



progressive

RITS: Driver attitudes and behaviours tracker

Wave 19 – August 2020

Transport Scotland

September 2020



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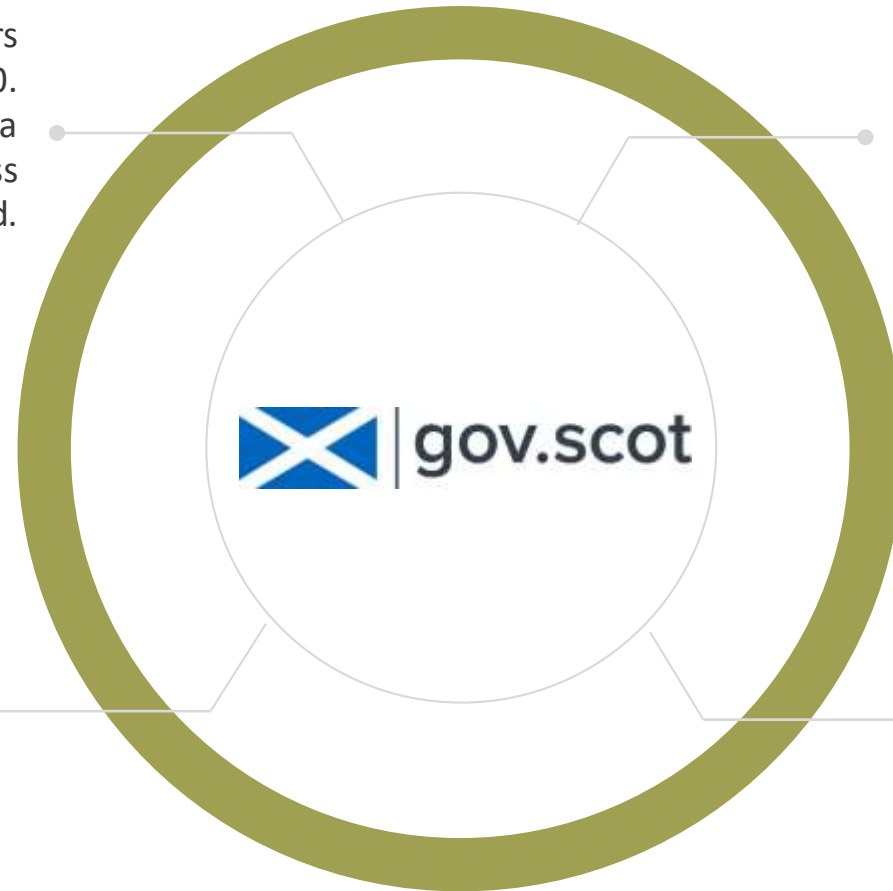
Summary and conclusions

Project background



The RITS Drivers Attitudes and Behaviours Tracking Study has been running since 2010. The target audience for the research is a representative sample of drivers across Scotland.

Individual campaigns are evaluated separately; however, a continuous monitor of attitudes and behaviours allows the Scottish Government and its partners to assess longer terms trends in a robust and consistent way.



The study was set up to provide a consistent monitor of driver attitudes and behaviours across Scotland to evaluate the impact of various road safety campaigns run by the Scottish Government and Road Safety Scotland.

Each year two waves of research are conducted – 18 waves were completed between 2010 and 2019. This report details the findings from the most recent wave of research – Wave 19 – conducted in August 2020.

Method & sample



Research method:

Online survey (panel)

Quantitative survey

Change in method of data collection in 2020 – online survey administered in partnership with panel providers Dynata (main sample) and YouthSight (young drivers boost). Previously data collected by F2F in-home interviews.

Drivers living in Scotland were targeted; however, no quotas were set on demographic profile. Weighting was used to adjust profile for consistency with previous waves of the tracker.

Sample size: Main sample: 504; Boost sample: 163

Margins of error* (calculated at the 95% confidence level):

Main sample – between $\pm 0.87\%$ and $\pm 4.37\%$

Boost sample – between $\pm 1.53\%$ and $\pm 7.68\%$

Fieldwork conducted 4th – 15th August 2020

Analysis and reporting

Only statistically significant differences are reported (at 95% level) – indicated with red and green circles. Only significant differences between W18 and W19 are highlighted.

Where figures do not add to 100% this is due to multi-coded responses or rounding.

This report is based on the main samples from each wave. Boost sample data is provided in the appendices.

Data has been weighted to match the previous wave of the tracker – Wave 18 (November 2019). Interlocking weighting was used for age and gender. Data was also weighted by socio-economic group, region and urban/rural classifications.


Bases vary by question depending on routing. All bases shown are unweighted bases.



* Respondents to online panel surveys are self-selecting rather than being randomly selected using probability sampling. This means that we cannot provide statistically precise margins of error or significance testing as the sampling type is non-probability. Statistical testing and margins of error should therefore be treated as indicative, based on an equivalent probability sample.

Data considerations for wave 19

- The method of data collection was changed in wave 19 (August 2020) due to restrictions imposed by the coronavirus outbreak. This meant that face-to-face in-home interviewing was not possible, and the survey was instead administered online in partnership with two panel providers – Dynata (main survey) and YouthSight (young drivers boost).
- Statistically significant differences between the wave 19 and wave 18 data are shown throughout this report; however, these differences should be treated with caution given the change in method.
- Considerations when interpreting data:
 - Whilst previous waves have been conducted using in-home interviewing, the largest part of the survey has always been self-administered by respondents – interviewers gave respondents the computer tablet for them to complete key questions themselves rather than asking the questions verbally. This approach was taken in order to minimise social biasing in responses. However, the presence of an interviewer during survey completion in previous waves, versus the online method where respondents completed it completely alone in wave 19, is likely to have affected some findings. For example, wave 19 data shows higher proportions answering ‘neither agree nor disagree’ to certain statements. This may be a result of some respondents being unsure or wishing to select ‘don’t know’, which was not an available code for some questions. In an interviewer led context they would have been able to tell respondents their perceptions are valid and there are no ‘right’ or ‘wrong’ answers. With no ‘don’t know’ option, online respondents who were unsure may have been more likely to select ‘neither/nor’.
 - The switch to online also means that we were not able to control sampling in the same way as we did for wave 18 of the tracker. When conducting the survey in-home it was possible to spread interviewing across Scotland, ensuring coverage of urban and rural areas, as well as spreading across SIMD classifications. This sampling approach could not be replicated online. We have weighted the wave 19 online sample by three main regions (North, West/Central and East/Central/South) and by urban/rural classifications; however, differences in sampling may also affect findings.
 - It must also be borne in mind the unique circumstances in which the wave 19 survey was conducted – in the middle of the coronavirus pandemic, when people’s normal travel patterns and behaviours have been severely disrupted. This is another factor that is unique to this wave of research and may have impacted findings. The pandemic has also affected the number of road safety campaigns that were running in the months prior to the research. This could also have contributed to some decreases in figures relating to awareness and perceptions.

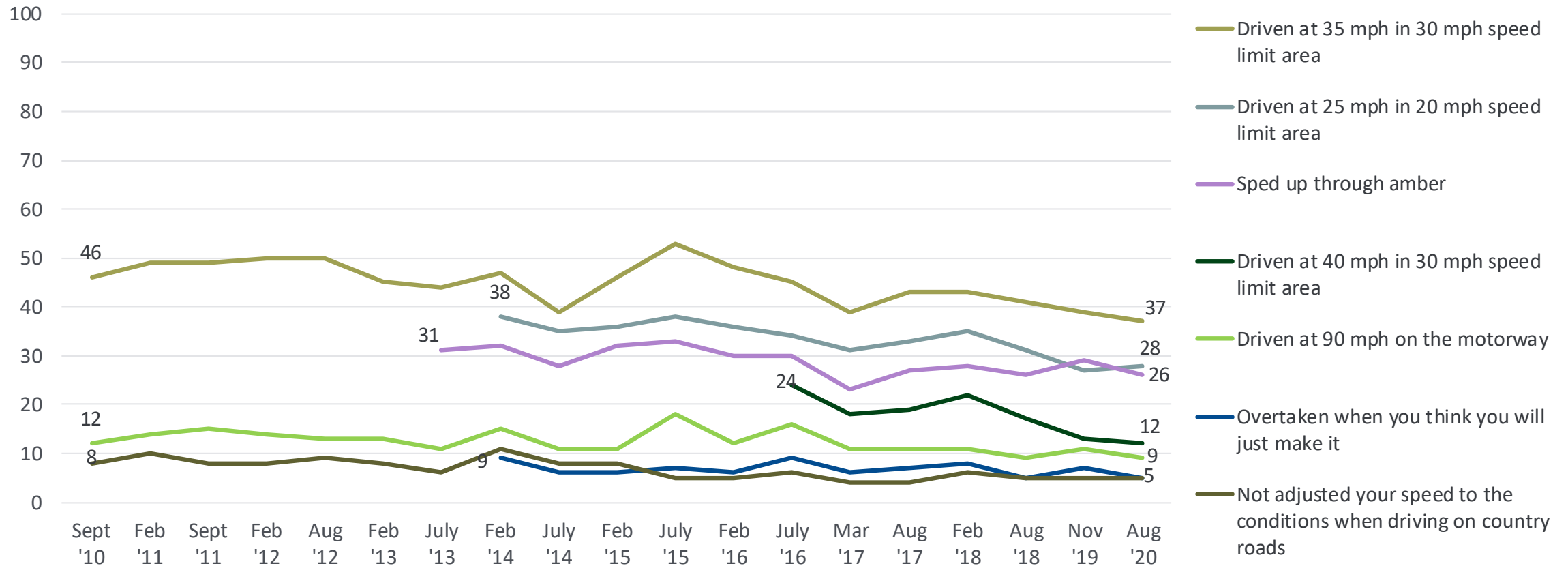


Speeding



No statistically significant differences in behaviours around exceeding the speed limit. W19 data consistent with W17 and W18. However, the longer term trend continues with fewer drivers breaking 20 mph and 30 mph limits.

Speeding behaviours (%)



Around one third claimed to always keep to each speed limit – lower than recent waves of tracker.

% claiming to always ...

Keep to 20 mph limits



Keep to 30 mph limits



Keep to 40 mph limits



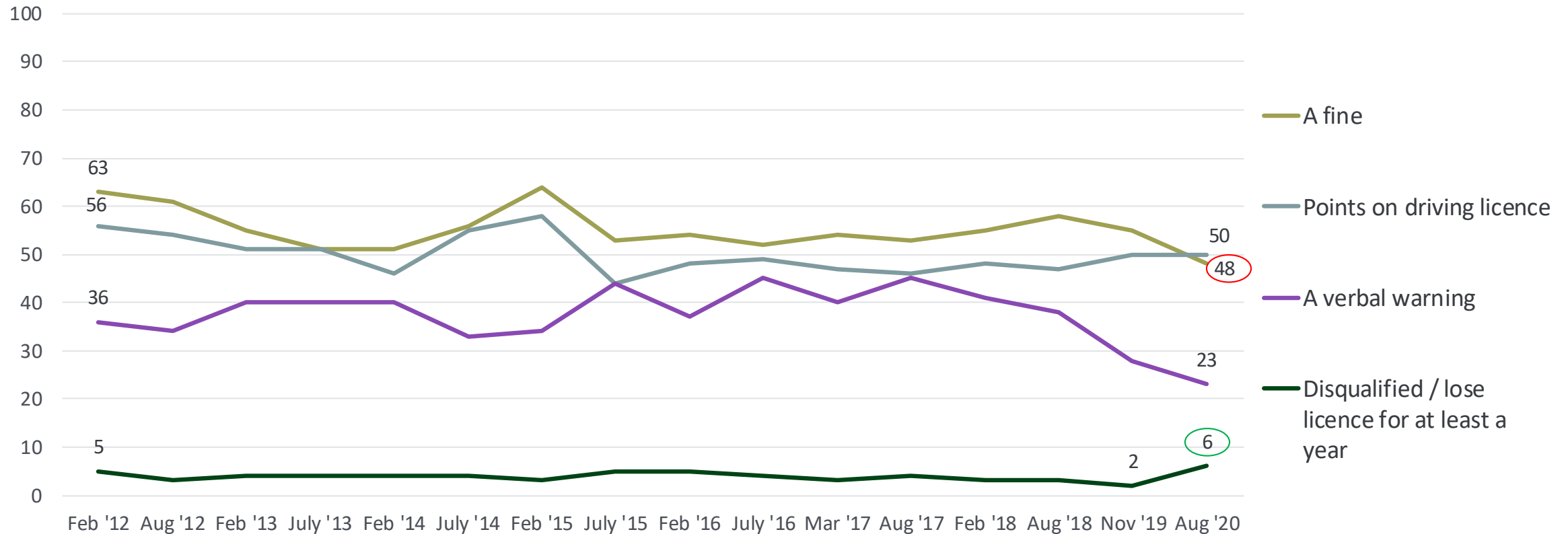
Keep to 50 mph limits





Around half believe they could receive a fine or points on licence for driving at 35 mph in 30 mph area – broadly consistent with recent waves although slightly fewer expect a fine in 2020. 2020 sees a continuation of the declining trend in expectation of receiving a verbal warning since 2017.

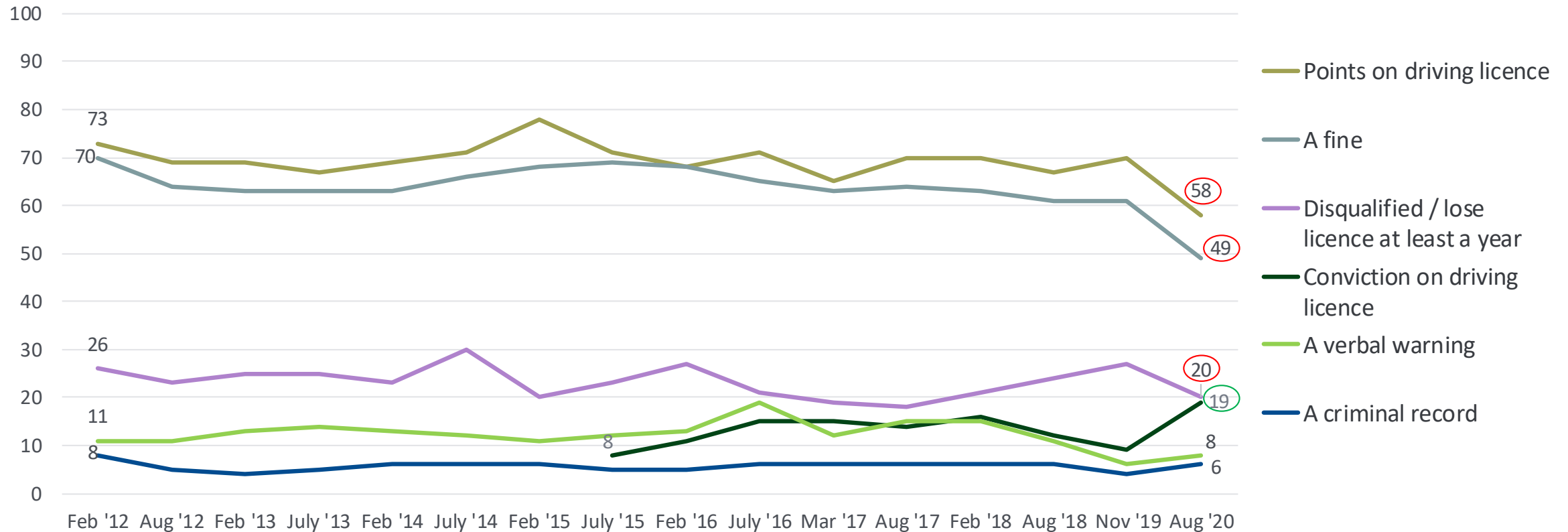
Awareness of penalties for driving at 35 mph in 30 mph area





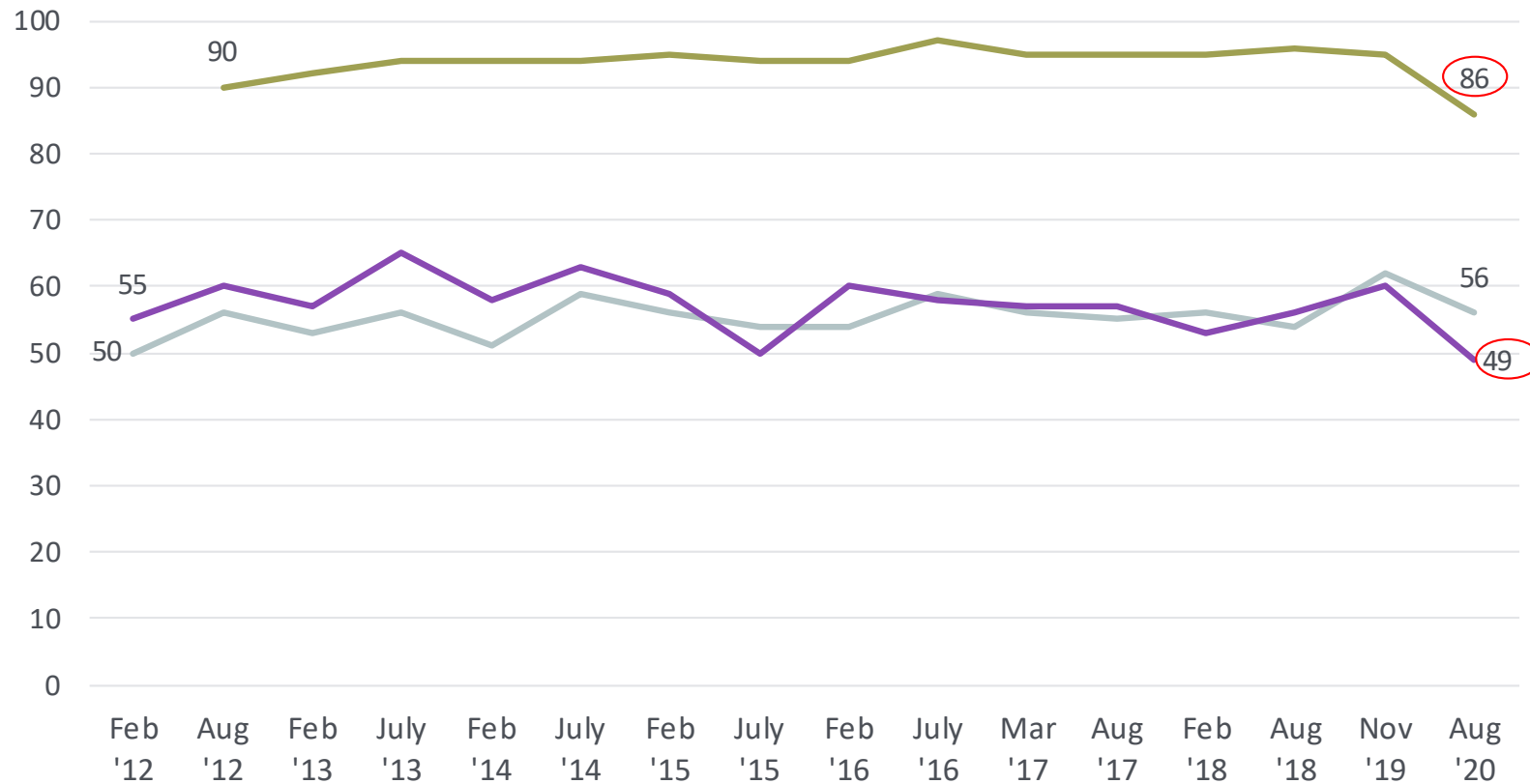
Points and a fine are the main expectations if caught driving at 90 mph on a motorway, although lower proportions expected this compared to previous waves. Fewer respondents believed that they could get disqualified, but more expected a conviction on driving licence this wave.

Awareness of penalties for driving at 90 mph on a motorway



Vast majority continue to agree that you should continually adjust your speed on country roads, although fewer than in previous waves. Also lower agreement that more fatal collisions happen on country roads compared to recent years. Possible impact of less campaign activity during covid crisis? Support for 50 mph limit on country roads continues to be high – more than half agree.

% saying agree strongly / agree slightly



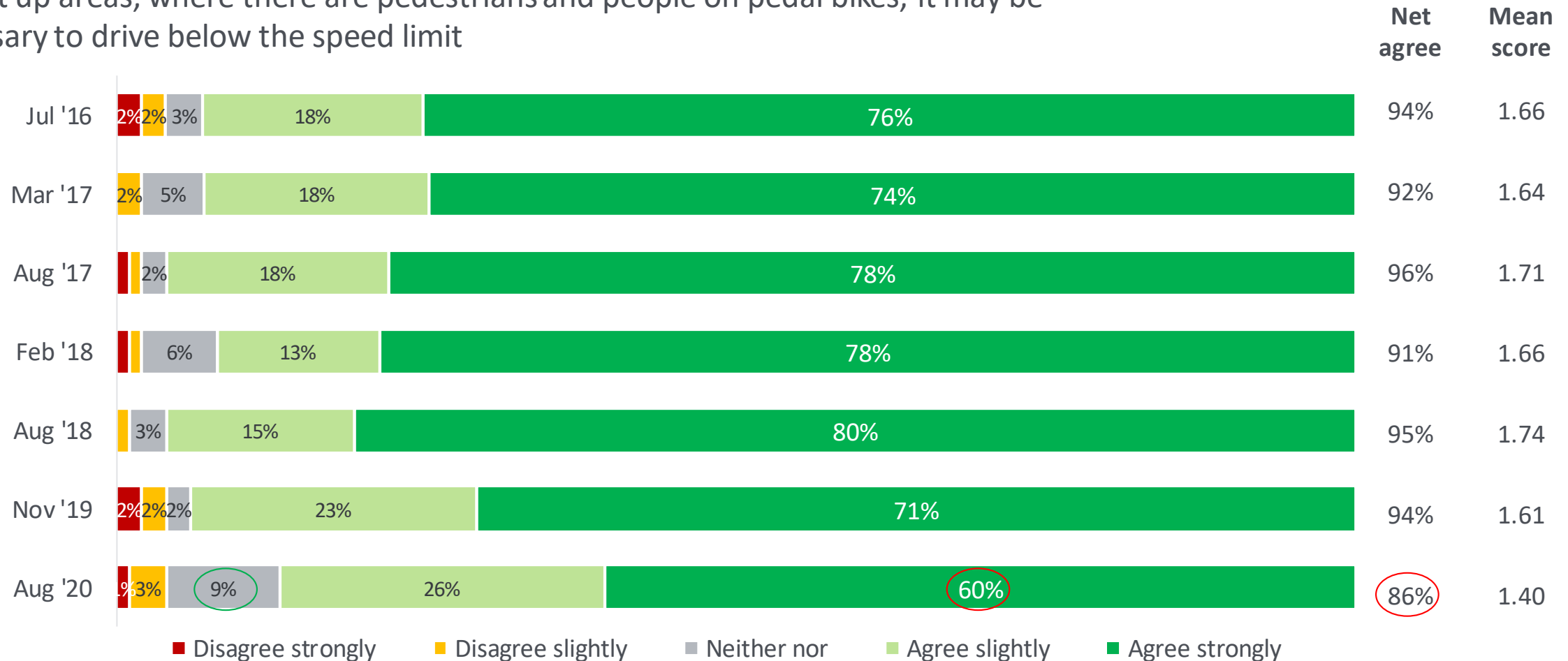
- You should continually adjust your speed when driving on country roads
- There should be a maximum speed limit of 50 mph on all country roads because of the greater risks when driving on these
- More fatal collisions in Scotland happen on country roads than on any other type of road*

*Wording change in W19 from 'more fatal accidents ...' to 'more fatal collisions ...'



Although almost 9 in 10 agree that it's sometimes necessary to drive below the speed limit in built up areas, 2020 shows a further decline in 'strong' agreement and overall agreement. Disagreement has not increased – increase was in 'neither nor' response.

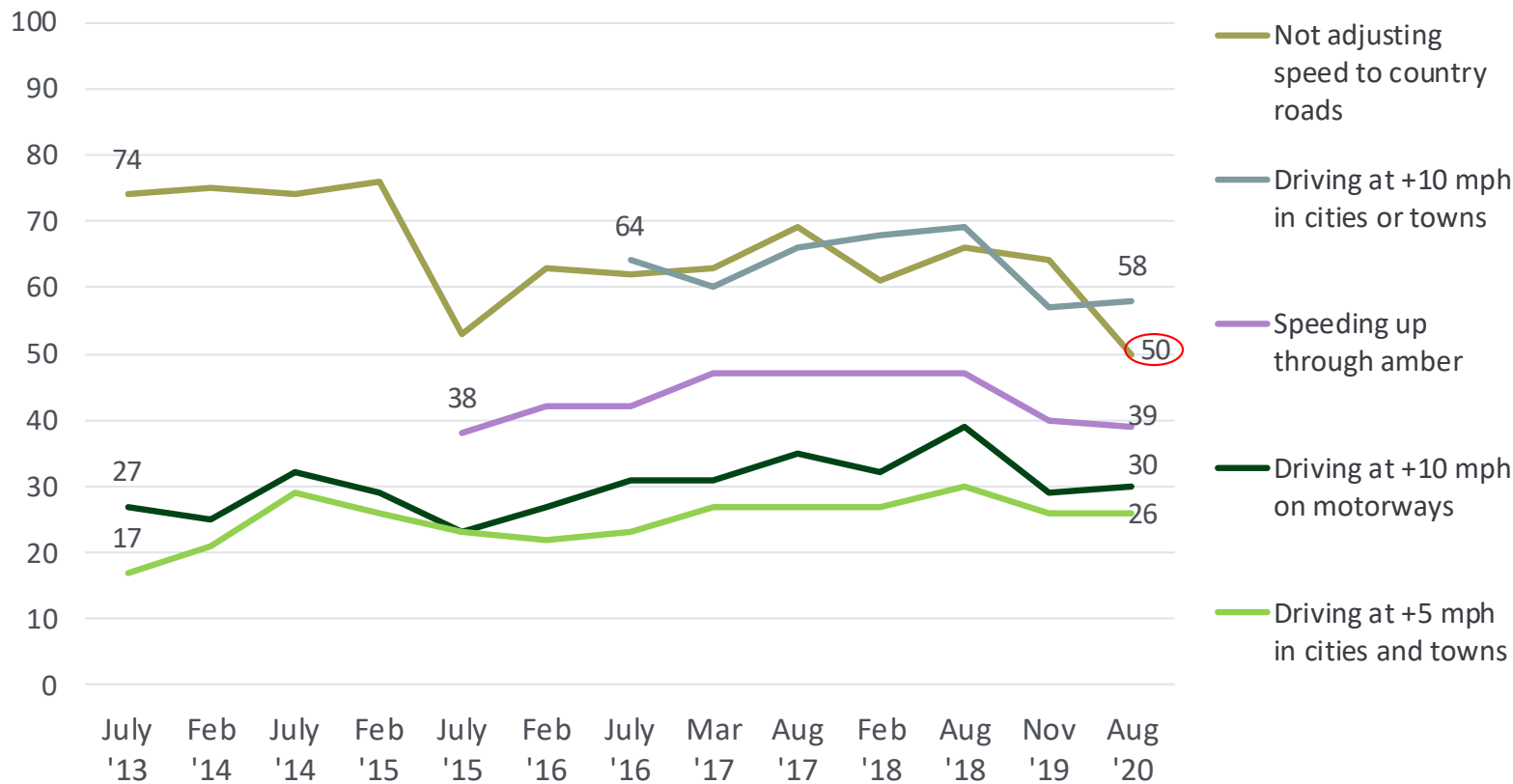
In built up areas, where there are pedestrians and people on pedal bikes, it may be necessary to drive below the speed limit



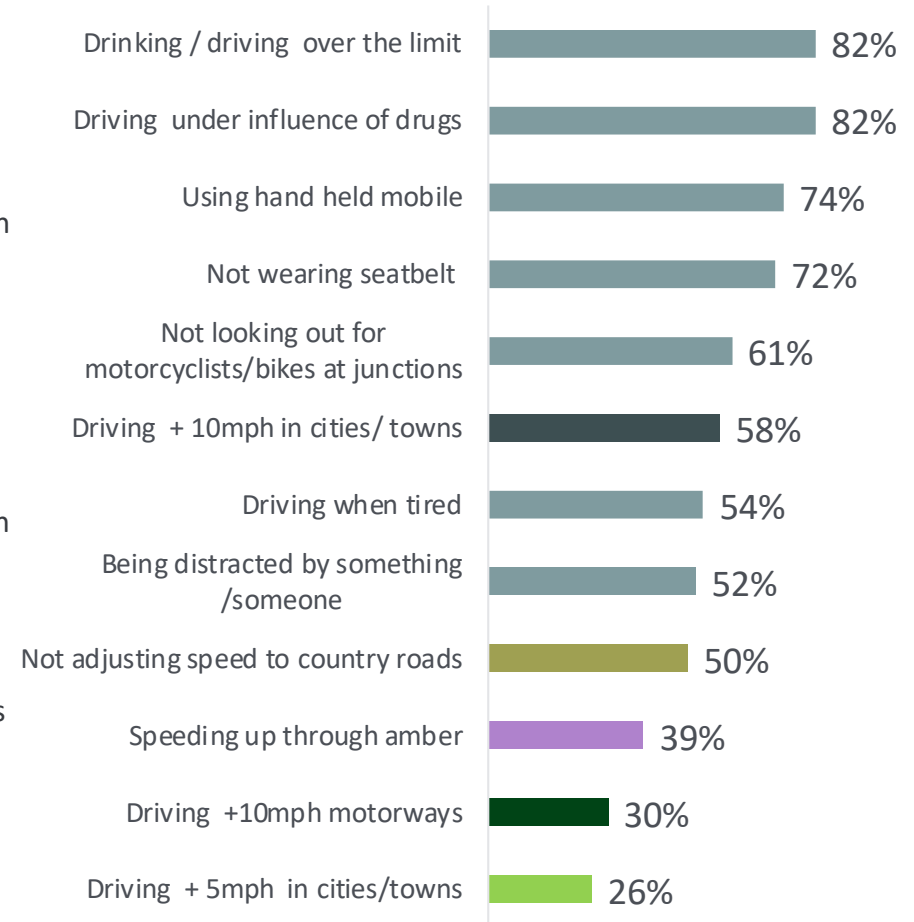


The proportions considering speeding behaviours ‘very serious’ was generally consistent with 2019. There has, however, been a decrease in those perceiving not adjusting your speed on country roads as ‘very serious’ since W18 (64% to 50% in W19).

% rating speeding behaviours as ‘very serious’



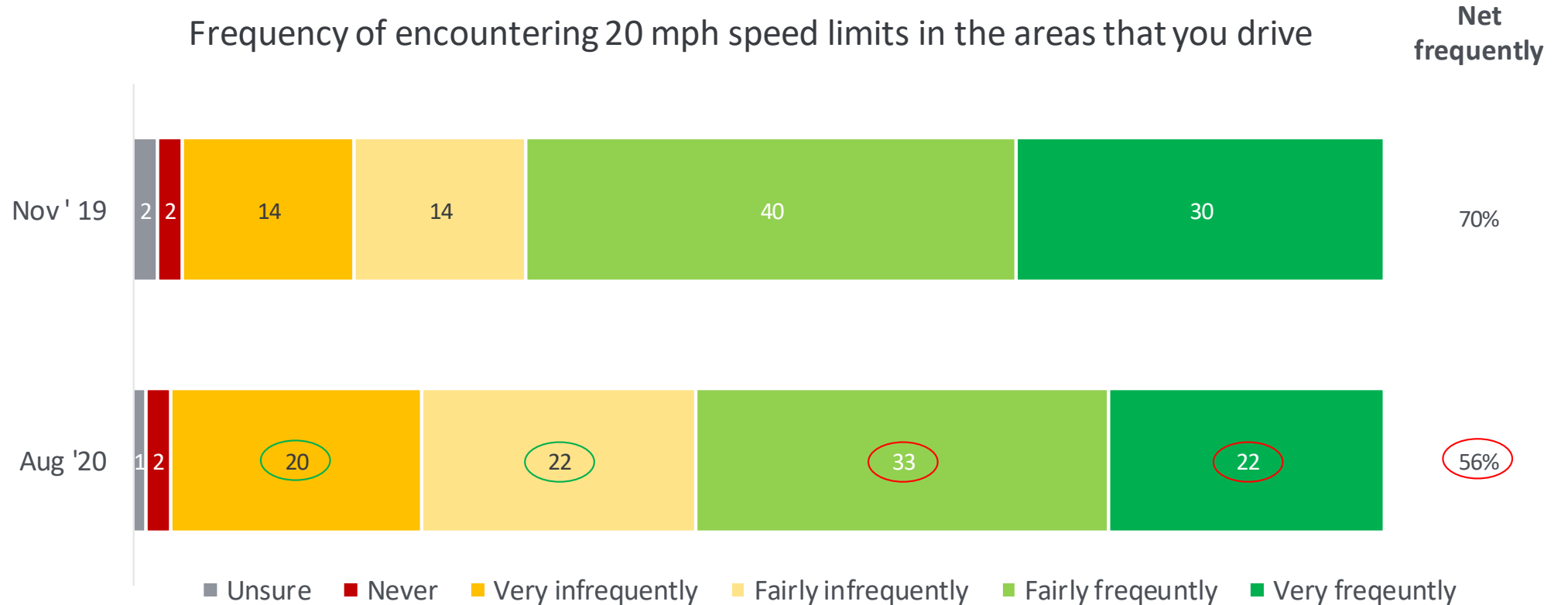
% rating ‘very serious’ across all behaviours – Aug 2020



Q5. How serious do you think each of these are in terms of the risks to the safety of drivers, their passengers and/or other road users?



Over half of respondents reported that they encounter 20 mph speed limits frequently. The W19 sample had a lower proportion of drivers who frequently encounter 20 mph speed limits compared to W18. Possibly a result of people driving less in recent months.

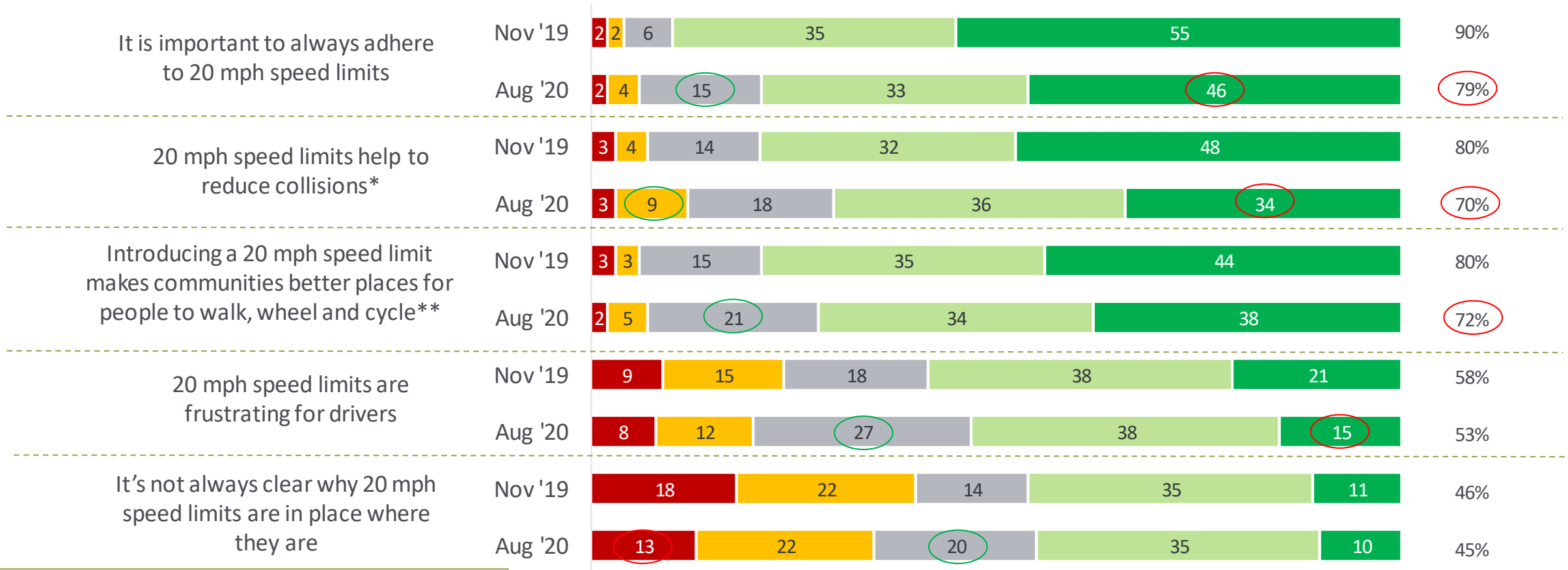




Attitudes towards 20 mph speed limits remain generally positive, although agreement with some statements was lower than in W18. Consistent with W18, over half of drivers say the speed limits are frustrating and almost half agree that it's not always clear why they are imposed.

Agreement with statements about 20 mph speed limits (%)

Net agree



*Wording change in w19 from 'reduce accidents' to 'reduce collisions'
 ** The word 'wheel' added in W19

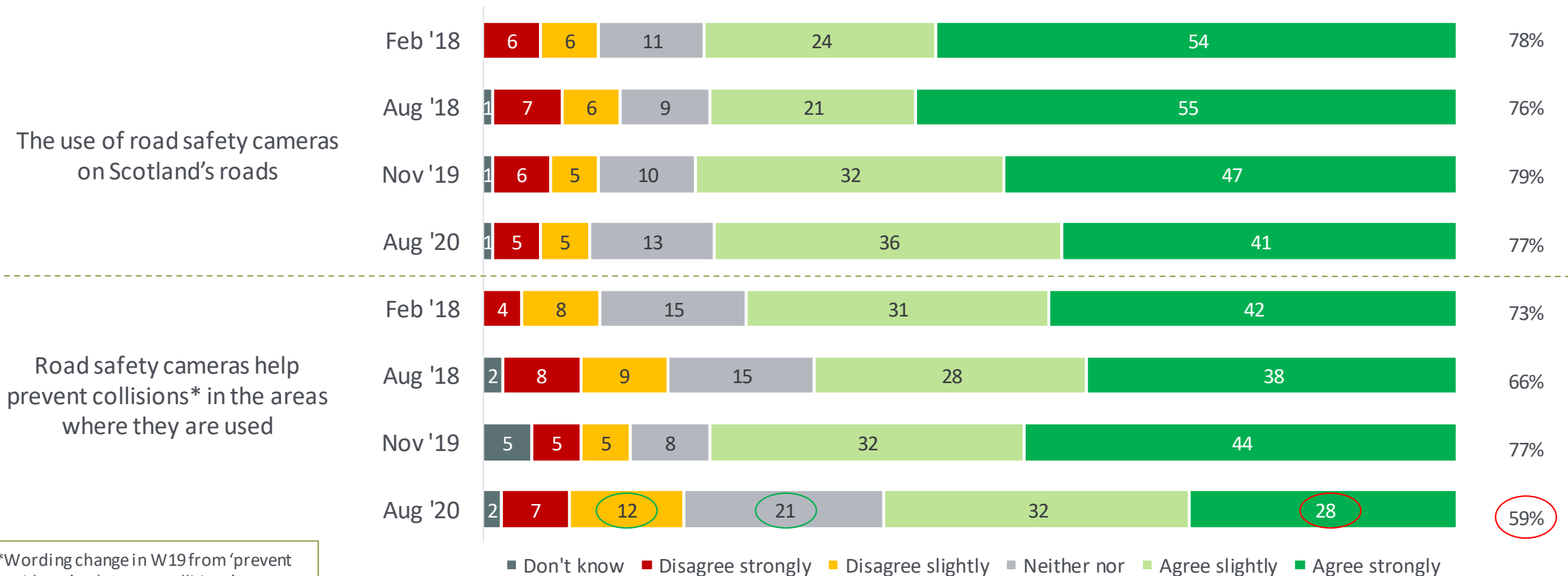
■ Disagree strongly ■ Disagree slightly ■ Neither nor ■ Agree slightly ■ Agree strongly



The majority of drivers support the use of road safety cameras and recognise the benefits in reducing collisions. Overall support for the use of road safety cameras is consistent with W18, but there has been a reduction in those agreeing that they help reduce collisions*.

Agreement with statements about road safety cameras (%)

Net agree



*Wording change in W19 from 'prevent accidents' to 'prevent collisions'

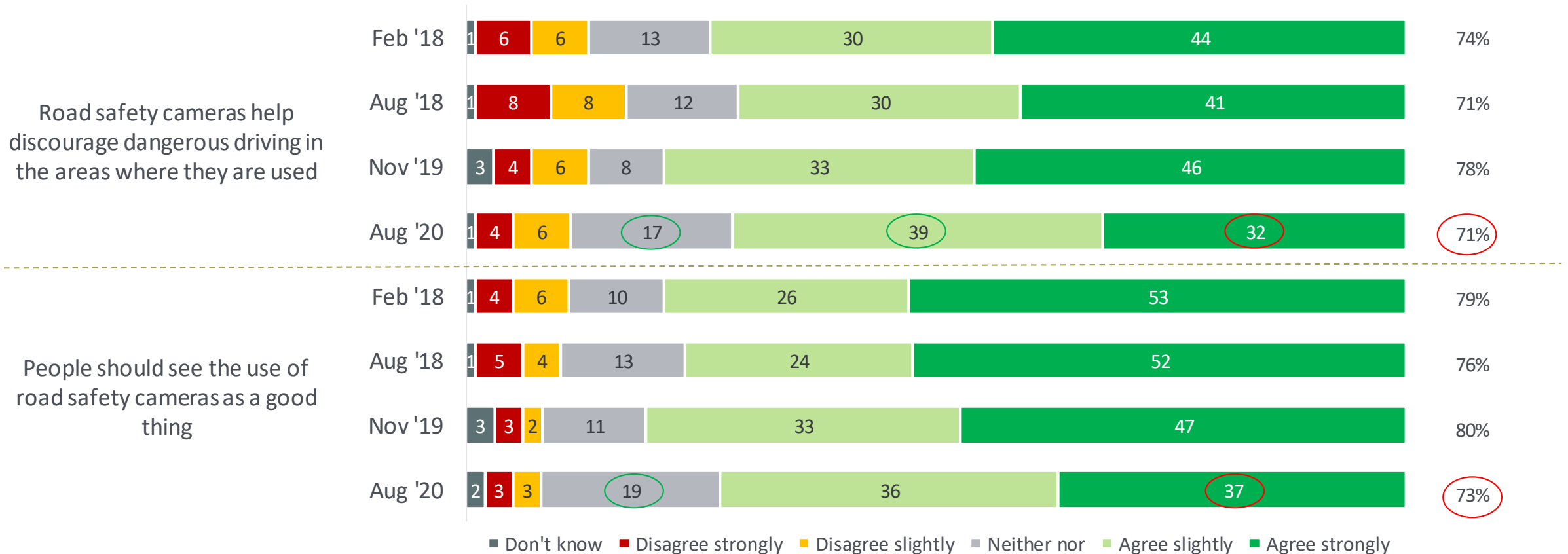
Q13. Here are some statements people have made about road safety cameras in general, including both speed cameras and red traffic light cameras. For each one please indicate the extent to which you agree or disagree with the statement



Almost three quarters agree that road safety cameras help discourage dangerous driving and that they should be seen as a good thing. However, again overall agreement and strong agreement are lower than W18. Increases were in those responding 'neither/nor' rather than disagreeing with statements.

Agreement with statements about road safety cameras (%)

Net agree



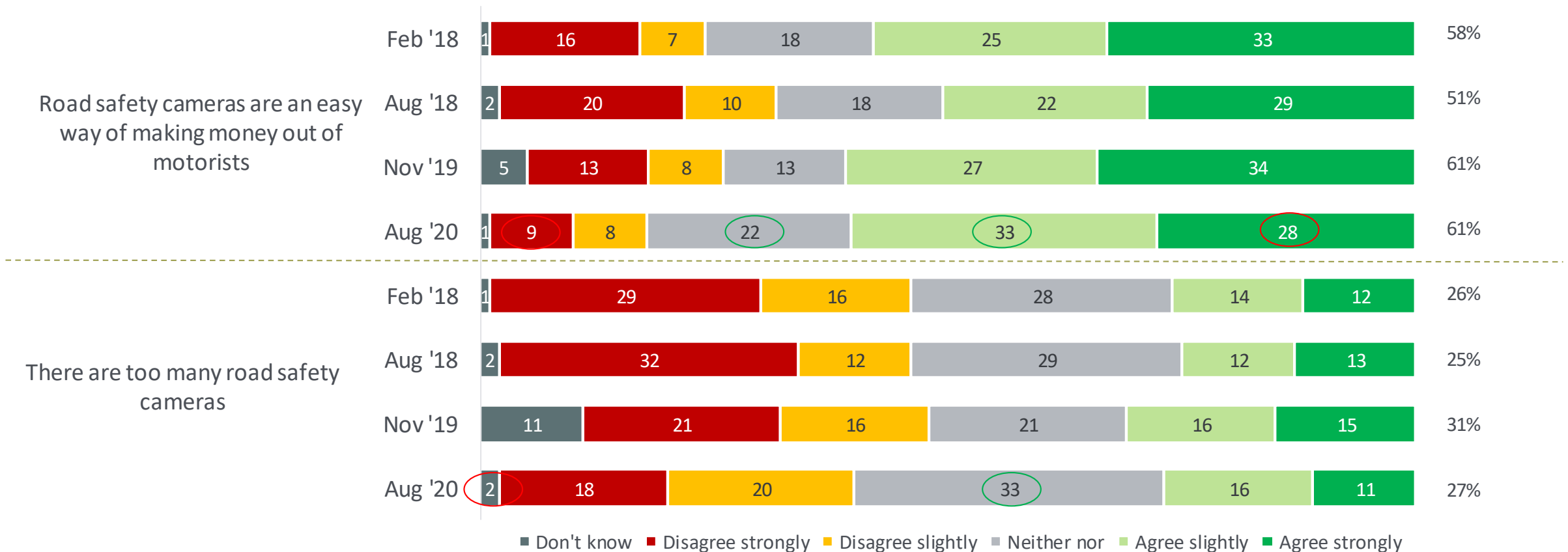
Q13. Here are some statements people have made about road safety cameras in general, including both speed cameras and red traffic light cameras. For each one please indicate the extent to which you agree or disagree with the statement




Overall agreement with negative statements – road safety cameras are an easy way to make money and there are too many cameras – is consistent with W18, although fewer agreed strongly that they are an easy way to make money out of motorists compared to W18.

Agreement with statements about road safety cameras (%)

Net agree



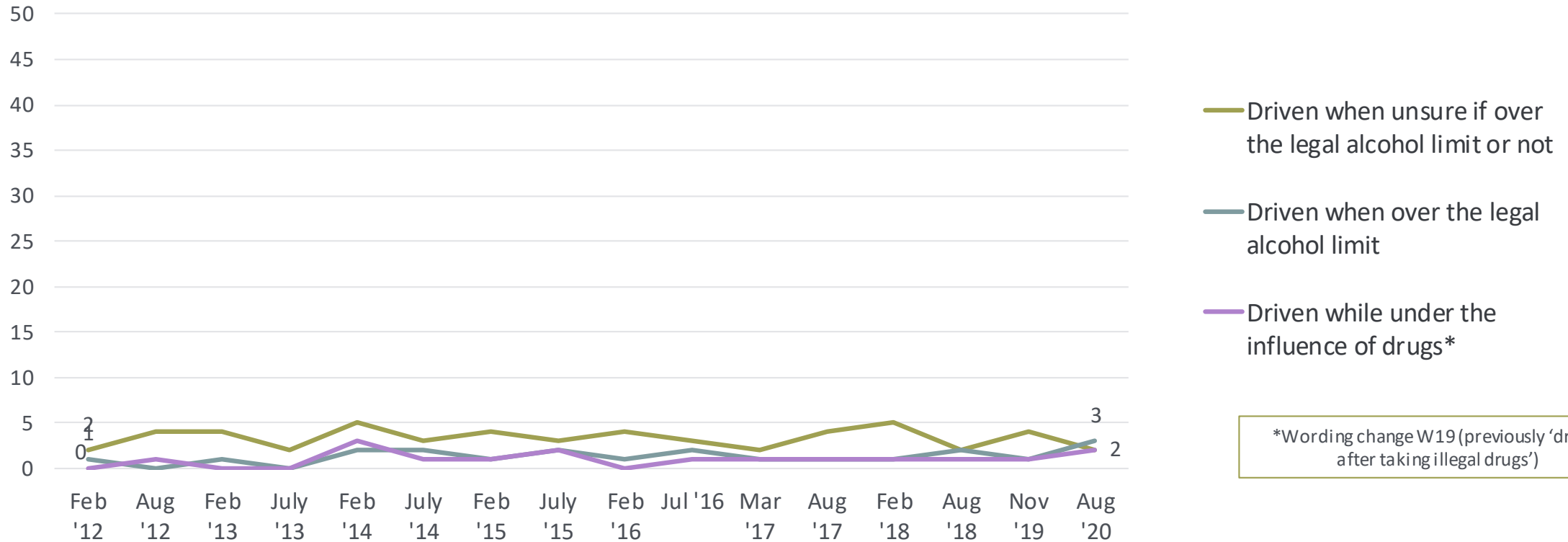
Q13. Here are some statements people have made about road safety cameras in general, including both speed cameras and red traffic light cameras. For each one please indicate the extent to which you agree or disagree with the statement



Drink and drug driving

Only a very small minority admit to drink or drug driving – the trend over time remains consistent.

Drink and drug driving behaviours (%)

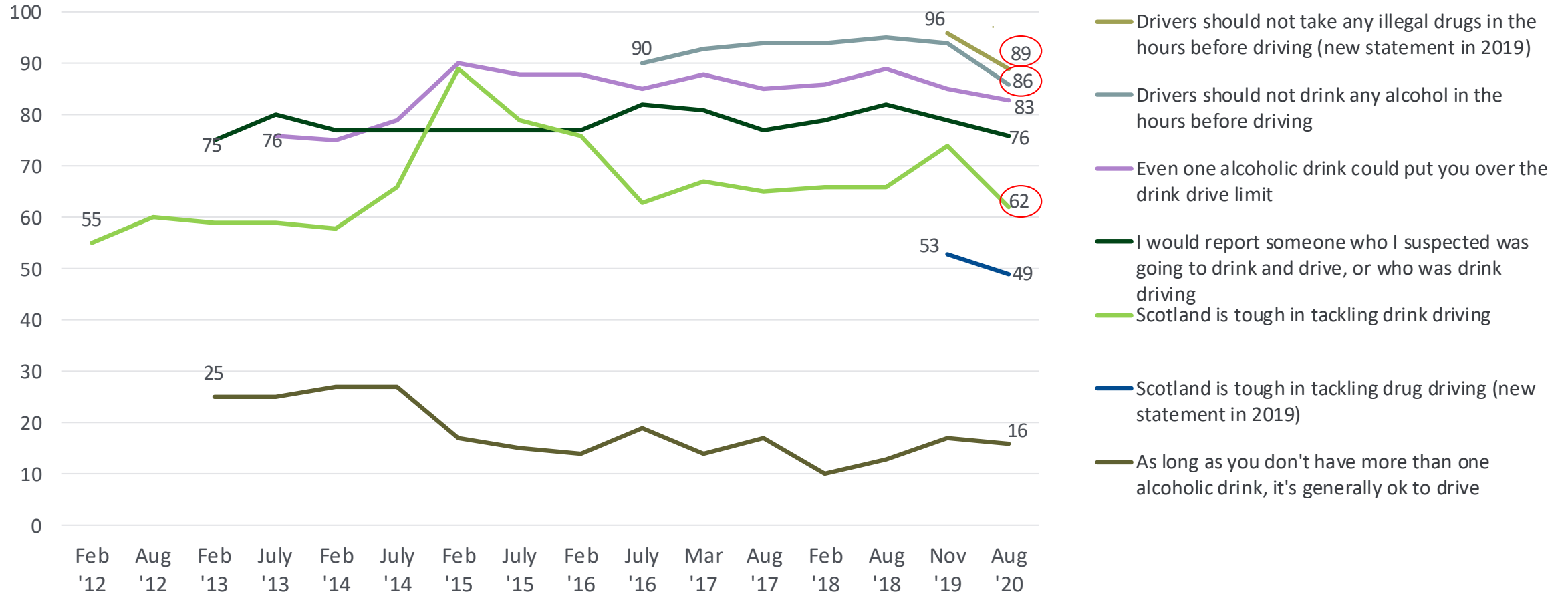


*Wording change W19 (previously 'driven after taking illegal drugs')



The majority of respondents were in agreement that you should never drink or take drugs and drive; however, some decreases compared to W18. Decline also in those agreeing that Scotland is tough in tackling drink driving compared to W18 – level of agreement closer to previous waves.

% saying agree strongly / agree slightly

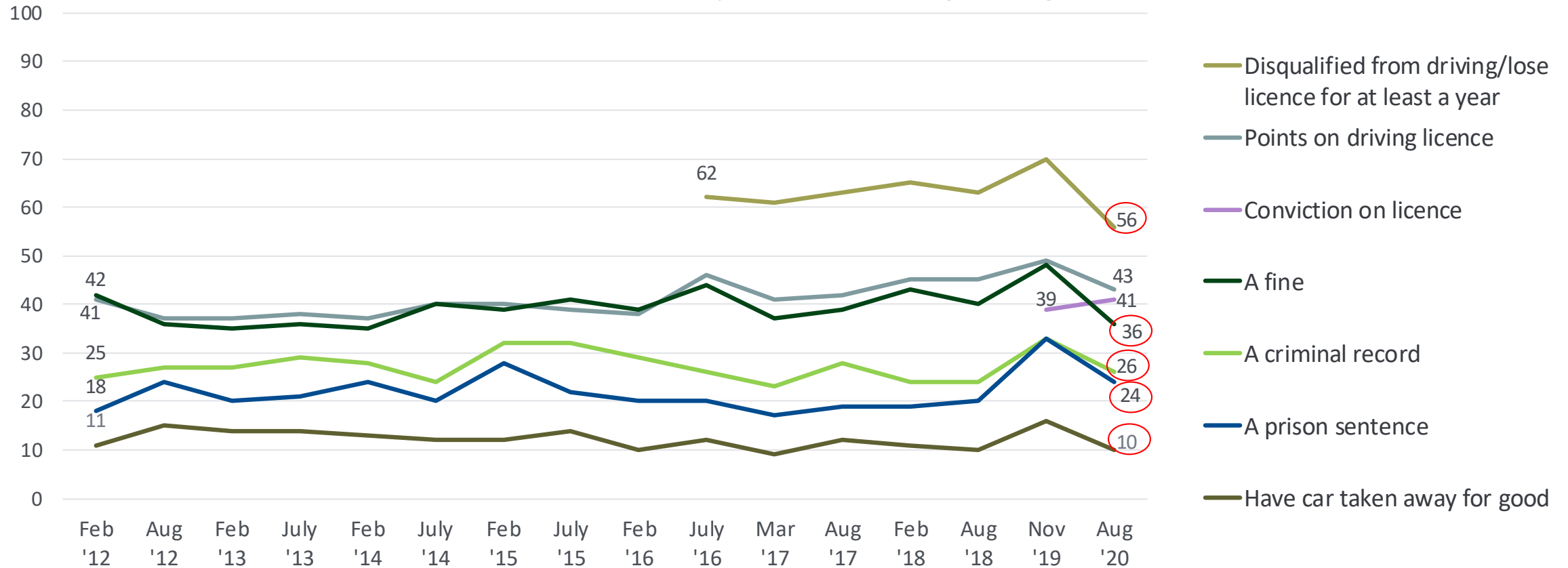


Q3. We are interested in your views about driving. You will now see some statements other people have made about this. How much do you agree or disagree with each?



Over half believe that drug driving can lead to disqualification/loss of licence for at least a year. Awareness of most penalties down compared to W18 but similar to previous waves – spike in W18 likely due to publicity around new laws and roadside testing in October 2019.

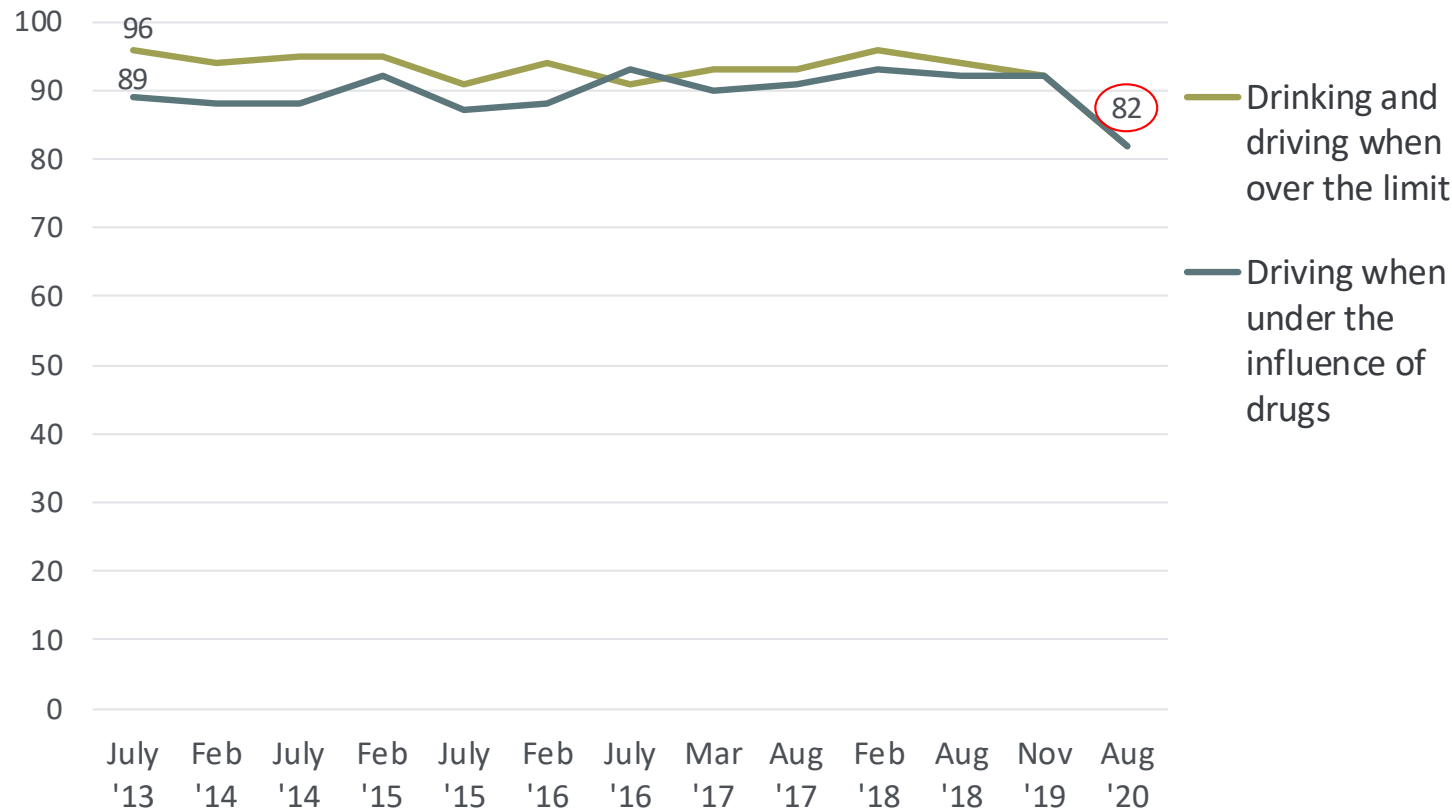
Awareness of penalties for drug driving



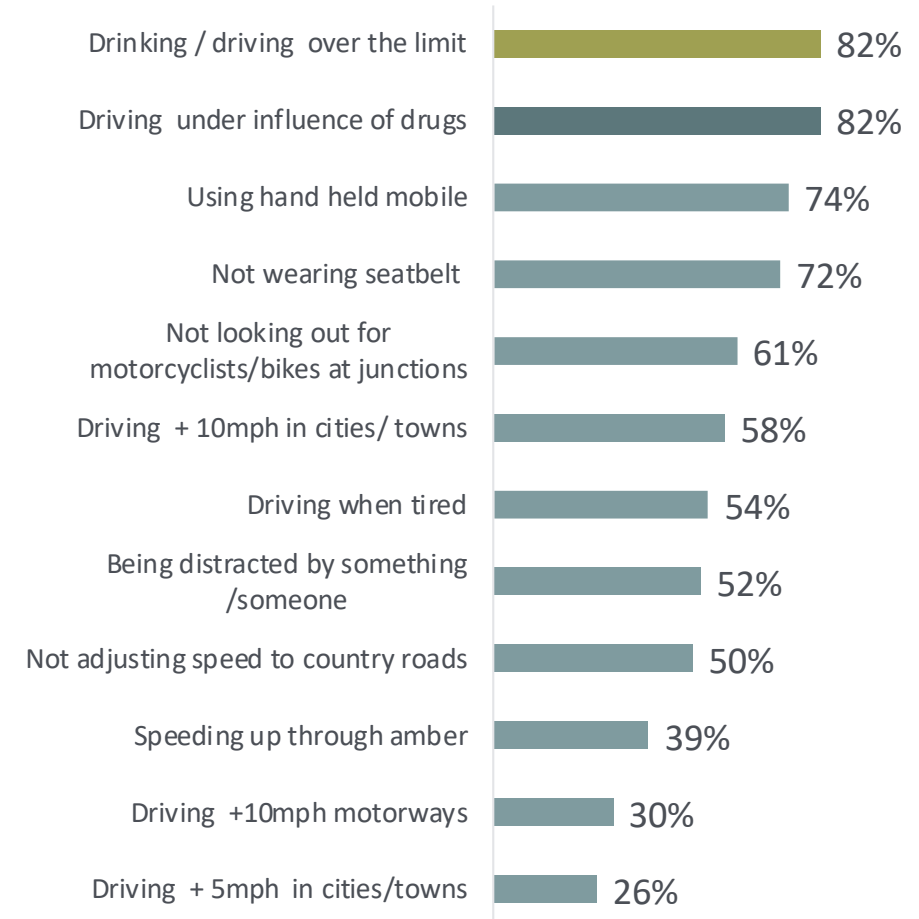



The majority consider drink and drug driving ‘very serious’ and the most serious of driving offences. Decrease in perception of drink/drug driving being ‘very serious’ compared to previous waves of tracker, although almost all (96%) considered these offences to be serious.

% rating drink/drug driving as ‘very serious’



% rating ‘very serious’ across all behaviours – Aug 2020



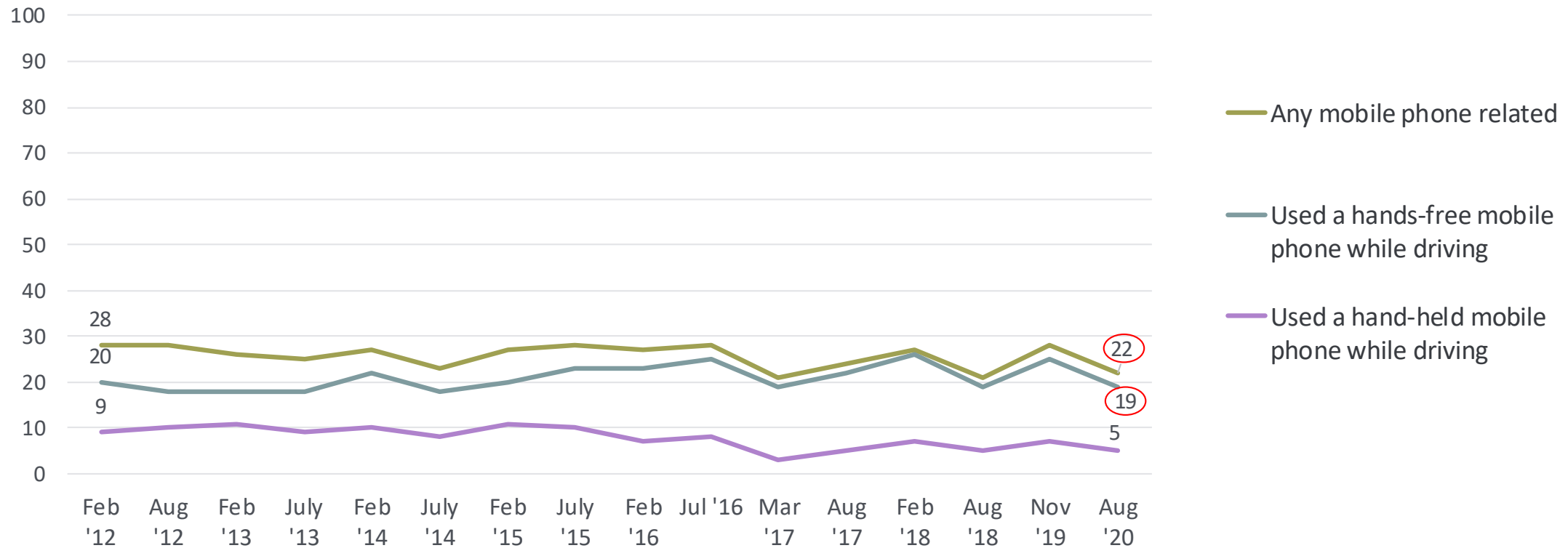
A vertical olive-green bar is positioned to the left of the text.

Mobile phones



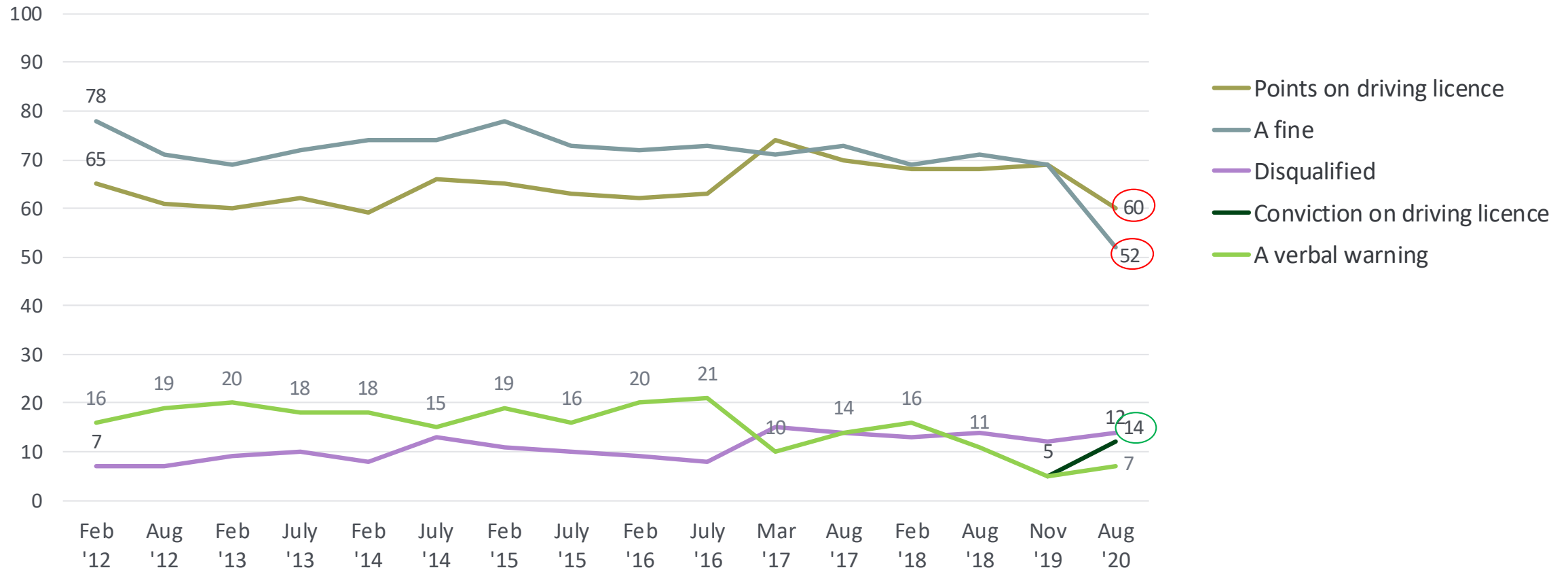
Over a fifth said they have used a mobile when driving – almost always a hands-free. Fewer claimed to use a hands-free mobile compared to W18, but consistent with W17.

Mobile phone behaviours (%)



The majority of respondents expect points and a fine if they use a hand-held mobile when driving. However, the proportion expecting both of these penalties is lower in W19 compared to recent waves.

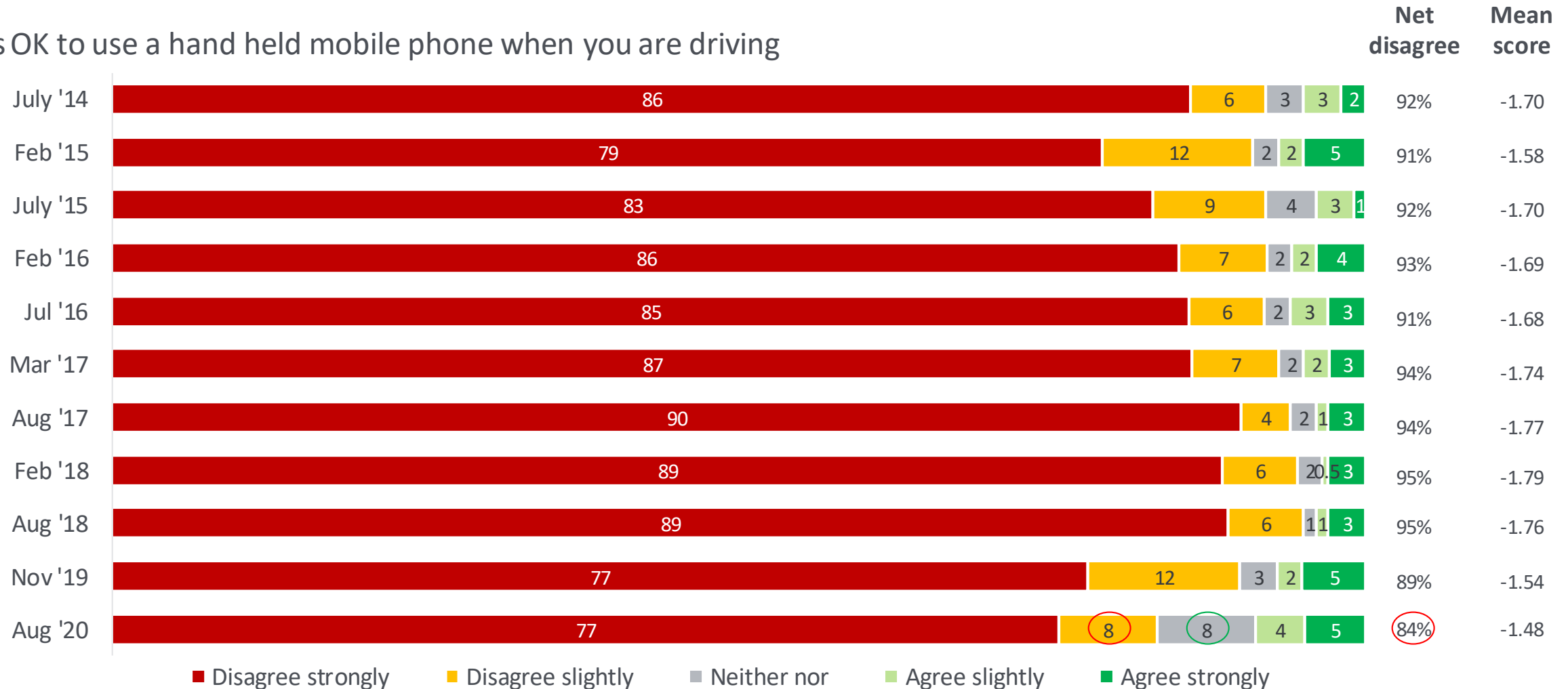
Awareness of penalties for using a hand held mobile phone when driving





Whilst the vast majority continue to disagree that it's OK to use a hand-held mobile when driving, fewer 'disagreed slightly' this wave compared to W18 and more responded 'neither/nor'.

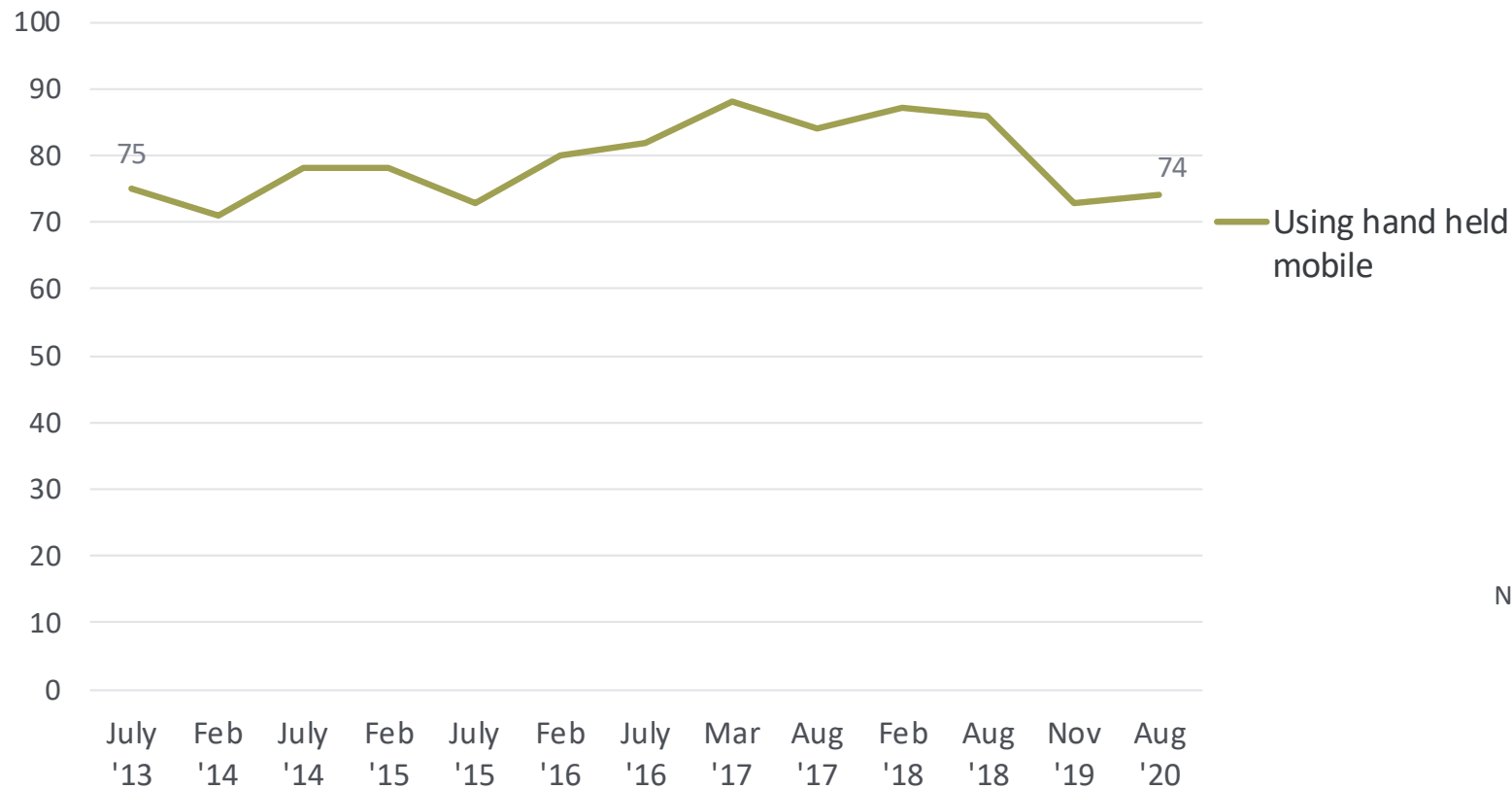
It's OK to use a hand held mobile phone when you are driving



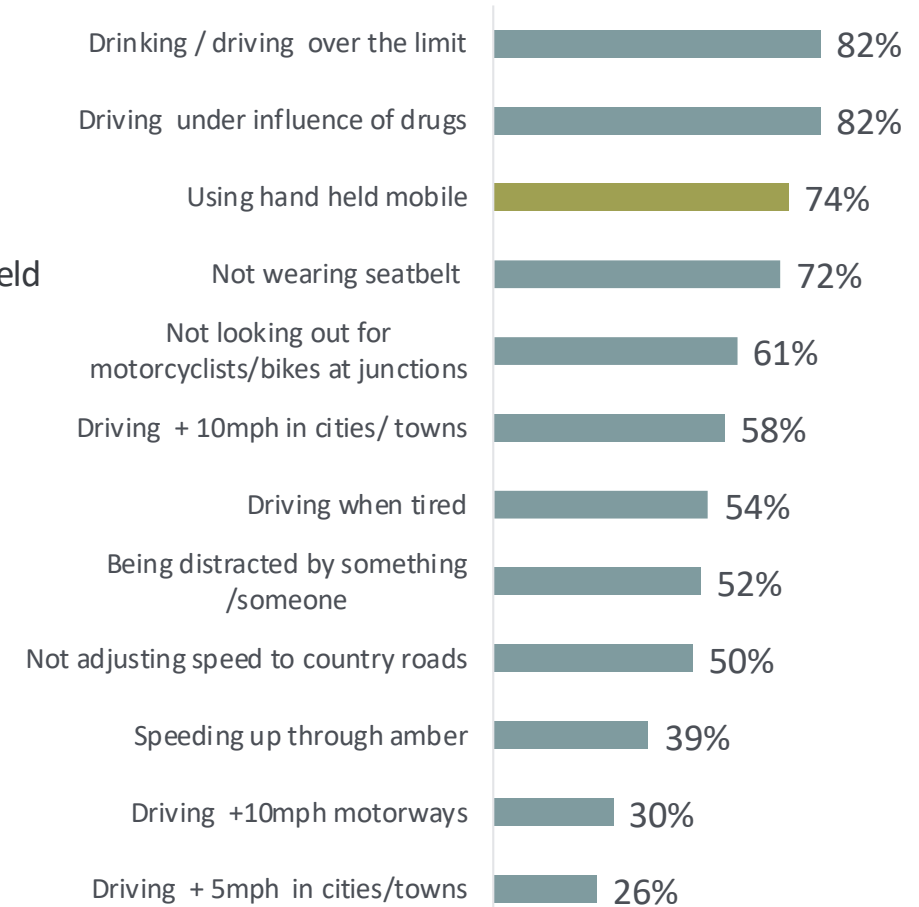


Using a mobile phone while driving was considered ‘very serious’ by three quarters of respondents – making it the 3rd most serious offence. The W19 data was consistent with W18.

% rating using a hand held mobile phone as ‘very serious’



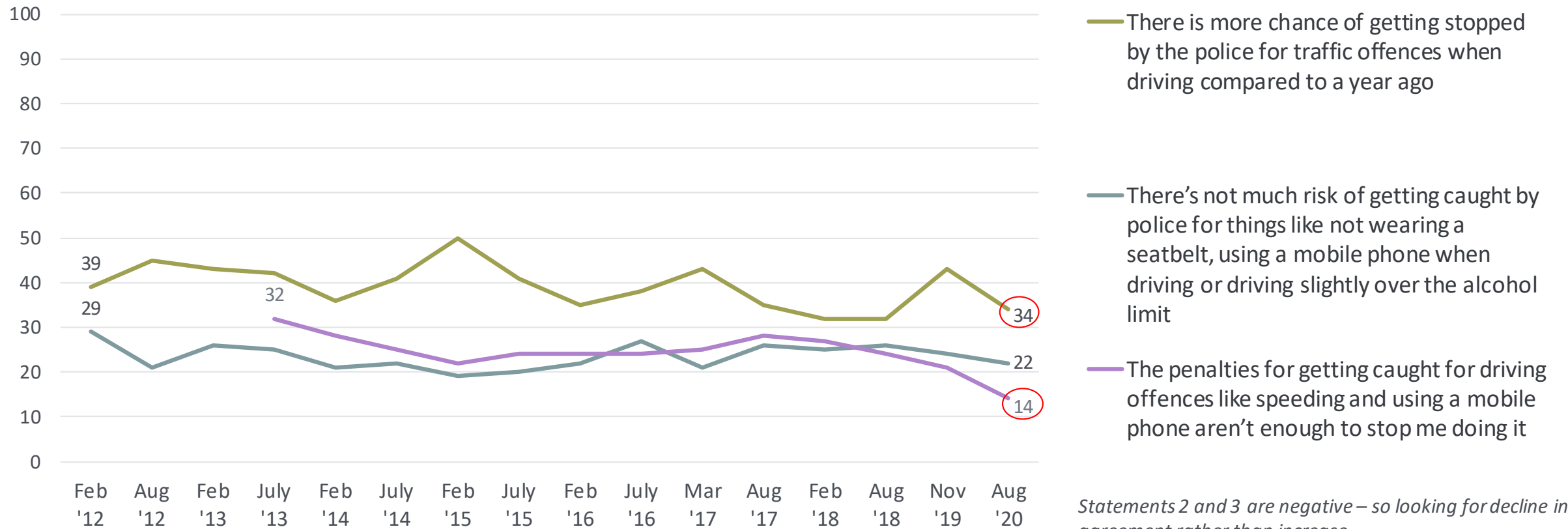
% rating ‘very serious’ across all behaviours – Aug 2020





There was a continuation of the downward trend in the proportion who say the penalties are not enough for offences such as speeding or using a mobile phone to stop them doing it. After a spike in W18 in agreement that there is more chance of getting stopped by police than a year ago, W19 data is now more consistent with previous waves.

% saying agree strongly / agree slightly



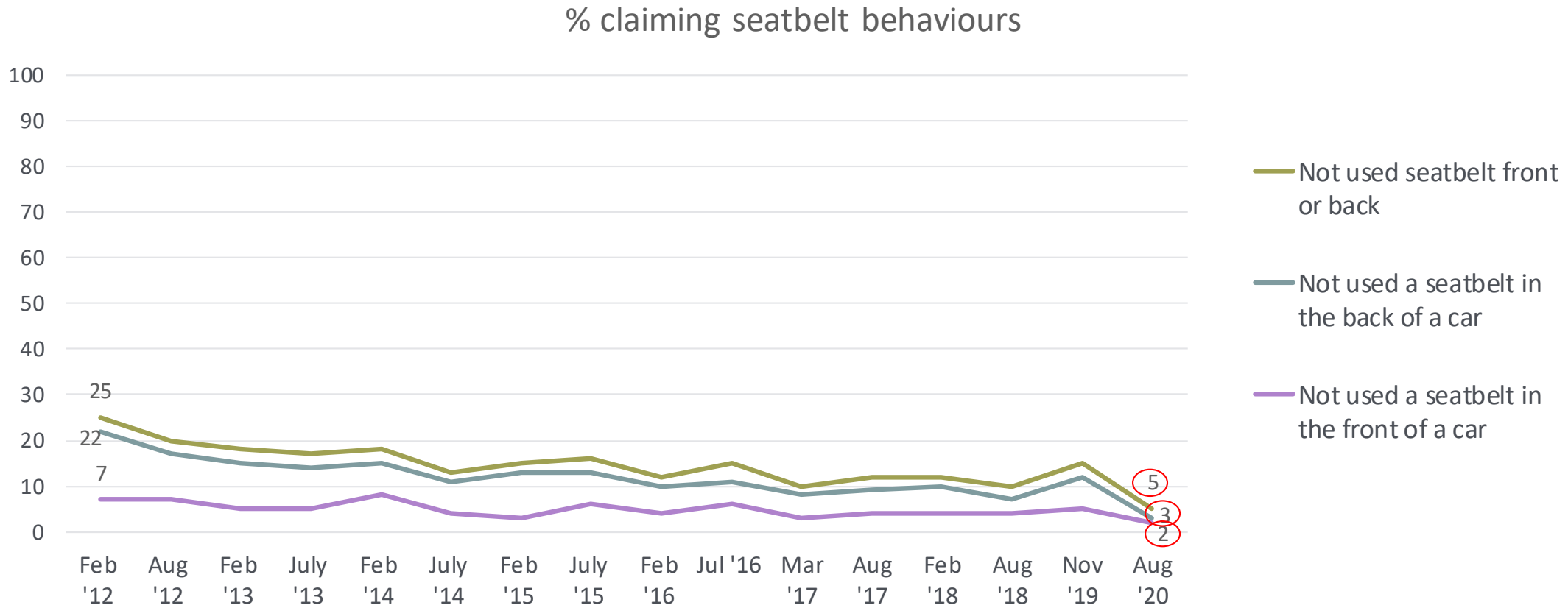
Statements 2 and 3 are negative – so looking for decline in agreement rather than increase



Seatbelts



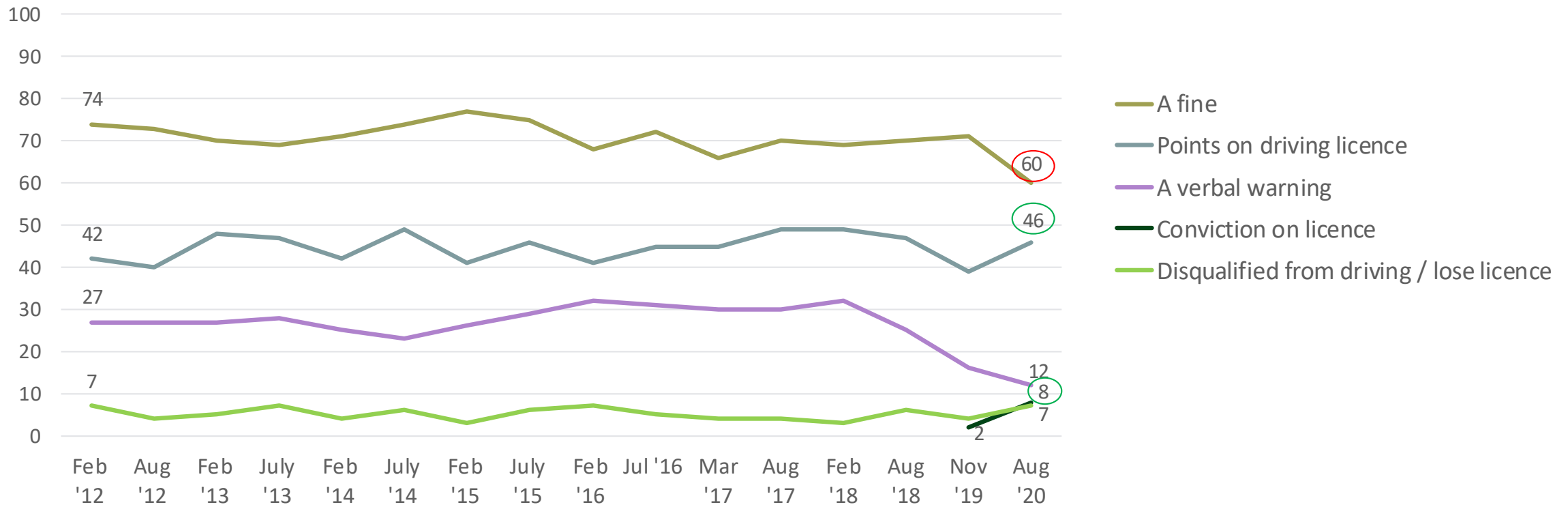
Only a very small minority of drivers admit to not wearing a seatbelt. There has been a decrease in the proportion admitting they have not worn a seatbelt in both the front and the back of the car this wave compared to last wave.





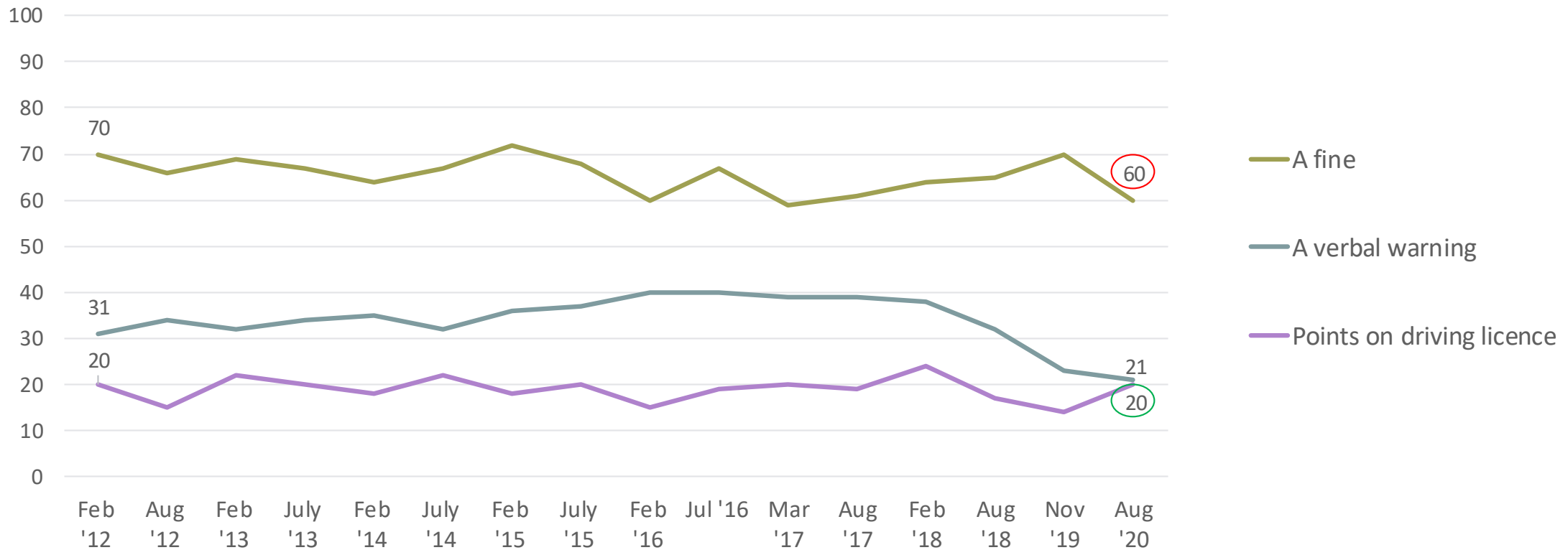
The majority of drivers continue to expect a fine if caught driving without a seatbelt, while just less than half would expect to receive points. There has been an increase in the proportion expecting points since W18 – now similar to waves previous to 2019. A continued downward trend in expectation of only getting a verbal warning for not wearing a seatbelt.

% Awareness of penalties for driving without a seatbelt



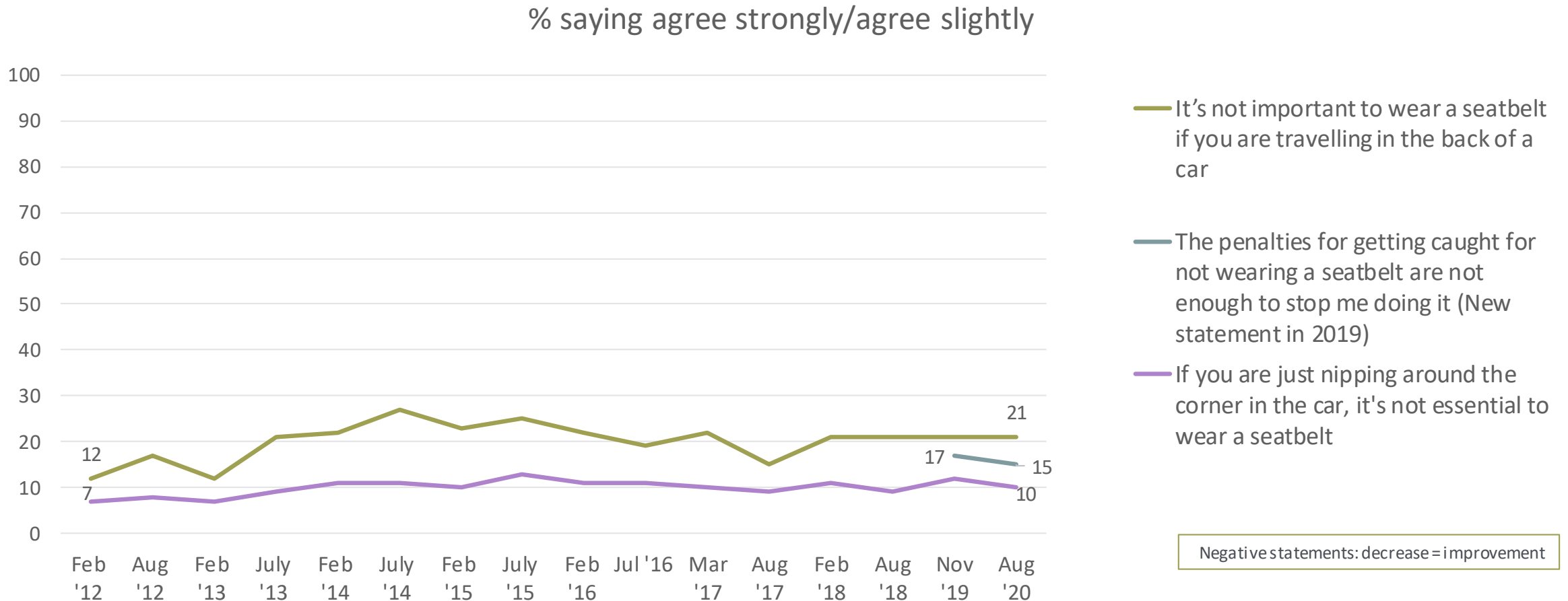
The majority also expect that they would receive a fine if travelling as a passenger without a seatbelt. This figure has dropped back this wave following a sustained period of increase. There has been an increase, however, in those expecting that they could receive points on their licence.

% Awareness of penalties for travelling as passenger without a seatbelt



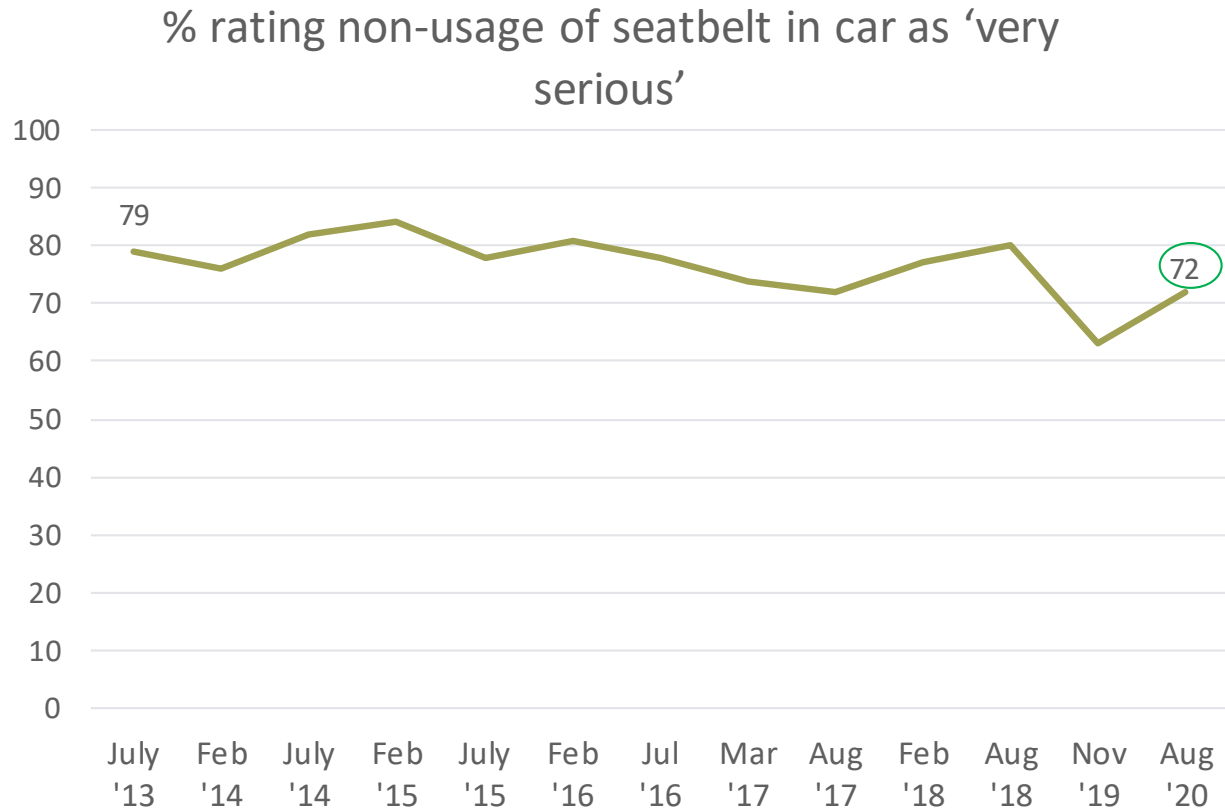


Consistently, one in five drivers agree that it's not important to wear a seatbelt if travelling in the back of a car. There is also a consistent one in ten drivers who believe it's not essential to wear a seatbelt for a short journey. Similar to the last wave, only a small minority see the penalties for not wearing a seatbelt as insufficient to be a deterrent.

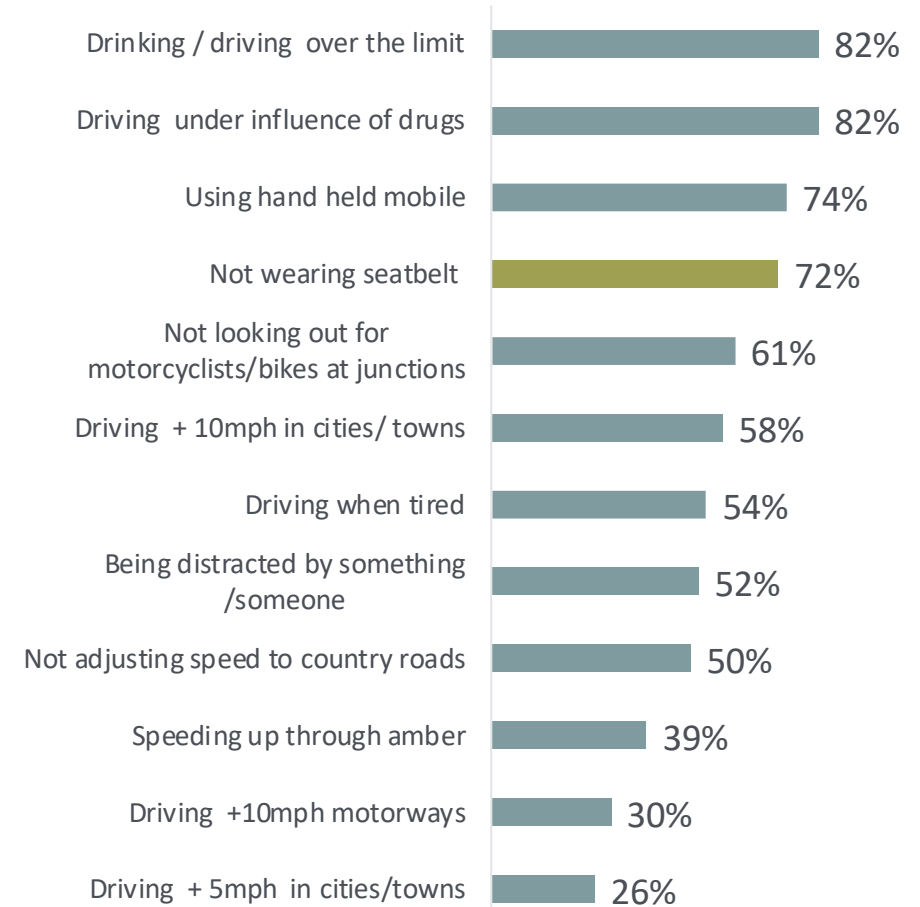




Almost three quarters consider not wearing a seatbelt as ‘very serious’ – higher than W18.

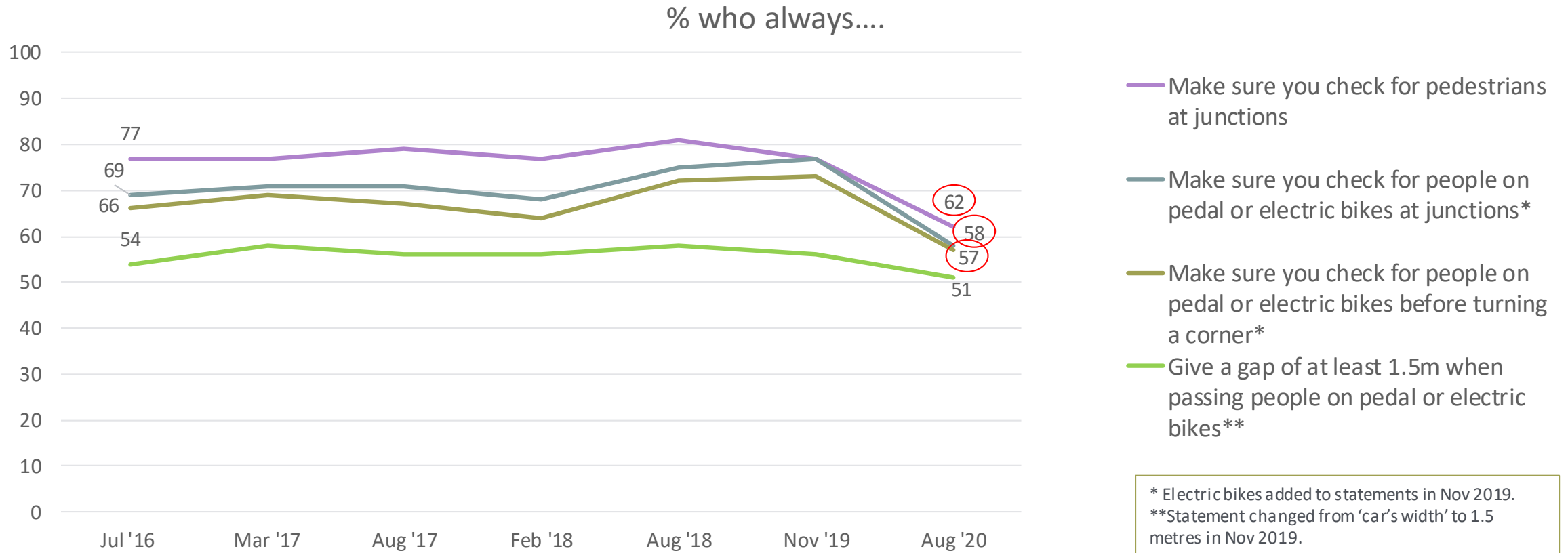


% rating ‘very serious’ across all behaviours – Aug 2020



Vulnerable road users

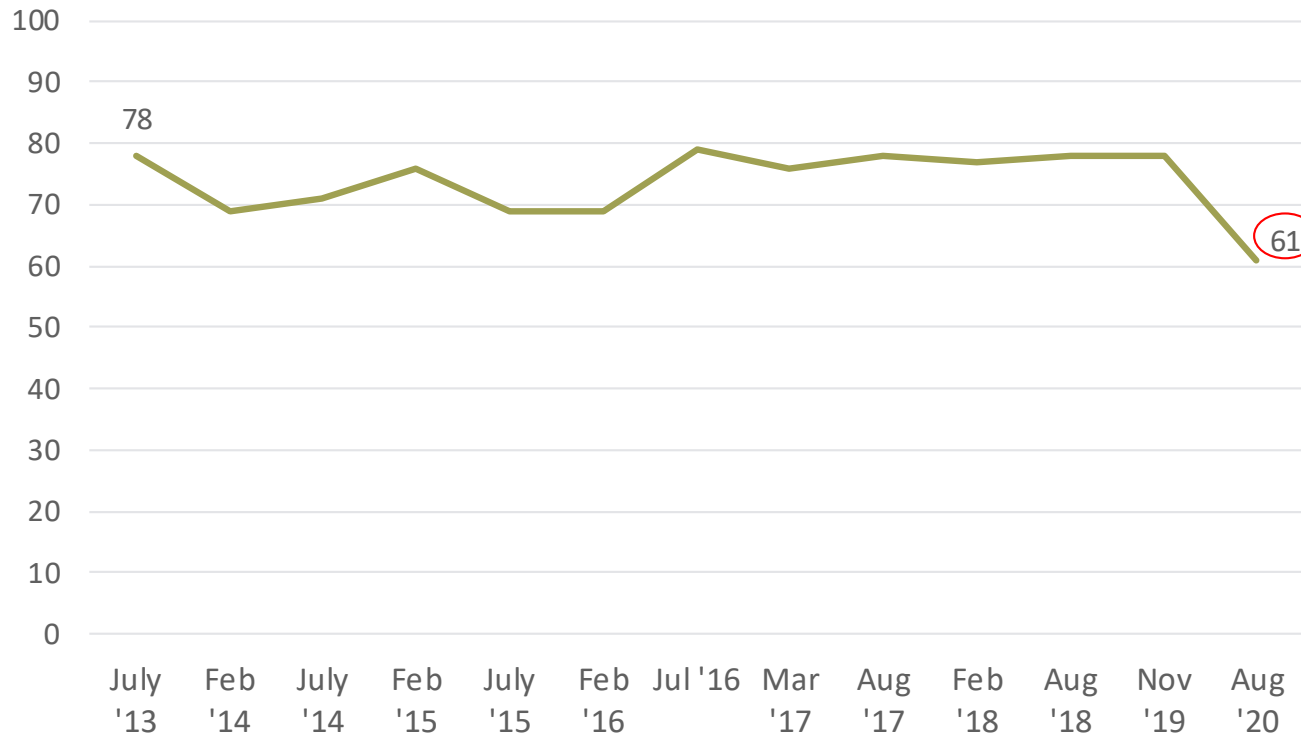
Fewer respondents this wave reported that they ‘always’ check for pedestrians or bikes at junctions or before turning a corner. Giving people on bikes sufficient space when passing continues to be stable over time – just over half say they always do this.





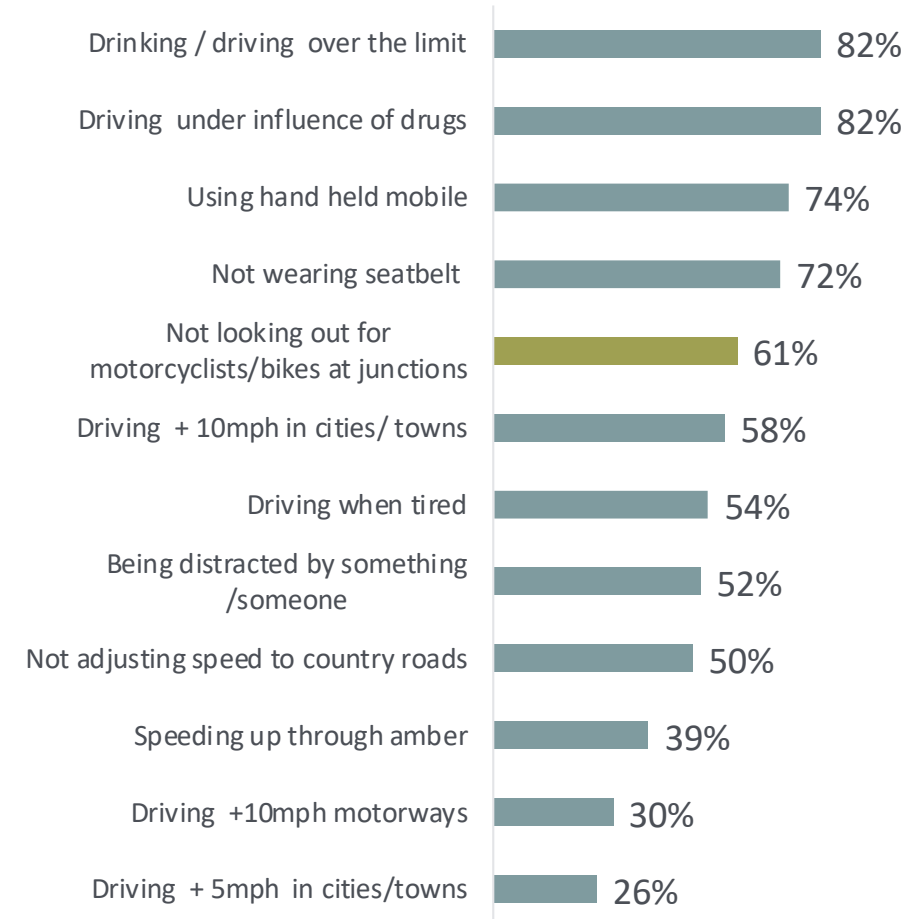
The majority of respondents considered not looking out for motorcyclists or people on bikes as ‘very serious’, although the proportion is lower than in previous waves.

% rating not looking out for motorcyclists/people on pedal or electric bikes at junctions as ‘very serious’*



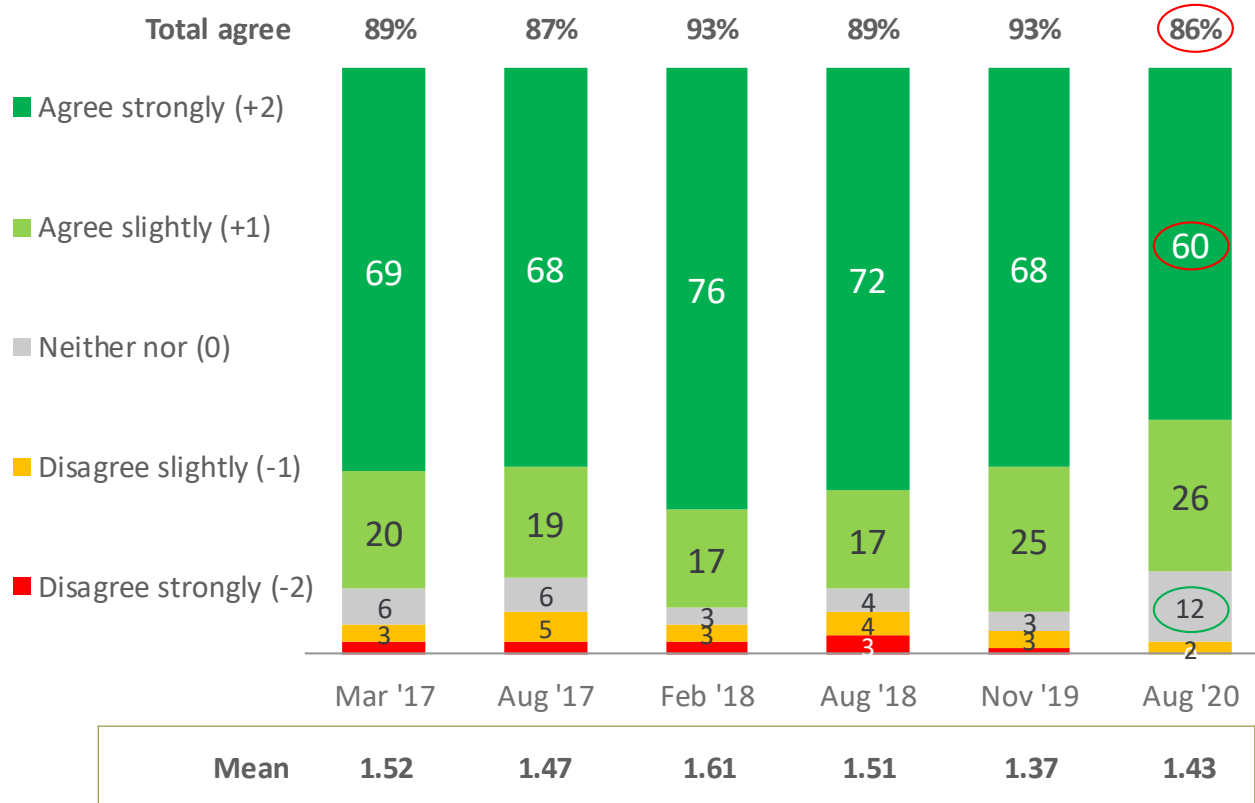
* Electric bikes added to statements in Nov 2019.

% rating ‘very serious’ across all behaviours – Aug 2020



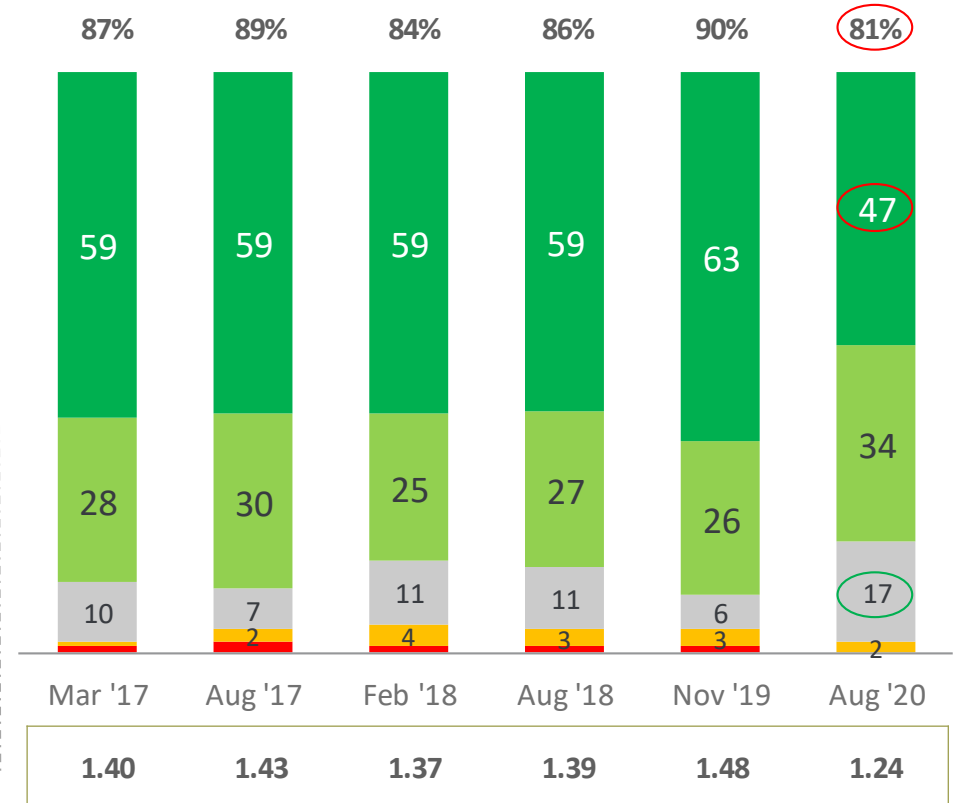
The majority understand the need to give people on bikes 1.5m space – a slight decrease in total agreement since last wave but consistent with previous waves. There has also been a decrease in agreement that pedestrians too often cross the road where they like. For both statements ‘neither/nor’ has increased rather than disagreement.

Drivers should give people on pedal or electric bikes at least 1.5 metres when passing*



* Electric bikes added and distance changed from ‘car’s width’ to 1.5 metres in Nov 2019.

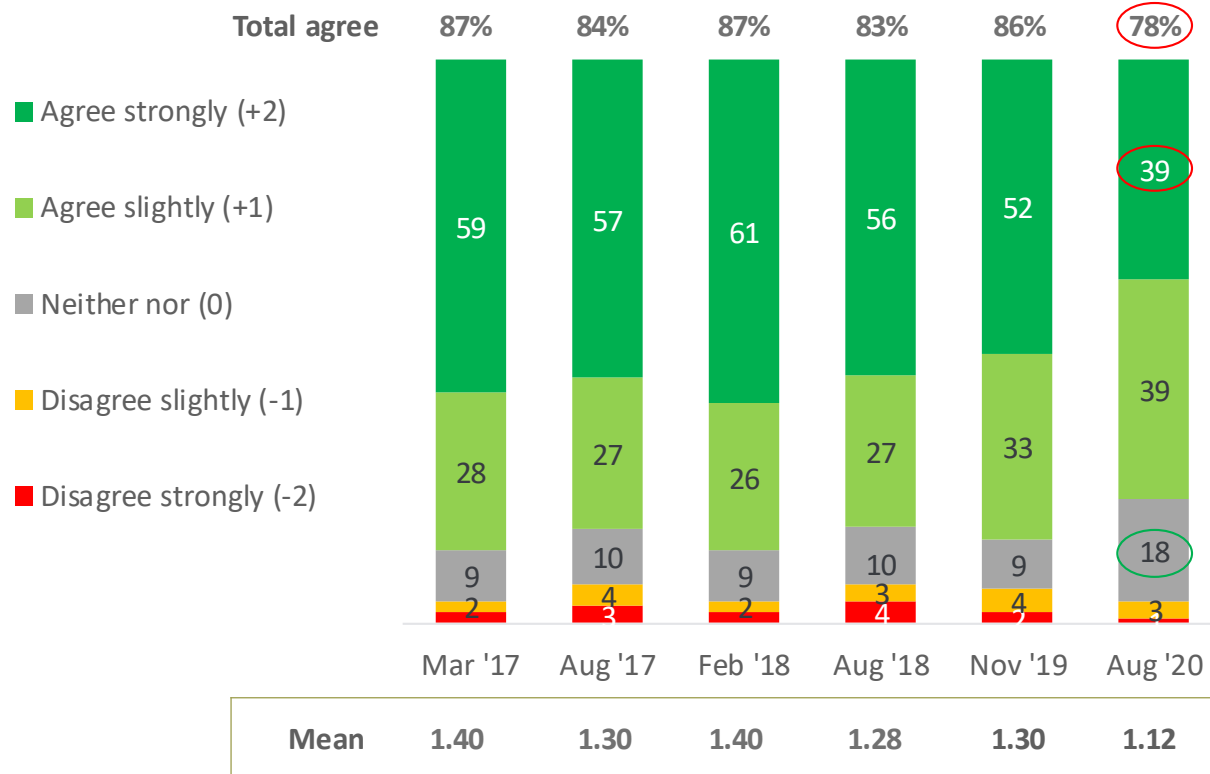
Too often pedestrians cross where they like rather than using crossing points e.g. zebra or pelican crossings





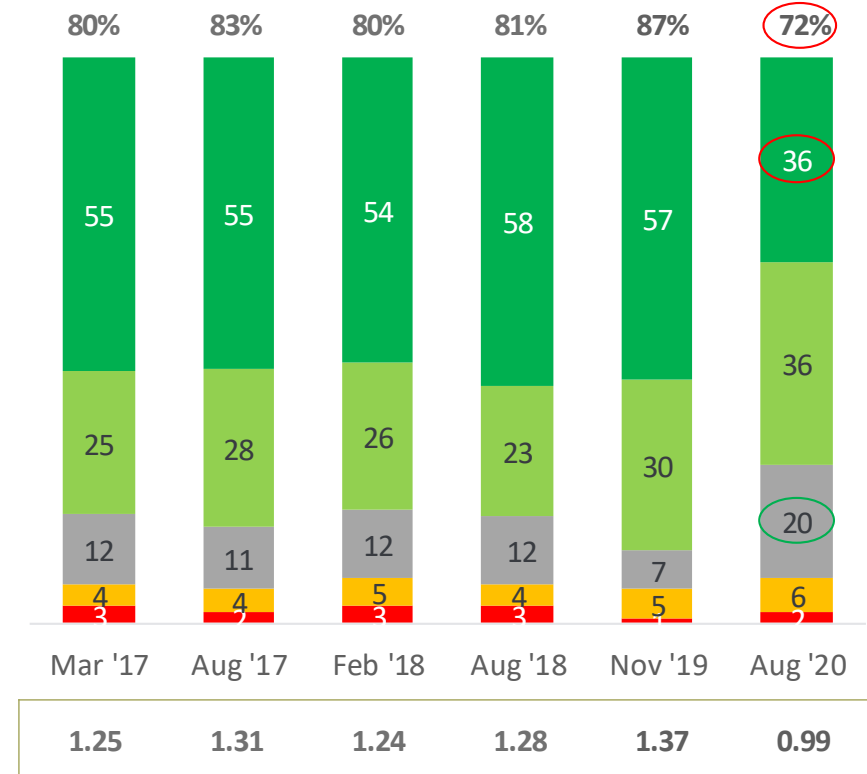
The majority of respondents agreed both that drivers need to show more consideration to people on bikes and people on bikes need to show more consideration to drivers – however, the proportions agreeing overall and ‘strongly’ have decreased compared to previous waves. This is not driven by an increase in disagreement, instead ‘neither/nor’ responses have increased.

Drivers need to show more consideration to people on pedal or electric bikes



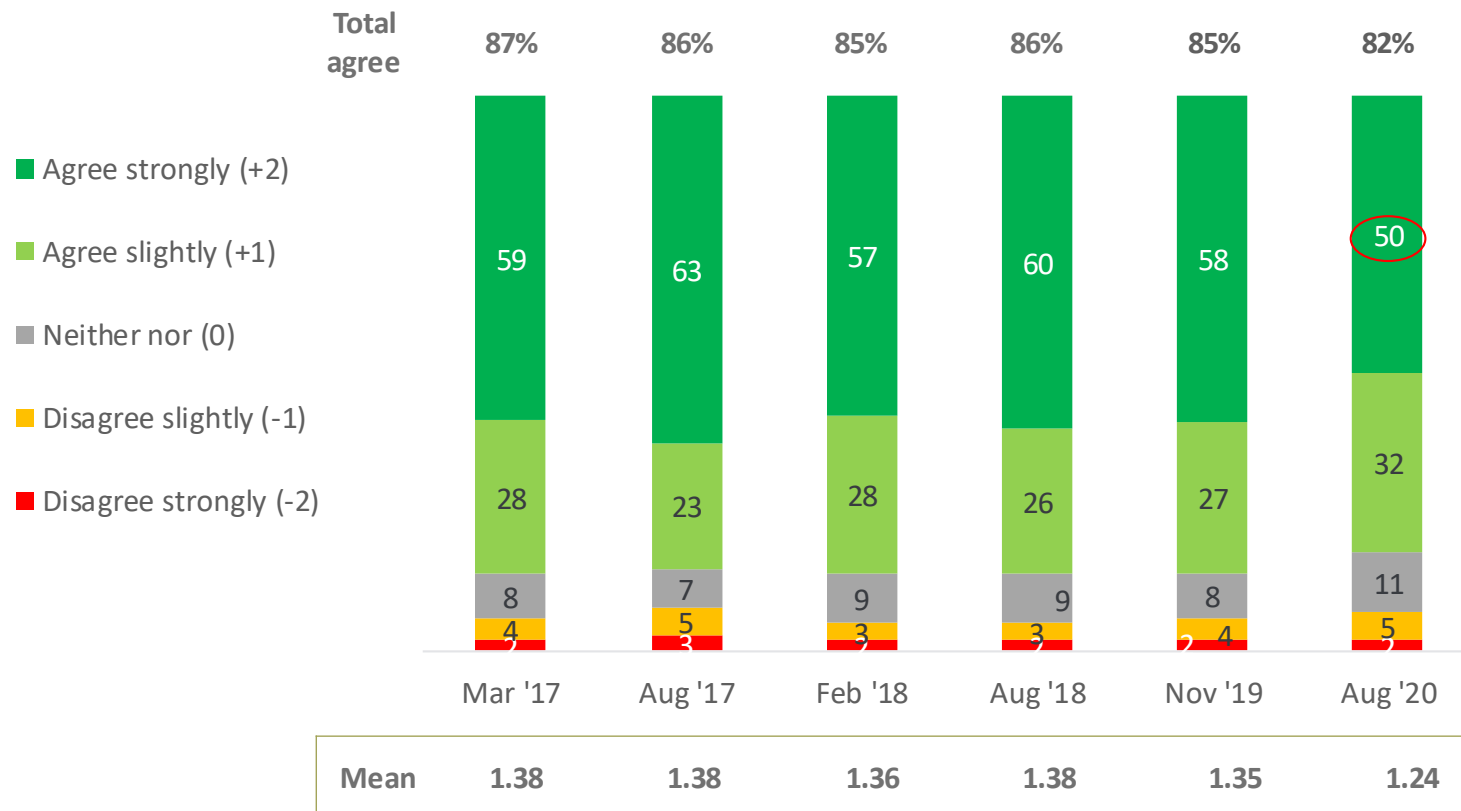
* Electric bikes added to statements in Nov 2019.

People on pedal or electric bikes need to show more consideration to drivers



Over four in five respondents agreed that they often see people on bikes failing to obey the rules of the road – consistent with previous waves. There has been a slight decrease in ‘strong’ agreement with this statement.

You often see people on pedal or electric bikes failing to obey rules of the road

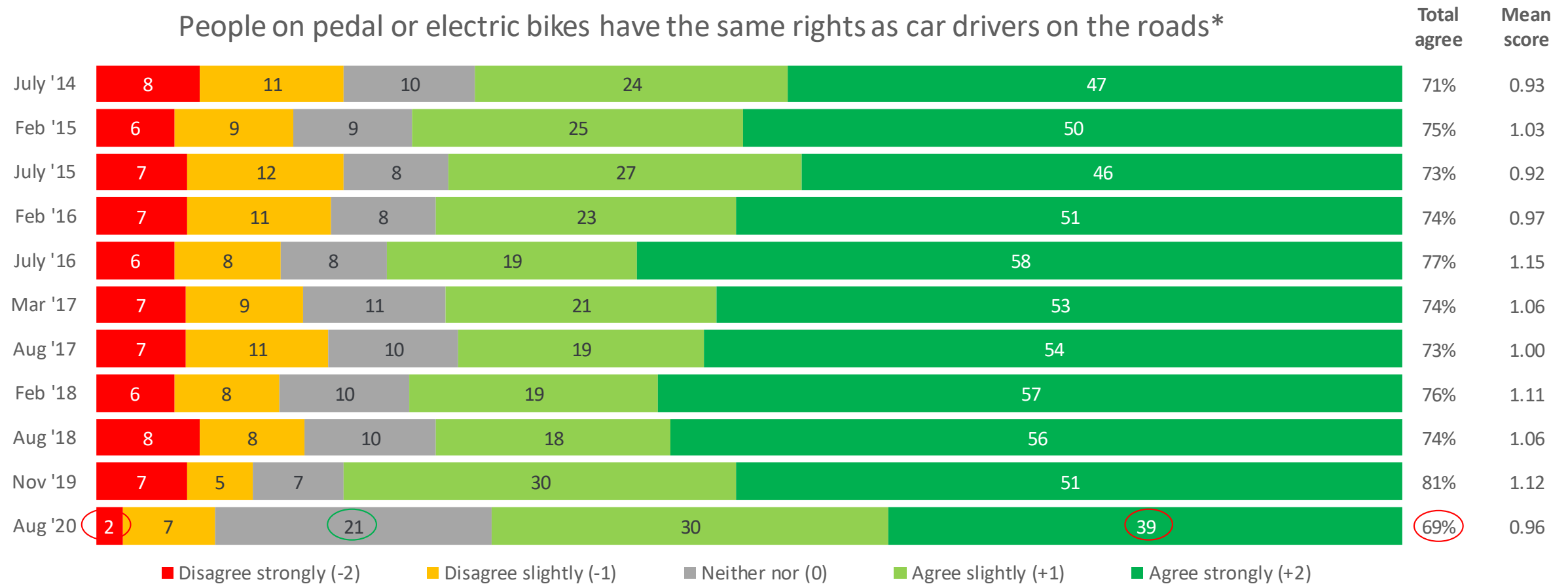


* Electric bikes added to statements in Nov 2019.



7 in 10 respondents agreed that people on bikes have the same rights as drivers. This represents a decrease in overall and strong agreement since W18, but total agreement is similar to previous waves. Again this decrease is due to an increase in 'neither/nor' responses rather than an increase in disagreement (which has in fact fallen since W18).

People on pedal or electric bikes have the same rights as car drivers on the roads*

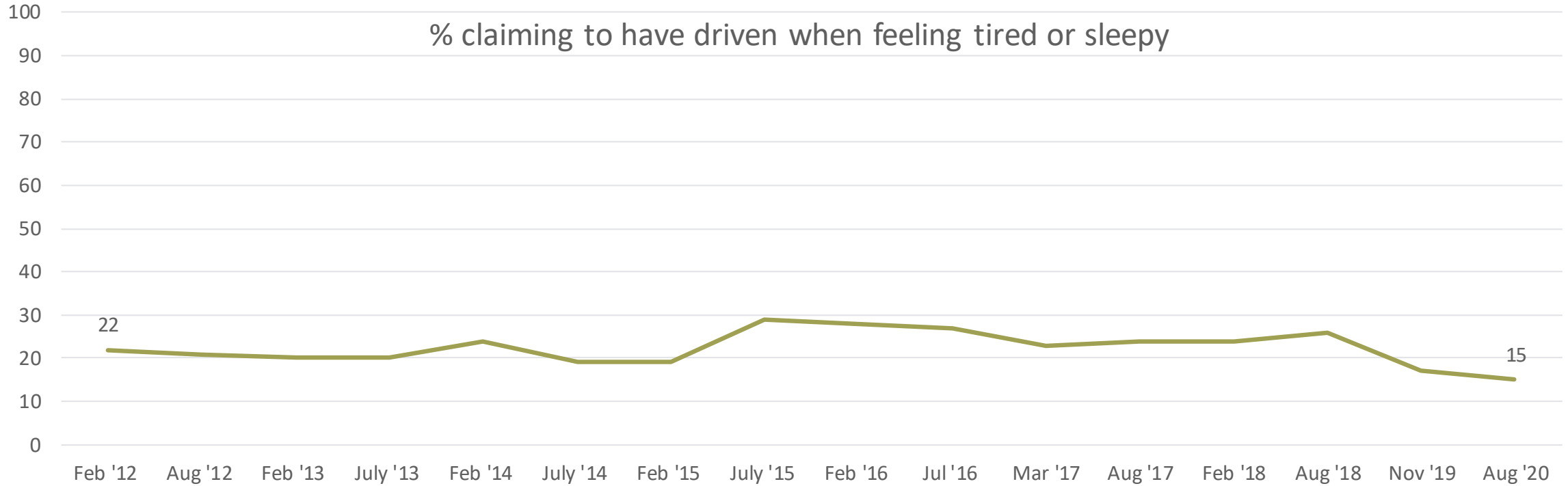


* Electric bikes added to statements in Nov 2019.

Distractions / health /
age / fatigue



A minority of 15% reported that they have driven when feeling sleepy or tired in the last year. This is the lowest level since the tracker began.

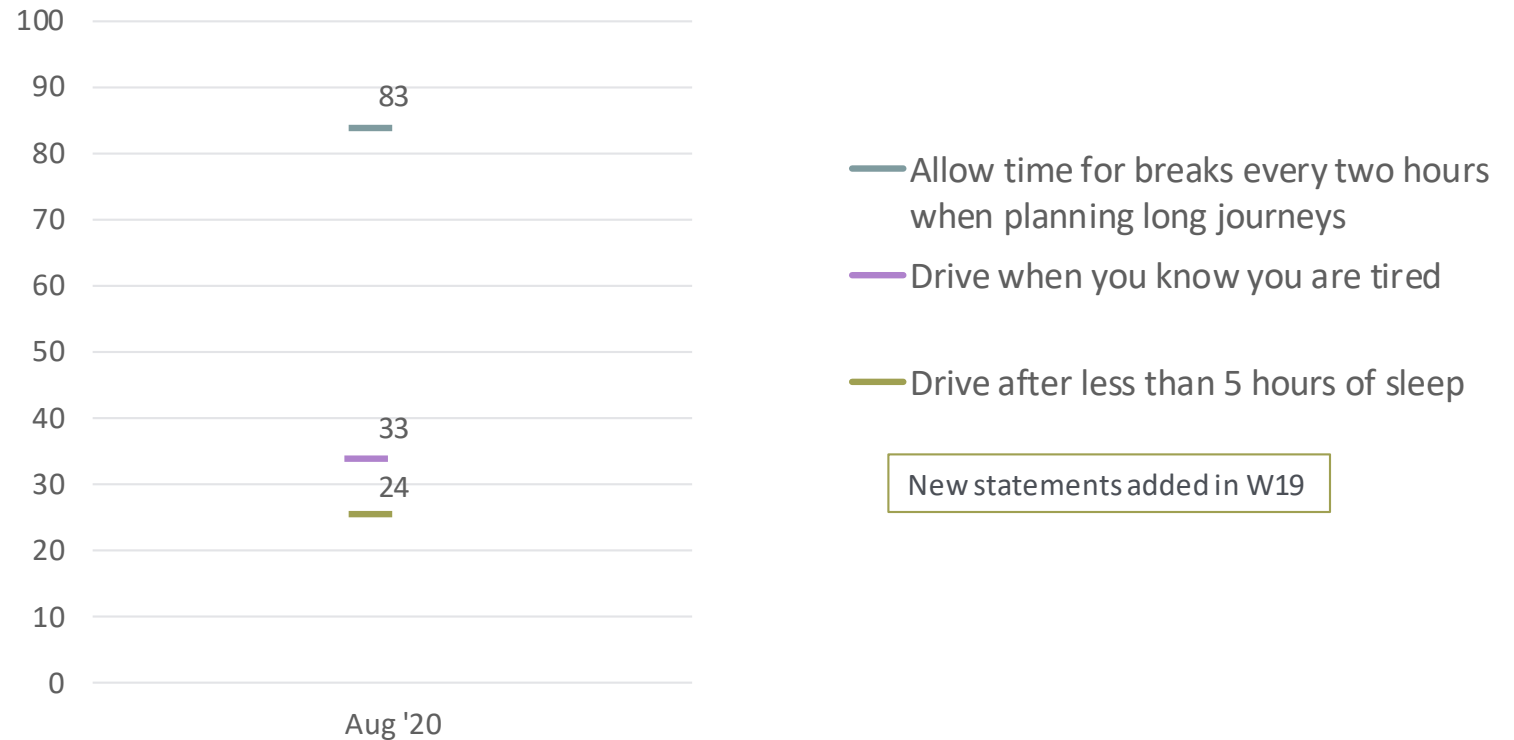


*Wording changed to '.....feeling tired or sleepy' from 'too tired' in July '15



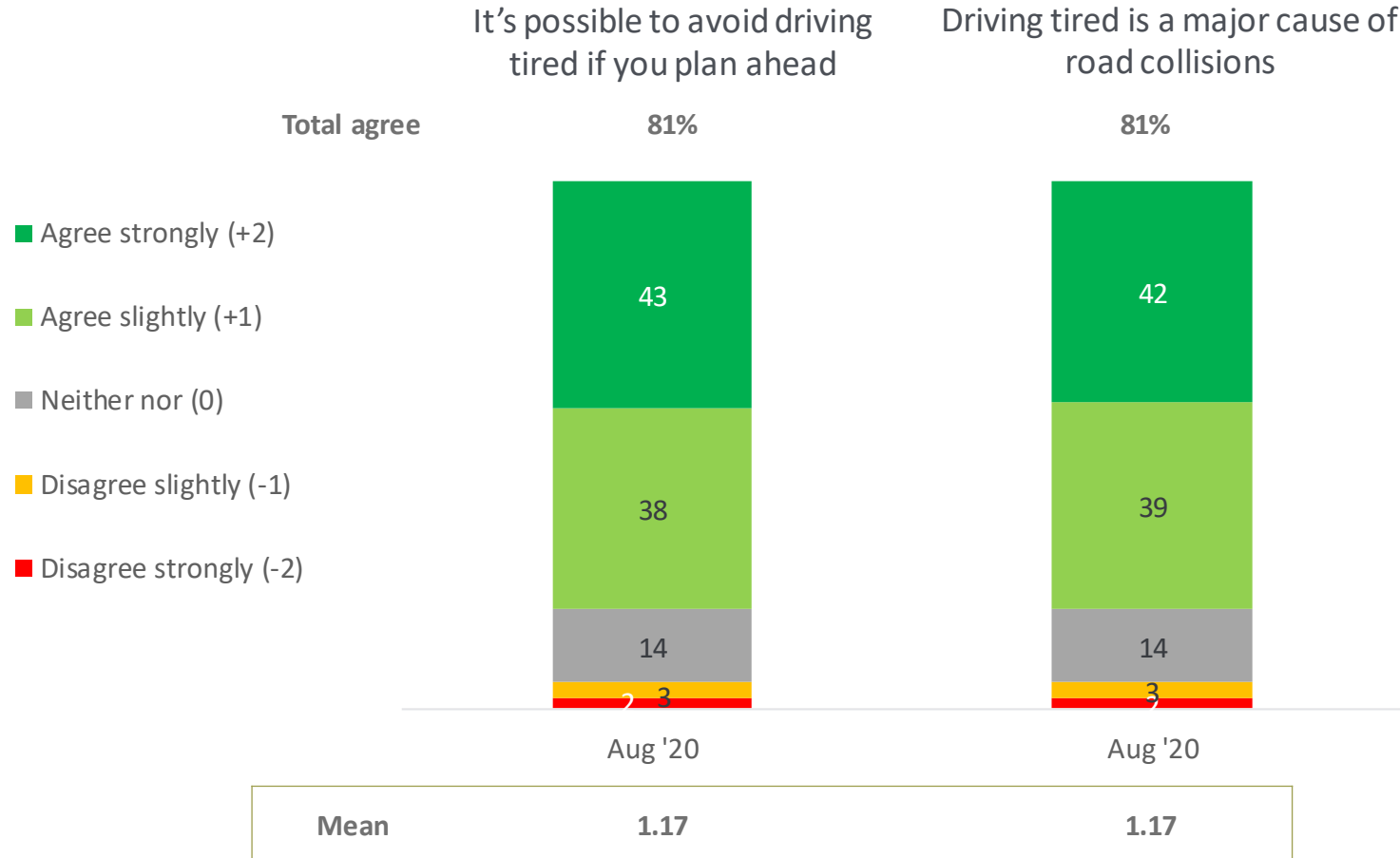
Over four in five drivers claim that they always, nearly always or occasionally allow time for breaks every two hours on long journeys – 28% stated they always do this. A third at least occasionally drive when tired and a quarter at least occasionally drive after less than 5 hours sleep.

% who always/nearly always/occasionally...





Four in five respondents agreed both that its possible to avoid driving tired if you plan ahead, and that driving tired is a major cause of collisions – over two fifths agree strongly.

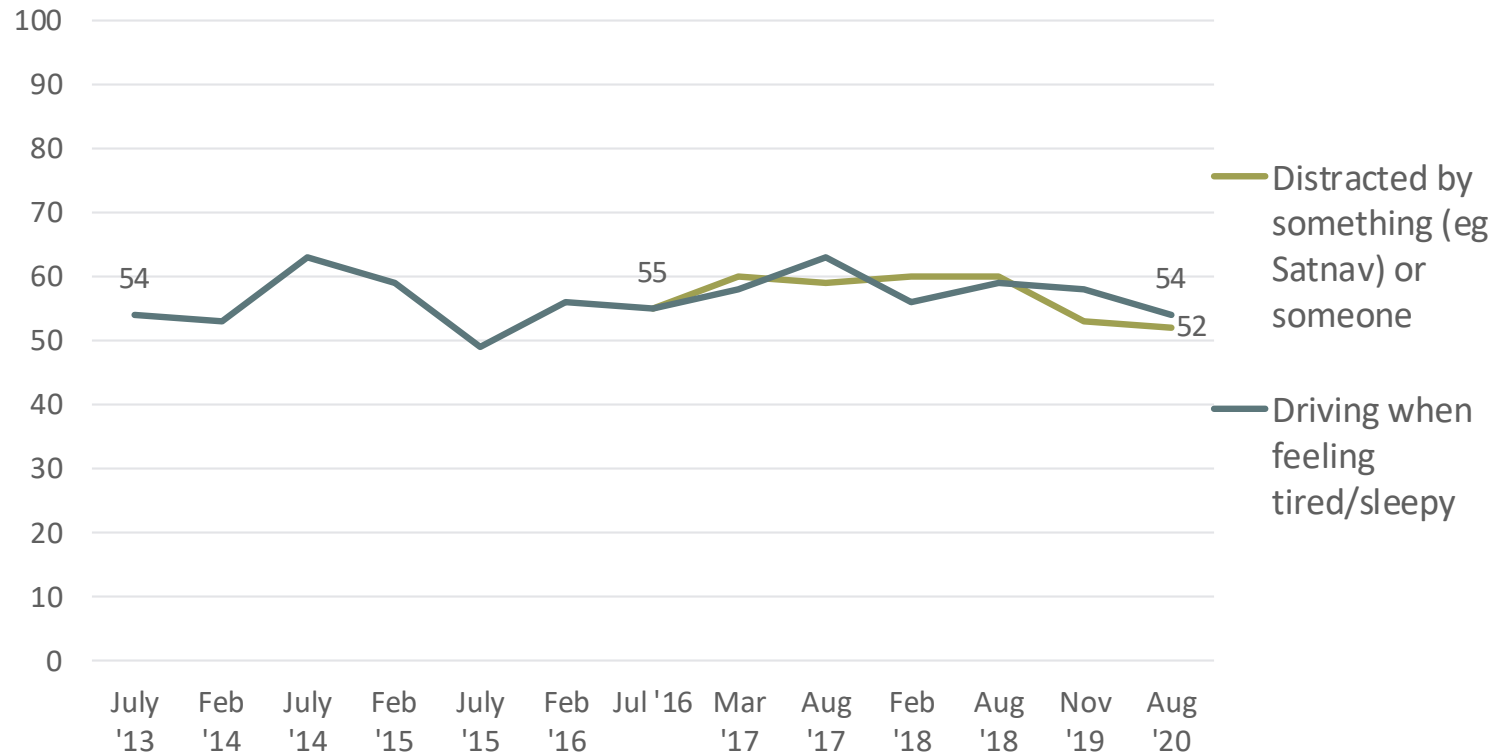


New statements in August 2020 (W19)

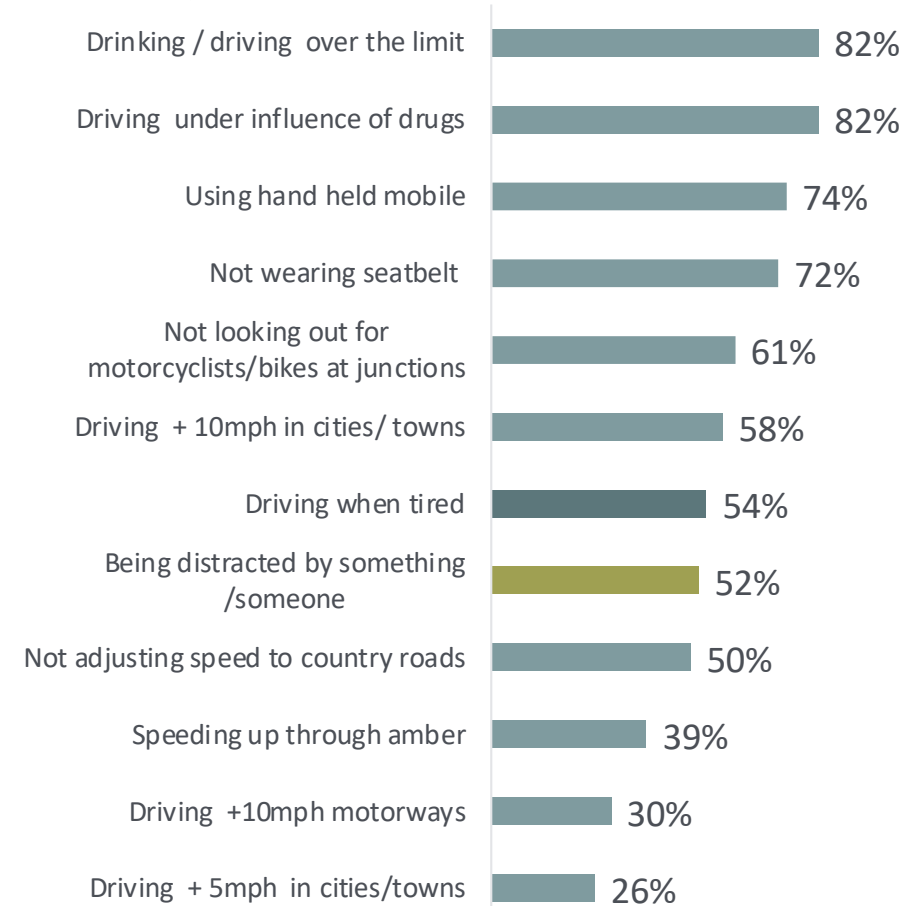


Very similar proportions consider being distracted or driving when sleepy as 'very serious' – just over half of drivers. This has remained broadly consistent with recent waves of the tracker.

% ratings of being distracted by something and by being tired as 'very serious'



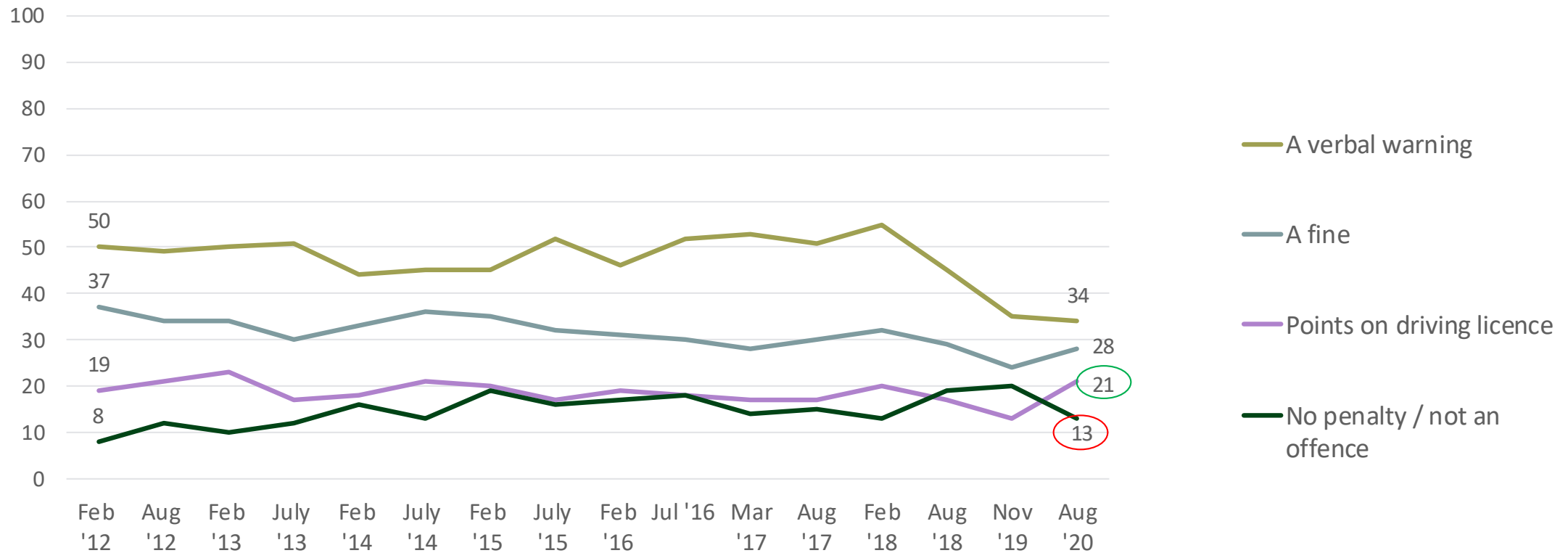
% rating 'very serious' across all behaviours – Aug 2020





Consistent with W18, the highest proportion expected a verbal warning or a fine for eating/drinking while driving. There has been an increase in those expecting points for this offence – now one in five respondents. There has been a decrease in those expecting no penalty for eating/drinking while driving.

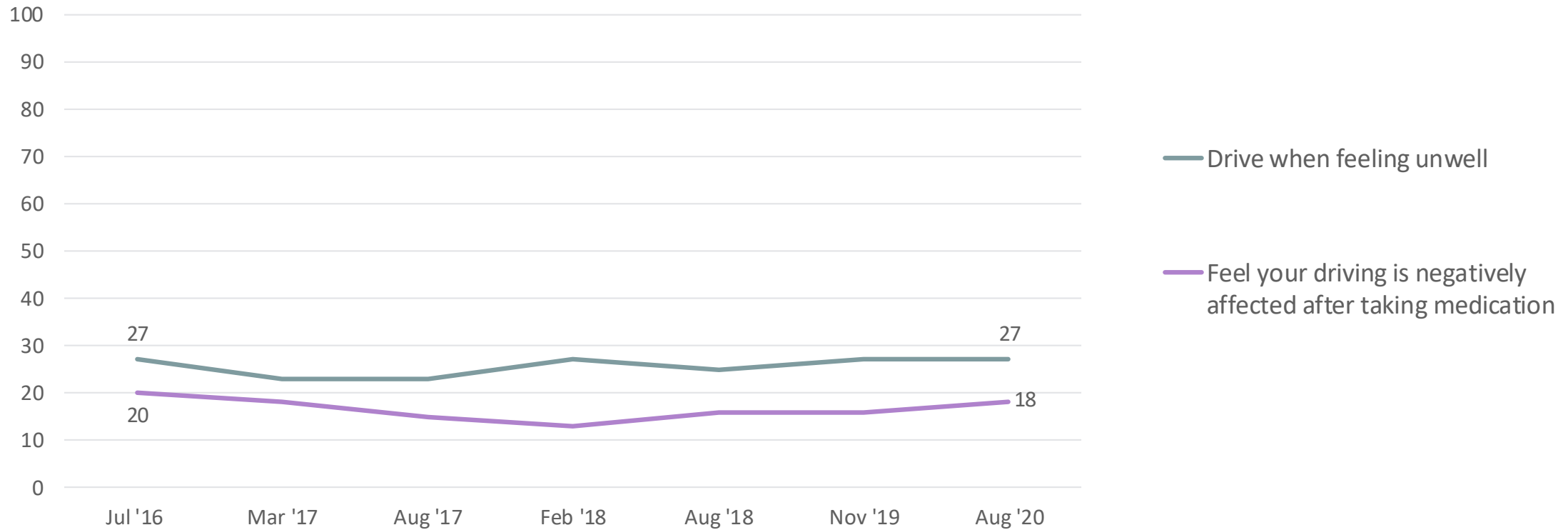
% Awareness of penalties for eating or drinking when driving






Around one in five drivers admit that they have occasionally driven when negatively affected by medication, while over a quarter say they have driven when feeling unwell. Long term trends suggest these proportions are consistent.

% who always/nearly always/occasionally ...



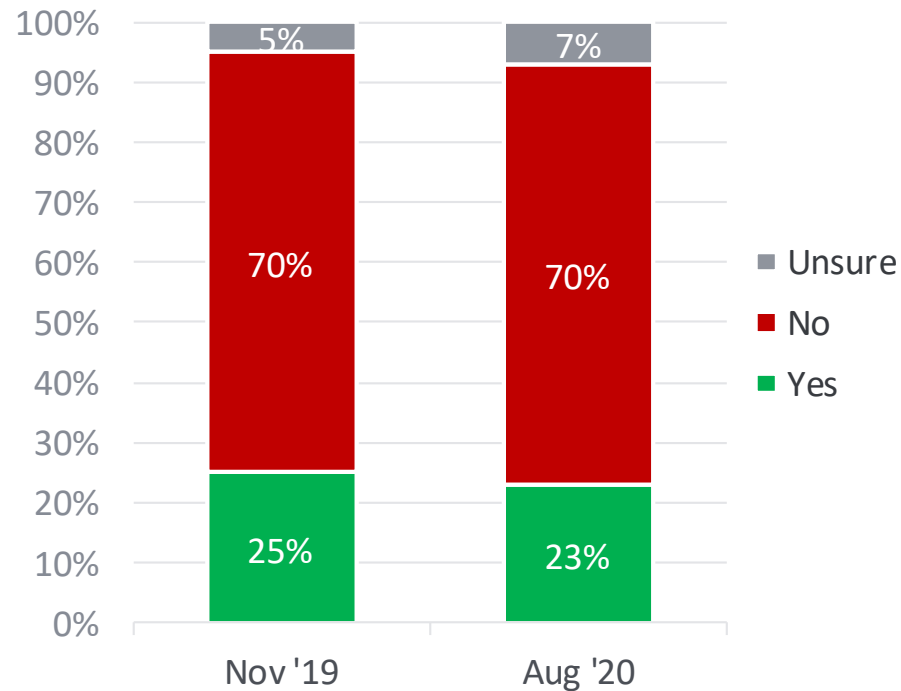
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Advertising and marketing awareness

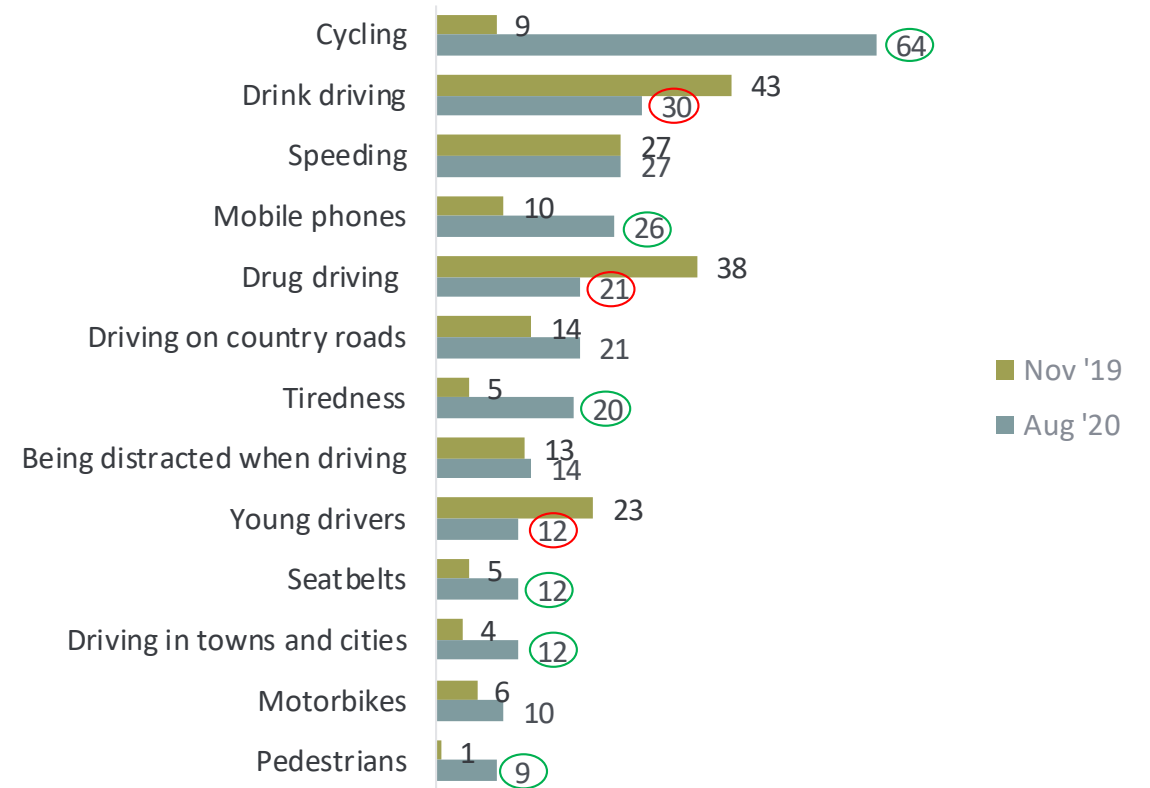


Just less than a quarter of drivers reported that they had seen advertising or marketing about driving or road safety. The most recalled topic was cycling, most likely referring to the 'Give Cycle Space' campaign (July 2020).

Seen or heard any advertising or marketing on topics relating to driving or road safety?

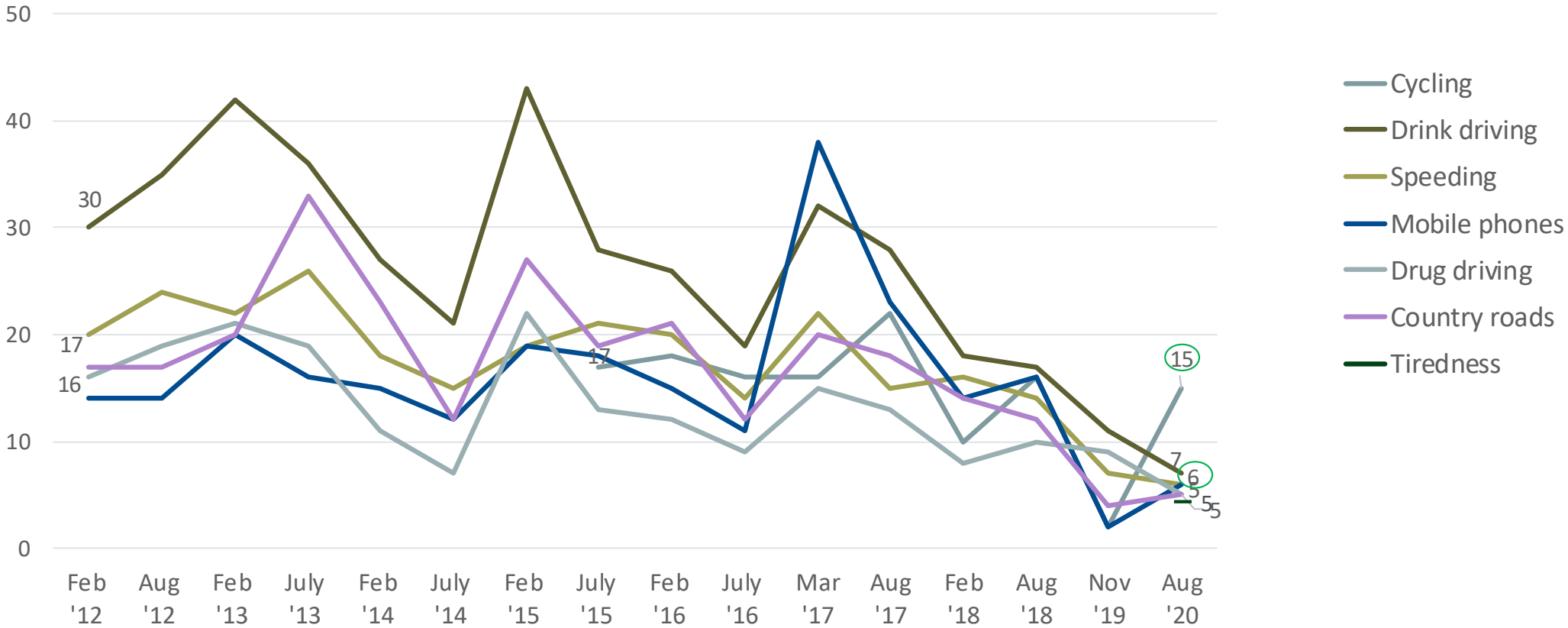


Topic of advertising / marketing (%)



Recall of campaigns focussing on cycling and mobile phones higher than previous wave.

% driving / road safety advertising seen recently (spontaneous)



Q16/Q17: Have you seen or heard any advertising or marketing on topics relating to driving or road safety recently?
 What was the topic of the advertising / marketing?

A vertical olive-green bar is positioned to the left of the text.

Summary and conclusions

Speeding

- Although again there were no statistically significant differences in speeding behaviours this wave, the **longer term declining trend** in those who have driven above the speed limit in 30 mph and 20 mph areas in the last 12 months has continued. However, the proportion that claim to **always** stick to the speed limits is lower this wave than in recent years.
- The declining trend in the proportion of drivers who expect that driving at 35 in a 30 zone will result in a verbal warning had continued in W19. The general expectation is that this offence will result in a fine or points.
- Similar to W18, support for a maximum 50 mph speed limit on country roads was again high in W19 – more than half agree.
- There has been a consistently high level of support for the use of road safety cameras on Scotland's roads. There was slightly lower agreement with positive statements this wave but almost three quarters agree that they discourage dangerous driving and should be seen as 'a good thing'.
- The majority of drivers continue to be supportive of 20 mph limits, although the strength of support is slightly lower than in W18.

Drink and drug driving

- The vast majority of drivers agreed that drinking or taking drugs before driving is unacceptable. Although the proportion stating this view is lower than recent waves, drink/drug driving remains the most serious driving offence in the opinion of drivers.
- The perception that Scotland is tough in tackling drink driving is more prevalent (6 in 10 drivers) than the perception that Scotland is tough in tackling drug driving (half of drivers).
- Following a spike in awareness of penalties for drug driving in W18 (driven by publicity around new legislation in October 2019) awareness has returned to pre W18 levels.

Summary and conclusions



Mobile phones

- Around a fifth of drivers say that they have used a mobile phone when driving – however, almost all of these said it was a hands free device. Usage of mobile phones while driving is lower than W18 but similar to previous waves.
- There continues to be strong disapproval of using hand held mobiles when driving – consistent with W18 three quarters of drivers disagreed strongly that its 'OK' to use a hand held phone when driving and described the offence as 'very serious'.
- Points and a fine were the main expected consequences if caught using a hand held mobile while driving – although fewer identified these penalties in W19 than in previous waves.

Seatbelts

- After a small increase in W18, the proportion of drivers who say they have travelled in the front or back of a car without a seatbelt in the last 12 months has decreased. The proportion who consider not wearing a seatbelt to be 'very serious' has also increased, while general attitudes towards seatbelt wearing were consistent with previous waves.

Vulnerable road users

- W19 saw some decreases in claimed positive behaviours around vulnerable road users – however the majority continue to say they always check for pedestrians and people on bikes or motorbikes at junctions and corners.
- Attitudes towards people cycling are also positive with the vast majority agreeing that drivers should give 1.5 metres when passing.

Thank you



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Appendix I – demographic profile and weighting

Appendix I

Sample profile – demographics and location



Gender	Unweighted	Weighted
Male	59%	54%
Female	41%	46%
Base	504	504

SEG	Unweighted	Weighted
AB	36%	34%
C1	26%	31%
C2	16%	20%
DE	22%	15%
Base	504	504

Age	Unweighted	Weighted
17-24 years	10%	9%
25-34 years	14%	14%
35-44 years	17%	17%
45-54 years	17%	21%
55-64 years	21%	18%
65+	20%	21%
Base	504	504

Urban / rural	Unweighted	Weighted
Rest of Scotland	67%	72%
Accessible rural	8%	16%
Remote rural	3%	6%
Not classified	22%	6%
Base	504	504

Region	Unweighted	Weighted
West	36%	42%
South/East	34%	32%
North	29%	26%
Base	504	504

Appendix I

Survey sample sizes



Young Drivers Boost	
February 2014	152
February 2015	143
February 2016	143
March 2017	146
February 2018	157
November 2019 (17 – 29 yrs)	151
August 2020 (17 – 29 yrs)	161

Base sizes for each wave featured throughout report are detailed here unless otherwise specified

Main Omnibus survey		
Month	Fieldwork dates	Sample size
February 2011	23 February – 3 March	603
September 2011	21 – 29 September	583
February 2012	29 February – 18 March	608
August 2012	22 – 30 August	550
February 2013	20 – 28 February	568
July 2013	24 – 30 July	556
February 2014	26 February – 9 March	606
July 2014	23 July – 7 August	560
February 2015	25 February – 24 March	468
July 2015	5 – 18 August 2015	534
February 2016	24 February – 15 March 2016	536
July 2016	20 July – 10 August 2016	582
March 2017	8 – 24 March 2017	600
August 2017	4 – 28 August 2017	525
February 2018	21 February – 13 March 2018	561
August 2018	3 – 25 August 2018	589
November 2019	1 st Nov 2019 – 11 th Jan 2020	519
August 2020	4 th – 15 th August 2020	504

Appendix I



Demographic profile of drivers in sample

		Feb '14 Un-Wtd (606) %	Feb '14 Wtd (582) %	July '14 Un-wtd (560) %	July '14 Wtd (570) %	Feb '15 Un-wtd (468) %	Feb '15 Wtd (516) %	July '15 Un-wtd (534) %	July '15 Wtd (552) %	Feb '16 Un-wtd (536) %	Feb '16 Wtd (538) %	July '16 Un-wtd (582) %	July '16 Wtd (592) %
GEN- DER	Male	52	55	51	54	59	57	54	55	53	54	57	55
	Female	48	45	49	47	41	43	46	45	47	46	43	45
AGE	16-34	19	21	17	21	20	25	19	23	18	22	16	20
	35-44	12	22	17	20	14	19	16	18	12	19	14	17
	45-54	19	22	19	21	18	20	21	21	17	22	19	23
	55-64	21	17	20	19	20	17	15	18	20	18	21	18
	65+	29	18	27	20	28	19	29	19	33	19	30	21
SEG	ABC1	57	61	56	60	52	61	58	62	60	60	55	65
	C2DE	43	39	44	40	48	39	42	39	40	40	45	35
AREA	West	35	41	38	36	32	37	37	39	37	35	37	38
	East / South	35	34	38	39	42	39	35	34	44	40	43	37
	North	30	25	24	25	26	24	28	27	19	24	20	25

NB: Weighting applied to overall sample to match general population of Scotland. Then, results were filtered among drivers, hence slight difference in weighted profile at each wave

Appendix I

Demographic profile of drivers in sample



		Mar '17 Un-wtd (600) %	Mar '17 Wtd (600) %	Aug '17 Un-wtd (525) %	Aug '17 Wtd (556) %	Feb '18 Un-wtd (561) %	Feb '18 Wtd (591) %	Aug '18 Un-wtd (589) %	Aug '18 Wtd (601) %	Nov '19 Un-wtd (519) %	Nov '19 Wtd (519) %	Aug '20 Un-wtd (504) %	Aug '20 Wtd (504) %
GEN- DER	Male	52	55	54	53	56	54	55	55	51	54	59	54
	Female	48	45	46	47	44	46	45	45	49	46	41	46
AGE	16-34 (17-34 from Nov '19)	20	20	19	23	20	22	23	25	24	23	25	23
	35-44	16	18	11	17	14	18	15	19	18	17	17	17
	45-54	19	22	20	23	13	20	16	21	21	21	17	21
	55-64	21	18	17	16	17	17	18	17	17	18	21	18
	65+	25	21	32	21	36	23	28	18	19	21	20	21
SEG	ABC1	58	64	55	64	55	64	61	66	61	65	62	65
	C2DE	43	35	45	37	45	36	39	34	39	35	38	35
REGION	West	39	38	40	41	38	42	36	41	37	42	36	42
	East / South	30	37	30	31	34	30	30	30	36	32	34	32
	North	31	25	30	28	28	28	33	29	27	26	29	26

NB: For 2016 – 2018 - Weighting applied to overall sample to match general population of Scotland. Then, results were filtered among drivers, hence slight difference in weighted profile at each wave. 2019 and 2020 samples only included drivers, weighting applied to total sample.

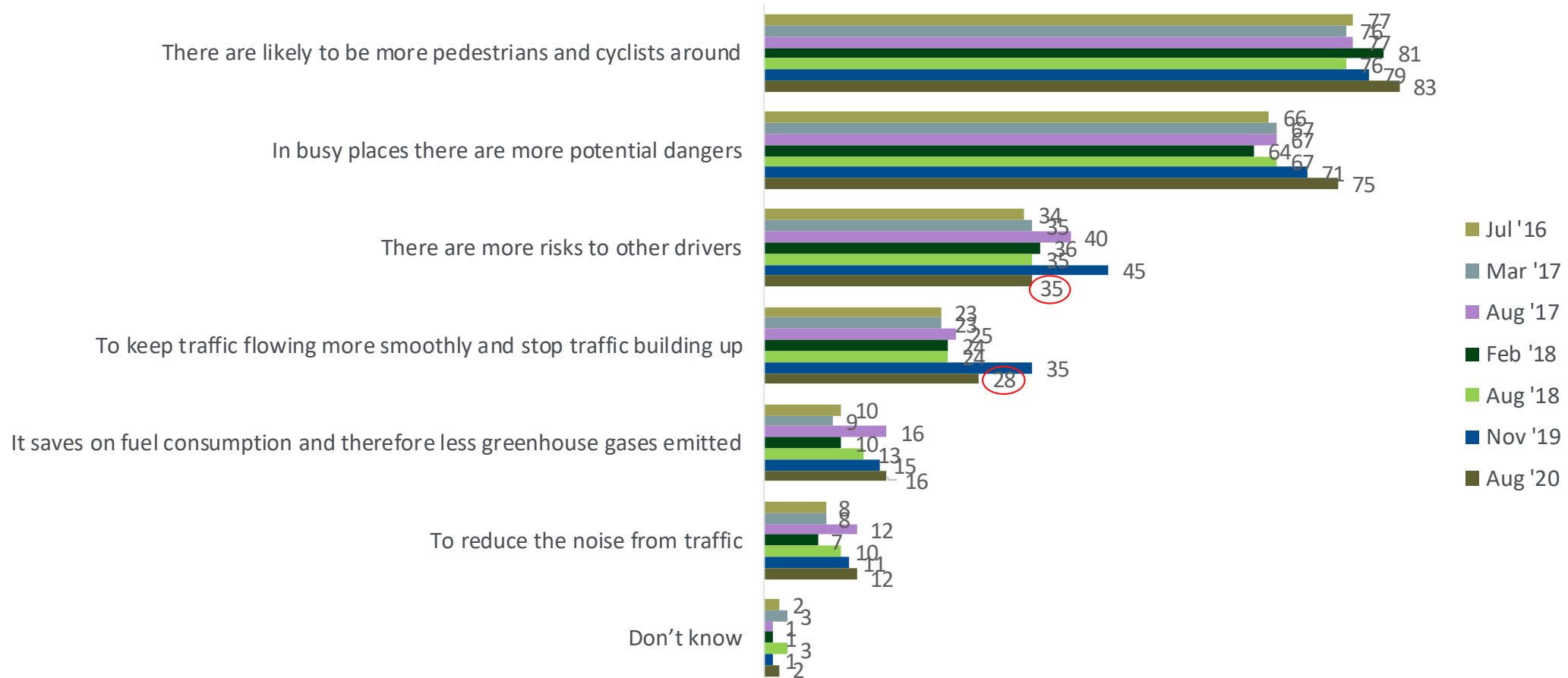
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Appendix II – additional data



The main reasons given for speed limits being lower in cities and towns were there are likely to be more pedestrians/cyclists and there are more potential dangers – consistent with previous waves. W19 saw a continuation of increasing trend in the proportion selecting these reasons. Following a spike in W18, the proportions selecting ‘more risks to other drivers’ and ‘to keep traffic flowing smoothly’ have dropped back to previous levels.

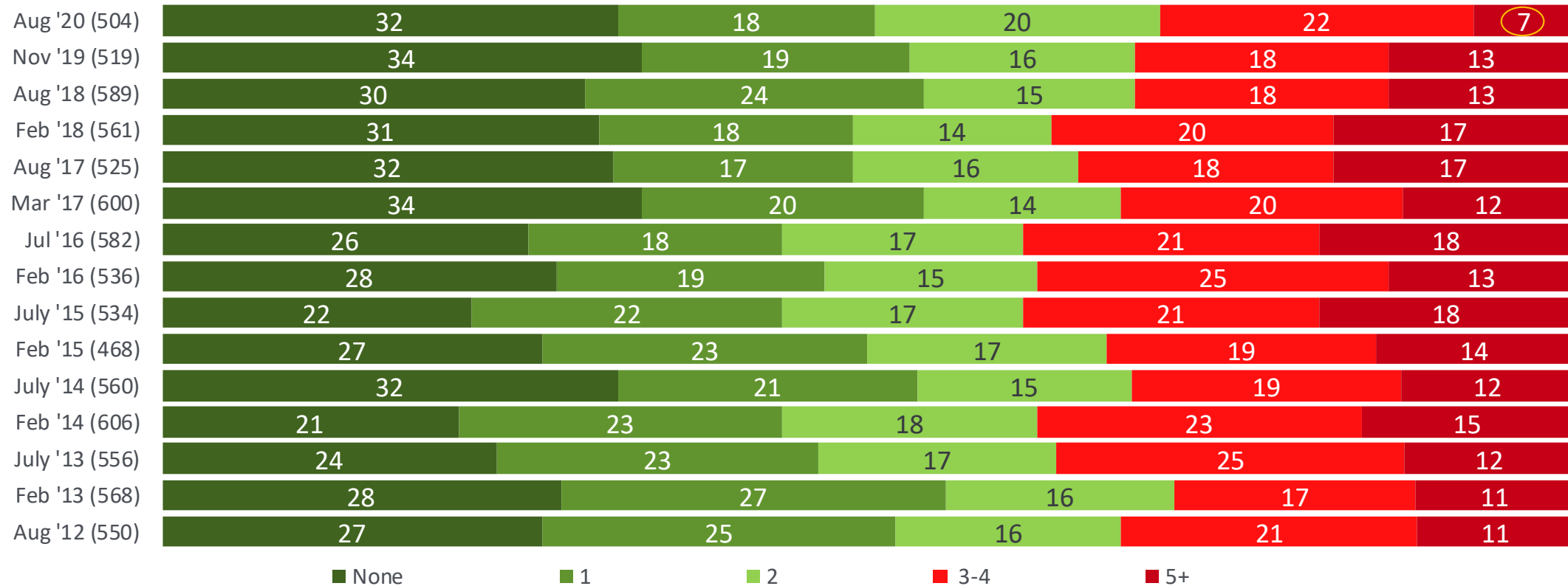
Why are speed limits generally lower in cities and towns?





W19 findings for the number of risk behaviours are consistent with recent waves – around one third of drivers reported that they did not do any in the last 12 months. Approximately one fifth reported 1, 2 or 3-4 risk behaviours. A small minority (7%) reported 5 or more – which is lower than any other wave.

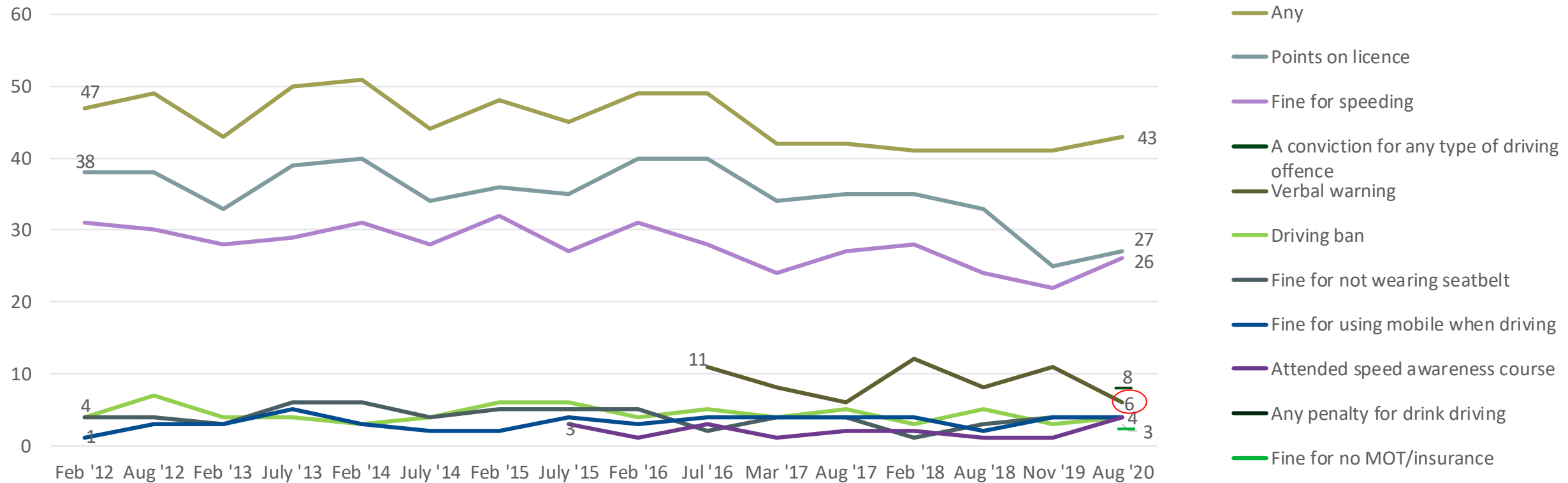
% carrying out none to five or more at risk behaviours





The overall proportion who have had any driving penalty is consistent with previous waves – just over two in five drivers. Individual penalties are broadly consistent with W18, however, there has been a decrease in those citing a verbal warning.

Penalties ever had for driving (%)



Technical appendix



Quantitative: method and data processing

- The data was collected by an online survey using sample from the Dynata panel.
- The target groups for this research study were a representative sample of drivers in Scotland and a boost sample of young drivers aged 17 to 29 years.
- The target sample size for the main sample was 500 per wave and the final achieved sample size was 504 interviews. The target sample size for the boost sample was 150 and the final sample size was 163.
- Fieldwork was undertaken between 4th and 15th August 2020.
- Respondents to online surveys are self-selecting. This means that we cannot provide statistically precise margins of error or significance testing as the sampling type is non-probability. The margins of error outlined below should therefore be treated as indicative, based on an equivalent probability sample. The overall sample size of 504 provides a dataset with an approximate margin of error of between $\pm 0.87\%$ and $\pm 4.37\%$, calculated at the 95% confidence level (market research industry standard). The margin of error on the boost sample of 163 respondents is between $\pm 1.53\%$ and $\pm 7.68\%$.
- The criteria used in sample selection were that panellists were drivers living in Scotland.
- Respondents to self-completion studies are self-selecting and complete the survey without the assistance of a trained interviewer. This means that Progressive cannot strictly control sampling and in some cases, this can lead to findings skewed towards the views of those motivated to respond to the survey.
- Our data processing department undertakes a number of quality checks on the data to ensure its validity and integrity. For online surveys these checks include:
 - Responses are checked for duplicates where unidentified responses have been permitted.
 - All responses are checked for completeness and sense.
 - A computer edit of the data carried out prior to analysis involves both range and inter-field checks. Any further inconsistencies identified at this stage are investigated by reference back to the raw data on the questionnaire.
 - Where 'other' type questions are used, the responses to these are checked against the parent question for possible up-coding.
 - Responses to open-ended questions will normally be spell and sense checked. Where required these responses may be grouped using a code-frame which can be used in analysis.
- A SNAP programme set up with the aim of providing the client with useable and comprehensive data. Cross-breaks are discussed with the client in order to ensure that all information needs are met.
- All research projects undertaken by Progressive comply fully with the requirements of ISO 20252.