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Kintra Pairts Fordèrin

Public Perceptions on Car Emissions

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Technical notes

Statistical significance

Any statements in this report regarding differences between groups such as males and females, urban and rural respondents etc. are statistically significant at the 5% significance level. This significance level is the criteria for judging whether differences between groups might have arisen by chance. The most common criteria is the 5% level i.e. the probability being one in twenty that a difference might have arisen by chance.

The following symbols are used in the accompany results figures and tables.

Figure less than 0.5% - cell is '0'

Percentages may not add to 100% due to multiple responses.

This report has been prepared by the Central Statistics and Research Branch (CSRB), Department for Regional Development.

In keeping with government policy, no hard copies of this report have been published, but are available on request. Requests or enquiries concerning this publication should be directed to.

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Introduction

The Department for Regional Development (DRD) has a commitment under the Sustainable Development Strategy to examine the issues facing Northern Ireland in tackling green house gas emissions from the transport sector. An area identified for study was behavioural attitudes to transport. DRD used the Northern Ireland Omnibus Survey January 2009 to gauge public opinion on car/van emissions. Questions assessed the potential for behavioural change to reduce car/van emissions and the reason that influenced this change. The level of support for a range of transport policies/actions to reduce car/van emissions was also asked. A copy of the questionnaire and the individual question result tables are present in Appendix A and B, respectively.

Background to the January 2009 Omnibus Survey

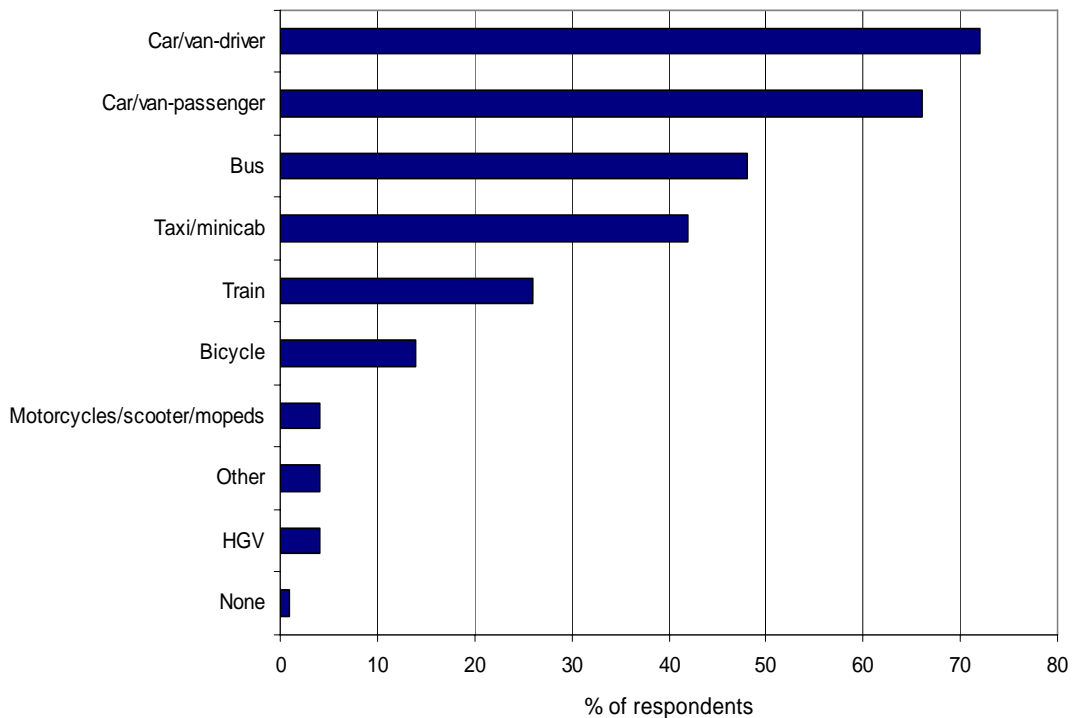
The Northern Ireland Omnibus Survey is conducted several times each year by the Central Survey Unit of the Northern Ireland Statistics and Research Agency (NISRA) and is designed to provide a snapshot of the behaviour, lifestyle and views of a representative sample of people aged 16 and over in Northern Ireland. The survey comprises two distinct parts: core questions about the respondents and their individual circumstances, and a variety of questions commissioned by clients, which seek information on a range of issues.

The sample for this survey consisted of a systematic random sample of addresses selected from the Land and Property Service list of private addresses. This is the most up-to-date listing of private households in Northern Ireland and is available to NISRA for research purposes. A total of 2,200 addresses were selected for interview. At each address, one person aged 16 or over was selected to participate in the survey. From an eligible sample of 1,922 households, 1,126 interviews were achieved, giving a response rate of 59%. Interviews were conducted between 19 January and 21 February 2009.

1. Method of travel

1.1. To provide context, respondents were asked what methods of travel they had used in the last 12 months. Travelling by car or van was the most popular method, with the majority of respondents having travelled in a car or van as driver (72%), or as a passenger (66%). In total, 94% of the respondents had used a car or van as either a driver or passenger. Bus and taxi were the next most popular means of transportation, with just under half the respondents having used a bus (48%) or taxi (42%) in the last year.

Figure 1. Methods of travel by respondents in the last 12 months



Percentages may add to more than 100% due to multiple responses

1.2. Male respondents were more likely than females to drive a car or van (78%), with female respondents more inclined than males to be a passenger (71%), although female respondents (53%) were more likely to use the bus than male respondents (43%). More Catholic (50%) than Protestant (35%) respondents were likely to use taxis, although Protestant respondents (29%) were more likely to use trains than Catholic respondents (20%).

- 1.3. Respondents with disabilities were less likely than respondents without disabilities to use most methods of transport. Surveyed respondents living in Belfast were more inclined than respondents living in the East or West of Northern Ireland to use buses (69%) and taxis (64%) than drive their car (57%). In contrast, respondents living in rural areas were more likely to drive their car (84%) than those living in urban areas (65%). More urban than rural respondents were likely to use a bus (55% and 34%, respectively) or train (30% and 19%, respectively).

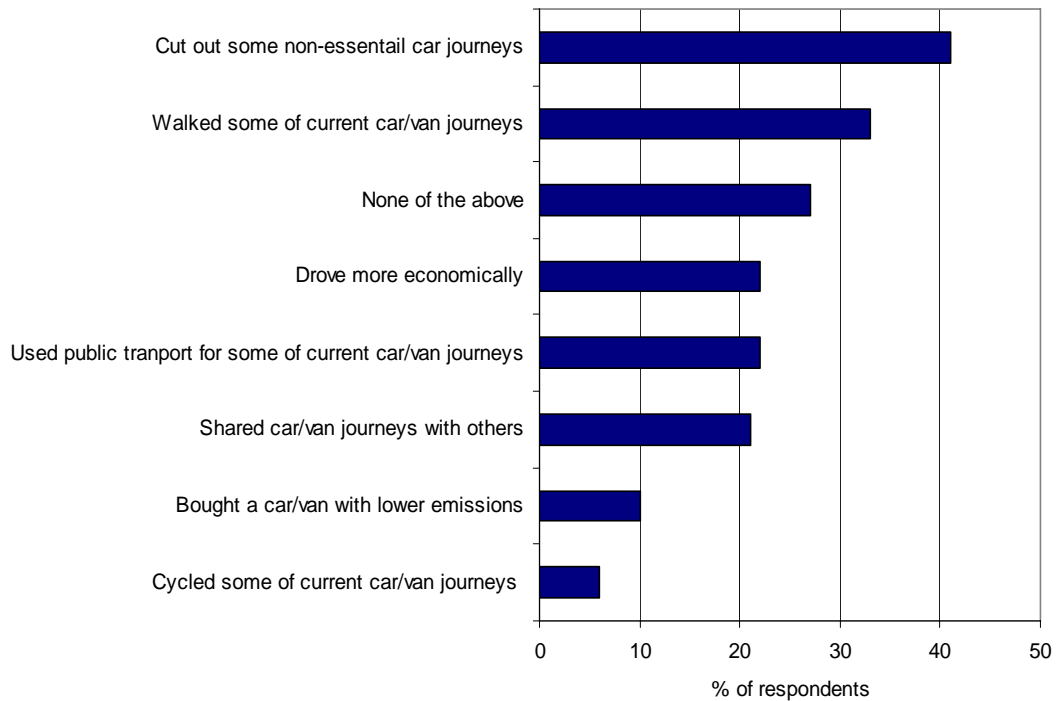
2. Potential for behavioural change

- 2.1. Respondents were asked which of two statements regarding individual responsibility to limit car use for the sake of the environment best reflected their viewpoint. The greater proportion of respondents (54%) believed that individuals should try to limit their car use, with most of the remaining respondents (45%) believing there was no point, as not enough individuals would participate in order for it to make a difference.

More Catholic (60%) than Protestant respondents (48%) were likely to state that individuals should try to limit their car use. Respondents with degree level, or higher qualifications, were also more likely to agree with this statement (72%) than respondents with no qualifications (45%).

- 2.2. Only respondents who had access to a car/van were asked the following questions in Sections 2 and 3 of this publication. Respondents were asked what measures they had taken to reduce their car emissions in the last 12 months. The most popular response was cutting out some non-essential car journeys (41%), with walking some of the short car/van journeys currently made by respondents the second most popular response (33%). Respondents equally favoured using public transport for some of the short car/van journeys currently made by respondents or driving more economically (22%). Just over a quarter of surveyed respondents (27%) had taken no measures to reduce their car emissions in the last 12 months.

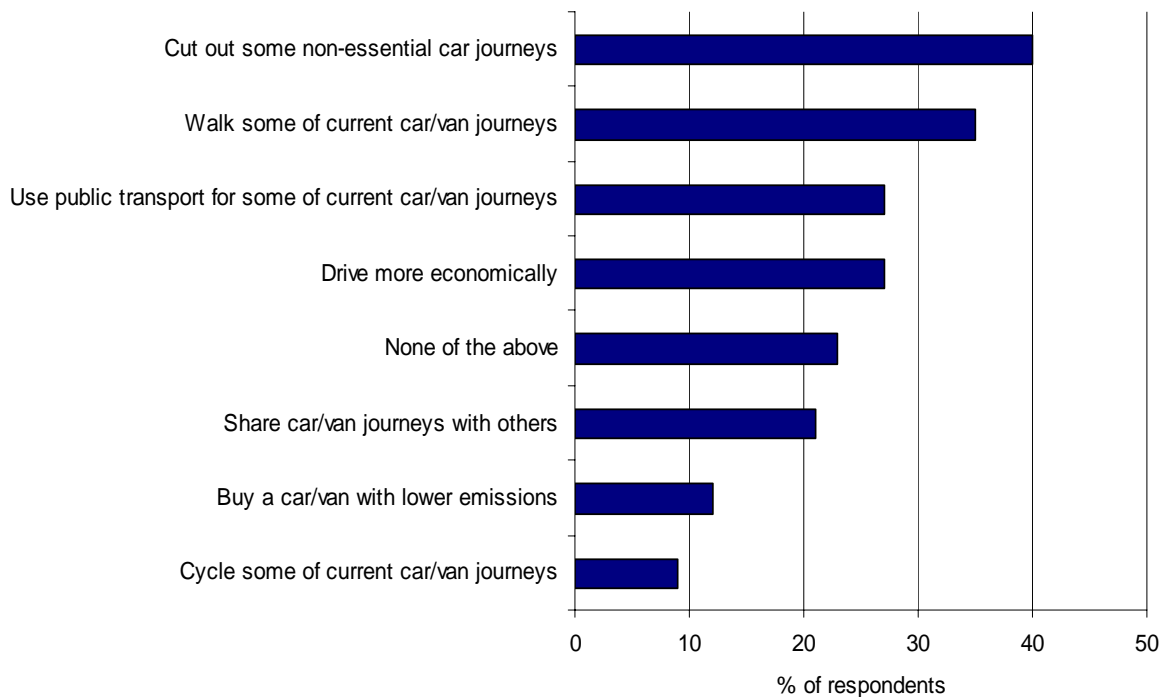
Figure 2. Measures taken by respondents who had access to a car or van to reduce their car emissions in the last 12 months



2.3. Nearly three in ten (29%) male respondents compared to 16% of females said they drove more economically in the last 12 months. Respondents with disabilities (35%) were more likely to have taken no measures to reduce their car emissions than respondents with no disabilities (26%). More urban than rural respondents were likely to have walked (39% and 21% respectively) or taken public transport (26% and 15% respectively) to reduce their car emissions.

2.4. Respondents were asked what measures they would be prepared to take to reduce car emissions in the next 12 months. Four out of ten (40%) respondents said they would be prepared to cut out non-essential car journeys, with just over one in ten (12%) prepared to buy a car or van with lower emissions. More female (38%) than male (31%) respondents said they were likely to walk short journeys, with more surveyed males (15%) than females (10%) saying they would be prepared to buy a car with lower emissions.

Figure 3. Measures that respondents are prepared to take to reduce their car emissions in the next 12 months

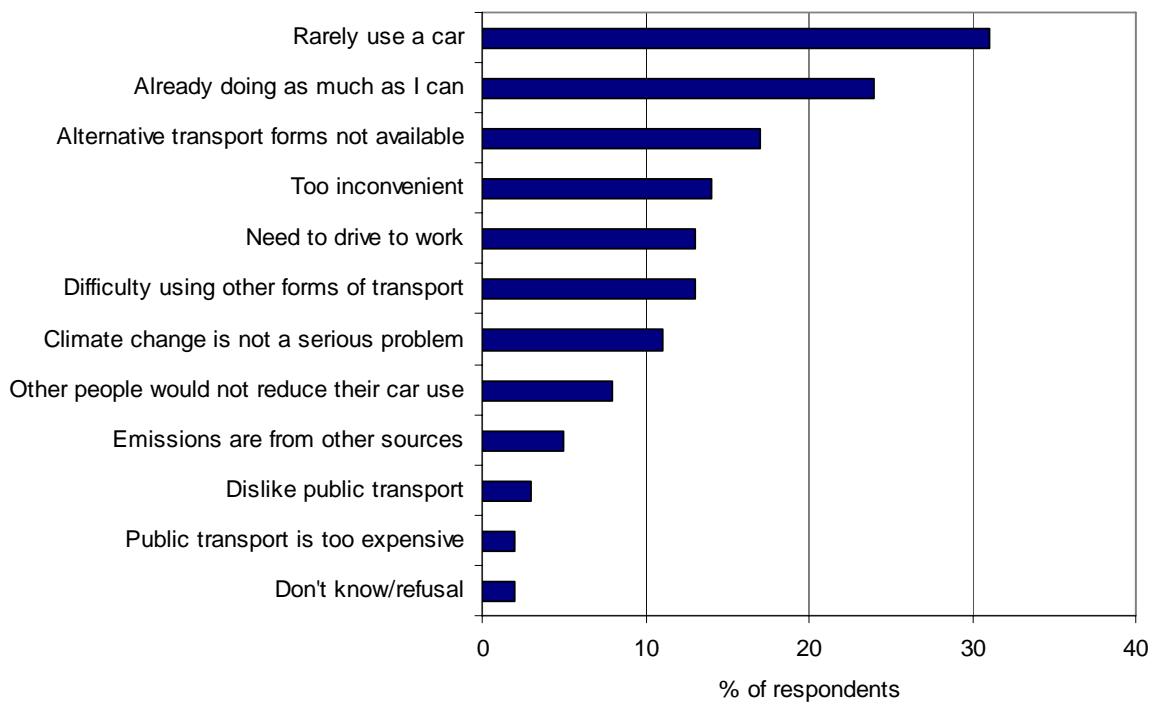


Percentages may add to more than 100% due to multiple responses

3. Reasons for increasing/decreasing car/van emissions

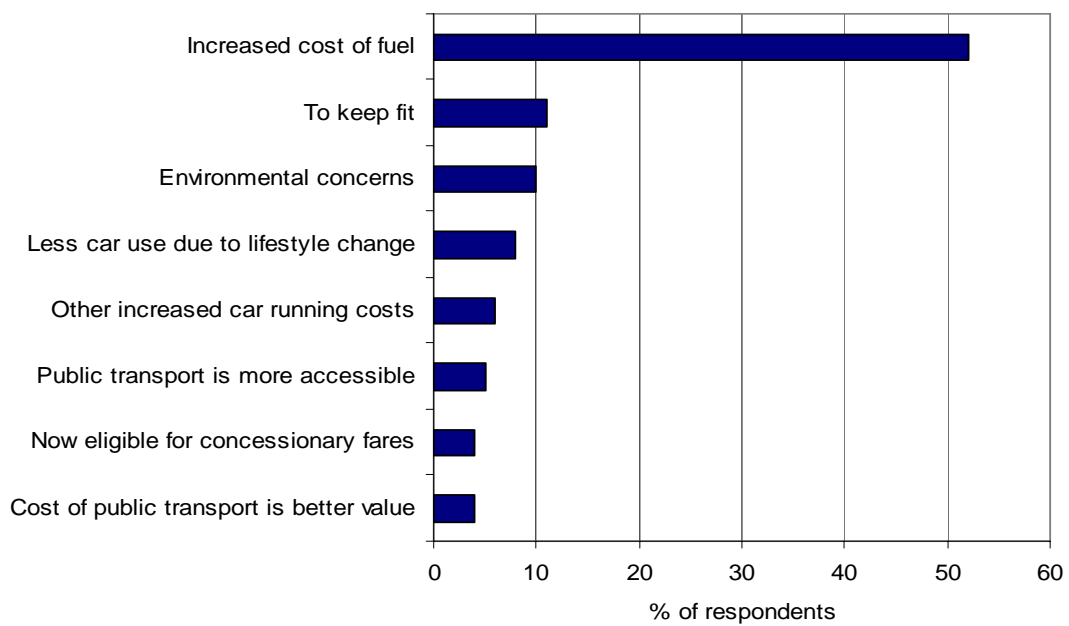
3.1. Respondents who had stated that they were not prepared to take measures to reduce their car emissions were asked why. Just over three in ten respondents (31%) said they rarely use a car, with 24% of respondents saying they were already doing as much as possible. The difficulty in using other transport forms and lack of alternative transport forms were cited by 13% and 17% of the respondents, respectively. Just over one in ten responded that they need to drive to work (13%) or that it would be too inconvenient (14%).

Figure 4. Main reason why individuals who had access to a car or van are unlikely to reduce their car emissions



3.2. Respondents who had stated that they were prepared to take measures to reduce their car emissions were asked to rank their main reasons for doing so. Just over half the respondents (52%) said their main reason was the increased cost of fuel. Environmental concern was the main reason for one in ten (10%), with 11% of respondents wanting to improve fitness as their reason.

Figure 5. Main reason why individuals who had access to a car or van are likely to reduce their car emissions

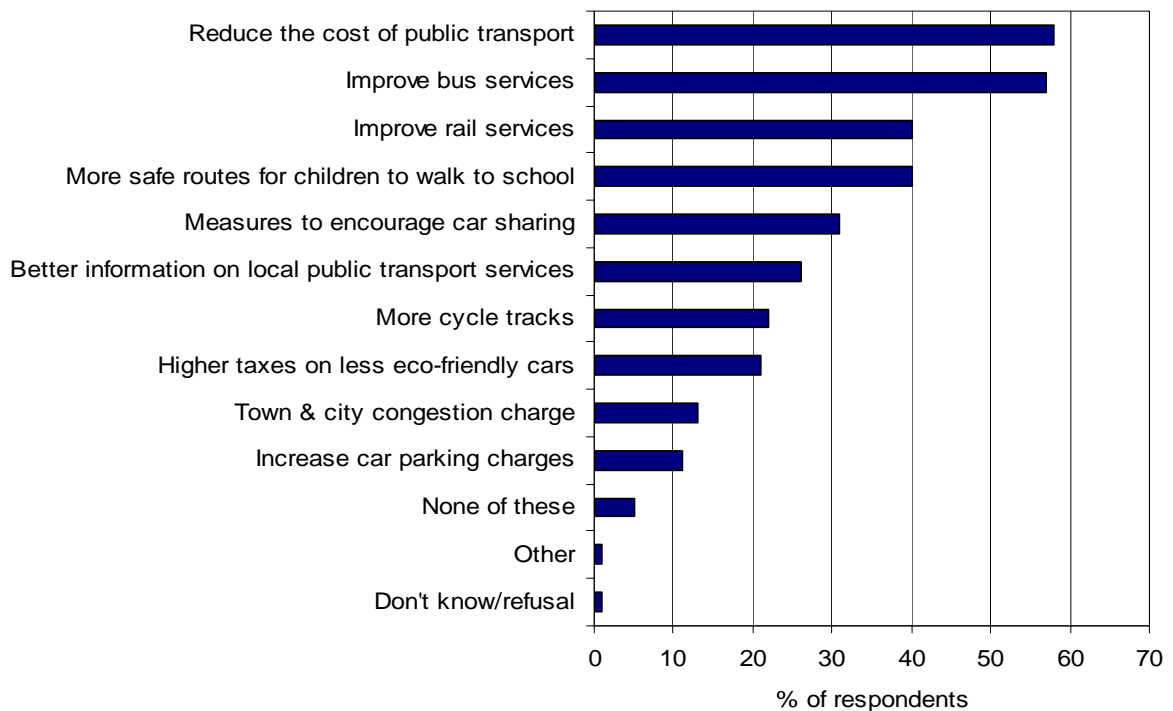


Percentages may add to more than 100% due to multiple responses

4. Policies to reduce transport emissions

4.1. All respondents were asked what local actions or policies taken by the government would encourage people to reduce their car emissions. The dominant responses included reducing the cost of public transport (58%) and spending more on bus (57%) or rail (40%) services. Four in ten respondents (40%) were in favour of more safe routes for children to walk to school, with this action more favoured by female (43%) than male (37%) respondents.

Figure 6. Government actions and policies which would encourage people to reduce their car emissions



Percentages may add to more than 100% due to multiple responses

Car / Van Emissions Questionnaire

Ask all

Q1

Which methods of travel have you used in the last 12 months? Only include travel in Northern Ireland.

CODE ALL THAT APPLY

SHOWCARD A

1. Car/van – as driver
2. Car/van – as a passenger
3. Motorcycle/moped/scooter
4. Taxi/minicab
5. Bicycle
6. Bus (including coach/private bus)
7. Train
8. HGV
9. Other vehicles
10. Not been out in the last 12 months (Spontaneous only)

Ask all

Q2

Which of the following statements comes closest to your own views? Is it...

1. Individuals should try to limit their car use for the sake of the environment.
2. or, there is no point in individuals trying to limit their car use because not enough people will do it to make a difference?

If Q1 = 'Car/van – as driver' or Q1 = 'Car/van – as a passenger'

Q3

You have said that you use a [car or van as a driver/passenger] (insert from Q1), what measures have you taken to reduce your car emissions in the last 12 months?

CODE ALL THAT APPLY

SHOWCARD B

1. Cut out some non-essential car journeys
2. Shared car/van journeys with others to reduce total journeys made
3. Walked some of the short car/van journeys you currently make
4. Cycled some of the short car/van journeys you currently make
5. Used public transport for some of the short car/van journeys you currently make
6. Bought a car/van with lower emissions
7. Drove more economically – smarter driving or eco-driving
8. None of the above

If Q1 = 'Car/van – as driver' or Q1 = 'Car/van – as a passenger'

Q4

What [other (insert other if Q3=1-7)] measures would you be prepared to take to reduce your car emissions in the next 12 months?

CODE ALL THAT APPLY

SHOWCARD C

1. Cut out some non-essential car journeys
2. Share car/van journeys with others to reduce total journeys made
3. Walk some of the short car/van journeys you currently make
4. Cycle some of the short car/van journeys you currently make
5. Use public transport for some of the short car/van journeys you currently make
6. Buy a car/van with lower emissions
7. Drive more economically – smarter driving or eco-driving
8. None of the above

If Q4 = None of the above

Q5

Can I just check why you are unlikely to reduce your car emissions in the next 12 months?

CODE ALL THAT APPLY

SHOWCARD D

1. I rarely use a car
2. Too inconvenient
3. Need to drive for work
4. Alternative forms of transport not available
5. I would have difficulty using other forms of transport
6. I wouldn't like using public transport
7. Public transport is too expensive
8. No point as other people would not reduce their car use
9. No point as emissions are from other sources
10. I don't think climate change is a serious problem
11. Already doing as much as I can (spontaneous only)

If Q4 ~ = None of the above

Q6

Rank in order (1 being the most significant concern) the main reasons you are likely to reduce your car emissions in the next 12 months?

1. Cost of fuel has increased
2. Other running costs of car have increased
3. Cost of public transport is better value
4. Public transport is more accessible
5. Now eligible for concessionary fares
6. Don't need to use the car as much because of a change in lifestyle
7. To keep fit
8. Concerns about the environment

Ask all

Q7

What local actions or policies taken by government here would encourage people to reduce their car emissions?

CODE ALL THAT APPLY

SHOWCARD E

1. Spending more on improving bus services
2. Spending more on improving rail services
3. Reducing the cost of public transport
4. Charging motorists to enter more towns and cities (like the congestion charge in London)
5. Increasing car parking charges
6. Measures to encourage car sharing
7. More cycle tracks
8. More safe routes for children to walk to school
9. Better information on local public transport services
10. Higher taxes on less environmentally friendly cars
11. Other – (specify)

12. None of these (spontaneous only)
13. Don't know (spontaneous only)

Appendix B

Table B1. Which methods of travel have you used in the last 12 months?

Unit: % of respondents	
Travel Methods	
Car/van - as driver	72
Car/van - as a passenger	66
Motorcycle/moped/scooter	4
Taxi/minicab	42
Bicycle	14
Bus (including coach/private bus)	48
Train	26
HGV	4
Other vehicles	4
Not been out in the last 12 months (Spontaneous only)	1
Base number (All persons aged 16 and over)	1126

Percentages may add to more than 100% due to multiple responses

Table B2. Which of the following statements comes closest to your views?

Unit: % of respondents	
Viewpoint	
Individuals should try to limit their car use for the sake of the environment	54
There is no point in individuals trying to limit their car use because not enough people will do it to make a difference	45
Don't know/refusal	1
Base number (All persons aged 16 and over)	1126

Table B3. What measures have you taken to reduce your car emissions in the last 12 months?

Unit: % of respondents	
Measures	
Cut out some non-essential car journeys	41
Shared car/van journeys with others to reduce total journeys made	21
Walked some of the short car/van journeys you currently make	33
Cycled some of the short car/van journeys you currently make	6
Used public transport for some of the short car/van journeys you currently make	22
Bought a car/van with lower emissions	10
Drove more economically - smarter driving or eco-driving	22
None of the above	27
Don't know/refusal	0
Base number (All persons who have access to a car or a van)	1034

Table B4. What other measures would you be prepared to take to reduce car emissions in the next 12 months?

Unit: % of respondents

Measures	
Cut out some non-essential car journeys	40
Share car/van journeys with others to reduce total journeys made	21
Walk some of the short car/van journeys you currently make	35
Cycle some of the short car/van journeys you currently make	9
Use public transport for some of the short car/van journeys you currently make	27
Buy a car/van with lower emissions	12
Drive more economically - smarter driving or eco-driving	27
None of the above	23
<i>Base number (All persons who have access to a car or a van)</i>	1034

Table B5. Can I just check why you are unlikely to reduce your car emissions in the next 12 months?

Unit: % of respondents

Reasons	
I rarely use a car	31
Too inconvenient	14
Need to drive for work	13
Alternative forms of transport not available	17
I would have difficulty using other forms of transport	13
I wouldn't like using public transport	3
Public transport is too expensive	2
No point as other people would not reduce their car use	8
No point as emissions are from other sources	5
I don't think climate change is a serious problem	11
Already doing as much as I can (spontaneous only)	24
Don't know/refusal	2
<i>Base number (All persons who answered 'none of the above' to question B4)</i>	260

Table B6. Please rank in order from the showcard the main reasons you are likely to reduce your car emissions in the next 12 months.

Unit: % of respondents

Reasons	
Cost of fuel has increased	52
Other running costs of car have increased	6
Cost of public transport is better value	4
Public transport is more accessible	5
Now eligible for concessionary fares	4
Don't need to use the car as much because of a change in lifestyle	8
To keep fit	11
Concerns about the environment	10
Don't know/refusal	1
Base number (All persons who are prepared to reduce car emissions)	774

Table B7. What local actions or policies taken by government here do you think would encourage people to reduce their car emissions?

Unit: % of respondents

Action or policy	
Spending more on improving bus services	57
Spending more on improving rail services	40
Reducing the cost of public transport	58
Charging motorists to enter more towns and cities	13
Increasing car parking charges	11
Measures to encourage car sharing	31
More cycle tracks	22
More safe routes for children to walk to school	40
Better information on local public transport services	26
Higher taxes on less environmentally friendly cars	21
Other	1
None of these (spontaneous only)	5
Don't know/refusal	1
Base number (All persons aged 16 and over)	1126