



MPs, Future MPs and Public

Research: January – March 2015

Opinions on current transport issues



6th March 2015

EXECUTIVE SUMMARY

- While more than half of all British adults think that dealing with the condition of roads and pavements should be one of the top three transport priorities for the Government to deal with after the forthcoming general election, a slightly smaller proportion of MPs and Future MPs agree.
 - Instead, MPs and Future MPs are most likely to think that dealing with the costs of travelling by train should be one of the top transport priorities for the next Government, compared to two in five members of the public.
- Conservative MPs and Future MPs are more likely than their Labour counterparts to think that the cost of using a car should be a top three priority transport policy for the Government to deal with after the election.
 - On the other hand, Labour MPs and Future MPs are more likely than Conservatives to think that focusing on the frequency of local buses should be one of the main transport priorities for the Government to deal with after the elections in May.
 - As such, there is a relative lack of consensus on what the top transport priorities for the next Government should be, with only one policy being selected by a majority of both MPs and Future MPs (the cost of travelling by train).
- While almost all MPs and Future MPs have driven a car in the past month, only three in five members of the public can say the same.
 - MPs are most likely to have driven a car in the past month, whereas Future MPs are more likely to have used the train, or a car as a passenger.

METHODOLOGY

This report presents the findings of the January wave of the ComRes MPs Panel and Future MPs research, conducted on behalf of the RACF.

The report analyses the attitudes of these three groups towards perceived government transport policy priorities, as well as modes of transport used in the last month.

| | MPs Panel Survey | Future MPs Research | Public Research |
|------------------------|--|---|--|
| Sample Size | 150 MPs | 101 Future MPs (50 Incumbent MPs + 51 PPCs very likely to win their seats at the 2015 General Election) | 2,040 GB adults |
| Fieldwork Dates | 28 th January – 3 rd March | 28 th January – 3 rd March | 30 th January – 2 nd February 2015 |
| Method | Online and self-completion postal questionnaire | Online and self-completion postal questionnaire | Online |
| Weighting | By party and region to be representative of the House of Commons | By party to a seat calculation in the House of Commons, based on the 3 month average of ComRes voting intention polls | Representative of all adults in Great Britain aged 18+ |

Findings marked with an asterisk (*) are where the number of people in a group mentioned is low, for example the small sample size among Liberal Democrats, based on their number of seats. These results should be treated as indicative, rather than wholly representative.

With a sample size of 150 MPs, the margin of error for results at a 95% confidence level is 7.02%. Differences of less than this should be treated as indicative rather definitive.

With a sample size of 101 Future MPs, the margin of error for results at a 95% confidence level is 9.02%. Differences of less than this should be treated as indicative rather than definitive.

Guidelines for the Public Use of Survey Results

ComRes is a member of the British Polling Council and abides by its rules (www.britishpollingcouncil.org). This commits us to the highest standards of transparency.



The BPC's rules state that all data and research findings made on the basis of surveys conducted by member organisations that enter the public domain must include reference to the following:

- The company conducting the research (ComRes)
- The client commissioning the survey
- Dates of interviewing
- Method of obtaining the interviews (e.g. in-person, post, telephone, internet)
- The universe effectively represented (all adults, voters etc.)
- The percentages upon which conclusions are based
- Size of the sample and geographic coverage.

Published references (such as a press release) should also show a web address where full data tables may be viewed, and they should also show the complete wording of questions upon which any data that has entered the public domain are based.

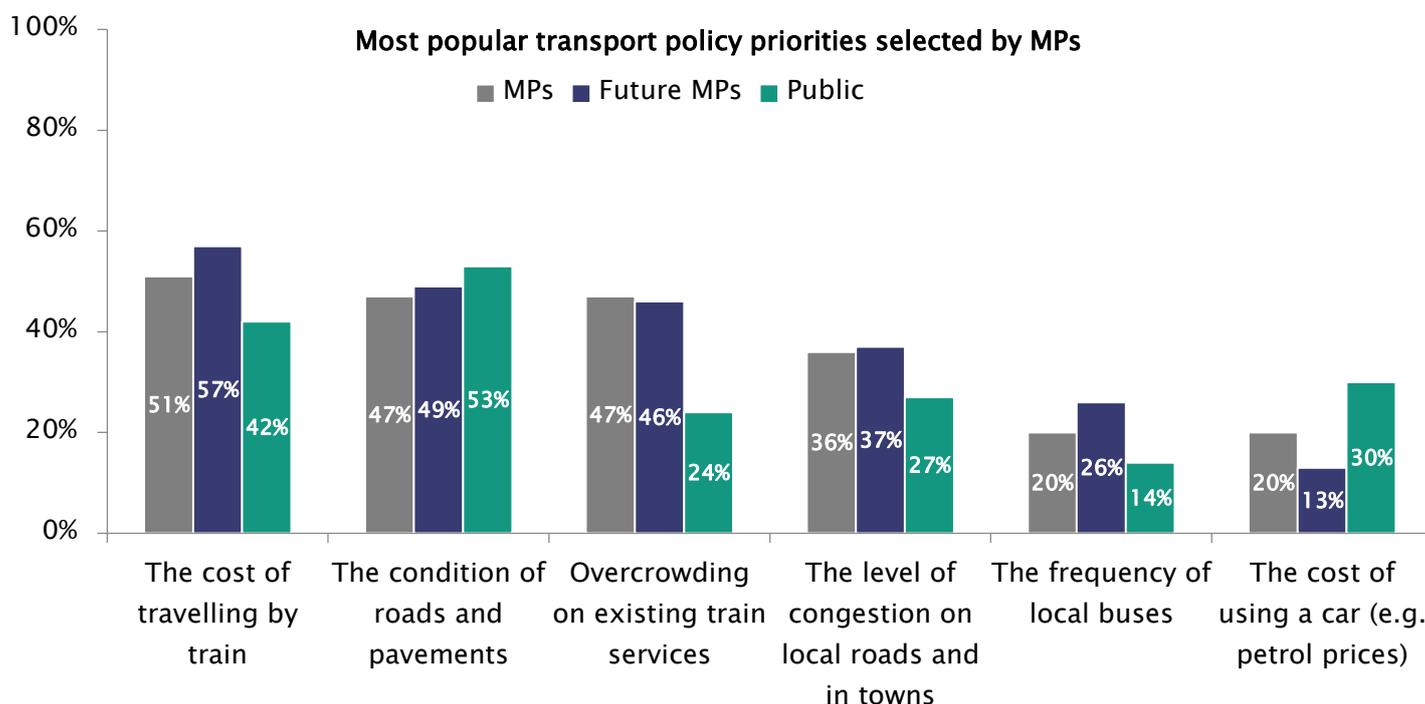
All press releases or other publications must be checked with ComRes before use. ComRes requires 48 hours to check a press release unless otherwise agreed.

FINDINGS IN DETAIL

Views on Government transport priorities

- While more than half of all British adults think that dealing with the condition of roads and pavements should be one of the top three transport priorities for the Government to deal with after the forthcoming general election (53%), a slightly smaller proportion of MPs and Future MPs agree (47% and 49% respectively).
- Instead, MPs and Future MPs think that dealing with the costs of travelling by train should be one of the top transport priorities for the next Government (51% and 57%), compared to two in five members of the public (42%).

Q1. This list shows a selection of the issues associated with transport. Which two or three do you think should be the highest priority for the Government to deal with after the forthcoming general election?



Base: All MPs (n=150), All Future MPs (n=101), All GB adults (n=2,040)

- Although overcrowding (47%) and the costs (51%) of travelling by train are a bigger issue for MPs than the public (24% and 42% respectively), the public are more concerned about the costs of using a car:

- Three in ten adults (30%) think that dealing with the costs of using a car (e.g. petrol prices) should be a top three transport policy priority for the Government to deal with after the forthcoming election, only a fifth of MPs (20%) feel similarly. An even smaller proportion of Future MPs (13%) select this option.
- However, congestion is a bigger issue for MPs and Future MPs than members of the public. Just over a third of MPs (36%) and Future MPs (37%) think the level of congestion on local roads and in towns should be a top three transport priority for the Government to deal with after the forthcoming general election, compared to around a quarter (27%) of the public.
- Dealing with the damage to the environment caused by transport of all types is thought of as a top three transport priority for the Government to deal with after the election by around 11% of MPs and 7% of Future MPs, the lowest placed priority of all the options available. Just under a fifth of the public (17%) select this as a top three transport priority for the next Government.

Q1. This list shows a selection of the issues associated with transport. Which two or three do you think should be the highest priority for the Government to deal with after the forthcoming general election?

| Statement | % MPs selecting | % Future MPs selecting | % public selecting |
|--|-----------------|------------------------|--------------------|
| The cost of travelling by train | 51% | 57% | 42% |
| The condition of roads and pavements | 47% | 49% | 53% |
| Overcrowding on existing train services | 47% | 46% | 24% |
| The level of congestion on local roads and in towns | 36% | 37% | 27% |
| The frequency of local buses | 20% | 26% | 14% |

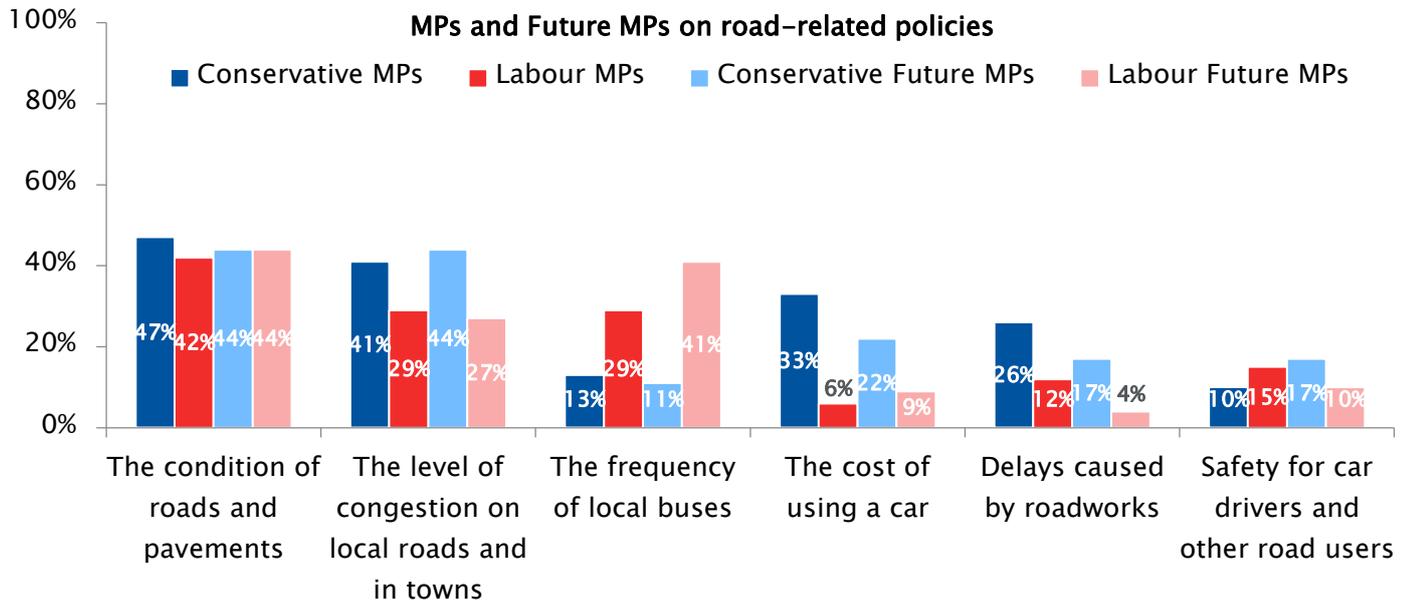
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|---|-----|-----|-----|
| The cost of using a car (e.g. petrol prices) | 20% | 13% | 30% |
| Delays caused by roadworks | 18% | 9% | 17% |
| Planning and building a new high speed rail line connecting London and Birmingham and eventually Scotland | 17% | 16% | 6% |
| Safety for car drivers and other road users | 14% | 17% | 18% |
| The damage caused to the environment caused by transport of all types | 11% | 7% | 17% |
| Other | 6% | 6% | 1% |
| None of these | – | – | 2% |
| Don't know | – | – | 4% |

Base: All MPs (n=150), All Future MPs (n=101), All GB adults (n=2,040)

Focus on road users' – by party

- Conservative MPs and Future MPs (33% and 22% respectively) are far more likely than their Labour counterparts (6% and 9%) to think that the cost of using a car should be a top three priority transport policy for the Government to deal with after the election.
- On the other hand, Labour MPs and Future MPs (29% and 41%) are more likely than Conservatives (13% and 11% respectively) to think that focusing on the frequency of local buses should be one of the main transport priorities for the Government to deal with after the elections in May.

Q1. This list shows a selection of the issues associated with transport. Which two or three do you think should be the highest priority for the Government to deal with after the forthcoming general election?



Base: Conservative MPs (n=49), Labour MPs (n=84), Conservative Future MPs (n=18), Labour Future MPs (n=70)

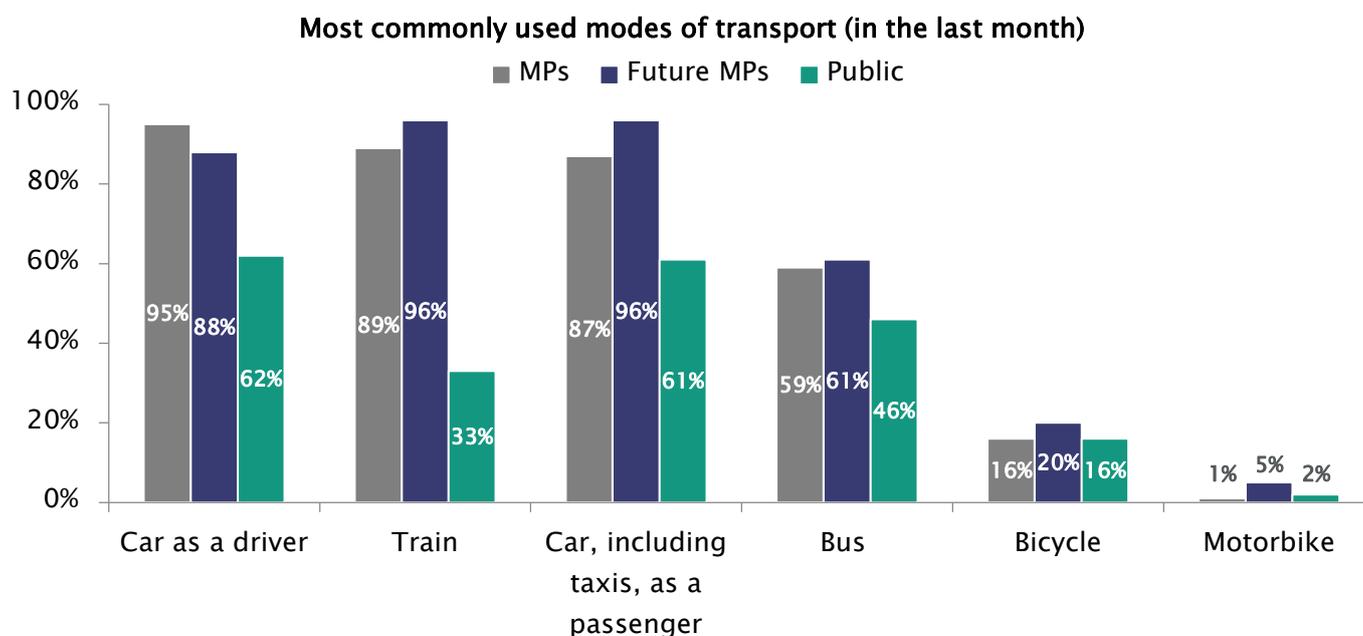
- While dealing with the condition of roads and pavements is viewed as a top three government transport priority post-election by both Conservatives and Labour MPs evenly (47% and 42% respectively), the parties differ on issues of congestion.
 - Just over two in five Conservative MPs and Future MPs (41% and 44%) think dealing with the level of congestion on local roads and in towns should be a top three government transport priority post-election, compared to less than three in ten Labour MPs (29%) and Future MPs (27%).
- Labour MPs and Future MPs (60% and 64%) are more likely than the Conservatives (40% and 50%) to think that dealing with the cost of travelling by train should be a top three transport policy priority for the Government to deal with post-May.
- Labour MPs and Future MPs (14% and 11%) are more likely than Conservative MPs and Future MPs (5% and 0%) to think that after the elections, the next Government should deal with the damage to the environment caused by transport of all types as a top three transport policy priority.

MPs and Future MPs use of transport

- While almost all MPs and Future MPs (95% and 88%) have driven a car in the past month, only three in five members of the public (62%) can say the same.

- MPs are most likely to have driven a car in the past month (95%), whereas Future MPs are more likely to have used the train or a car as a passenger (96%).

Q2. Which, if any, of these modes of transport have you used in the last month?



Base: Base: All MPs (n=150), All Future MPs (n=101), All GB adults (n=2,040)

- MPs (89%) and Future MPs (96%) are particularly more likely to have used a train in the last month compared to the British public (33%).
- All Conservative MPs surveyed have used a car as a driver in the past month (100%), compared to less than nine in ten Labour MPs (88%), who prefer to travel by train (96%).

Conclusions and recommendations

- A consistent proportion of MPs, Future MPs and the public think that the Government should improve the condition of roads and pavements as a transport policy priority after the election in May.
 - However, the public are more likely than MPs and Future MPs to say that the cost of using a car should be a main transport policy priority for the next Government.



- With rail-related issues more on the agenda for MPs and Future MPs than for the public, RACF needs to use these findings to enhance awareness among politicians of what the public think the key priorities for transport are.
 - In particular, Conservative MPs and Future MPs are more likely than their Labour counterparts to think that dealing with the cost of using a car (for example petrol prices) should be a top three transport priority for the next Government. They are also more concerned about levels of congestion on local roads and in towns.

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