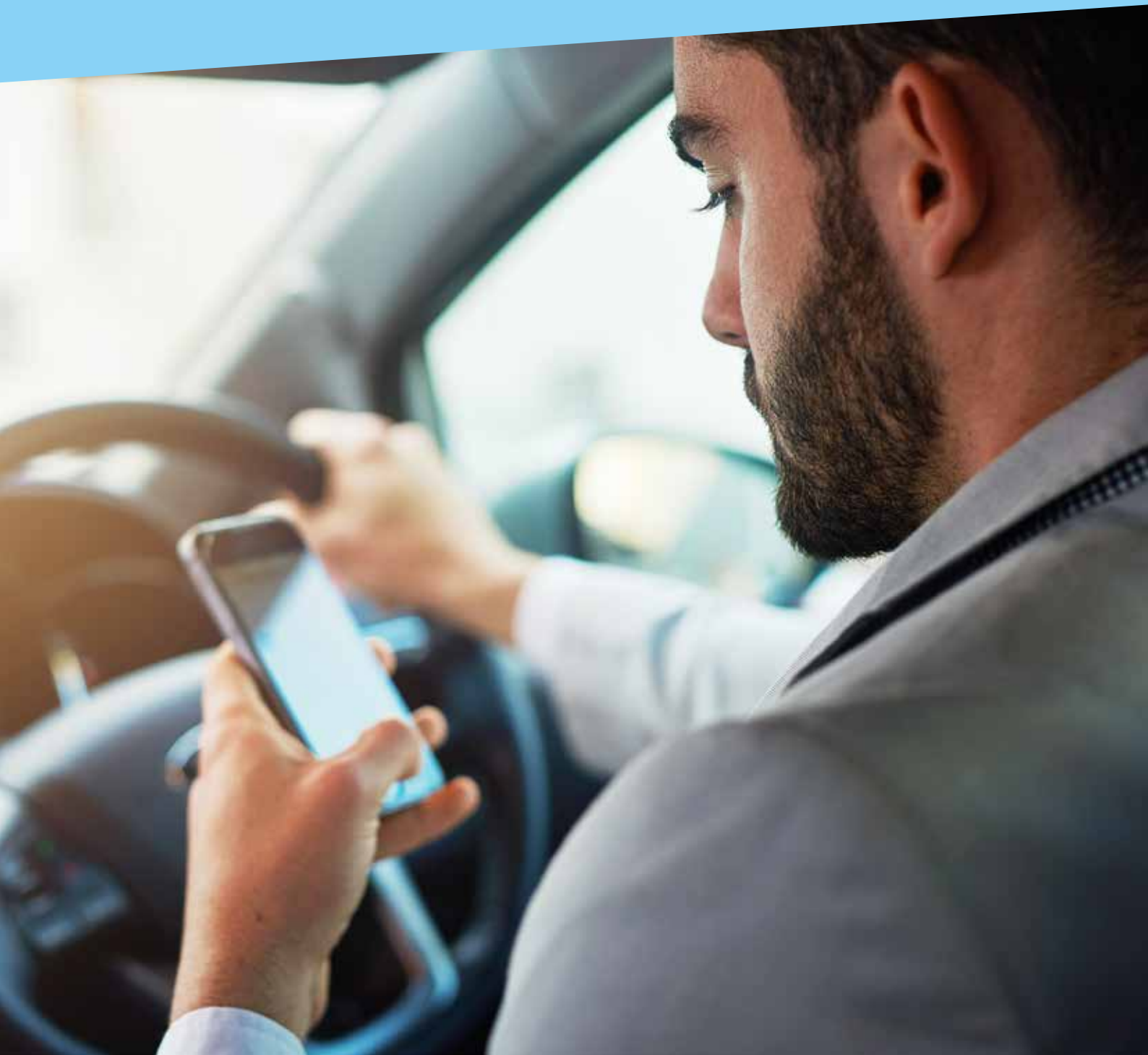


Driving Safety Culture Survey 2019



Contents

Introduction.....	3
Objectives.....	4
Methodology.....	5
Executive Summary.....	6
Main findings	
Q1. Please tell us how much of a problem these issues are for you today compared to three years ago.	8
Q2. How fast would you say you usually drive, compared to most other drivers on the roads.	11
Q3. How much of a threat to your personal safety are the following?	12
Q4. How acceptable would most other people say it is for a driver to... ..	16
Q5. How acceptable do you personally feel it is for a driver to	20
Q6. In the past 30 days, how often have you.....	24
Q7/8. How strongly do you support or oppose the following	27
Q9. How do you think traffic police should prioritise reducing bad driving behaviour in your area	34
Q10. Recent experience of pot holes	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 make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable. It does this through a range of courses for all road users, from e-learning to on-road modules and the well known advanced driving and riding tests. The organisation has 92,000 members and campaigns on road safety on their behalf. At any one time there are over 7,000 drivers and riders actively engaged with IAM RoadSmart's courses, while our Driver Retraining Academy has helped over 2,500 drivers to shorten their bans through education and support programmes.

This is our fifth annual report on the opinions, attitudes and behaviour of British drivers. Once again, it makes interesting reading, firmly establishing the main stress points for British drivers as they go about their daily journeys. 'Congestion' is now confirmed in the number one position just ahead of 'other drivers using mobile phones'. This underlines the continuing frustrations of British drivers' and the need for guaranteed long term investment to deliver a safe and efficient road system.

Although there have been minor fluctuations in the last five years the overall conclusion has to be that attitudes to road safety are not changing and appear to be fairly entrenched. The strength of this survey is its ability to confirm trends over time. The results show that a worryingly high number of drivers still feel that speeding is acceptable even in residential areas. Acceptability of using hand held mobile phone is also still too high. One in ten drivers still think it acceptable to drive after taking alcohol or marijuana. Support for key road safety initiatives such as a lower drink drive limit remains high but far too many drivers still seem to think it is acceptable to speed on motorways. Changing the law to favour cyclists is still far from obtaining mass support, as are blanket reductions in urban speed limits.

For the second year we have asked drivers about their pothole experiences and the answers remain shocking. Although the number swerving to avoid a pothole has reduced by 5% we still found that 90% of all drivers have experienced some form of problem with potholes on the roads they have used in the last year.

For IAM RoadSmart, and other opinion formers, these results show that we must all still maintain our efforts to make speeding as socially unacceptable as drinking and driving, particularly among men! Also, it is clear that the messaging around distraction from hands free smartphone use is still not cutting through to any level of acceptability and understanding. Public support for graduated driver licensing and new ways to keep older drivers safer for longer is high and this should encourage the government to act soon.

The results are based on an on-line survey of just over 2000 motorists weighted by region and age group to be representative of UK motorists as a whole. 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.

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 September 2019 and includes any statistically valid differences from the results of the 2018 survey. 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. Just over 2,001 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 the data from the Department for Transport National Travel Survey.
4. The unweighted sample profile is very similar to 2018 and is shown below:

Region	
North East	5%
North West	12%
Yorkshire and The Humber	8%
East Midlands	7%
West Midlands	9%
East of England	10%
London	12%
South East	14%
South West	9%
Wales	5%
Scotland/N.I.	9%

Age Group	
17 - 24	5%
25 - 34	13%
35 - 39	16%
40 - 49	17%
50 - 59	17%
60 - 69	15%
70+	17%

Gender	
Male	50%
Female	50%

- 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.
- Also, for each chart, statistically significant differences from the results of the 2018 are highlighted as follows with the 2018 data shown in the grey circle :

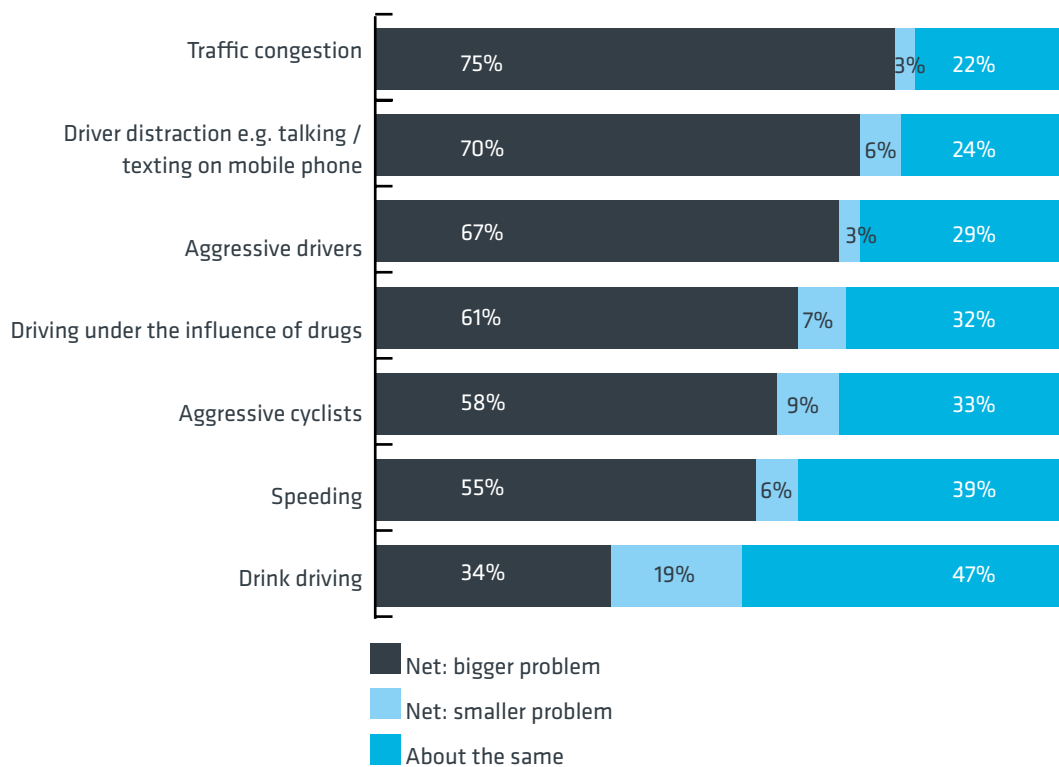
 Significantly different to 2018

Executive Summary

- Traffic congestion and driver distraction caused by mobile phone use continue to be an increasing problem for drivers. However, while they have been top of the list since the survey began, the proportion of motorists describing them as a bigger problem has been dropping each year.
- In terms of personal safety, the use of mobile phones for texting or e-mailing, driving after using drugs and alcohol and driving while using social media were seen as the biggest threats for at least 9 in 10 motorists.
- Consistent with results from 2018, driving 10 mph over the speed limit on the motorway and talking on a hands-free mobile were the only types of behaviour that a small majority of respondents felt most other people considered acceptable. However, for both of these behaviours, acceptability levels have dropped over the past 5 years. When asked how acceptable the respondent personally found driving behaviours, while the same 2 behaviours were at the top of the list both achieved acceptability levels below 50%.
- Around 9 in 10 motorists claimed not to use the internet or text or e-mail while driving although almost three quarters talk hands free on a mobile phone while driving. However, almost two thirds admit to regularly drive over 10 mph over the motorway speed limit and to drive 5 mph over the speed limit on a residential street.
- The majority of drivers were supportive of nearly all laws and regulations designed to make driving safer. There was only one area that did not have majority support and that was a law that assumes a driver is always responsible for a collision with a cyclist or pedestrian which was opposed by 66%.
- Drink and drug driving remains the clear 1st priority for police action against other forms of bad driving behaviour with 54% putting this first.
- 9 in 10 drivers have been affected by potholes over the past year. 30% have changed route to avoid them while 7% have made a claim to the authorities for vehicle damage.
- Consistent with previous years, around 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.

Main Findings

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



- Compared with the previous 3 years traffic congestion is now a bigger problem amongst 75% of the sample followed by driver distraction at 70%. Their positions are reversed when compared with 2018.
- Close behind at just over two thirds (67%) is aggressive driving followed by driving under the influence of drugs (61%).
- 58% mentioned aggressive cyclists are a bigger problem compared to three years ago followed by speeding at 55%. Almost half of the sample (47%) believe the issue of drink driving is the same compared to 3 years ago.
- The following page shows those population groups with a greater or lesser propensity to consider each issue as a bigger problem than three years ago.

Q1

Q1. Please tell us how much of a problem these issues are for you 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				Region		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000	Over 10,000
Number of responses	1995	994	1001	361	652	641	341	929	774	221
Traffic congestion	75%	74%	77%	73%	75%	74%	82%	72%	78%	77%
Aggressive drivers	67%	64%	70%	65%	68%	66%	69%	66%	69%	67%
Driver distraction e.g. talking / texting on mobile phone	70%	68%	73%	68%	70%	69%	73%	71%	69%	69%
Drink driving	34%	30%	38%	46%	37%	25%	33%	33%	35%	33%
Driving under the influence of drugs	61%	61%	62%	57%	60%	64%	66%	62%	60%	64%
Speeding	55%	53%	58%	56%	56%	53%	59%	55%	54%	61%
Aggressive cyclists	58%	57%	59%	48%	57%	64%	60%	57%	58%	58%

■ Statistically higher than average
 ■ Statistically lower than average

- Females are more likely to consider drink driving and aggressive driving to have become more of a problem than 3 years ago while males consider it less of a problem.
- Amongst the age groups, the 17-34 age group are more likely to feel drink driving is a bigger problem and this represents a repeat of the 2017 and 2018 results. Those aged 50-69 are more concerned with aggressive cyclists while those aged 70+ are more concerned with traffic congestion.

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:

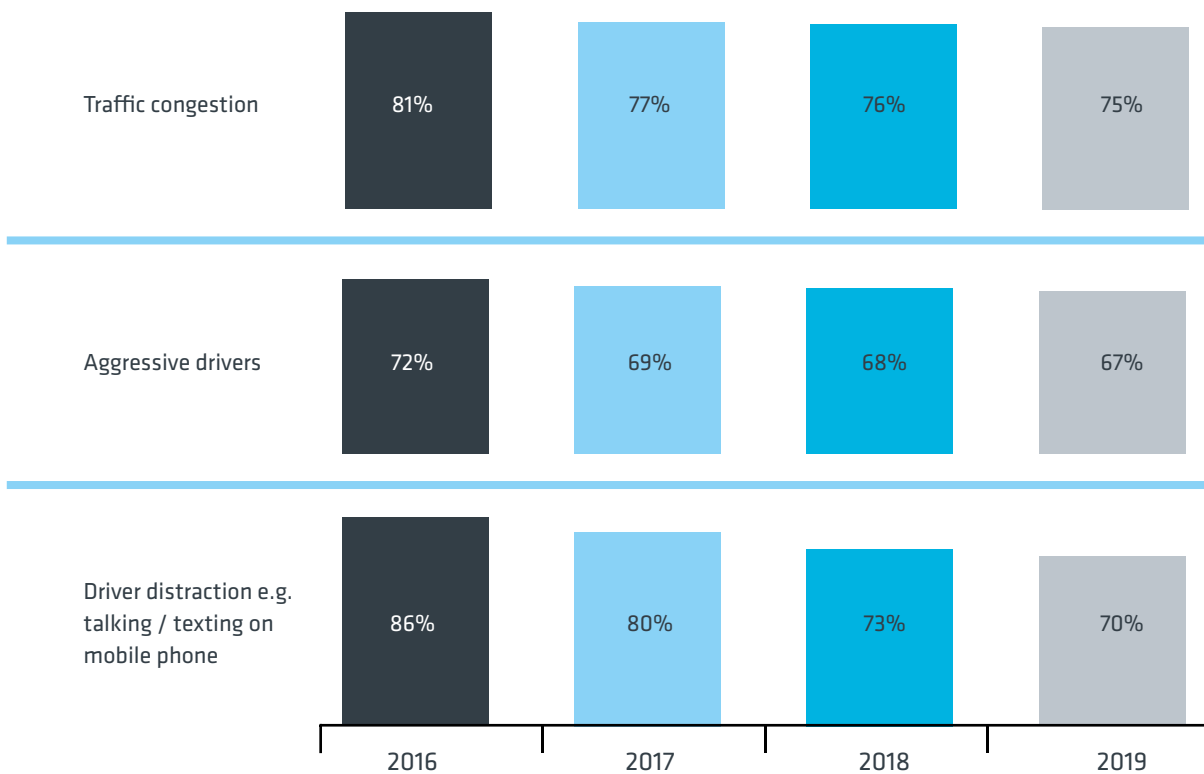
	Total	North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
Number of responses	1995	101	241	159	140	182	200	235	280	181	99	177
Traffic congestion	75%	60%	76%	72%	75%	80%	75%	77%	81%	83%	69%	66%
Aggressive drivers	67%	65%	72%	73%	69%	71%	63%	68%	68%	62%	60%	64%
Driver distraction e.g. talking / texting on mobile phone	70%	67%	71%	78%	66%	74%	61%	70%	70%	69%	80%	67%
Drink driving	34%	43%	33%	39%	41%	38%	28%	36%	31%	32%	31%	30%
Driving under the influence of drugs	61%	66%	65%	70%	64%	68%	59%	57%	59%	59%	55%	55%
Speeding	55%	54%	55%	65%	55%	59%	50%	54%	52%	58%	50%	58%
Aggressive cyclists	58%	51%	57%	63%	59%	48%	56%	67%	59%	61%	46%	57%

■ Statistically higher than average
 ■ Statistically lower than average

- Looking at regional data, those living in the North East and Scotland/Northern Island are less likely to consider traffic congestion a bigger problem. Those in the East of England are less likely to consider driver distraction a bigger problem. Those in the West Midlands are less likely to consider aggressive cyclists a problem while those in London are more concerned with aggressive cyclists.

Data trends

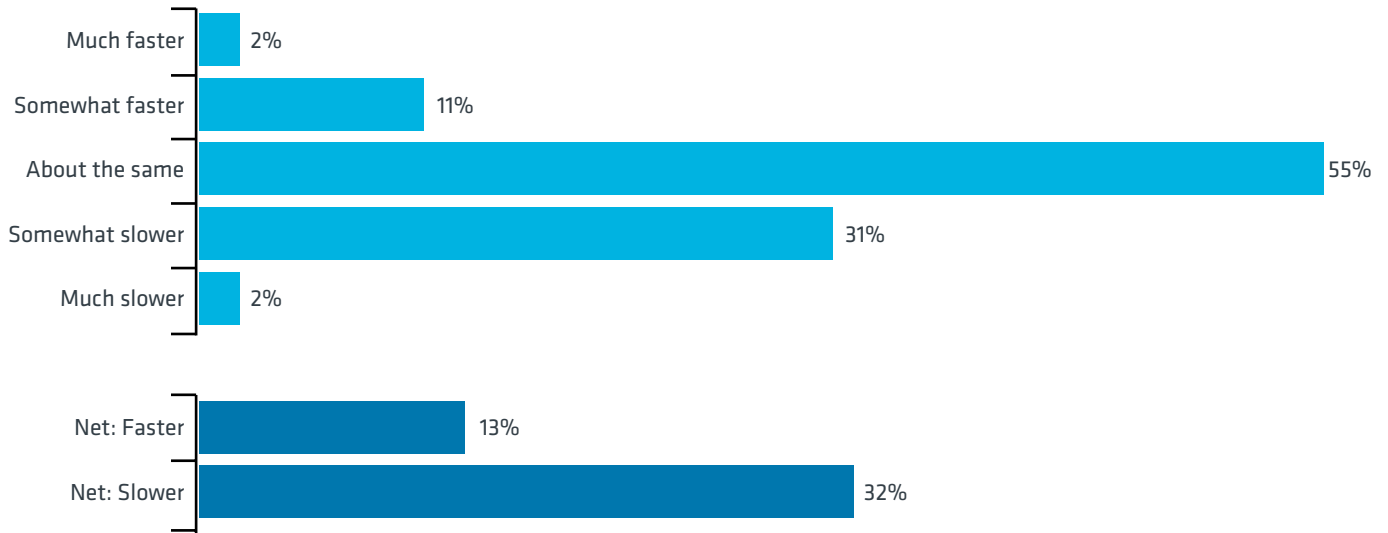
Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago - percentage saying a bigger problem.



- Traffic congestion, aggressive drivers and driver distraction remain the top 3 problem areas although they have all tended to fall below 2016 levels. These changes are not significant from one year to the next but they are from the beginning to the end of the time period.

Main Findings

Q2. How fast would you say you usually drive, compared to most other drivers on the roads.



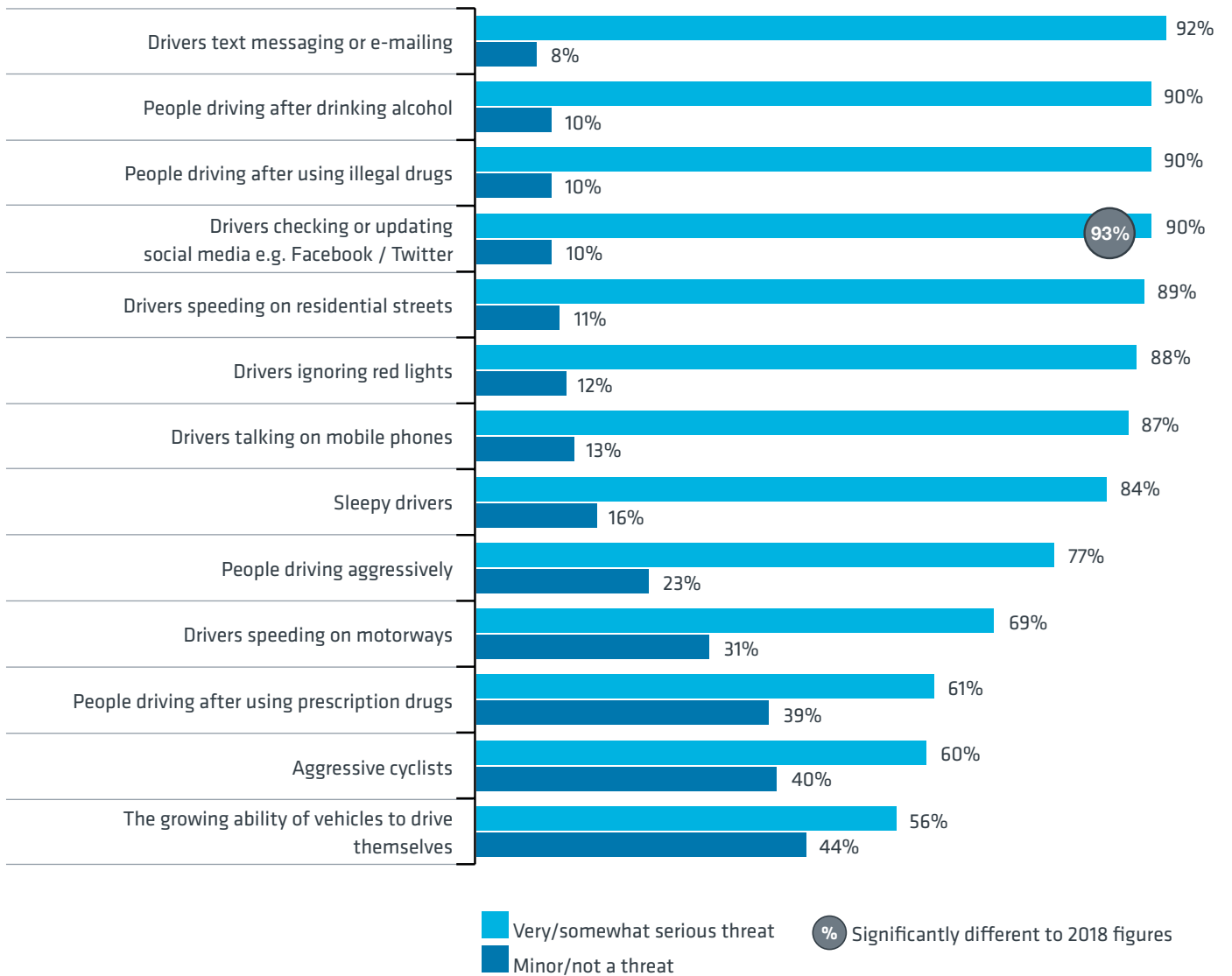
	Age group				
	Total	17 - 34	35 - 49	50 - 69	70+
Number of responses	1979	360	650	633	336
Net: Faster	13%	23%	17%	7%	5%

	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	1979	101	241	159	137	179	199	231	278	181	96	177
Net: Faster	13%	13%	12%	9%	11%	15%	13%	21%	12%	16%	7%	8%

■ Statistically higher than average
 ■ Statistically lower than average

- Just under a third of respondents (32%) feel that they drive more slowly than other drivers compared with 13% who said they drove faster. Just over half (55%) feel that they drive at the same speed as other drivers. Younger drivers and those in London are more likely to drive faster

Q3. How much of a threat to your personal safety are the following?



- The charts above shows there are 8 issues which over 80% of drivers consider a threat to their personal safety.
- This result is very similar to previous years although drivers checking or updating social media has dropped slightly to 90% from the 93% in last years report.

Q3. 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			
		Male	Female	17 - 34	35 - 49	50 - 69	70+
Number of responses	1986	993	993	357	648	640	341
People driving aggressively	77%	76%	78%	84%	81%	73%	69%
People driving after drinking alcohol	90%	88%	92%	87%	90%	91%	91%
People driving after using illegal drugs	90%	88%	92%	88%	88%	93%	91%
Drivers text messaging or e-mailing	92%	92%	92%	89%	91%	93%	94%
Drivers speeding on motorways	69%	64%	75%	72%	70%	69%	67%
Drivers speeding on residential streets	89%	88%	90%	88%	88%	90%	89%
Drivers ignoring red lights	88%	87%	88%	86%	87%	90%	87%
Sleepy drivers	84%	83%	85%	86%	83%	86%	82%
Drivers checking or updating social	90%	90%	91%	86%	88%	92%	94%
Aggressive cyclists	60%	57%	62%	57%	59%	60%	63%
The growing ability of vehicles to drive themselves	56%	50%	62%	54%	55%	56%	59%

■ Statistically higher than average
 ■ Statistically lower than average

- Consistent with 2018, a higher proportion of female drivers feel more threatened than male drivers.
- Drivers under 50 feel a greater threat from people driving aggressively while those aged 50 – 69 are more like to feel threatened by drivers using illegal drugs.

Q3

Q3. How much of a threat to your personal safety are the following?

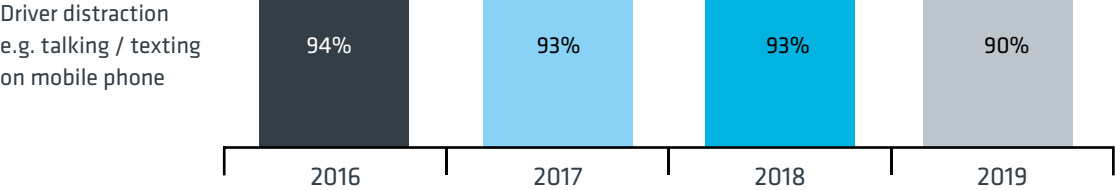
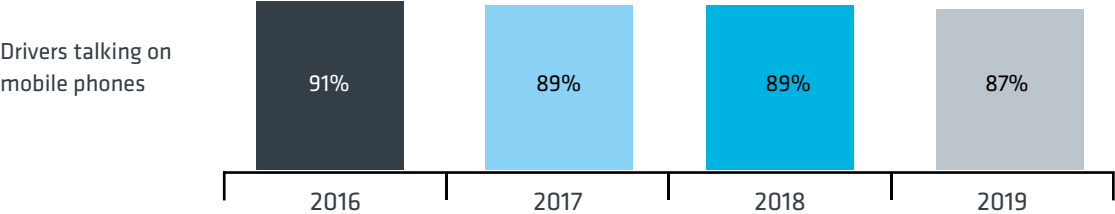
Percentages show the proportion stating that the driving behaviour was very/somewhat serious threat while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour as a threat.

	Total	North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
Number of responses	1986	101	240	159	139	181	198	234	278	181	99	176
People driving aggressively	77%	64%	79%	78%	76%	83%	74%	80%	76%	76%	79%	78%
Drivers talking on mobile phones	87%	86%	86%	90%	86%	86%	87%	84%	91%	89%	88%	88%
People driving after drinking alcohol	90%	94%	88%	94%	92%	87%	90%	89%	91%	90%	90%	92%
People driving after using prescription drugs	61%	62%	62%	60%	52%	59%	59%	70%	61%	57%	68%	65%
People driving after using illegal drugs	90%	91%	89%	93%	88%	89%	88%	91%	91%	89%	92%	90%
Drivers text messaging or e-mailing	92%	93%	92%	94%	93%	92%	91%	90%	91%	89%	94%	93%
Drivers speeding on motorways	69%	64%	71%	71%	59%	76%	63%	70%	67%	72%	67%	77%
Drivers speeding on residential streets	89%	90%	85%	92%	86%	92%	89%	88%	89%	87%	92%	91%
Drivers ignoring red lights	88%	81%	85%	92%	88%	90%	86%	88%	88%	89%	90%	88%
Sleepy drivers	84%	82%	76%	84%	88%	84%	86%	86%	86%	85%	83%	86%
Drivers checking or updating social media e.g. Facebook / Twitter	90%	91%	88%	94%	92%	90%	90%	90%	90%	89%	91%	91%
Aggressive cyclists	60%	47%	60%	60%	59%	54%	62%	72%	60%	60%	51%	58%
The growing ability of vehicles to drive themselves	56%	57%	54%	66%	53%	56%	51%	58%	52%	60%	49%	61%

■ Statistically higher than average
 ■ Statistically lower than average

- Those regions that are less likely to consider threats as serious are people driving aggressively and aggressive cyclists in the North East, sleepy drivers in the North West and motorway speeding in the East Midlands.
- The region more likely to consider threats as serious are drivers using prescription drugs and aggressive cyclists in London

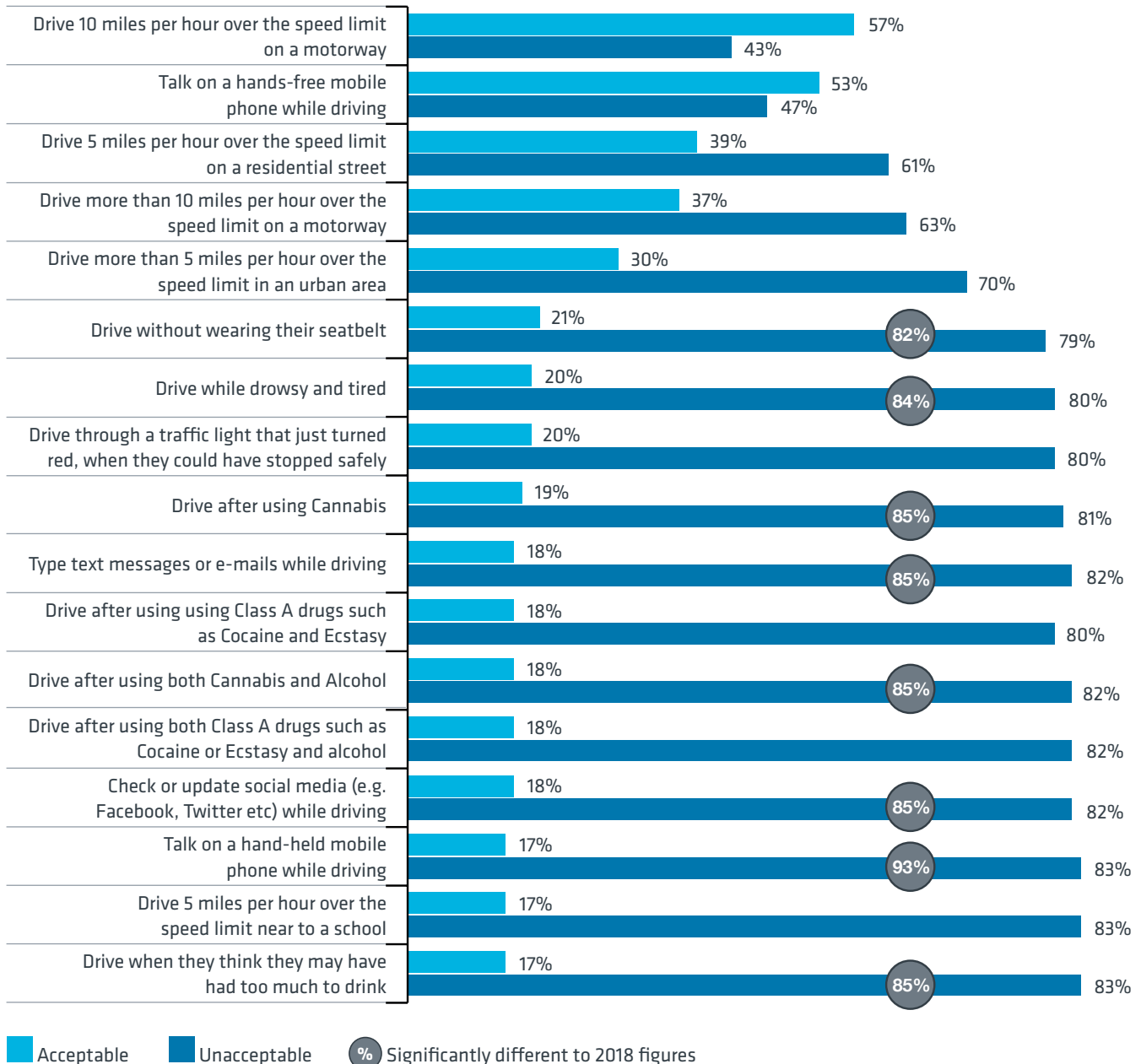
Q3. How much of a threat to your personal safety are the following - percentage stating 'very/somewhat serious threat' ?



- Perceived threats from drivers talking on mobile phones and driver distraction have both fallen below 2016 levels. These changes are not significant from one year to the next but they are from the beginning to the end of the time period.

Main Findings

Q4. How acceptable would most other people say it is for a driver to...?



- Consistent with the results of the 2017 survey, only two types of behaviour are considered acceptable by our half of drivers - driving up to 10 miles per hour over the limit on a motorway and talking on a hands-free mobile.
- Also consistent with last year, the three types of behaviour involving driving under the influence of drink and drugs all produced unacceptable levels of over 80%.

Q4. How acceptable would most other people say it is 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	1990	992	998	360	649	642	339	925	772	221
Drive 10 miles per hour over the speed limit on a motorway	57%	62%	51%	58%	62%	54%	49%	53%	57%	68%
Drive more than 10 miles per hour over the speed limit on a motorway	37%	41%	32%	40%	42%	36%	23%	33%	38%	42%
Drive 5 miles per hour over the speed limit on a residential street	39%	42%	35%	45%	42%	37%	28%	34%	42%	42%
Drive more than 5 miles per hour over the speed limit in an urban area	30%	32%	29%	37%	34%	28%	19%	28%	32%	34%
Drive 5 miles per hour over the speed limit near to a school	17%	17%	16%	21%	21%	14%	8%	14%	19%	15%
Talk on a hands-free mobile phone while driving	53%	53%	53%	61%	56%	54%	37%	49%	55%	60%
Talk on a hand-held mobile phone while driving	17%	18%	16%	21%	19%	15%	11%	15%	18%	17%
Type text messages or e-mails while driving	18%	18%	19%	26%	22%	15%	12%	16%	21%	21%
Drive while drowsy and tired	20%	19%	21%	31%	23%	15%	12%	18%	22%	22%
Drive without wearing their seatbelt	21%	22%	21%	30%	21%	20%	15%	19%	24%	21%
Drive through a traffic light that just turned red, when they could have stopped safely	20%	18%	22%	26%	21%	18%	14%	18%	21%	23%
Drive when they think they may have had too much to drink	17%	17%	18%	22%	20%	15%	12%	15%	20%	20%
Drive after using Cannabis	19%	18%	20%	27%	20%	16%	12%	17%	21%	19%
Drive after using using Class A drugs such as Cocaine and Ecstasy	18%	17%	18%	23%	21%	15%	13%	15%	20%	21%
Drive after using both Cannabis and alcohol	18%	17%	18%	23%	21%	14%	12%	15%	21%	19%
Drive after using both Class A drugs such as Cocaine or Ecstasy and alcohol	17%	16%	18%	21%	20%	15%	12%	14%	20%	19%
Check or update social media (e.g. Facebook, Twitter etc) while driving	18%	18%	18%	24%	21%	15%	12%	15%	22%	19%

- Female drivers feel that most other people consider speeding on motorways and residential streets less acceptable. Younger drivers, especially those aged 17-34 are more likely to find most behaviours acceptable while those aged 70+ were less 'accepting' on all driving behaviours. Higher mileage drivers tended to be more 'accepting'.
- London and South East drivers feel that most other people were more accepting of a number of driving behaviours while those from the Midlands were less accepting on three.

Q4

Q4. How acceptable would most other people say it is 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.

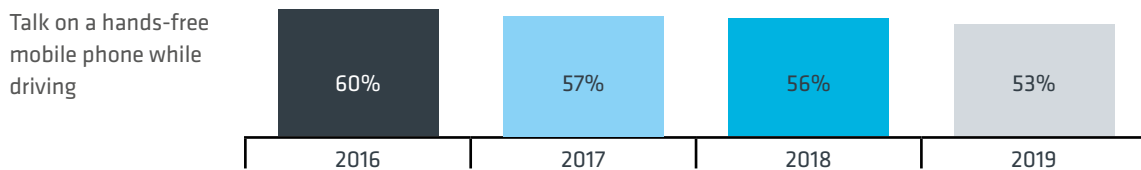
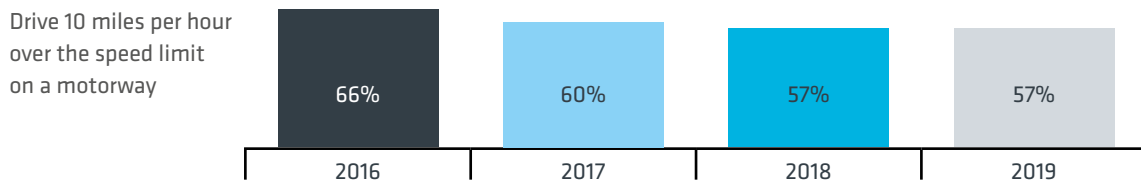
 Statistically higher than average

 Statistically lower than average

	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	1990	100	240	158	139	182	201	233	280	181	99	177
Drive 10 miles per hour over the speed limit on a motorway	57%	58%	57%	53%	52%	52%	52%	56%	65%	63%	45%	58%
Drive more than 10 miles per hour over the speed limit on a motorway	37%	45%	35%	33%	27%	38%	31%	42%	43%	40%	26%	35%
Drive 5 miles per hour over the speed limit on a residential street	39%	34%	43%	33%	34%	36%	42%	42%	45%	42%	23%	32%
Drive more than 5 miles per hour over the speed limit in an urban area	30%	34%	35%	31%	23%	29%	32%	32%	35%	28%	16%	27%
Drive 5 miles per hour over the speed limit near to a school	17%	16%	19%	17%	10%	15%	12%	21%	19%	20%	7%	18%
Talk on a hands-free mobile phone while driving	53%	52%	52%	57%	46%	55%	56%	54%	54%	53%	49%	55%
Talk on a hand-held mobile phone while driving	17%	15%	15%	17%	14%	14%	11%	23%	22%	21%	11%	15%
Type text messages or e-mails while driving	18%	23%	20%	17%	18%	20%	14%	20%	22%	17%	9%	19%
Drive while drowsy and tired	20%	26%	22%	19%	18%	23%	15%	24%	20%	19%	13%	19%
Drive without wearing their seatbelt	21%	22%	22%	21%	17%	21%	14%	28%	23%	23%	19%	20%
Drive through a traffic light that just turned red, when they could have stopped safely	20%	22%	22%	20%	18%	25%	16%	24%	19%	16%	12%	18%
Drive when they think they may have had too much to drink	17%	23%	22%	17%	11%	19%	13%	21%	19%	17%	7%	17%
Drive after using Cannabis	19%	18%	23%	19%	14%	20%	14%	23%	20%	16%	7%	22%
Drive after using using Class A drugs such as Cocaine and Ecstasy	18%	19%	23%	18%	13%	20%	9%	21%	18%	17%	10%	21%
Drive after using both Cannabis and alcohol	18%	19%	22%	18%	13%	18%	11%	21%	20%	16%	8%	21%
Drive after using both Class A drugs such as Cocaine or Ecstasy and alcohol	17%	22%	22%	18%	12%	18%	9%	19%	19%	14%	6%	21%
Check or update social media (e.g. Facebook, Twitter etc) while driving	18%	21%	22%	17%	12%	19%	12%	22%	22%	17%	8%	20%

- Respondents in Wales are less likely to feel that most other people consider a number of driving behaviours as acceptable and these include driving over the speed limit in residential streets and urban areas, driving under the influence of drink and/or drugs and driving while using social media. Respondents in the East of England are also less accepting of driving under the influence of drink and/or drugs.
- London respondents feel that most other people are more accepting of driving without wearing a seatbelt while those in the South East drivers are more accepting of driving over the speed limit on a motorway.

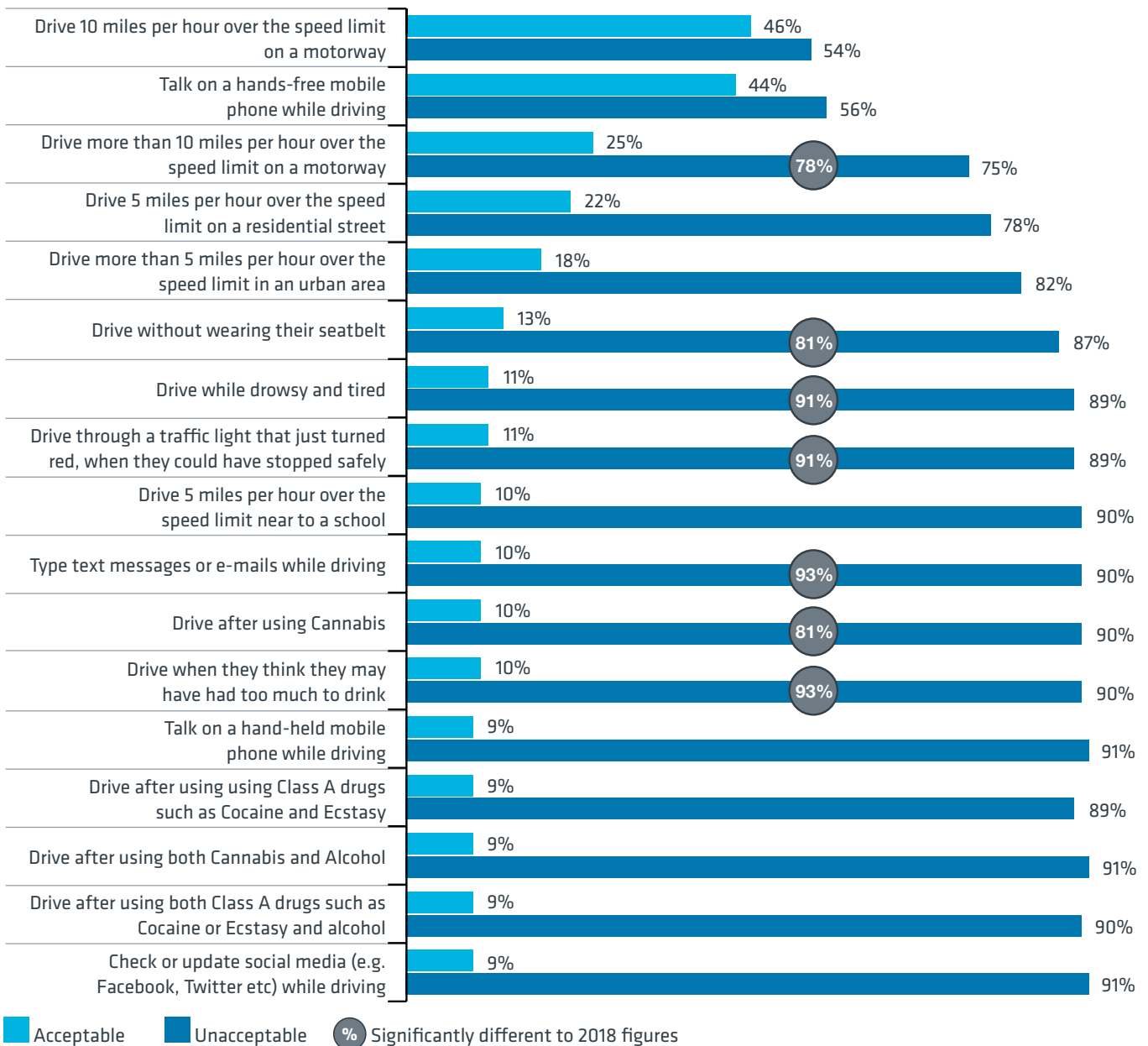
Q4. How acceptable would most other people say it is for a driver to...?



- Acceptability of driving 10 miles per hour over the speed limit on a motorway and talking on a hands free phone while driving has dropped since 2015.

Main Findings

Q5. How acceptable do you personally feel it is for a driver to...?



- Acceptability from a personal point of view is marginally lower than the previous year on a number of metrics.

Q5. How acceptable do you personally feel it is 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	1999	997	1002	360	655	643	341	930	776	221
Drive 10 miles per hour over the speed limit on a motorway	46%	51%	41%	47%	49%	48%	37%	42%	48%	56%
Drive more than 10 miles per hour over the speed limit on a motorway	25%	29%	22%	30%	31%	23%	13%	21%	28%	29%
Drive 5 miles per hour over the speed limit on a residential street	22%	24%	21%	29%	25%	19%	17%	20%	24%	27%
Drive more than 5 miles per hour over the speed limit in an urban area	18%	20%	16%	25%	21%	16%	11%	17%	19%	20%
Drive 5 miles per hour over the speed limit near to a school	10%	11%	9%	17%	13%	6%	3%	8%	13%	6%
Talk on a hands-free mobile phone while driving	44%	44%	44%	59%	47%	40%	29%	40%	45%	51%
Talk on a hand-held mobile phone while driving	9%	10%	7%	14%	12%	5%	4%	8%	10%	7%
Type text messages or e-mails while driving	10%	11%	9%	17%	13%	5%	6%	8%	12%	8%
Drive while drowsy and tired	11%	12%	11%	20%	14%	7%	7%	10%	14%	9%
Drive without wearing their seatbelt	13%	14%	11%	17%	15%	10%	8%	13%	13%	9%
Drive through a traffic light that just turned red, when they could have stopped safely	11%	12%	10%	18%	14%	7%	7%	11%	11%	9%
Drive when they think they may have had too much to drink	10%	10%	9%	17%	12%	6%	6%	8%	12%	9%
Drive after using marijuana	10%	11%	8%	16%	12%	7%	5%	9%	11%	8%
Drive after using Class A drugs such as Cocaine and Ecstasy	9%	9%	9%	15%	11%	5%	6%	8%	10%	7%
Drive after using both marijuana and alcohol	9%	10%	9%	16%	12%	6%	6%	9%	11%	7%
Drive after using both Class A drugs such as Cocaine or Ecstasy and alcohol	9%	10%	9%	15%	12%	6%	6%	8%	11%	8%
Check or update social media (e.g. Facebook, Twitter etc) while driving	9%	10%	8%	14%	11%	6%	6%	8%	11%	8%

■ Statistically higher than average
 ■ Statistically lower than average

- When talking about drivers' personal views, the demographic differences are much more pronounced with female drivers more likely than males to find driving over speed limits acceptable
- Older drivers are less accepting on most types of behaviour while drivers aged 17-34 are more accepting on all but 3 types of behaviour.

Q5

Q5. How acceptable do you personally feel it is for a driver to...?

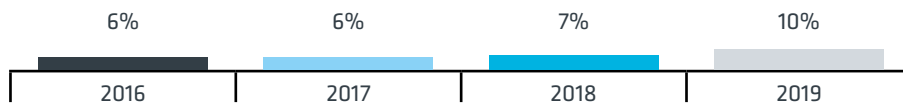
Percentages show the proportion stating that the driving behaviour was acceptable while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

	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	1999	102	241	159	140	183	202	235	281	181	99	176
Drive 10 miles per hour over the speed limit on a motorway	46%	46%	45%	44%	46%	43%	43%	44%	55%	49%	41%	46%
Drive more than 10 miles per hour over the speed limit on a motorway	25%	25%	25%	23%	23%	26%	24%	30%	31%	26%	14%	22%
Drive 5 miles per hour over the speed limit on a residential street	22%	18%	25%	19%	21%	21%	21%	28%	24%	26%	13%	19%
Drive more than 5 miles per hour over the speed limit in an urban area	18%	17%	17%	16%	17%	21%	17%	22%	21%	17%	12%	15%
Drive 5 miles per hour over the speed limit near to a school	10%	6%	10%	6%	11%	12%	5%	15%	11%	9%	7%	9%
Talk on a hands-free mobile phone while driving	44%	35%	44%	47%	40%	46%	47%	42%	44%	44%	47%	46%
Talk on a hand-held mobile phone while driving	9%	7%	12%	6%	7%	9%	5%	16%	8%	8%	6%	7%
Type text messages or e-mails while driving	10%	6%	11%	11%	10%	11%	7%	14%	10%	9%	5%	9%
Drive while drowsy and tired	11%	6%	13%	12%	10%	14%	8%	17%	11%	10%	11%	9%
Drive without wearing their seatbelt	13%	7%	14%	16%	9%	13%	8%	19%	12%	14%	9%	10%
Drive through a traffic light that just turned red, when they could have stopped safely	11%	4%	9%	13%	10%	13%	11%	16%	12%	8%	13%	10%
Drive when they think they may have had too much to drink	10%	4%	11%	11%	9%	12%	8%	15%	8%	9%	4%	9%
Drive after using Cannabis	10%	5%	10%	10%	7%	11%	7%	17%	9%	10%	3%	10%
Drive after using using Class A drugs such as Cocaine and Ecstasy	9%	3%	12%	10%	7%	8%	8%	14%	8%	9%	2%	8%
Drive after using both Cannabis and alcohol	9%	8%	11%	9%	9%	10%	8%	13%	8%	10%	3%	8%
Drive after using both Class A drugs such as Cocaine or Ecstasy and alcohol	9%	5%	11%	9%	8%	10%	8%	15%	9%	9%	4%	9%
Check or update social media (e.g. Facebook, Twitter etc) while driving	9%	7%	10%	10%	9%	11%	6%	14%	8%	9%	4%	10%

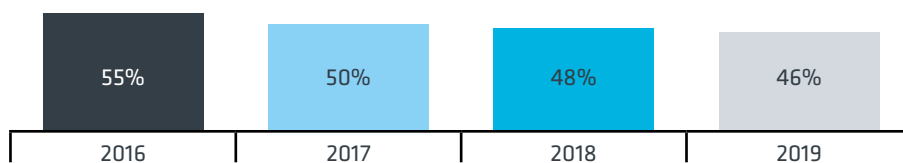
- Regionally, those in London are more likely to be more accepting of a number of driver behaviours

Q5. How acceptable do you personally feel it is for a driver to...? (percentage stating acceptable)

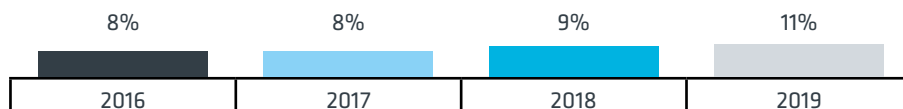
Type text messages or e-mails while driving



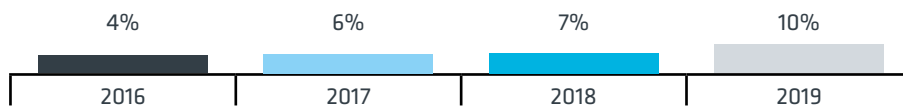
Drive 10 miles per hour over the speed limit on a motorway



Drive while drowsy and tired



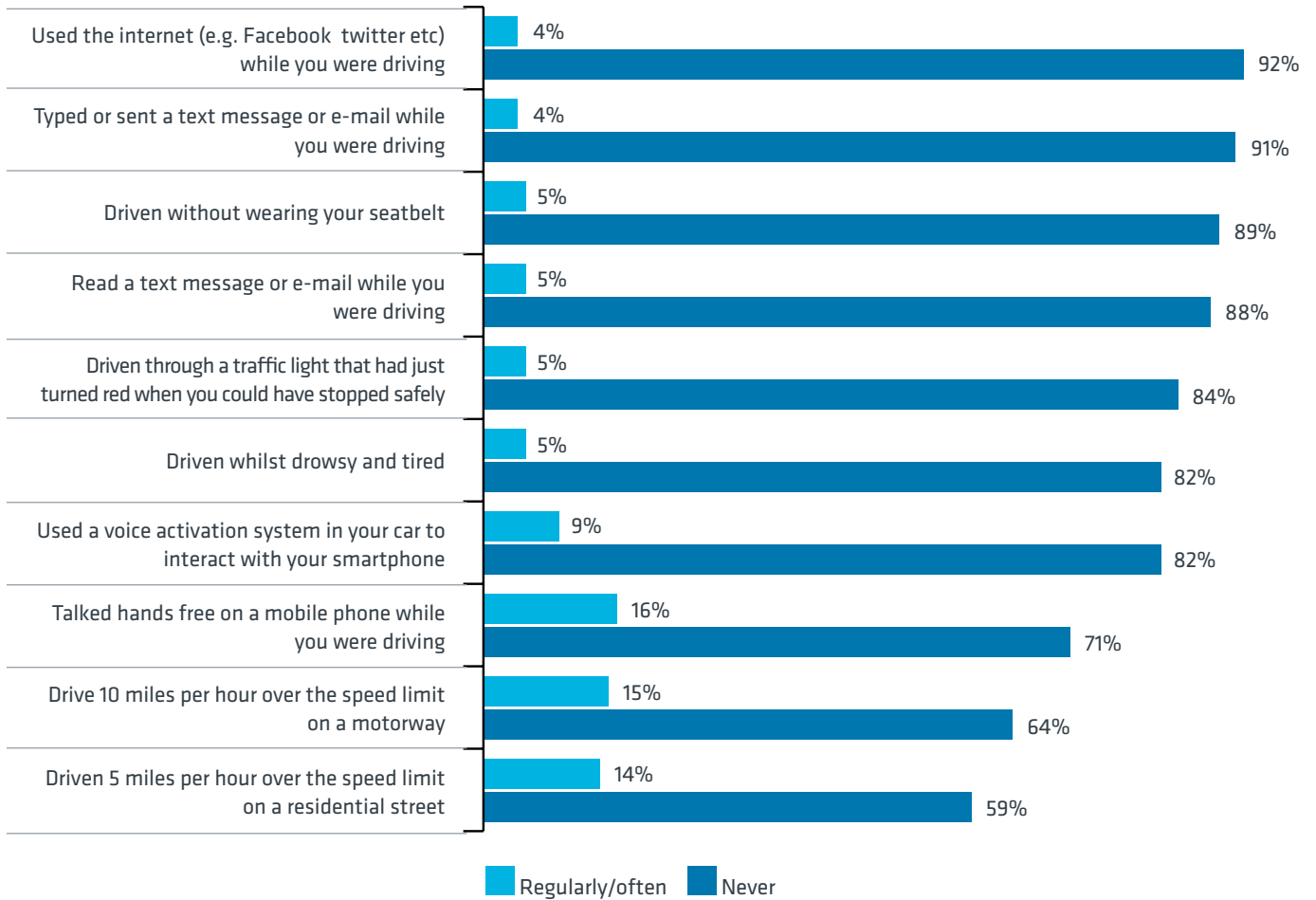
Drive while drowsy and tired



- On a personal level, driving 10 miles per hour over the speed limit on a motorway, typing text messages or e-mails while driving and driving while drowsy and tired all showed downward trends in acceptability since 2015. However as mentioned earlier, these changes are not significant from one year to the next but they are from the beginning to the end of the time period.

Main Findings

Q6. In the past 30 days, how often have you....?



- Apart from driving 10 miles per hour over the speed limit on a motorway, driving over 5 miles an hour in a residential street and talking hands free on a mobile phone while driving, relatively few drivers admitted to any of the other specified driving behaviours.

Q6. In the past 30 days, how often have you....?

■ Statistically higher than average

■ Statistically lower than average

	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	1982	986	996	356	644	642	340	923	770	218
Drive 10 miles per hour over the speed limit on a motorway	15%	18%	12%	21%	19%	11%	9%	10%	18%	23%
Driven 5 miles per hour over the speed limit on a residential street	14%	16%	12%	21%	17%	10%	9%	12%	17%	14%
Read a text message or e-mail while you were driving	5%	5%	5%	11%	6%	2%	1%	3%	6%	5%
Typed or sent a text message or e-mail while you were driving	4%	5%	4%	9%	7%	1%	1%	3%	5%	6%
Driven without wearing your seatbelt	5%	5%	5%	11%	7%	2%	1%	3%	6%	6%
Driven whilst drowsy and tired	5%	5%	6%	9%	8%	3%	1%	4%	6%	9%
Driven through a traffic light that had just turned red when you could have stopped safely	5%	6%	5%	9%	9%	2%	2%	4%	8%	5%
Talked hands free on a mobile phone while you were driving	16%	16%	16%	23%	22%	10%	8%	10%	18%	26%
Used the internet (e.g. Facebook twitter etc) while you were driving	4%	4%	3%	7%	6%	1%	0%	3%	5%	3%
Used a voice activation system in your car to interact with your smartphone-	9%	9%	9%	17%	13%	4%	3%	6%	11%	12%

- The chart above shows the proportion that regularly/often engage in a particular driving activity and again shows the differences between the age groups and genders. In particular, drivers under 50 years of age are more likely to engage in virtually all activities when compared with drivers aged 50 and over.
- Lower mileage drivers are also less likely to engage with such activities when compare with higher mileage who are more likely.

Q6

Q6. 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	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	1982	99	241	158	137	182	200	232	279	180	99	175
Drive 10 miles per hour over the speed limit on a motorway	15%	21%	14%	18%	15%	14%	16%	19%	13%	18%	9%	9%
Driven 5 miles per hour over the speed limit on a residential street	14%	18%	13%	14%	11%	18%	14%	14%	16%	18%	4%	12%
Read a text message or e-mail while you were driving	5%	4%	5%	4%	5%	5%	5%	10%	3%	4%	2%	3%
Typed or sent a text message or e-mail while you were driving	4%	5%	5%	4%	5%	4%	3%	9%	3%	3%	2%	3%
Driven without wearing your seatbelt	5%	6%	5%	6%	2%	6%	4%	10%	2%	4%	0%	3%
Driven whilst drowsy and tired	5%	2%	7%	7%	5%	6%	5%	10%	3%	4%	2%	4%
Driven through a traffic light that had just turned red when you could have stopped safely	5%	4%	6%	4%	7%	8%	5%	10%	3%	2%	4%	4%
Talked hands free on a mobile phone while you were driving	16%	13%	18%	18%	17%	16%	14%	20%	11%	17%	12%	14%
Used the internet (e.g. Facebook twitter etc) while you were driving	4%	4%	5%	3%	5%	6%	2%	8%	1%	2%	2%	2%
Used a voice activation system in your car to interact with your smartphone	9%	8%	10%	10%	7%	9%	9%	14%	6%	8%	8%	6%

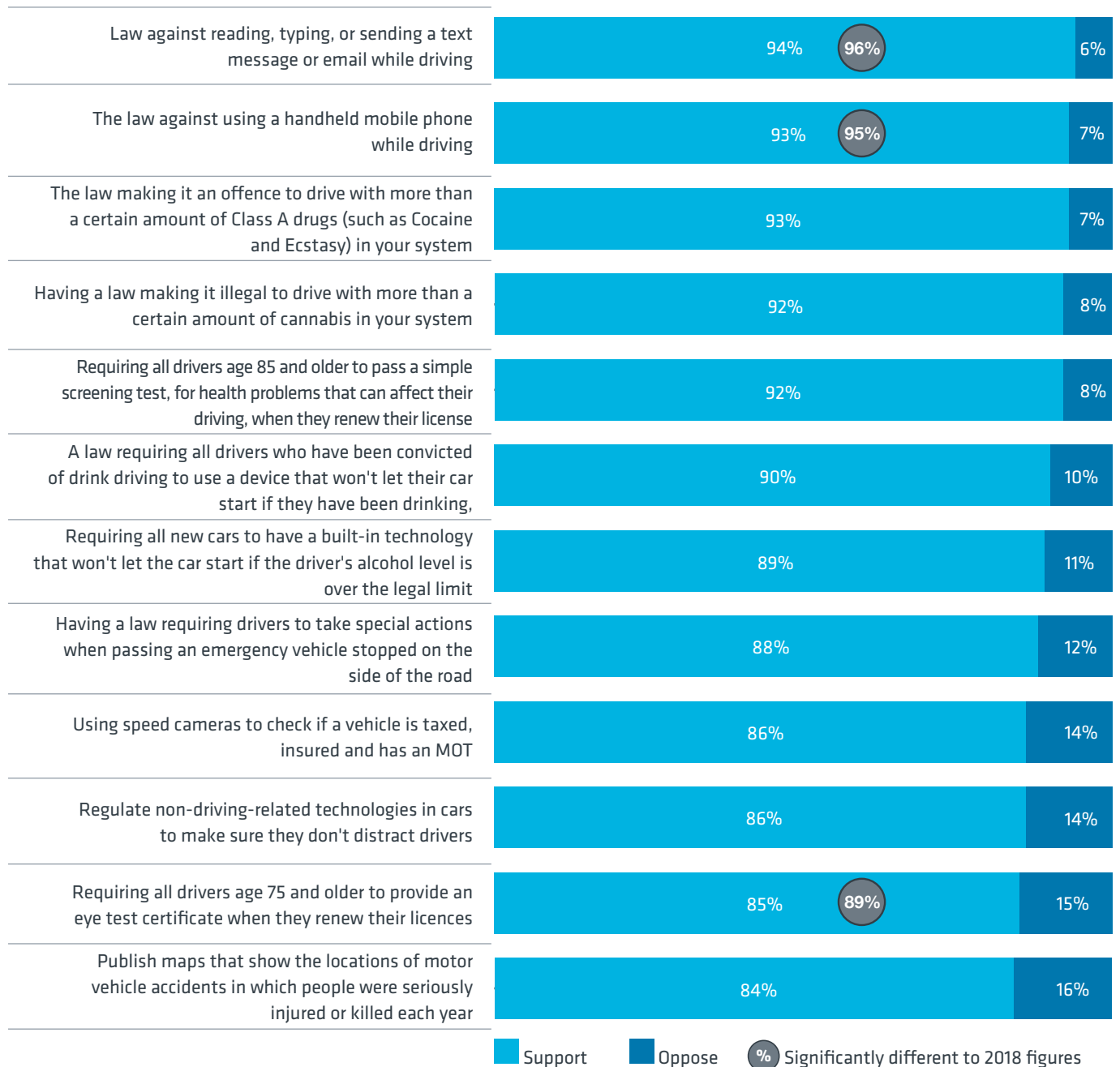
■ Statistically higher than average
 ■ Statistically lower than average

- Drivers in London are more likely to engage in a number of particular driving activities compared with the rest of the country.

Main Findings

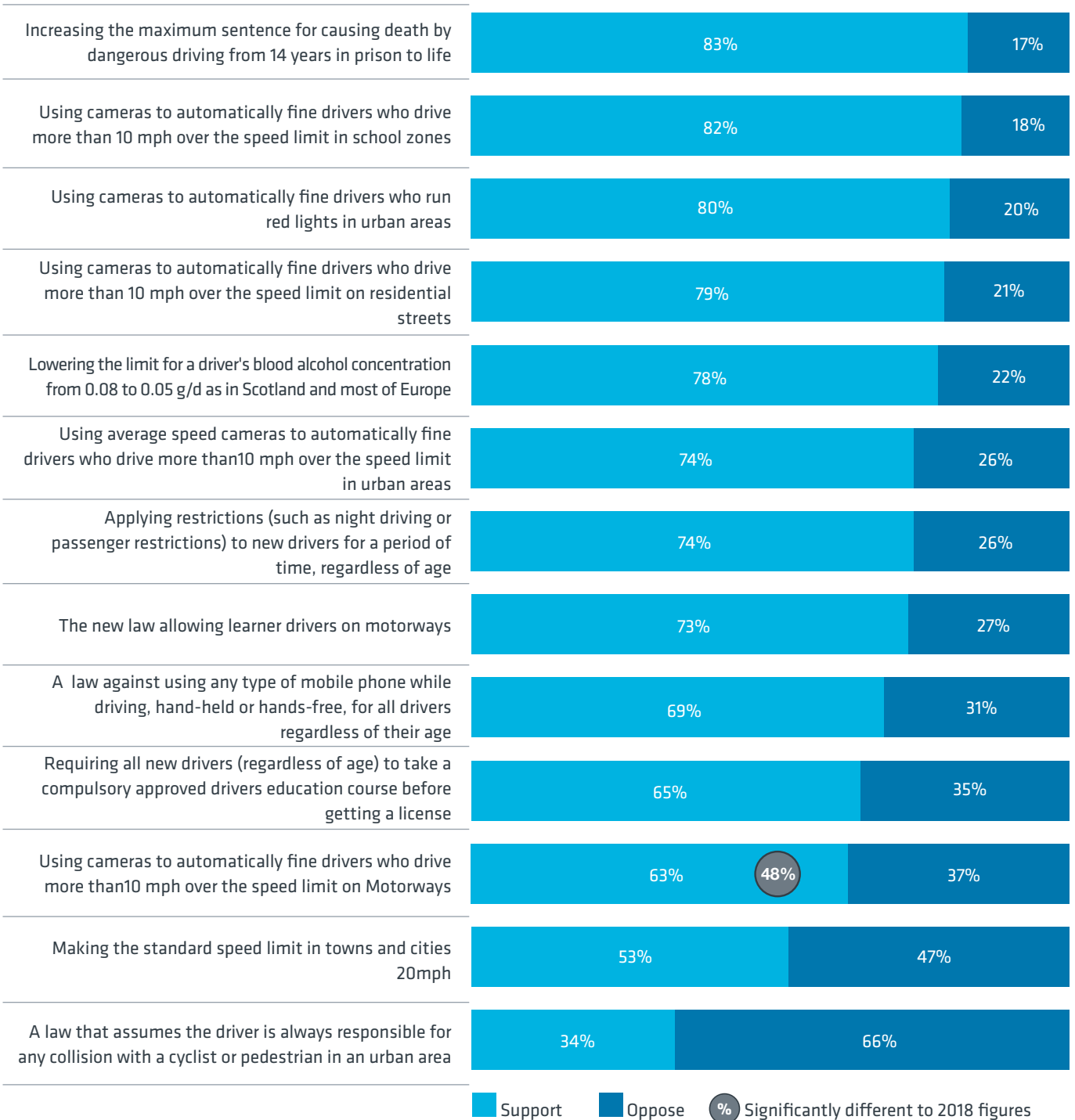
Q7/8. How strongly do you support or oppose the following.... ?

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



- This chart is continued on the following page and shows a similar picture to last year. The majority of drivers supported all but one law/regulation namely a law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area which 66% were opposed to

Q7/8. How strongly do you support or oppose the following...?



Main Findings

Q7/8. How strongly do you support or oppose the following...? (% show the proportion supporting)

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.

	Total	Gender		Age group			
		Male	Female	17 - 34	35 - 49	50 - 69	70+
Number of responses	2001	998	1003	361	655	644	341
A law against reading, typing, or sending a text message or email while driving	94%	93%	94%	86%	92%	97%	99%
The law making it an offence to drive with more than a certain amount of Class A drugs	93%	92%	95%	88%	91%	96%	100%
The law against using a handheld mobile phone while driving	93%	92%	93%	88%	91%	95%	96%
The law making it illegal to drive with more than a certain amount of cannabis in your system	92%	91%	93%	87%	89%	95%	100%
Requiring all drivers age 85 and older to pass a simple screening test, for health problems.	92%	90%	93%	88%	92%	94%	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.	90%	88%	92%	85%	88%	91%	95%
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%	87%	91%	85%	88%	91%	94%
Having a law requiring drivers to take special actions when being passed by an emergency vehicle showing blue lights	88%	88%	89%	84%	86%	90%	95%
Regulate non-driving-related technologies in cars to make sure they don't distract drivers	86%	85%	88%	81%	85%	87%	91%
Using speed cameras to check if a vehicle is taxed, insured and has an MOT	86%	85%	86%	78%	85%	88%	92%
Requiring all drivers age 75 and older to provide an eye test certificate when they renew their licences	85%	86%	85%	84%	85%	87%	83%
Publish maps that show the locations of motor vehicle accidents in which people were seriously injured or killed each year	84%	83%	85%	84%	85%	82%	84%
Increasing the maximum sentence for causing death by dangerous driving from 14 years in prison to life	83%	82%	84%	78%	81%	84%	89%

- The demographic differences shown on this chart and the one on the following page continue the theme from previous years of greater support for more regulation amongst older drivers and females while younger drivers and males were less supportive.

Q7/8. How strongly do you support or oppose the following...? (% show the proportion supporting)

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.

	Total	Gender		Age group				Mileage	
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	Over 10,000
Number of responses	2001	998	1003	361	655	644	341	932	221
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit in school zones	82%	82%	82%	80%	79%	84%	89%	83%	77%
Using cameras to automatically fine drivers who run red lights in urban areas	80%	81%	80%	77%	76%	83%	88%	81%	80%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets	79%	78%	80%	76%	76%	81%	85%	79%	76%
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	78%	75%	80%	74%	80%	79%	75%	78%	76%
Applying restrictions (such as night driving or passenger restrictions) to new drivers for a period of time, regardless of age	74%	74%	74%	63%	72%	77%	82%	76%	73%
The new law allowing learner drivers on motorways	73%	72%	75%	76%	76%	71%	70%	72%	73%
A law against using any type of mobile phone while driving, hand-held or hands-free, for all drivers	69%	68%	70%	61%	68%	71%	75%	74%	57%
Requiring all new drivers to take a compulsory approved drivers education course before getting a license	65%	66%	63%	57%	65%	64%	74%	66%	65%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on Motorways	63%	60%	65%	59%	61%	63%	68%	66%	59%
Making the standard speed limit in towns and cities 20mph	53%	49%	57%	53%	58%	51%	48%	55%	47%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	34%	35%	33%	45%	39%	27%	25%	34%	27%

Q7/8. How strongly do you support or oppose the following...? (% show the proportion supporting)

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.

	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
A law against reading, typing, or sending a text message or email while driving	94%	96%	94%	94%	91%	94%	93%	90%	95%	93%	97%	97%
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%	96%	91%	93%	94%	93%	93%	91%	95%	95%	94%	94%
The law against using a handheld mobile phone while driving	93%	94%	92%	87%	93%	91%	92%	92%	94%	95%	96%	95%
The law making it illegal to drive with more than a certain amount of cannabis in your system	92%	94%	91%	92%	93%	93%	92%	90%	93%	91%	92%	95%
Requiring all drivers age 85 and older to pass a simple screening test, for health problems that can affect their driving, when they renew their license	92%	91%	92%	91%	93%	90%	91%	90%	94%	93%	92%	93%
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	90%	94%	90%	92%	87%	90%	90%	86%	88%	93%	89%	94%
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%	93%	89%	90%	87%	91%	86%	85%	89%	94%	92%	92%
Having a law requiring drivers to take special actions (eg reduce speed, move over or create a free lane) when being passed by an emergency vehicle showing blue lights	88%	95%	83%	88%	86%	88%	90%	87%	89%	91%	90%	91%
Regulate non-driving-related technologies in cars to make sure they don't distract drivers	86%	89%	84%	87%	88%	88%	85%	83%	85%	88%	87%	89%
Using speed cameras to check if a vehicle is taxed, insured and has an MOT	86%	84%	84%	84%	88%	86%	84%	84%	89%	90%	86%	83%
Requiring all drivers age 75 and older to provide an eye test certificate when they renew their licences	85%	78%	82%	88%	85%	86%	87%	87%	86%	86%	91%	81%
Publish maps that show the locations of motor vehicle accidents in which people were seriously injured or killed each year	84%	87%	82%	82%	83%	86%	81%	83%	85%	85%	90%	83%
Increasing the maximum sentence for causing death by dangerous driving from 14 years in prison to life	83%	84%	79%	84%	87%	82%	84%	85%	80%	85%	83%	82%

- Regionally there are few differences in the levels of support.

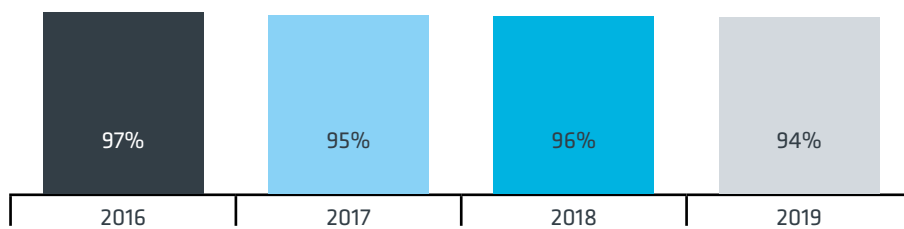
Q7/8. How strongly do you support or oppose the following...? (% show the proportion supporting)

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.

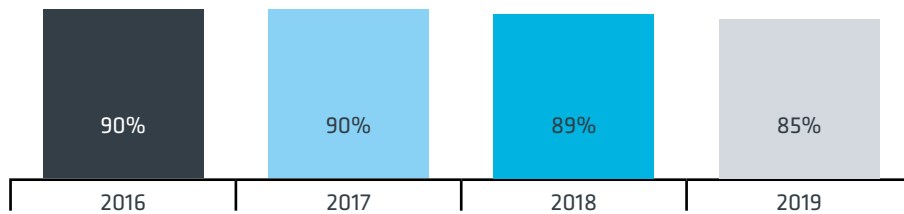
	Total	Region										
		North East	North West	Yorks & Humber	East Midlands	West Midlands	East of England	London	South East	South West	Wales	Scotland/NI
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit in school zones	82%	79%	81%	84%	82%	84%	81%	82%	82%	82%	86%	85%
Using cameras to automatically fine drivers who run red lights in urban areas	80%	78%	79%	79%	77%	80%	78%	83%	81%	82%	85%	80%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets	79%	85%	79%	76%	82%	78%	80%	83%	77%	73%	80%	81%
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	78%	78%	79%	77%	80%	74%	74%	79%	77%	82%	82%	74%
Using average speed cameras to automatically fine drivers who drive more than 10 mph over the speed limit in urban areas	74%	66%	75%	75%	70%	77%	73%	77%	73%	70%	87%	76%
Applying restrictions (such as night driving or passenger restrictions) to new drivers for a period of time, regardless of age	74%	76%	73%	71%	73%	75%	74%	76%	74%	73%	76%	74%
The new law allowing learner drivers on motorways	73%	80%	73%	70%	71%	67%	72%	76%	77%	77%	67%	76%
A law against using any type of mobile phone while driving, hand-held or hands-free, for all drivers regardless of their age	69%	72%	68%	61%	68%	72%	67%	71%	69%	75%	72%	65%
Requiring all new drivers (regardless of age) to take a compulsory approved drivers education course before getting a license	65%	59%	68%	61%	67%	75%	68%	66%	59%	61%	63%	64%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on Motorways	63%	61%	60%	61%	59%	61%	62%	75%	57%	57%	69%	67%
Making the standard speed limit in towns and cities 20mph	53%	45%	46%	54%	48%	58%	51%	59%	53%	49%	65%	57%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	34%	29%	33%	28%	34%	31%	32%	41%	33%	34%	42%	36%

Q7/8. How strongly do you support or oppose the following...? (% show the proportion supporting)

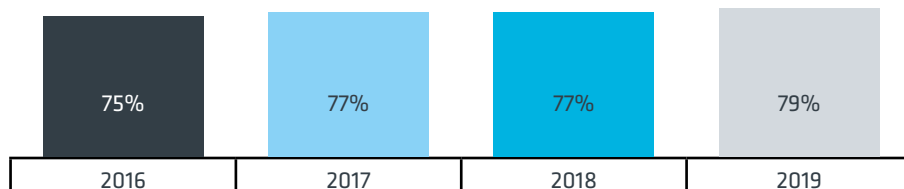
A law against reading, typing, or sending a text message or email while driving



Requiring all drivers age 75 and older to provide an eye test certificate when they renew their licences



Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets



- Over the past 4 to 5 years there have been slight downward trends in the support for the law against reading, typing or sending text messages or emails while driving as well as a requirement for drivers age 75+ to provide an eye test.
- There is an upward trend for support for using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets.

Main Findings

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	1.9	54%	2%
Speeding on local roads	3.5	11%	9%
Aggressive and intimidating driving	3.3	11%	6%
Uninsured / taxed / unlicensed drivers	3.8	11%	18%
Drivers using hand held mobile phones	3.2	11%	7%
Car occupants not wearing a seat belt	5.2	2%	58%

■ Statistically higher than average
 ■ Statistically lower than average

- In terms of the average priority ranking, drink and drug driving scored the same average ranking as last year at 1.9 and remains the clear priority issue with 54% of motorists placed it first. The priority order of the 6 types of behaviour remained the same as last year

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 likelihood of considering the driving behaviour acceptable.

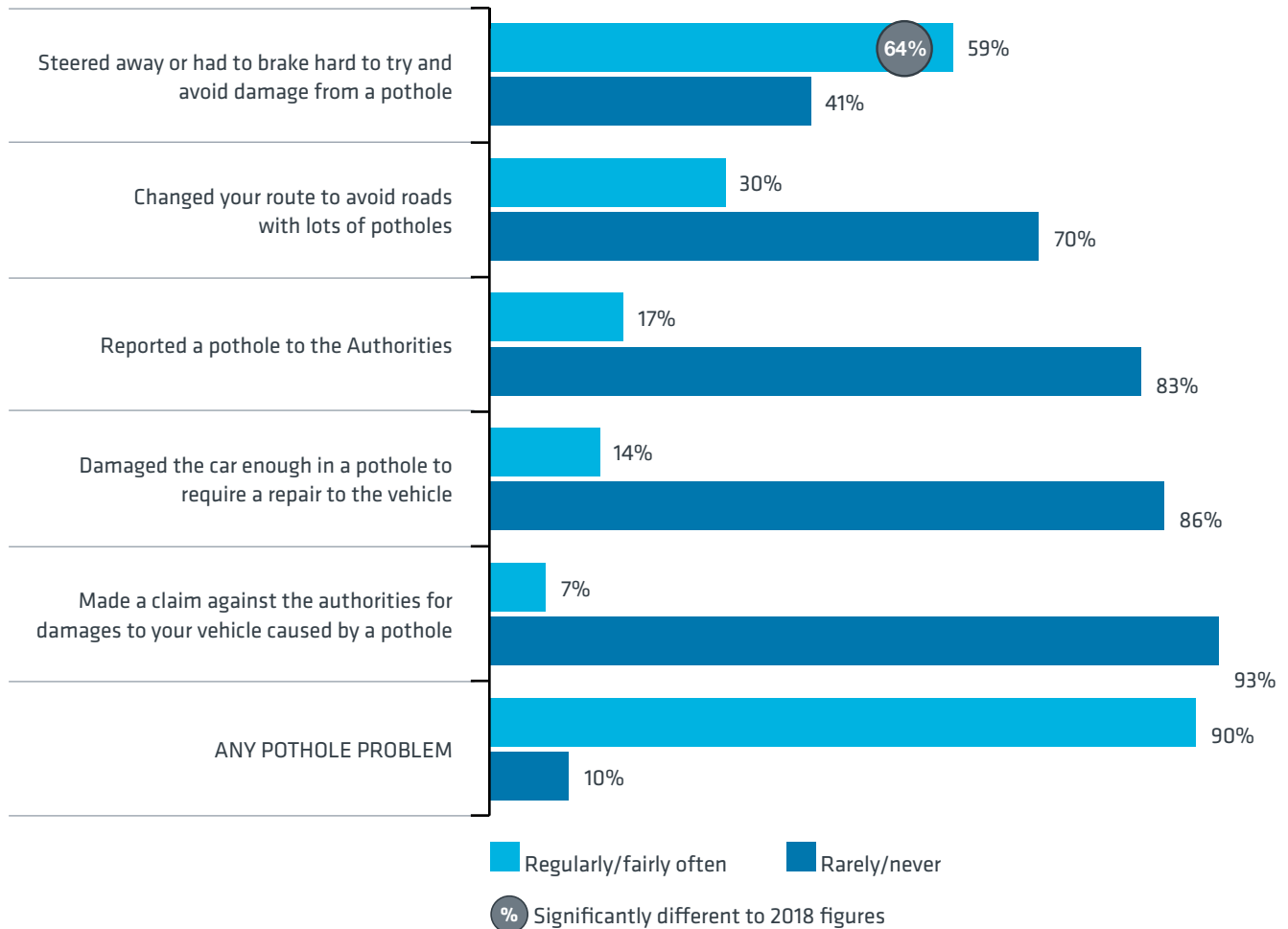
	Total	Gender		Age group			
		Male	Female	17 - 34	35 - 49	50 - 69	70+
Number of responses	2001	998	1003	361	655	644	341
Drink and drug driving	1.9	1.9	1.9	1.9	2	1.9	1.9
Speeding on local roads	3.5	3.6	3.4	3.4	3.3	3.5	3.8
Aggressive and intimidating driving	3.3	3.3	3.3	3.4	3.3	3.3	3.4
Uninsured / taxed / unlicensed drivers	3.8	3.6	4	4	4	3.7	3.5
Drivers using hand held mobile phones	3.2	3.3	3.2	3.5	3.4	3.2	2.9
Car occupants not wearing a seat belt	5.2	5.2	5.2	4.9	5	5.4	5.4

	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	2001	102	241	160	140	183	202	235	281	181	99	177
Drink and drug driving	1.9	1.9	2.0	1.8	2.1	2.0	2.0	2.1	1.9	1.9	1.7	1.6
Speeding on local roads	3.5	3.3	3.5	3.5	3.3	3.3	3.8	3.4	3.6	3.5	3.7	3.4
Aggressive and intimidating driving	3.3	3.4	3.2	3.3	3.4	3.4	3.4	3.0	3.4	3.5	3.2	3.3
Uninsured / taxed / unlicensed drivers	3.8	3.9	3.8	4.0	3.7	3.7	3.6	3.9	3.8	3.8	3.8	4.0
Drivers using hand held mobile phones	3.2	3.3	3.2	3.2	3.3	3.4	3.1	3.5	3.1	3.1	3.4	3.3
Car occupants not wearing a seat belt	5.2	5.2	5.2	5.1	5.2	5.2	5.1	5.1	5.2	5.3	5.2	5.4

- There are few consistent themes on demographic differences

Main Findings

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



- Overall, 90% of motorists experienced some problem with potholes over the previous 12 months.
- 59% had to steer away from or a hole or brake hard to avoid damage a fall from the 64% recorded in 2018 while 30% changed routes to avoid roads with lots of potholes.
- 7% made a claim to the authorities for damage caused by potholes.
- Male drivers, those in the younger age groups and those with higher mileage are more likely to have experienced problems

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

■ Statistically higher than average

■ Statistically lower than average

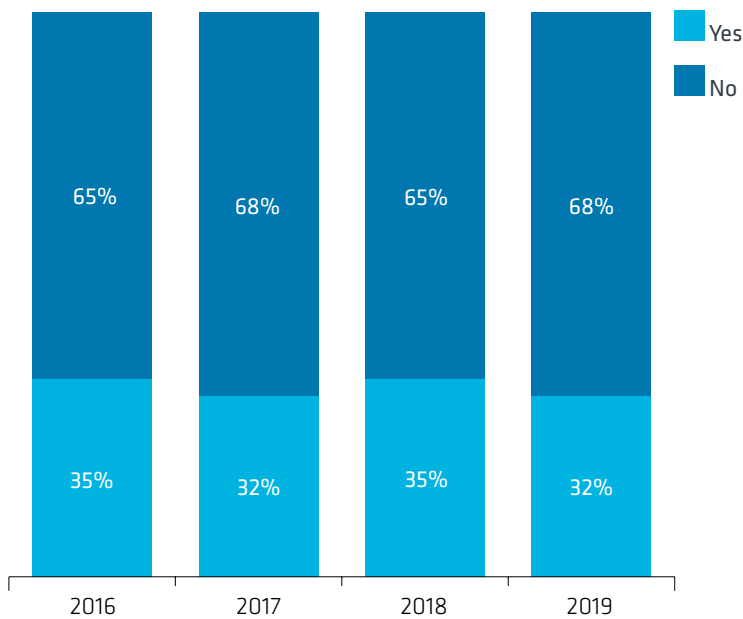
	Total	Gender		Age group				Mileage	
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	Over 10,000
Number of responses	2001	998	1003	361	655	644	341	932	776
Steered away or had to brake hard to try and avoid	59%	58%	60%	53%	59%	60%	63%	54%	64%
Changed your route to avoid roads with lots of potholes	30%	30%	29%	35%	33%	25%	25%	25%	33%
Reported a pothole to the Authorities	17%	19%	15%	21%	21%	12%	15%	15%	19%
Damaged the car enough in a pothole to require a repair to the vehicle	14%	14%	13%	22%	18%	9%	6%	11%	16%
Made a claim against the authorities for damages to your vehicle caused by a pothole	7%	9%	6%	14%	10%	3%	2%	6%	9%
Any pothole event	90%	89%	91%	88%	89%	89%	94%	87%	93%
No pothole event	10%	9%	12%	11%	11%	6%	13%	7%	7%

	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	2001	102	241	160	140	183	202	235	281	181	99	177
Steered away or had to brake hard to try and avoid	59%	53%	65%	59%	59%	62%	57%	53%	62%	61%	48%	64%
Changed your route to avoid roads with lots of potholes	30%	30%	37%	29%	25%	33%	27%	29%	27%	27%	20%	34%
Reported a pothole to the Authorities	17%	14%	18%	15%	14%	21%	13%	22%	16%	17%	11%	21%
Damaged the car enough in a pothole to require a repair to the vehicle	14%	9%	14%	13%	12%	15%	12%	20%	13%	12%	6%	16%
Made a claim against the authorities for damages to your vehicle caused by a pothole	7%	6%	6%	6%	9%	7%	5%	16%	6%	5%	1%	7%
Any pothole event	90%	83%	92%	95%	89%	91%	88%	88%	90%	97%	79%	89%
No pothole event	10%	17%	8%	5%	11%	9%	12%	12%	10%	3%	21%	11%

- Male drivers, those in the younger age groups and those with higher mileage are more likely to have experienced problems with potholes.
- The Southwest has the highest incidence of a pothole problem at 97%

Main Findings

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



	Total	Age group		
		17 - 34	35 - 49	50 - 69
Number of responses	2001	361	655	644
Total	1991	349	659	640
Yes	68%	74%	73%	62%
No	32%	26%	27%	38%

	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	2001	102	241	160	140	183	202	235	281	181	99	177
Yes	68%	64%	66%	64%	66%	68%	68%	76%	69%	63%	71%	67%
No	32%	36%	34%	36%	34%	32%	32%	24%	31%	37%	29%	33%

- The proportion of drivers stating that all drivers should be encouraged to improve their driving skills through an advanced driving test remains at around two thirds of motorists.
- Younger drivers aged 35 - 49 and those driving in London are significantly more supportive of the advanced driving test than older drivers and other regions.

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