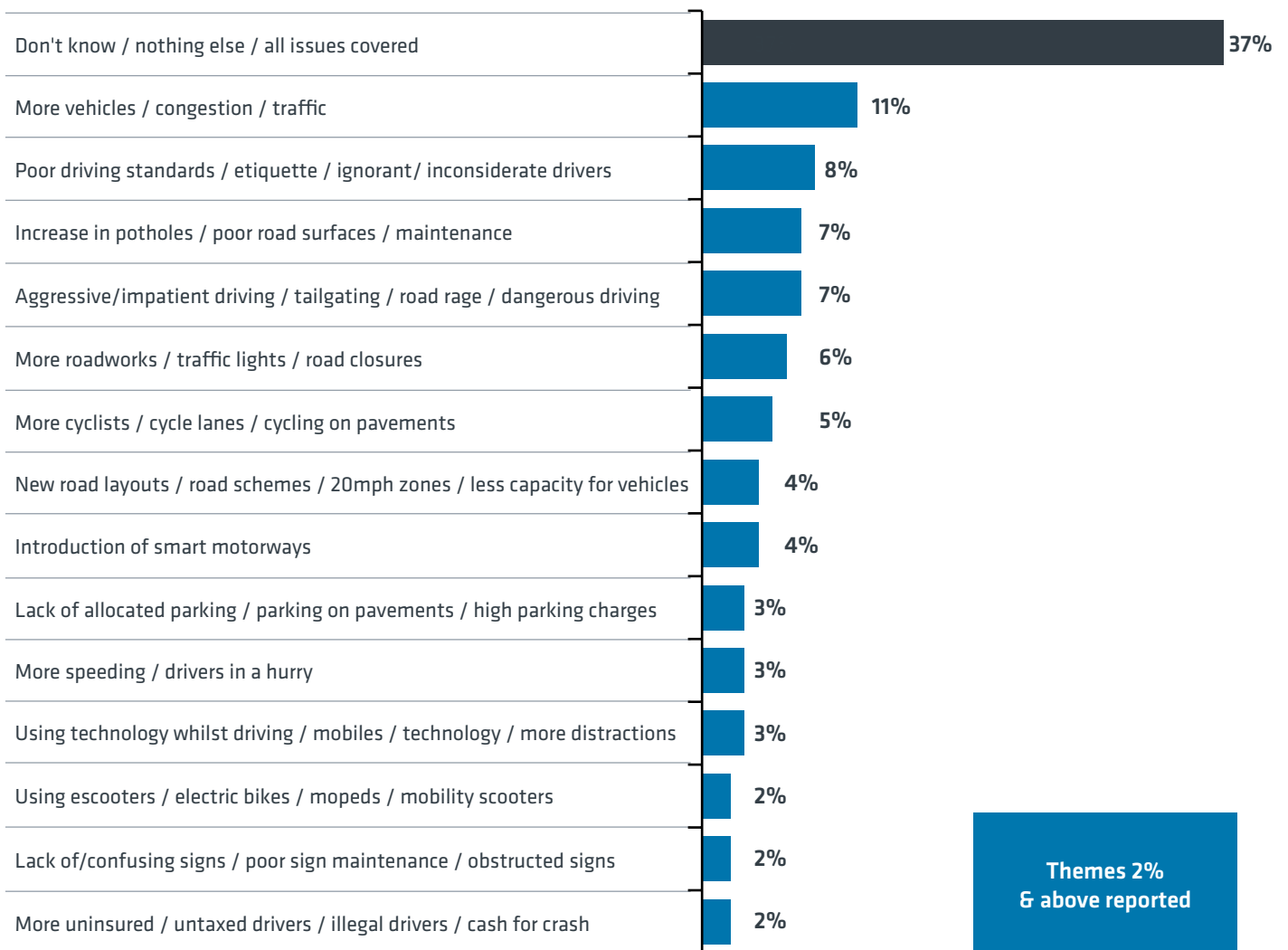
- Whilst levels remain high, the proportion reporting traffic congestion, aggressive drivers and driver distraction as a bigger problem than three years ago has reduced for a second year.

Q2

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?

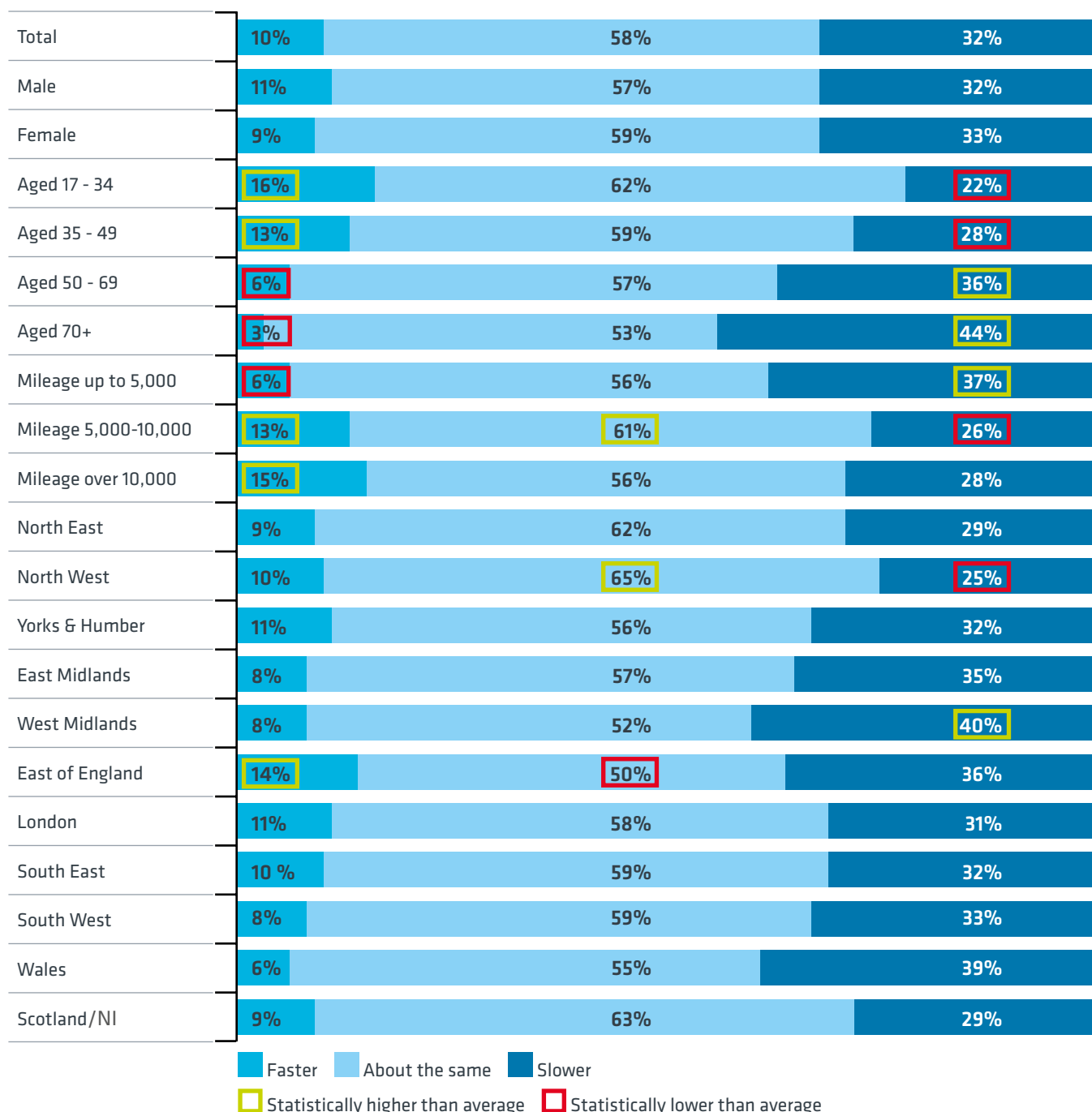
Open responses from respondents coded into 'like' themes



- Just under one in four (37%) 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, poor driving standards and increase in potholes / poor road surfaces 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?

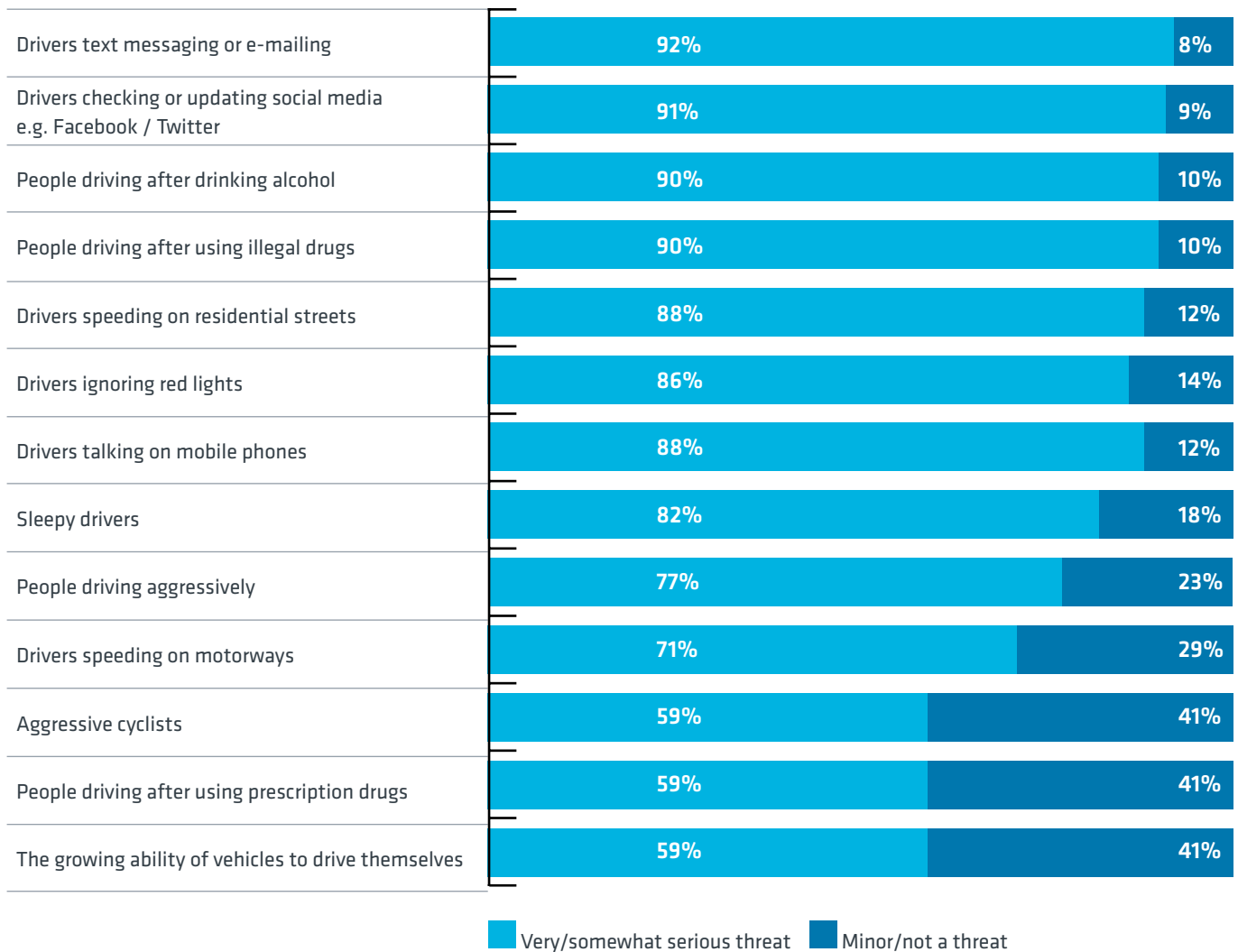


- Just under a third of respondents (32%) believe they drive more slowly than other drivers compared with 10% who believe they drive faster. Just over half (58%) believe they drive at the same speed as other drivers. A higher proportion of motorists aged 17-49 believe they drive faster compared to other 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 2020 levels, there are eight issues that at least 80% of motorists consider to be a threat to their personal safety. Drivers text messaging or emailing, drivers checking or updating social media and driving after drinking alcohol or using illegal drugs are considered the most serious threats.
- Also consistent with 2020, 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.

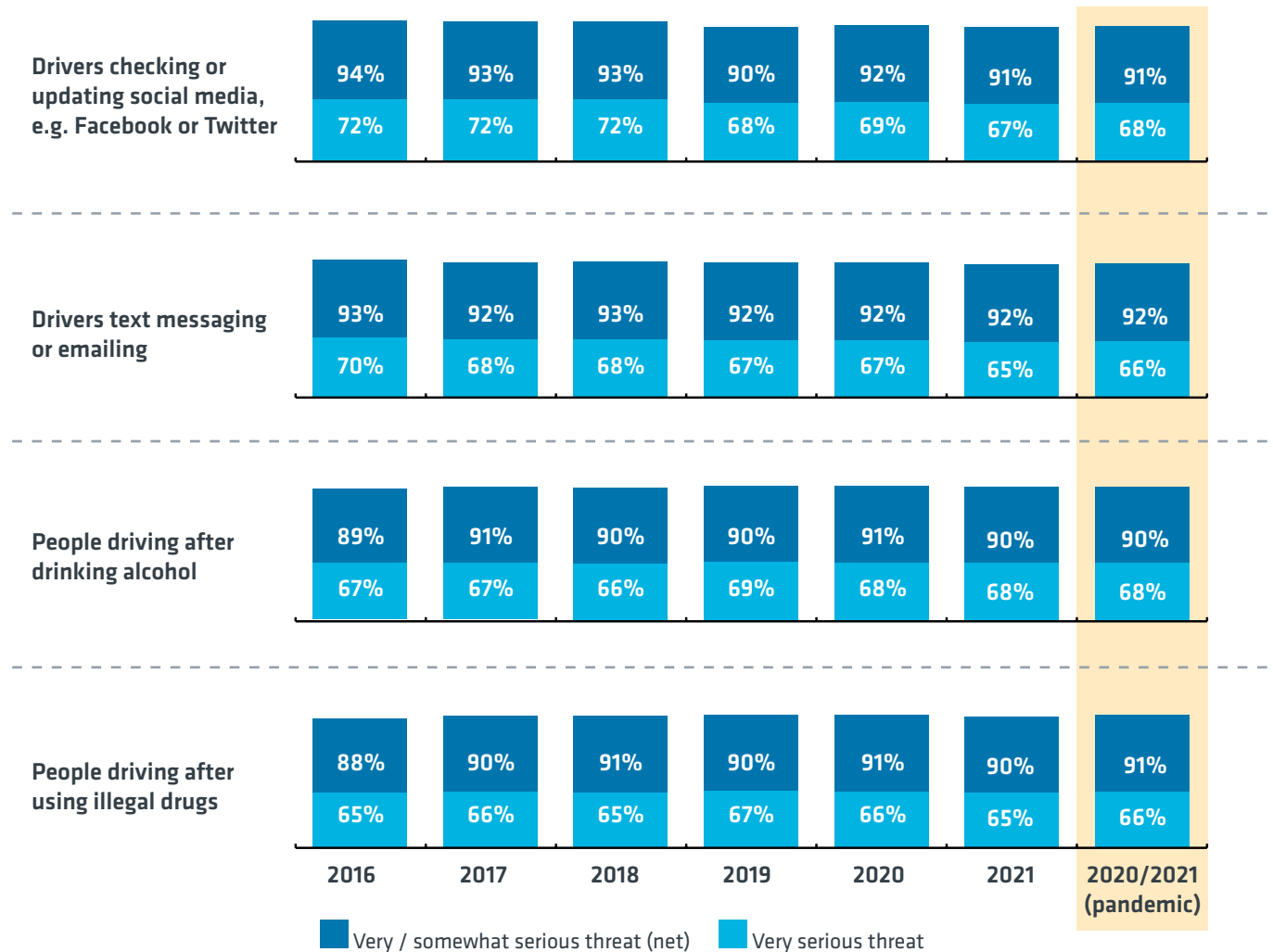
	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
Number of responses	1996	986	1007	368	627	652	349	1044	748	157
Drivers checking or updating social media e.g. Facebook / Twitter	91%	88%	93%	90%	89%	91%	92%	91%	91%	88%
Drivers text messaging or e-mailing	92%	89%	94%	93%	91%	92%	92%	92%	92%	93%
People driving after using illegal drugs	90%	87%	93%	89%	89%	90%	92%	90%	90%	88%
People driving after drinking alcohol	90%	86%	93%	91%	90%	88%	90%	91%	89%	88%
Drivers speeding on residential streets	88%	86%	91%	88%	89%	89%	87%	89%	88%	87%
Drivers talking on mobile phones	88%	85%	91%	88%	90%	88%	83%	88%	88%	84%
Drivers ignoring red lights	86%	83%	88%	88%	86%	84%	86%	87%	84%	88%
Sleepy drivers	82%	78%	86%	83%	85%	80%	79%	83%	83%	75%
People driving aggressively	77%	73%	82%	91%	82%	73%	64%	77%	78%	80%
Drivers speeding on motorways	71%	63%	79%	75%	73%	71%	64%	74%	69%	65%
Aggressive cyclists	59%	53%	65%	61%	61%	57%	57%	60%	57%	60%
People driving after using prescription drugs	59%	54%	63%	58%	62%	58%	56%	61%	56%	61%
The growing ability of vehicles to drive themselves	59%	52%	67%	58%	58%	62%	59%	60%	59%	57%

■ Statistically higher than average
 ■ Statistically lower than average

- A higher proportion of females consider all areas to be a threat to their personal safety. Conversely, a lower proportion of motorists aged 70 & over consider people talking on mobile phones, people driving aggressively and drivers speeding on motorways to be a threat to their personal safety.
- Drivers under 50 feel a greater threat from people driving aggressively and sleepy drivers.

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?

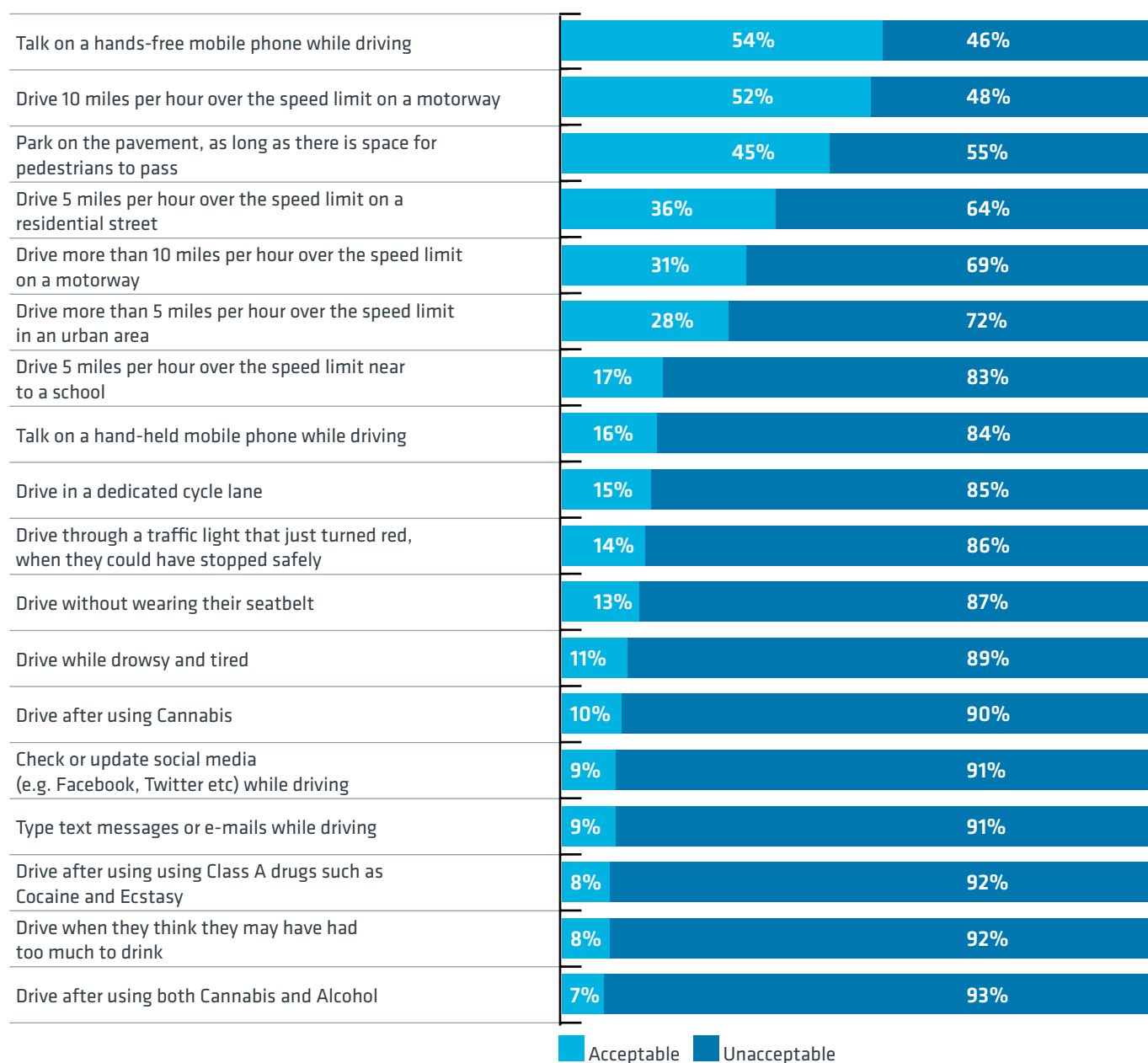


- The perceived threat of the top four concerns is broadly consistent across years.

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 19.



- 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.

Q5

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	1976	977	996	366	619	646	345	1029	746	155
Talk on a hands-free mobile phone while driving	54%	55%	53%	58%	58%	50%	48%	49%	58%	60%
Park on the pavement, as long as there is space for pedestrians to pass	45%	47%	43%	45%	47%	40%	49%	43%	46%	53%
Drive 10 miles per hour over the speed limit on a motorway	52%	59%	45%	54%	54%	51%	47%	46%	56%	66%
Drive 5 miles per hour over the speed limit on a residential street	36%	37%	35%	45%	38%	34%	27%	34%	38%	38%
Drive more than 10 miles per hour over the speed limit on a motorway	31%	33%	29%	33%	37%	30%	19%	27%	34%	37%
Drive more than 5 miles per hour over the speed limit in an urban area	28%	28%	27%	34%	31%	26%	17%	26%	29%	30%
Talk on a hand-held mobile phone while driving	16%	16%	16%	16%	20%	16%	9%	15%	17%	16%
Drive in a dedicated cycle lane	15%	16%	13%	16%	17%	13%	11%	14%	15%	15%
Drive 5 miles per hour over the speed limit near to a school	17%	15%	18%	25%	18%	16%	8%	16%	17%	19%
Drive through a traffic light that just turned red, when they could have stopped safely	14%	14%	14%	16%	17%	12%	11%	13%	15%	16%
Drive without wearing their seatbelt	13%	14%	11%	15%	14%	11%	10%	11%	14%	13%
Drive while drowsy and tired	11%	12%	11%	17%	13%	8%	9%	10%	12%	13%
Drive after using Cannabis	10%	11%	9%	13%	11%	8%	8%	9%	11%	10%
Check or update social media (e.g. Facebook, Twitter etc) while driving	9%	10%	7%	11%	11%	7%	5%	8%	9%	10%
Type text messages or e-mails while driving	9%	10%	8%	13%	11%	6%	6%	8%	10%	10%
Drive when they think they may have had too much to drink	8%	9%	8%	11%	9%	7%	7%	8%	9%	8%

- A higher proportion of male motorists believe most other people would consider driving 10 or more miles per hour over the speed limit on a motorway and driving in a dedicated cycle lane acceptable.
- Acceptability perceptions are generally lower amongst motorists aged 70 & over. A higher proportion of motorists aged 17-34 believe most other people would consider exceeding the speed limits by 5 miles an hour on residential, urban areas and near schools 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.

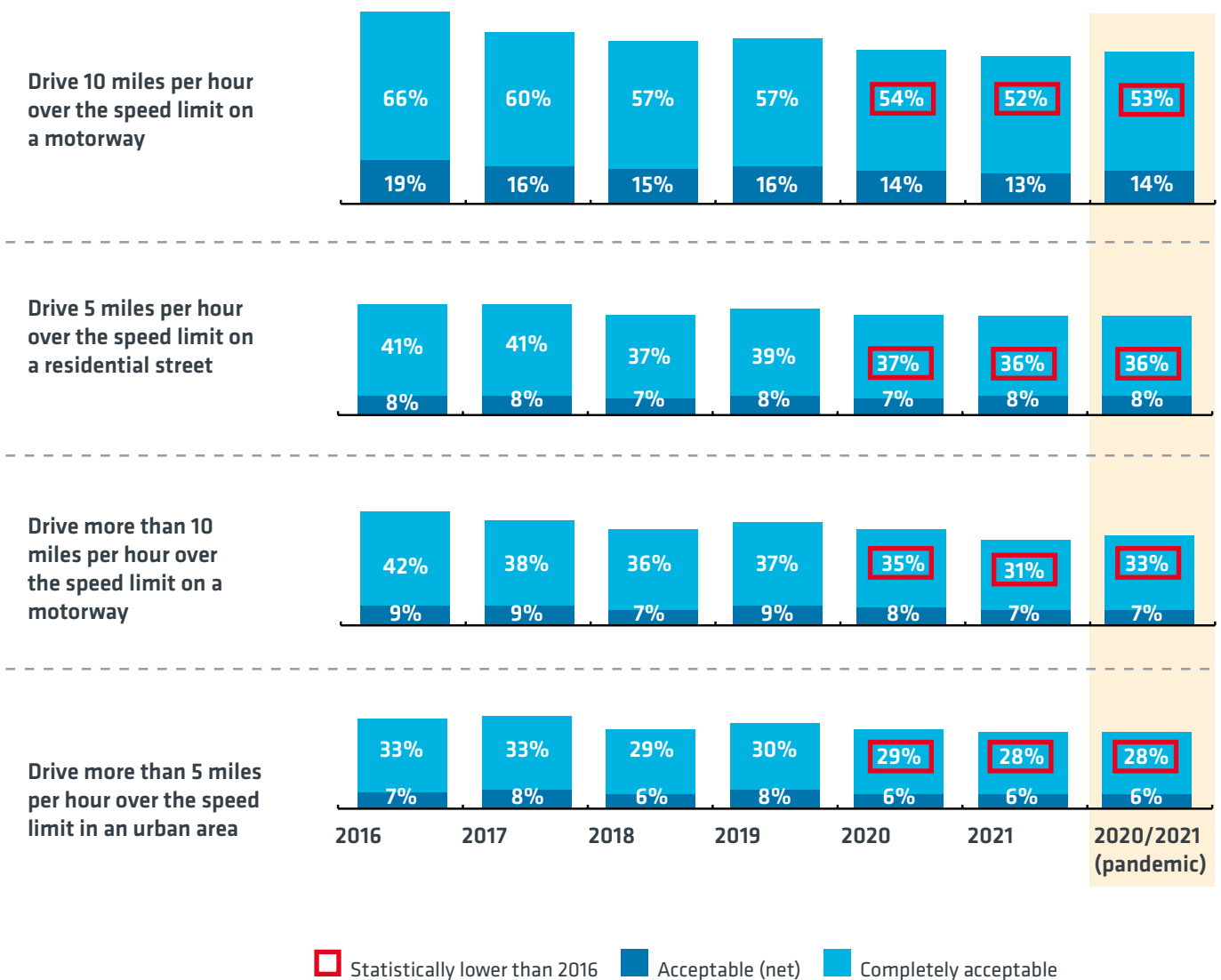
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/ NI
Number of responses	1976	92	241	164	146	179	192	240	287	179	99	157
Talk on a hands-free mobile phone while driving	54%	45%	52%	60%	56%	53%	55%	49%	52%	61%	57%	54%
Park on the pavement, as long as there is space for pedestrians to pass	45%	49%	51%	51%	46%	44%	55%	37%	41%	39%	49%	39%
Drive 10 miles per hour over the speed limit on a motorway	52%	56%	54%	47%	45%	49%	59%	47%	54%	59%	51%	48%
Drive 5 miles per hour over the speed limit on a residential street	36%	28%	37%	35%	35%	33%	38%	34%	37%	41%	37%	37%
Drive more than 10 miles per hour over the speed limit on a motorway	31%	29%	33%	30%	27%	29%	34%	30%	32%	34%	34%	28%
Drive more than 5 miles per hour over the speed limit in an urban area	28%	20%	27%	27%	31%	26%	31%	28%	29%	24%	33%	25%
Talk on a hand-held mobile phone while driving	16%	15%	14%	17%	17%	15%	18%	18%	15%	14%	17%	15%
Drive in a dedicated cycle lane	15%	13%	15%	14%	17%	16%	18%	15%	12%	12%	14%	15%
Drive 5 miles per hour over the speed limit near to a school	17%	13%	16%	17%	17%	17%	17%	19%	13%	15%	23%	17%
Drive through a traffic light that just turned red, when they could have stopped safely	14%	16%	14%	14%	15%	11%	15%	18%	13%	11%	15%	12%
Drive without wearing their seatbelt	13%	10%	12%	16%	14%	10%	12%	20%	11%	12%	14%	10%
Drive while drowsy and tired	11%	11%	12%	12%	11%	13%	14%	15%	9%	10%	14%	6%
Drive after using Cannabis	10%	9%	12%	11%	7%	8%	14%	14%	7%	11%	7%	7%
Check or update social media (e.g. Facebook, Twitter etc) while driving	9%	7%	8%	10%	8%	10%	12%	10%	7%	7%	11%	6%
Type text messages or e-mails while driving	9%	11%	10%	10%	11%	6%	12%	13%	5%	7%	8%	5%
Drive when they think they may have had too much to drink	8%	7%	9%	9%	9%	9%	10%	10%	6%	9%	9%	5%

- There are few regional differences to consider. A higher proportion of motorists living in East of England believe most other people would consider parking on the pavement and exceeding the speed limit by 10mph on a motorway acceptable.

Q5

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

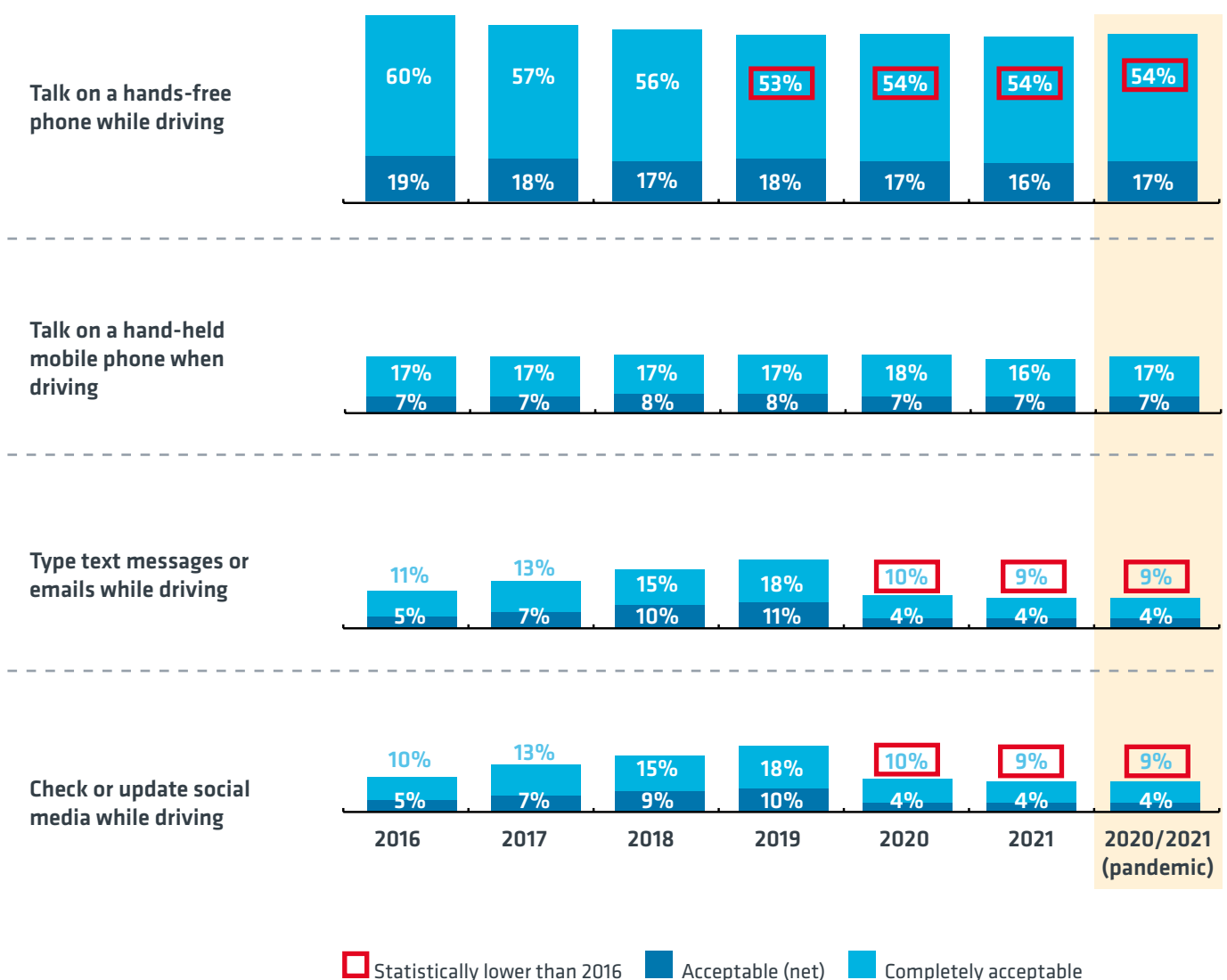
Q5. Where you live, how acceptable would most other people say it is to for a driver to?



- The proportion believing other people consider it acceptable to speed on all road types has continued to reduce from 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?

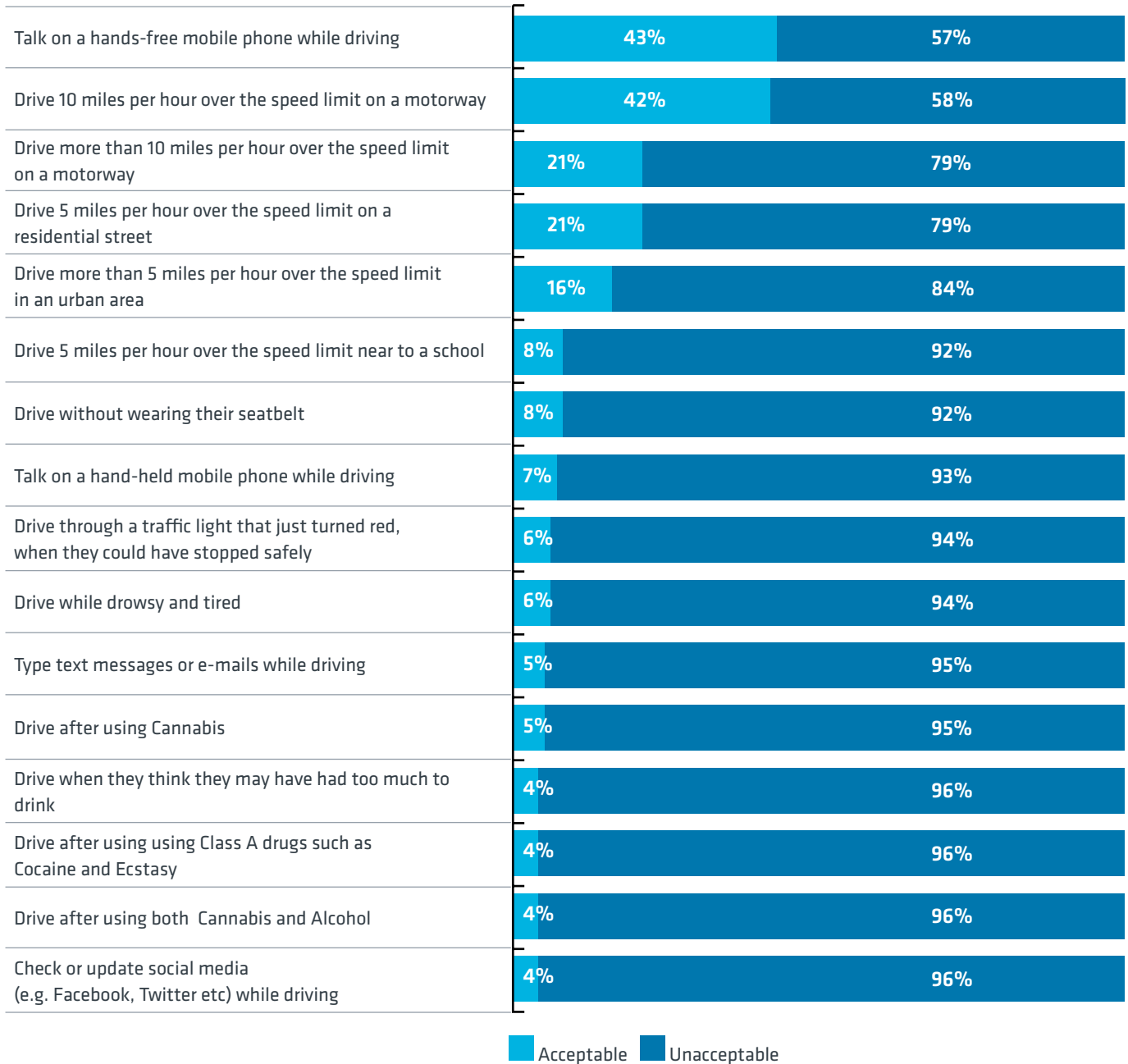


- The proportion believing other people consider it acceptable to use a hands-free phone when driving has reduced from 2016 levels.
- The proportion believing other people consider it acceptable to type or check / update social media when driving has reduced from 2019 levels.

Q6

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. Just 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.

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	1985	980	1002	364	623	649	349	1037	745	156
Talk on a hands-free mobile phone while driving	43%	45%	41%	53%	48%	37%	36%	37%	49%	53%
Drive 10 miles per hour over the speed limit on a motorway	42%	49%	36%	41%	46%	43%	37%	37%	47%	52%
Park on the pavement, as long as there is space for pedestrians to pass	30%	31%	28%	32%	34%	24%	29%	28%	31%	36%
Drive more than 10 miles per hour over the speed limit on a motorway	21%	24%	17%	22%	27%	19%	10%	17%	24%	26%
Drive 5 miles per hour over the speed limit on a residential street	21%	22%	20%	27%	26%	18%	14%	18%	25%	24%
Drive more than 5 miles per hour over the speed limit in an urban area	16%	18%	15%	22%	20%	14%	9%	14%	19%	15%
Drive in a dedicated cycle lane	9%	9%	8%	12%	11%	6%	5%	8%	10%	6%
Drive 5 miles per hour over the speed limit near to a school	8%	9%	7%	13%	10%	7%	2%	7%	9%	9%
Drive without wearing their seatbelt	8%	9%	7%	10%	9%	8%	5%	8%	8%	7%
Talk on a hand-held mobile phone while driving	7%	8%	6%	11%	10%	4%	2%	5%	9%	6%
Drive through a traffic light that just turned red, when they could have stopped safely	6%	6%	7%	10%	8%	4%	2%	6%	6%	7%
Drive while drowsy and tired	6%	6%	5%	9%	8%	3%	2%	4%	7%	5%
Drive after using Cannabis	5%	5%	4%	9%	6%	2%	1%	4%	6%	3%
Type text messages or e-mails while driving	5%	5%	4%	9%	6%	2%	1%	4%	5%	5%
Drive after using both Cannabis and alcohol	4%	4%	3%	7%	5%	2%	1%	3%	3%	4%

- A higher proportion of male motorists consider it acceptable to drive 10 or more miles per hour over the speed limit on a motorway and talk on a hands-free phone while driving.
- Stark contrasts in the acceptability of behaviours by age and mileage quantities, with a higher proportion of motorists aged 17-49 and motorists who travel between 5,000 and 10,000 miles 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?

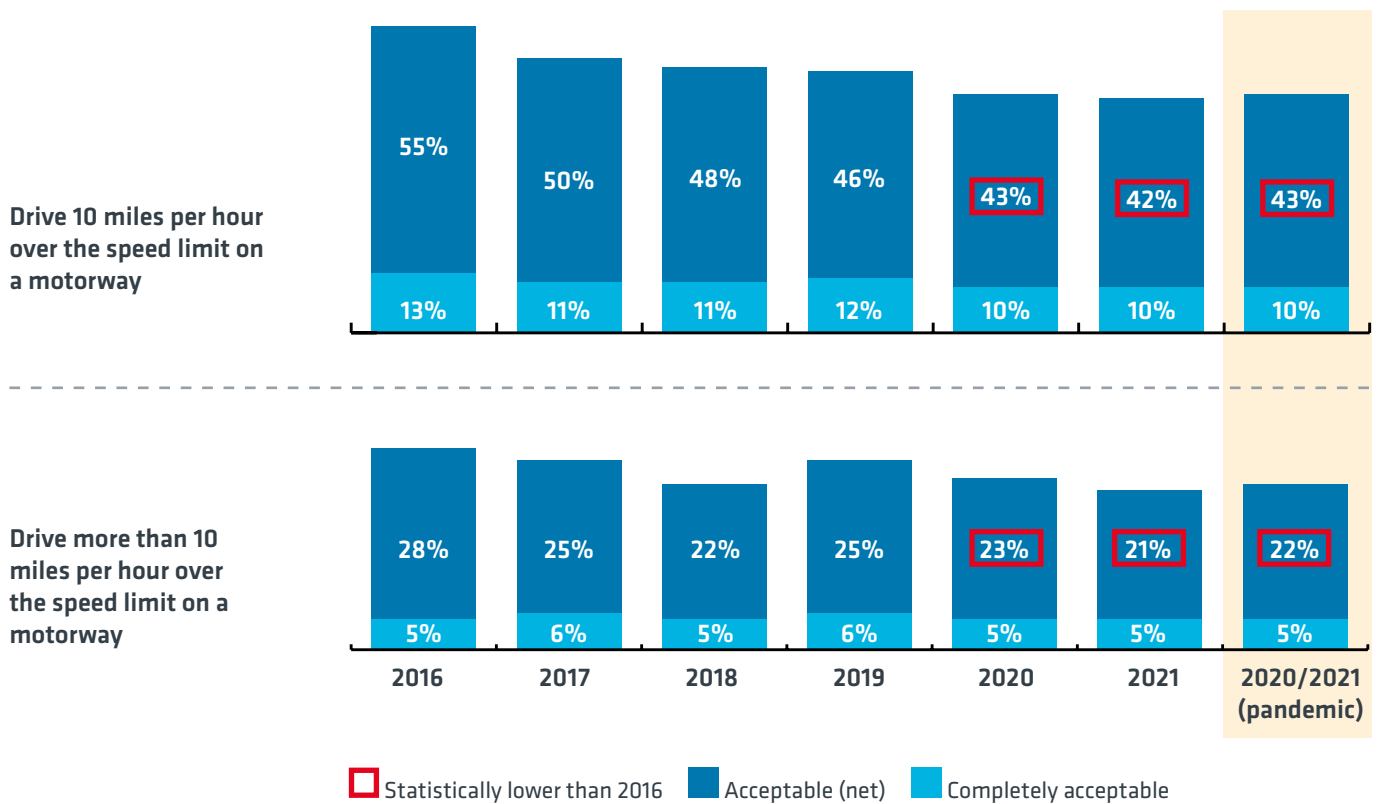
Percentages show the proportion stating that the driving behaviour was **acceptable** while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

	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	1984	94	240	166	146	180	193	239	288	181	100	158
Talk on a hands-free mobile phone while driving	43%	33%	40%	49%	42%	44%	50%	41%	37%	48%	40%	45%
Drive 10 miles per hour over the speed limit on a motorway	42%	49%	41%	44%	39%	40%	52%	35%	45%	51%	37%	35%
Park on the pavement, as long as there is space for pedestrians to pass	30%	35%	32%	34%	31%	27%	39%	30%	24%	25%	28%	24%
Drive more than 10 miles per hour over the speed limit on a motorway	21%	17%	20%	22%	18%	17%	25%	22%	20%	22%	22%	19%
Drive 5 miles per hour over the speed limit on a residential street	21%	16%	21%	24%	20%	22%	27%	19%	22%	21%	22%	21%
Drive more than 5 miles per hour over the speed limit in an urban area	16%	10%	16%	18%	13%	17%	19%	16%	19%	14%	16%	18%
Drive in a dedicated cycle lane	9%	10%	8%	8%	8%	6%	10%	11%	6%	4%	13%	12%
Drive 5 miles per hour over the speed limit near to a school	8%	8%	9%	10%	7%	9%	10%	10%	6%	4%	11%	5%
Drive without wearing their seatbelt	8%	7%	7%	9%	6%	8%	8%	19%	4%	5%	7%	5%
Talk on a hand-held mobile phone while driving	7%	8%	7%	7%	7%	8%	11%	8%	6%	3%	7%	6%
Drive through a traffic light that just turned red, when they could have stopped safely	6%	5%	6%	5%	4%	6%	7%	12%	4%	4%	7%	5%
Drive while drowsy and tired	6%	6%	6%	5%	6%	6%	6%	9%	4%	4%	3%	3%
Drive after using Cannabis	5%	6%	5%	4%	4%	3%	7%	9%	2%	3%	4%	3%
Type text messages or e-mails while driving	5%	4%	6%	4%	4%	3%	6%	9%	2%	1%	5%	3%
Drive after using both Cannabis and alcohol	4%	5%	4%	3%	1%	3%	3%	7%	2%	2%	5%	2%

- There are few directional regional differences to consider. A higher proportion of motorists living in East of England consider talking on a hands-free and some of the speeding behaviours acceptable.
- A higher proportion of motorists living in London consider seatbelt, handheld mobile use and driving after Cannabis more acceptable (although proportions for these behaviours are comparatively lower).

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?

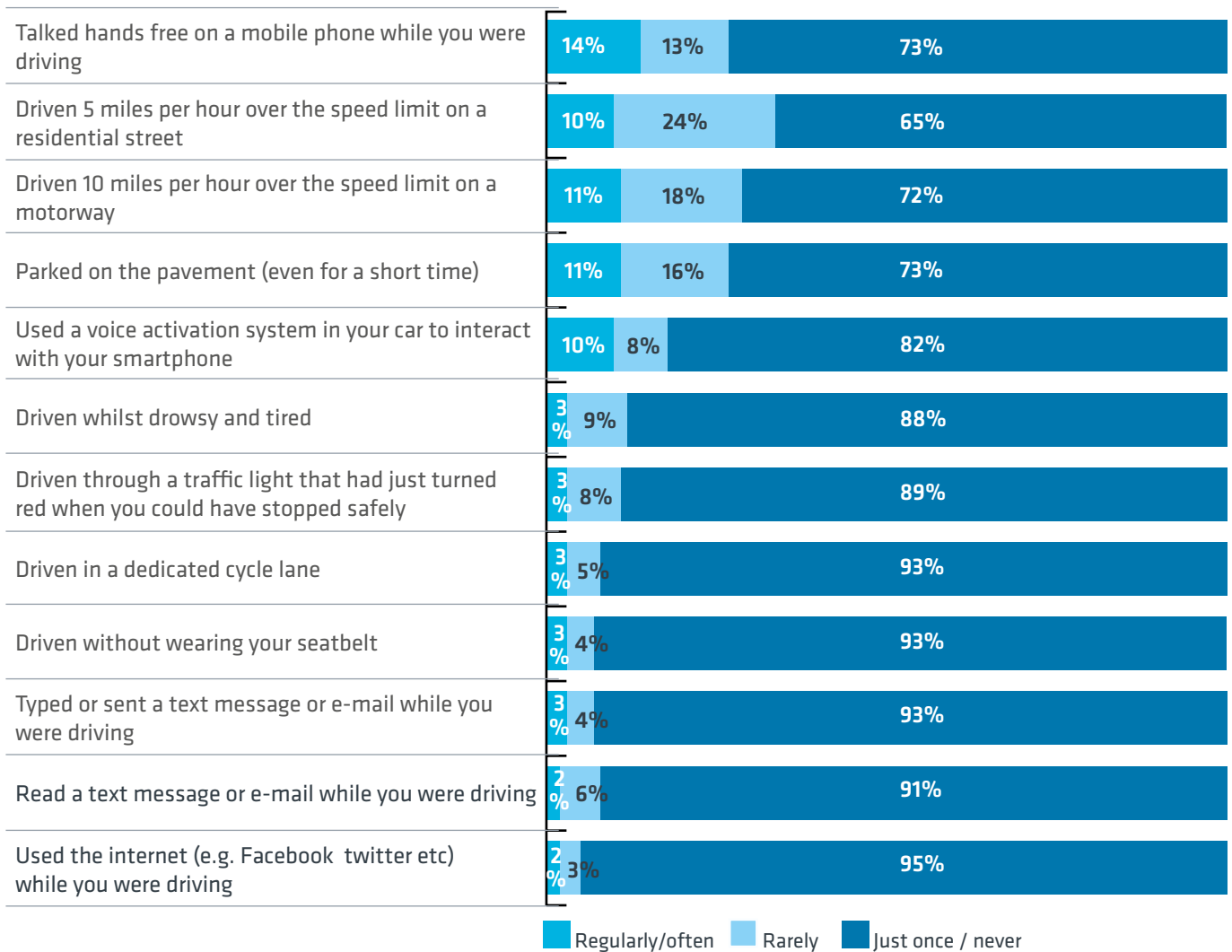


- The proportion who consider it acceptable to speed 10 miles per hour or more on a motorway has reduced compared to 2016 levels.

Q7

Frequency of driving behaviours in past 30 days

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



- Of the behaviours assessed, just over a third have driven more than 5 miles per hour over the limit to some degree (rarely / regularly / often) in the past 30 days. 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.

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	1985	980	1002	364	622	651	348	1039	743	156
Talked hands free on a mobile phone while you were driving	14%	14%	14%	24%	18%	9%	6%	8%	19%	25%
Driven 5 miles per hour over the speed limit on a residential street	10%	10%	10%	16%	12%	8%	5%	7%	13%	15%
Drive 10 miles per hour over the speed limit on a motorway	11%	12%	9%	15%	15%	8%	3%	6%	15%	21%
Parked on a pavement (even for a short time)	11%	12%	10%	18%	13%	6%	8%	7%	15%	15%
Used a voice activation system in your car to interact with your smartphone	10%	11%	10%	18%	14%	7%	3%	6%	13%	21%
Driven whilst drowsy and tired	3%	4%	3%	7%	5%	0%	0%	2%	4%	5%
Driven through a traffic light that had just turned red when you could have stopped safely	3%	4%	2%	5%	5%	1%	0%	2%	4%	3%
Driven in a dedicated cycle lane	3%	4%	2%	4%	4%	1%	0%	2%	3%	4%
Driven without wearing your seatbelt	3%	4%	2%	6%	5%	2%	0%	3%	3%	4%
Read a text message or e-mail while you were driving	2%	2%	2%	5%	4%	1%	0%	2%	3%	4%
Used the internet (e.g. Facebook twitter etc) while you were driving	2%	3%	2%	5%	4%	0%	0%	1%	3%	3%
Typed or sent a text message or e-mail while you were driving	3%	3%	2%	7%	4%	0%	0%	2%	3%	4%

- 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 higher proportion of motorists who travel 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?

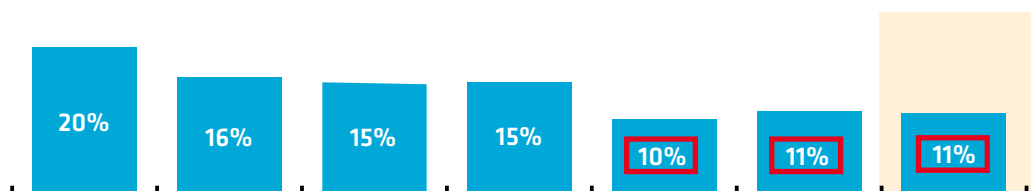
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/ NI
Number of responses	1985	95	240	167	145	179	193	238	287	181	102	158
Talked hands free on a mobile phone while you were driving	14%	16%	13%	16%	12%	10%	18%	16%	13%	15%	16%	12%
Driven 5 miles per hour over the speed limit on a residential street	10%	8%	11%	11%	9%	7%	13%	12%	13%	7%	9%	10%
Drive 10 miles per hour over the speed limit on a motorway	11%	15%	14%	12%	8%	5%	11%	12%	13%	12%	7%	8%
Parked on a pavement (even for a short time)	11%	15%	18%	13%	14%	10%	12%	6%	7%	8%	9%	10%
Used a voice activation system in your car to interact with your smartphone	10%	11%	11%	11%	7%	7%	11%	13%	11%	9%	13%	8%
Driven whilst drowsy and tired	3%	7%	3%	3%	2%	3%	4%	3%	2%	4%	4%	1%
Driven through a traffic light that had just turned red when you could have stopped safely	3%	4%	4%	3%	2%	1%	4%	4%	2%	3%	5%	2%
Driven in a dedicated cycle lane	3%	4%	2%	2%	1%	3%	5%	4%	2%	2%	3%	3%
Driven without wearing your seatbelt	3%	3%	3%	2%	2%	2%	5%	5%	3%	2%	6%	3%
Read a text message or e-mail while you were driving	2%	1%	3%	3%	1%	1%	4%	5%	2%	2%	2%	2%
Used the internet (e.g. Facebook twitter etc) while you were driving	2%	3%	2%	1%	2%	2%	4%	4%	2%	1%	0%	2%
Typed or sent a text message or e-mail while you were driving	3%	3%	3%	2%	2%	1%	4%	5%	2%	3%	1%	2%

- Significant differences are only observed for parking on pavements – a higher proportion of motorists living in the North West regularly / often conducted this behaviour, compared to a lower proportion of motorists living in London and the South East.

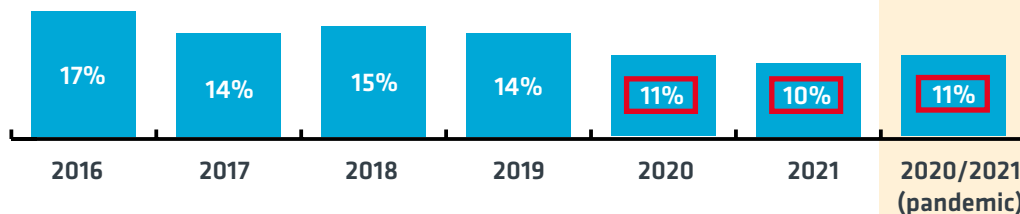
Frequency of driving behaviours in past 30 days – year on year trends

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

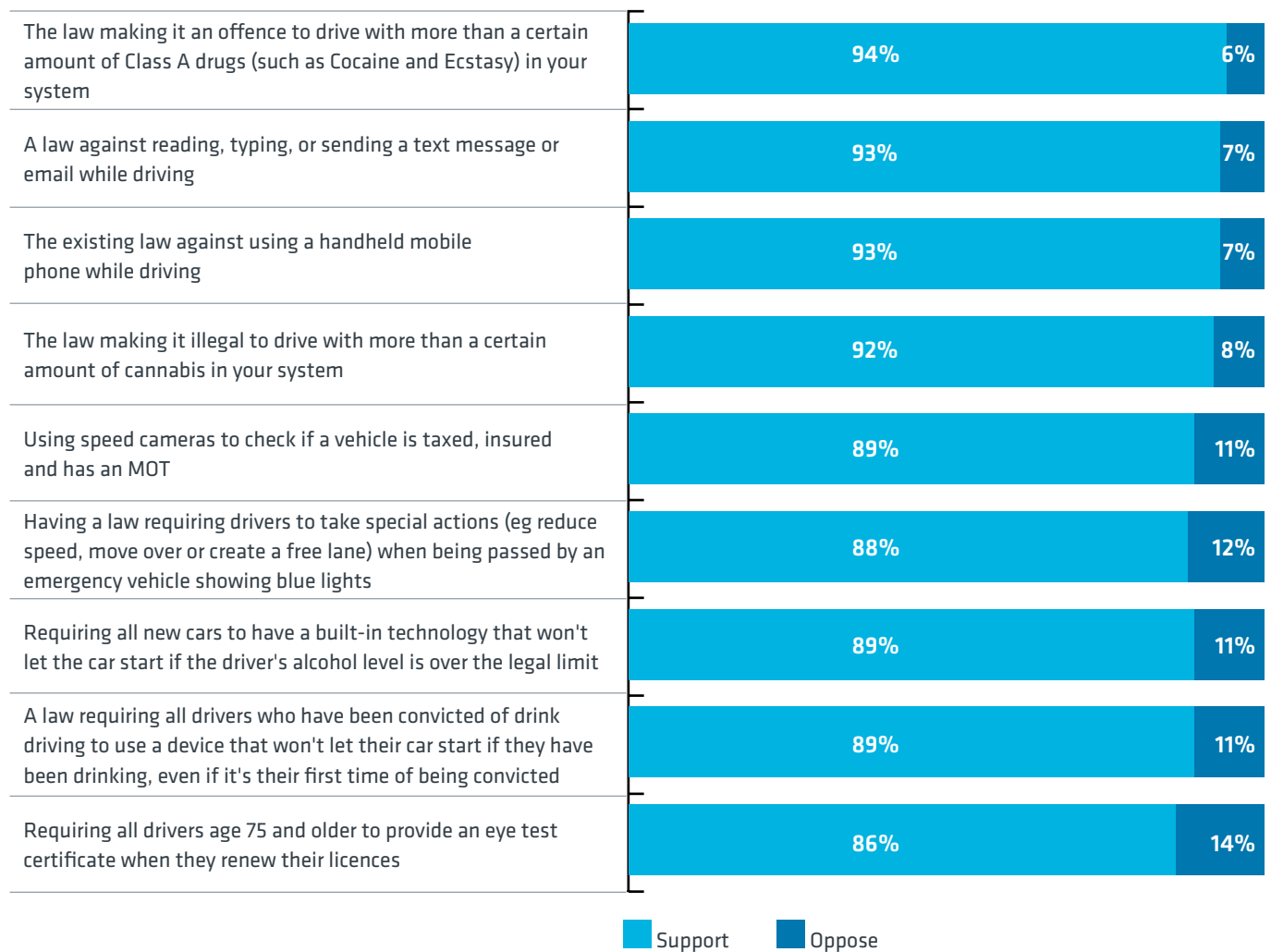


 Statistically lower than 2016 ■ Regularly / fairly often

- The proportion who 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 continued to reduce from 2016 levels.

Support for road user initiatives – initiatives with most support

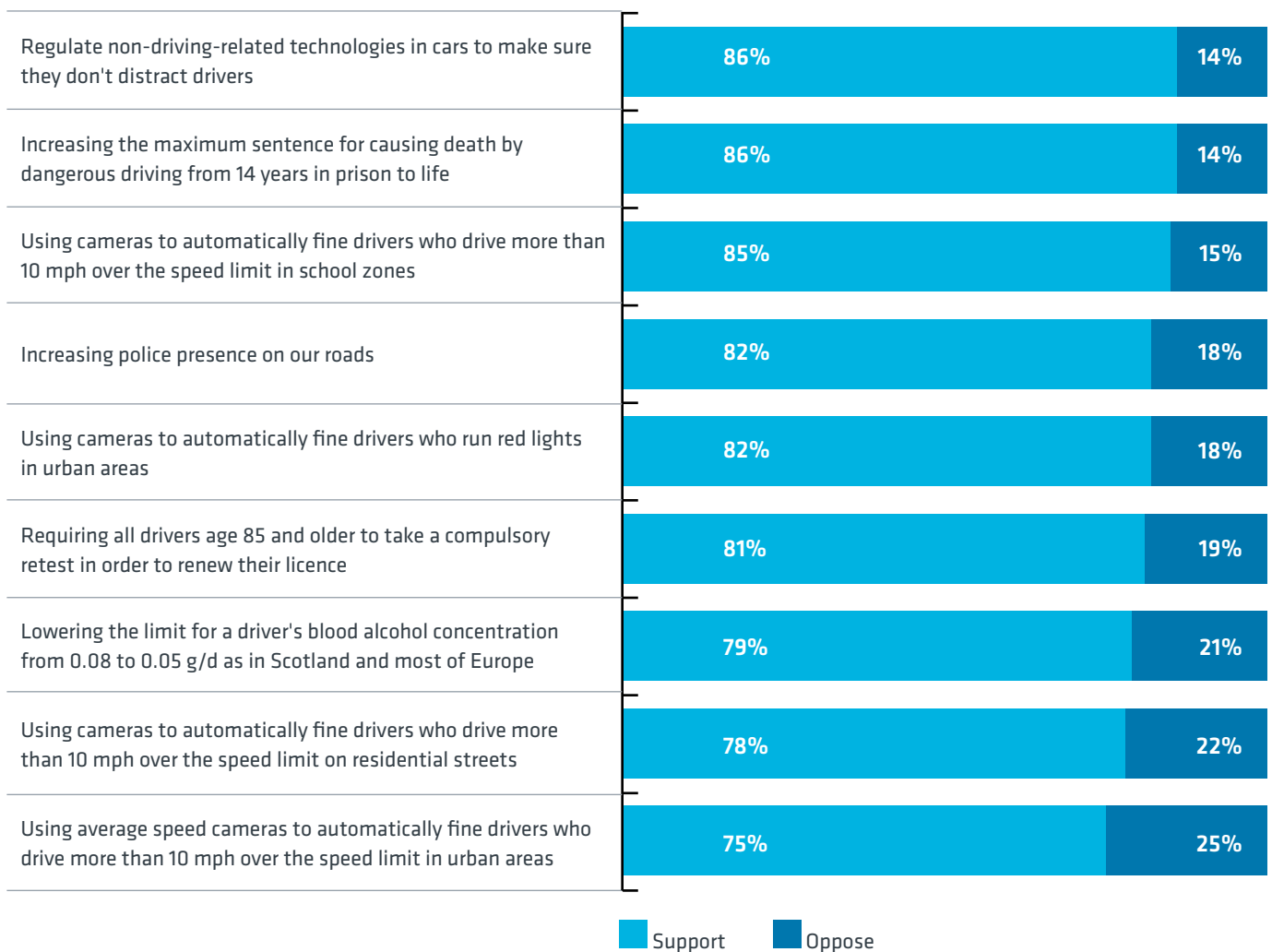
Q8/9. How strongly do you support or oppose the following?



- Of the 28 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.

Support for road user initiatives – second tier of support

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

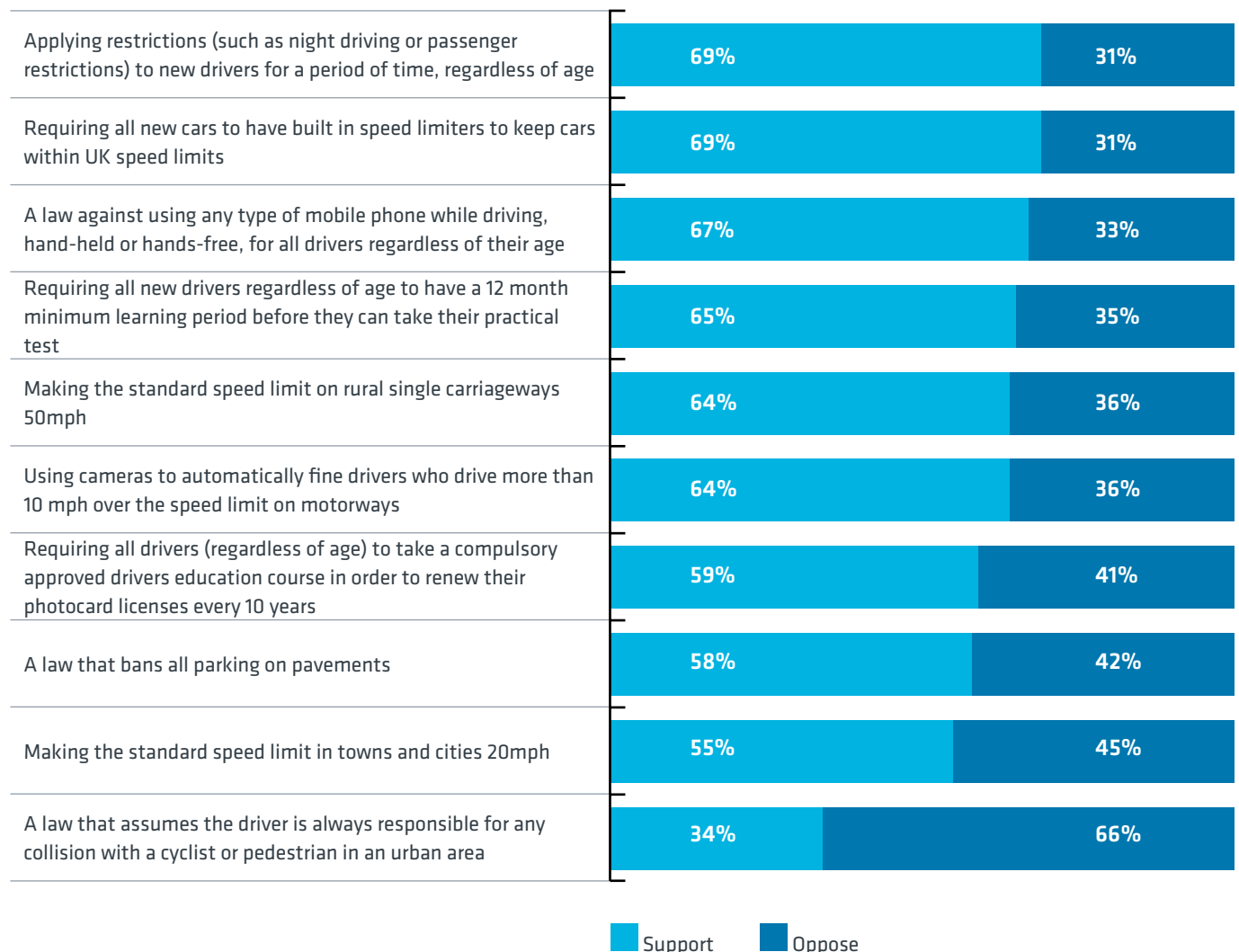


- There is also significant support for the second tier of initiatives, namely vehicle distraction, speeding in residential / high footfall areas, dangerous driving, drink driving and older motorists taking compulsory retests to renew licenses.

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.



- Over two thirds support the applying of restrictions to new drivers for a period of time regardless of age and all new cars to have built-in speed limiters to keep cars within UK speed limits.
- Just under 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. 58% 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	2000	988	1009	368	628	654	349	1047	749	157
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	94%	93%	94%	87%	92%	97%	99%	95%	93%	89%
A law against reading, typing, or sending a text message or email while driving	93%	93%	93%	86%	91%	96%	99%	93%	93%	93%
The existing law against using a handheld mobile phone while driving	93%	92%	93%	85%	91%	96%	99%	93%	93%	92%
The law making it illegal to drive with more than a certain amount of cannabis in your system	92%	91%	93%	84%	90%	96%	97%	92%	91%	91%
Using speed cameras to check if a vehicle is taxed, insured and has an MOT	89%	88%	89%	80%	87%	92%	96%	90%	88%	89%
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%	86%	89%	84%	85%	89%	92%	88%	88%	85%
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	89%	86%	92%	84%	89%	90%	95%	89%	90%	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	89%	87%	91%	84%	90%	90%	92%	89%	90%	92%
Requiring all drivers age 75 and older to provide an eye test certificate when they renew their licences	86%	83%	89%	84%	89%	88%	80%	85%	86%	89%

- Whilst support is high amongst all demographic groups, a lower proportion of motorists aged 17-34 support the top eight initiatives.
- Support is highest amongst motorists aged 70 & over.

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	2000	988	1009	369	628	654	349	1047	749	157
Regulate non-driving-related technologies in cars to make sure they don't distract drivers	86%	86%	87%	82%	84%	89%	92%	87%	87%	82%
Increasing the maximum sentence for causing death by dangerous driving from 14 years in prison to life	86%	84%	88%	79%	86%	88%	90%	86%	86%	87%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit in school zones	85%	84%	87%	81%	84%	86%	91%	87%	85%	79%
Increasing police presence on our roads	82%	82%	83%	69%	83%	87%	87%	82%	82%	83%
Using cameras to automatically fine drivers who run red lights in urban areas	82%	82%	82%	74%	78%	85%	92%	83%	82%	76%
Requiring all drivers age 85 and older to take a compulsory retest in order to renew their licence	81%	77%	85%	82%	86%	82%	70%	79%	83%	83%
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%	79%	72%	80%	80%	81%	79%	78%	78%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets	78%	75%	81%	73%	76%	79%	86%	81%	76%	68%
Using average speed cameras to automatically fine drivers who drive more than 10 mph over the speed limit in urban areas	75%	72%	77%	72%	73%	74%	82%	76%	75%	69%

- 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.
- A higher proportion of female motorists support the use of cameras compared to male motorists.

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	2000	988	1009	369	628	654	349	1047	749	157
Applying restrictions (such as night driving or passenger restrictions) to new drivers for a period of time, regardless of age	69%	71%	67%	55%	67%	75%	78%	70%	68%	65%
Requiring all cars to have built-in speed limiters to keep cars within UK limits	69%	63%	74%	63%	70%	71%	68%	70%	67%	66%
A law against using any type of mobile phone while driving, hand-held or hands-free, for all drivers regardless of their age	67%	67%	68%	58%	68%	71%	70%	69%	66%	65%
Requiring all new drivers regardless of age to have a 12 month minimum learning period before they can take their practical test	65%	64%	66%	57%	70%	67%	63%	64%	67%	61%
Making the standard speed limit on rural single carriageways 50mph	64%	61%	67%	62%	63%	66%	66%	66%	62%	62%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on motorways	64%	59%	68%	61%	65%	62%	68%	65%	63%	58%
Requiring all drivers (regardless of age) to take a compulsory approved drivers education course in order to renew their photocard licenses every 10 years	59%	58%	61%	63%	61%	58%	53%	58%	60%	65%
A law that bans parking on all pavements	58%	57%	59%	53%	56%	61%	58%	59%	55%	56%
Making the standard speed limit in towns and cities 20mph	55%	49%	60%	57%	59%	54%	46%	56%	53%	52%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	34%	31%	37%	44%	41%	29%	17%	33%	33%	36%

- A lower proportion of motorists aged 17-34 support the application of restrictions to new drivers, speed limiters in all cars, a law against mobile phone use and new drivers to have a 12 month minimum learning period.
- Consistent with previous trends, a higher proportion of female motorists support speed and camera related initiatives compared to male motorists.

Q9

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?

Type of driving behaviour	Average priority ranking	% placing it first	% placing it last
Drink and drug driving	1.9	57%	2%
Drivers using hand held mobile phones	3.3	10%	5%
Aggressive and intimidating driving	3.3	10%	17%
Speeding on local roads	3.5	11%	11%
Uninsured / taxed / unlicensed drivers	3.7	11%	17%
Car occupants not wearing a seat belt	5.2	1%	58%

- Consistent with 2020, drink and drug driving remains the highest considered priority for traffic police reducing bad driving behaviour; 57% place it first from the six tested.
- Also consistent with 2020, car occupants not wearing a seatbelt is considered the least priority of the six tested, 1% place it first.

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.

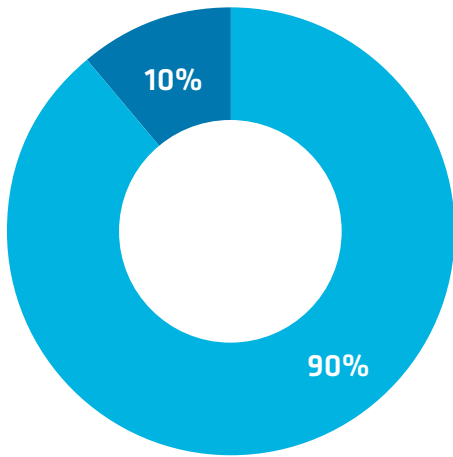
	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
Number of responses	2000	988	1009	369	628	654	349	1047	749	157
Drink and drug driving	1.9	1.9	1.9	1.7	1.9	1.9	1.9	1.9	1.8	1.8
Drivers using hand held mobile phones	3.3	3.3	3.3	3.4	3.4	3.2	3.1	3.2	3.3	3.4
Aggressive and intimidating driving	3.3	3.3	3.4	3.3	3.4	3.3	3.2	3.3	3.3	3.3
Speeding on local roads	3.5	3.7	3.4	3.5	3.4	3.6	3.8	3.4	3.6	3.9
Uninsured / taxed / unlicensed drivers	3.7	3.5	3.9	4.2	3.8	3.5	3.4	3.8	3.7	3.5
Car occupants not wearing a seat belt	5.2	5.3	5.1	4.9	5.1	5.4	5.4	5.2	5.2	5.1

- 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.

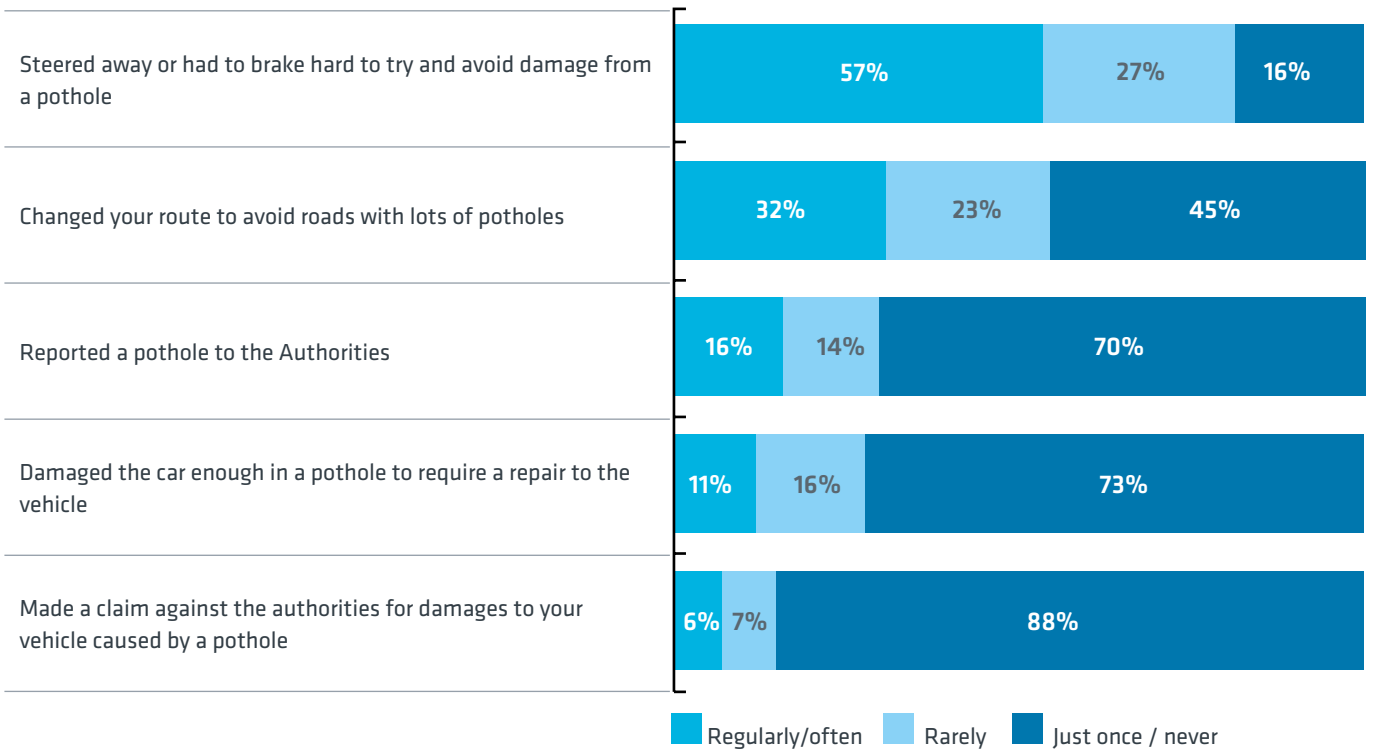
Q10

Experience of potholes

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



■ Experienced at least one pothole issue
■ Not experienced any of the prompted pothole issues



- Broadly consistent with 2020, the majority (90%) 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. Just under a third (32%) have regularly / often changed their route to avoid roads with lots of potholes.
- 6% have regularly / often made a claim against the authorities for damages to their vehicle caused by a pothole.

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

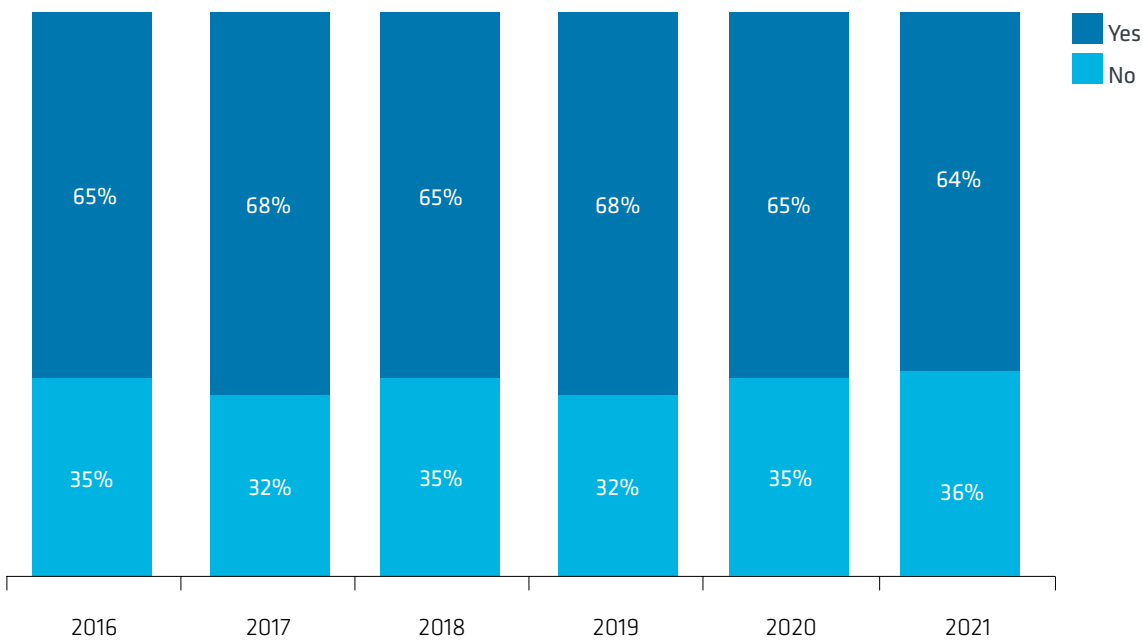
	Total	Gender		Age group				Mileage		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
Number of responses	2000	988	1009	369	628	654	349	1047	749	157
% experienced at least one pothole statement	90%	90%	90%	90%	91%	88%	93%	87%	93%	94%
Steered away or had to brake hard to try and avoid	57%	56%	59%	53%	56%	59%	61%	54%	61%	61%
Changed your route to avoid roads with lots of potholes	32%	27%	36%	37%	34%	30%	25%	29%	34%	36%
Reported a pothole to the Authorities	16%	15%	16%	20%	19%	13%	11%	13%	18%	21%
Damaged the car enough in a pothole to require a repair to the vehicle	11%	11%	12%	16%	18%	7%	2%	8%	15%	18%
Made a claim against the authorities for damages to your vehicle caused by a pothole	6%	6%	6%	12%	8%	2%	0%	4%	8%	5%

- A higher proportion of motorists aged 17-34 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.

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	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	2000	988	1009	369	628	654	349	1047	749	157
Yes		64%	65%	73%	67%	60%	57%	61%	68%	66%
No		36%	35%	27%	33%	40%	43%	39%	32%	34%

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	2004	95	241	167	147	181	195	241	291	181	103	158
Yes		67%	65%	61%	57%	63%	65%	74%	63%	67%	61%	60%
No		33%	35%	39%	43%	37%	35%	26%	37%	33%	39%	40%

 Statistically higher than average

 Statistically lower than average

- Just under two thirds 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 motorists aged 17-49 and motorists living in London agreed.

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