

# Public experiences of and attitudes towards air travel

## 1. Introduction

1.1 This report summarises people's experiences of and attitudes towards air travel. The report is based on a module of questions included in the Office for National Statistics' Omnibus Survey in February 2010. The questions were commissioned and designed by the Department for Transport (DfT).

1.2 This report covers the following issues:

- the frequency of air travel and anticipated changes to levels of air travel in the future;
- how people travel to airports;
- how air passengers rate their experiences at airports;
- public attitudes towards air travel, particularly in relation to airport expansion and the environmental consequences of air travel; and
- willingness to pay more for air travel to reflect environmental damage.

1.3 The statistics in this report relate to adults aged 16 and over living in private households in Great Britain. Where sample sizes are sufficient, differences by factors such as sex, age and income have been examined. Detailed results tables are available in Annex A – Tables A.1 to A.31.

1.4 A similar module of questions was included in the May 2006 and May 2008 Omnibus Surveys so some comparisons can be made over time.

## Survey design details

The **Office for National Statistics' Omnibus Survey** is a random probability survey of adults aged 16 and over living in private households in Great Britain. The February 2010 Omnibus Survey interviewed 1,005 adults face-to-face in their own homes during the month of February. The response rate was 55%. The questions asked can be found at Annex B.

The May 2008 Omnibus Survey interviewed 1,047 adults and the response rate was 57%. In May 2006, 1,298 adults were interviewed and the response rate was 71%.

The results presented in this report are weighted. The weighting ensures distribution across regions and age-sex groups match the Great Britain population. The survey results are subject to sampling error. That is the results obtained may differ from those that would be obtained if the entire population had been interviewed, or another sample selected. Statistical theory enables us to calculate the degree of sampling error for any estimate.

Significant differences over time or between groups which are referred to in the text are statistically significant at the 5% level (i.e. it is 95 per cent certain that the difference exists in the population).

## Key Findings

### Levels of air travel

- Just under half (47%) of adults had flown at least once in the last 12 months; 37% had made at least one short-haul flight, 18% had made a long-haul flight and 8% had made a domestic flight within the UK.
- A fifth (20%) of adults had made just one flight, 11% two flights and 16% three or more flights. These proportions are similar to the 2006 and 2008 Omnibus surveys.
- Overall, 10% of respondents thought they would make fewer air trips in the coming year and twice as many (21%) thought they would make more trips. These levels were similar to the 2008 survey.
- The most common reasons for anticipating fewer flights were the overall cost of travel/holidays (34%), flights being expensive (23%) and changes in personal circumstances (23%). Concern about the environment was cited by 6% of respondents compared to 1% in the 2008 survey.

### Ratings of services at UK airports

- Most aspects of service quality were rated highly by air passengers.
- When asked about their experience on their last flight, levels of satisfaction were particularly high for the flight information provided (91% satisfied or very satisfied), timeliness of flight (88%), experience at check-in (85%), experience of border controls (85%) and experience while on board the plane (85%).
- Air travellers were least satisfied with the information provided on goods you can bring back into the UK (64% satisfied or very satisfied), the range of destinations served by their nearest airport (66%) and baggage collection on arrival (72%).
- Levels of satisfaction were similar in 2010 to the previous 2 surveys, although satisfaction with check-in had fallen from 92% in 2006 to 85% in 2010.

### Airport accessibility

- A large majority (87%) of air passengers had travelled to the airport by private transport for their last flight, with 68% travelling by car and 20% by taxi/minicab.
- Overall, 93% of adults were satisfied with their journey to the airport.
- 82% of all adults agreed that 'developers should be required to improve transport links if they are given permission to expand an airport'.

## Air Travel & the Environment

- The proportion of respondents who agree that 'air travel harms the environment' fell from 70% in the 2006 survey to 66% in 2008 and 62% in 2010. Much of this fall is accounted for by a fall in the proportion of older adults who agree with this statement.
- Conversely, the proportion of respondents who agree that people should be able to travel by plane as much as they want, 'even if this harms the environment' increased from 17% in 2006 to 25% in 2008 and 29% in 2010.
- Among those that do believe that air travel harms the environment, 59% agreed that the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel a bit more expensive and 49% agree with this even if it makes flying much more expensive.
- When respondents that do believe air travel harms the environment were asked whether they personally would be prepared to pay more for the cost of a ticket to reflect environmental costs, 60% said they would be willing to pay some additional charge and 45% said they were willing to pay an extra 20%.
- Among all respondents who had flown in the last 12 months, 39% did not believe or were unsure whether air travel harms the environment; 19% believed it did but were not willing to pay an additional charge on a flight to reflect this damage and 40% were prepared to pay extra, with 28% saying they were willing to pay an additional 20%
- The proportion who were willing to pay extra fell from 69% in 2006 to 60% in 2010 among those who do believe that air travel harms the environment and from 50% to 40% among those who have flown in the last 12 months.

## Airport expansion

- Nearly half (47%) of respondents agreed that 'in order to boost the economy, new terminals and runways should be built' but 57% agreed that airport expansion should be limited 'to protect the local environment' and 51% said it should be limited 'to reduce the impact of climate change'.
- There was net support for limiting airport expansion to protect the local environment and to reduce the impact on climate change of 42% and 31% respectively; while net support for airport expansion for economic reasons was 20%.
- In terms of their local airport, 41% said they would personally support expansion and 25% opposed it. This level of support was similar to 2008 (40%) but slightly lower than in 2006 (46%).

## 2 Patterns of air travel

2.1 Respondents were first asked about the number and type of flights they had made in the last 12 months. They were also asked whether they expected to make more or less trips by plane in the following year, compared to the previous year.

### Number of air trips

2.2 Just under half (47%) of adults said they had taken *at least one*<sup>1</sup> flight in the previous 12 months, either within the United Kingdom (domestic) or to go abroad (international). Short-haul flights to Europe were the most common types of flight taken; 37% of adults had travelled on a short-haul flight during the last 12 months, 18% had travelled on a long-haul flight and 8% of adults had flown within the UK.

2.3 A fifth (20%) of adults said they had made just *one flight* (either domestic or international) during the last 12 months; 11% had made *two flights*; 6% had made *three flights*; and a further 10% had made *four or more flights*. These proportions were similar to those seen in the 2008 survey although there was a slight increase in the proportion making no flights and a slight fall in the proportion making one flight in 2010. (These changes were not statistically significant but correspond to the fall in overall air passenger numbers observed in 2009). (See Figure 1 and Tables A1-2).

**Figure 1: Type and number of flights taken in the last 12 months**

|                         |            | 2006         | 2008         | 2010         |
|-------------------------|------------|--------------|--------------|--------------|
| Type of flight taken    | Domestic   | 9%           | 9%           | 8%           |
|                         | Short-haul | 36%          | 39%          | 37%          |
|                         | Long-haul  | 19%          | 19%          | 18%          |
| Number of flights taken | 0          | 51%          | 50%          | 53%          |
|                         | 1          | 21%          | 23%          | 20%          |
|                         | 2          | 13%          | 11%          | 11%          |
|                         | 3          | 6%           | 6%           | 6%           |
|                         | 4+         | 9%           | 10%          | 10%          |
| <i>Base number</i>      |            | <i>1,298</i> | <i>1,047</i> | <i>1,003</i> |

Source: 2006, 2008 and 2010 ONS Omnibus Surveys.

2.4 Figure 2 shows the number of flights separately for domestic, short-haul and long-haul services.

<sup>1</sup> Outward and return flights and any transfers were counted as one trip

**Figure 2: Number of flights in the last 12 months**



Source: February 2010 ONS Omnibus Survey.  
Base number: 1,003 (All respondents).

2.5 Frequency of flying increases with income. Over two thirds (69%) of respondents earning £26,000 or more had made at least one flight in the last 12 months compared with a third (33%) of people earning under £13,520.

2.6 Respondents living in London or the South East were also more likely to have travelled by plane than people in the rest of the country. 55% of people in London and the South East had made at least one flight and 23% had made 3 or more in the last 12 months compared to 44% and 13% respectively in the rest of the country. People living in London and the South East made more long-haul flights than people in the rest of Great Britain but a similar number of domestic flights.

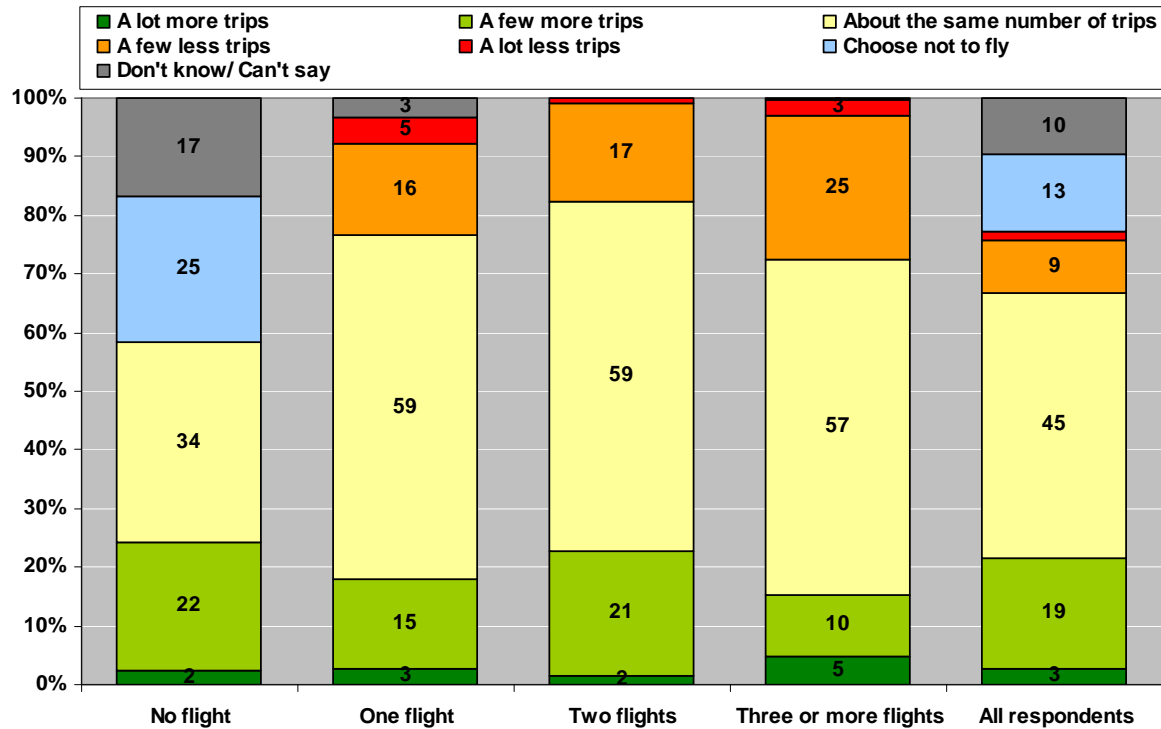
**Anticipated changes in levels of air travel**

2.7 All respondents were asked whether they anticipated making more, fewer or the same number of trips by plane in the following year, compared with the previous year (Table A.3). Overall, 10% of respondents expected to make *fewer trips* in the coming year (9% a few less, 2% a lot less). Twice as many (21%) thought they would make *more trips* in the coming year (3% a lot more trips, 19% a few more). These levels were similar to the 2008 survey.

2.8 The proportion of respondents who expected to fly more in the next 12 months fell as age increased. Nearly a third (31%) of people aged 16-34 said they thought they would make more flights in the next 12 months compared with 16% aged 55-64 and 8% aged 75 and over. Older people were more likely to say they choose not to fly; 46% of people aged 75 and over said this was the case compared with 15% aged 55-64 and 5% aged 16-34.

2.9 Figure 3 shows expected levels of air travel by number of trips in the preceding year. Nearly a quarter (24%) of those who had not flown at all in the previous year said they expected to make more trips in the next year. Among those who had made 3 or more flights in the previous year, 15% anticipated making more flights and 27% anticipated making fewer flights in the coming year.

**Figure 3: Anticipated change in number of flights in next year, by number in last year.**



Source: February 2010 ONS Omnibus Survey.

Base number: No flight = 547; One flight = 194; Two flights = 102; Three or more flights = 148; All respondents = 991.

2.10 Respondents who expected to make more or fewer flights were asked why they believed this would be the case. The majority (59%) of those that expected to make more flights said this was because they *wanted to go abroad more*. Other reasons for anticipating more flights included *expecting more business trips/other compulsory trips* (13%), *having friends/relatives who had moved abroad* (11%) and *changes in personal circumstances* (10%). Only 3% mentioned *cheaper flights*.

2.11 The most common reasons for making fewer flights related to costs, including the *overall cost of travel/holidays* (mentioned by 34% of those who expected to fly less), *flights being expensive* (23%) and the *economic downturn* (10%). Other reasons cited included *changes in personal circumstances* (23%) and *not wanting to go abroad so much* (13%). Concern about the environment was cited by 6% of respondents in 2010 compared with 1% in the 2008 survey.

### 3. Recent experiences of air travel

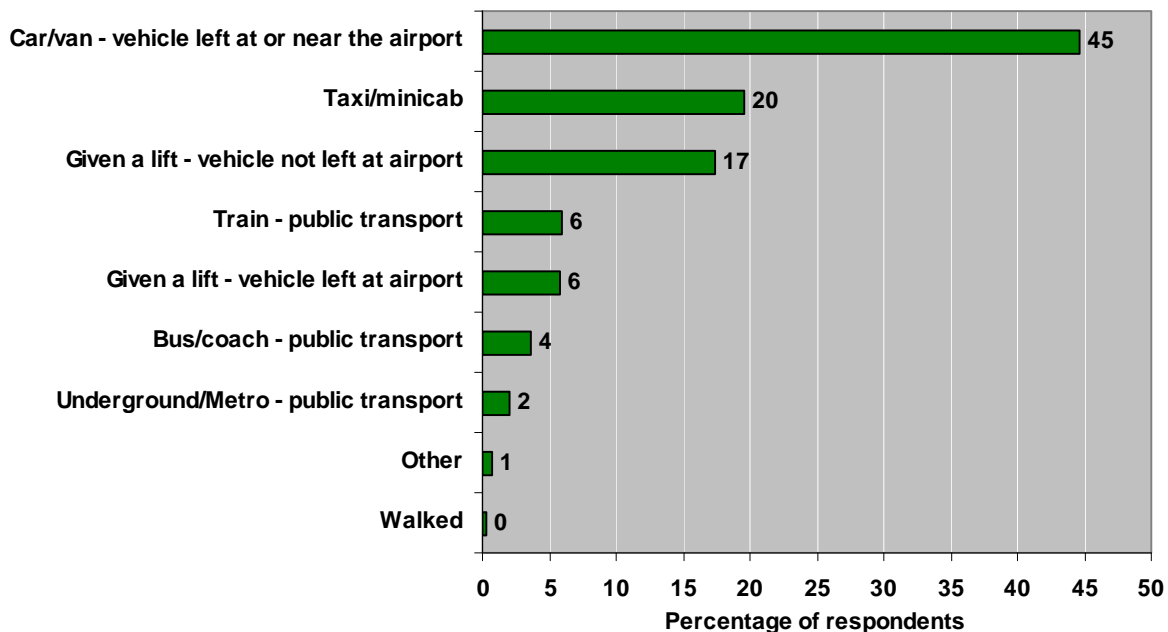
3.1 All respondents who had flown from a UK airport in the last 12 months were asked further questions about their most recent trip. These covered the mode of transport they used to travel to the airport and how satisfied or dissatisfied they were with various aspects of their experience at the airport and on board the plane.

#### Travel to airports

3.2 A large majority (87%) of adults who had flown from a UK airport in the last 12 months said that the last time they had travelled to the airport by private transport (*car/van or taxi/minicab*). 45% had *driven themselves and left their vehicle at or near the airport*, 6% had been *given a lift by someone else who had left their car at the airport*, 17% had been *given a lift by someone else whose vehicle was not left at the airport*; and 20% had travelled by *taxi/minicab*.

3.3 A further 12% of trips to the airport were by public transport, with 6% by *train*, 4% by *bus/coach* and 2% by *underground/metro*. (See Figure 4 and Table A.4).

**Figure 4: Main mode of travel to UK airport on last trip**



Source: Feb 2010 ONS Omnibus Survey.

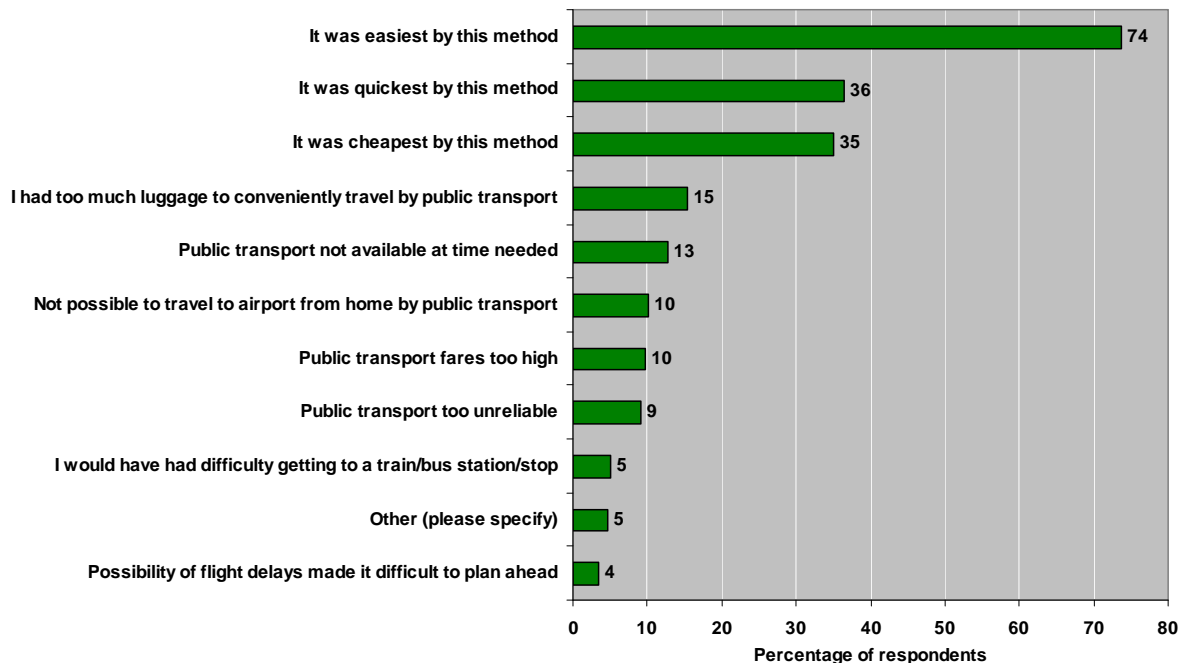
Base number: 450 (Respondents who travelled by plane in the last 12 month).

Note: Respondents were only allowed to select one mode, the mode that covered the longest distance.

3.4 Respondents who took their last flight from one of the five London airports were more likely to have travelled to the airport by public transport (17%) than for those who took their last flight from a regional airport (6%). Frequent flyers were also more likely to have used public transport, with 18% of those who had flown 3 or more times in the last 12 months saying this was the case compared with 7% of those who had flown only once. This is partly because people in London were more likely to make a large number of flights. Travel by taxi increases with age, with 13% of adults under 34 travelling to the airport by taxi compared to 25% of those aged 55 and over .

3.5 Figure 5 shows the reasons respondents gave for choosing to travel by car/van or taxi (private transport) on their last trip to an airport. Nearly three quarters (74%) said they chose this method because it was the *easiest* and over a third said it was the *quickest* method (36%) or the *cheapest* (35%).

**Figure 5: Reasons for travelling to airport by car/van or taxi**



Source: February 2010 ONS Omnibus Survey.

Base number: 395 (Based on respondents who had travelled to the airport by car/van or taxi).

Note: Respondents were presented with a list of options and allowed to choose more than one answer.

3.6 Respondents were also asked how satisfied or dissatisfied they were with their journey to the airport (Table A.6). A large majority (93%) said they were very or fairly satisfied with their journey.

3.7 A lower proportion (90%) of respondents whose last flight was from one of the London airports were satisfied than those who had flown from a regional airport (96%).

### Ratings of services at airports

3.8 Most aspects of service were rated highly by respondents, based on their last flight (see Figure 6 and Tables A.7 to A.16).

3.9 In terms of service at the airport itself, at least 8 out of 10 respondents said they were very or fairly satisfied with the following services: flight information (91%), check-in (85%), border control (85%) and security screening (80%). Ratings were lower for the information provided on goods you can bring back into the UK (64% satisfied), the number of destinations served by the nearest airport (66%) and baggage collection on arrival at a UK airport (72%).

3.10 In terms of the flights themselves, 88% of respondents were very or fairly satisfied with the timeliness of flights and 85% were satisfied with their experience on board. There was a lower level of satisfaction with the cost of flights, with 74% of respondents saying they were satisfied and 9% dissatisfied.



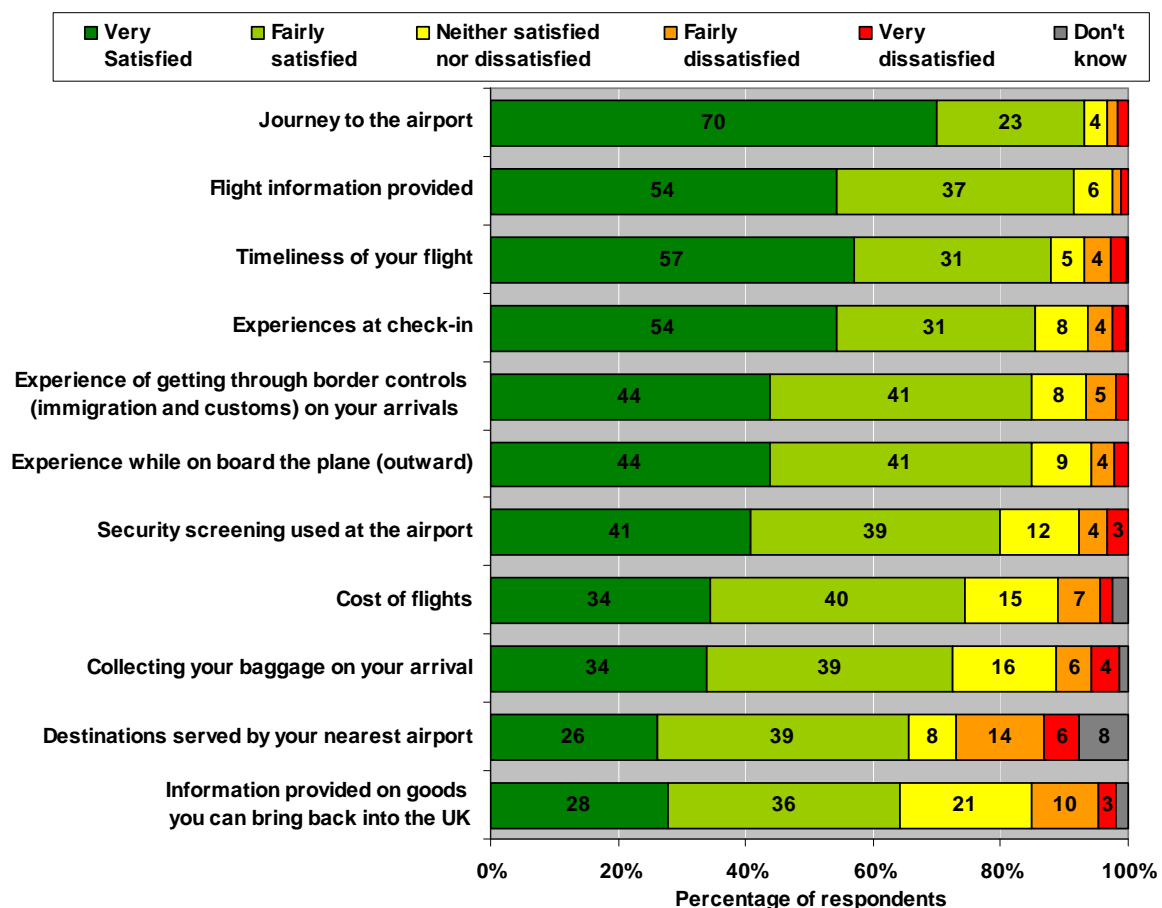
3.11 These results are similar to the previous surveys. The only significant difference was in the level of satisfaction with the experience at check-in which was lower in 2010 (85%) compared with the 2006 survey (92%). However the proportion of respondents who said they were dissatisfied remained low and similar to the previous surveys.

3.12 The sample size is too small to examine ratings of individual airports. However comparing the four largest airports (Heathrow, Gatwick, Manchester and Stansted) with all other airports, showed some significant differences.

3.13 Respondents whose last flight was from the one of the four largest airports were less likely to be satisfied with the cost of their flight (69% compared with 80%) and or with their experience of getting through border control (81% compared with 90%) than people who flew from another UK airport.

3.14 In terms of the number of destinations served, respondents whose nearest airport was one of the four largest airports had a significantly higher level of satisfaction (85% satisfied, 5% dissatisfied) then those living near other airports (55% satisfied, 28% dissatisfied).

**Figure 6: Ratings of different aspects of air travel**



Source: February 2010 ONS Omnibus Survey.

Base number: 439 - 450 (Respondents who flown from the UK in the last 12 months).

- 3.15 A new question was included in the survey module in 2010, asking how respondents had checked in for their last flight (Table A.5). 60% said they *checked in at the airport* and 38% *checked in online*.
- 3.16 People whose last flight was from one of the four largest airports (Heathrow, Gatwick, Manchester and Stansted) were more likely to have checked in online, with 44% saying they had done this compared with 31% of people flying from other airports.
- 3.17 Satisfaction with check-in was the same for respondents who had checked in at the airport or online; among both groups 85% said they were satisfied and 6% said they were dissatisfied.

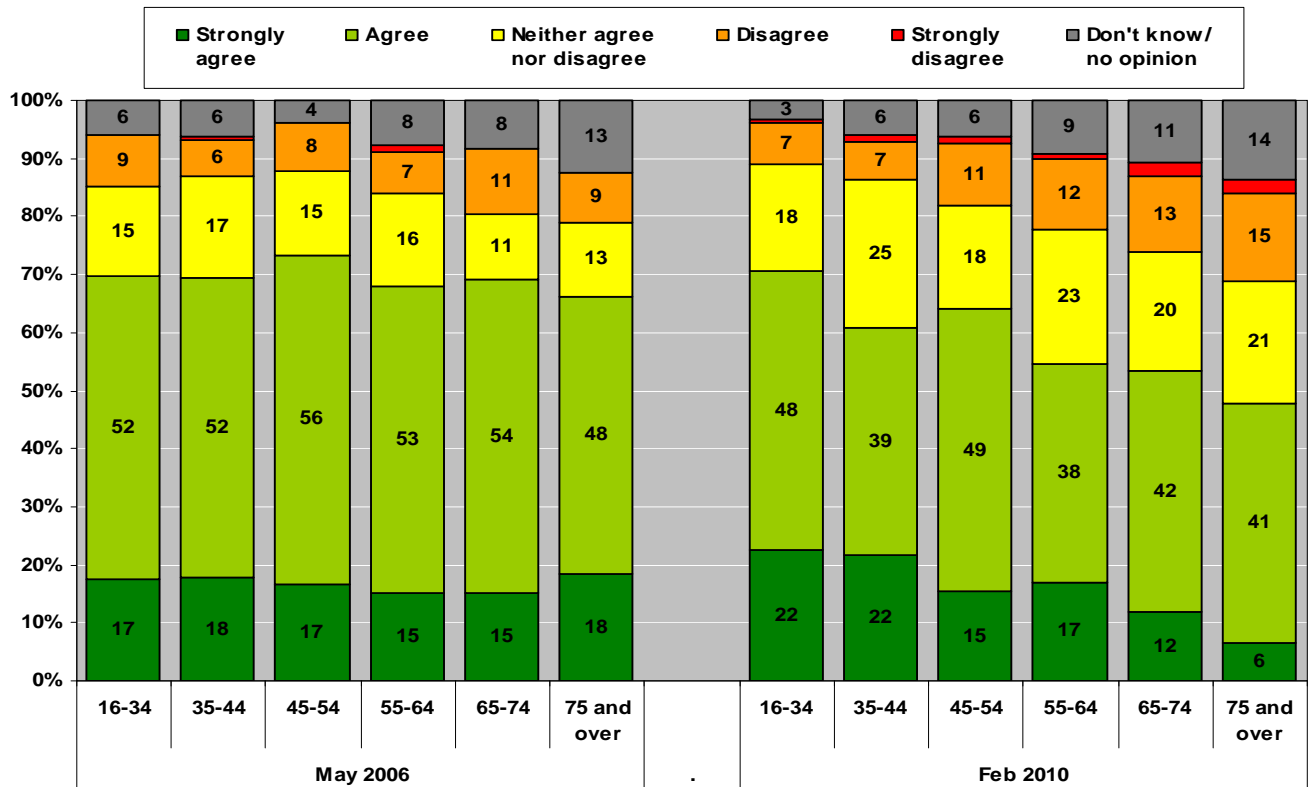
#### **4. Attitudes towards the environmental impacts of air travel**

- 4.1 All respondents, both those that had travelled by plane in the last 12 months and those who had not, were asked a series of questions to assess their attitudes towards the environmental impacts of air travel (Tables A.17-A.29).

##### **Views on whether air travel impacts on the environment**

- 4.2 In 2010, 62% of respondents agreed that '*air travel harms the environment*' and 11% disagreed. The proportion agreeing with this statement fell from 70% in the 2006 Omnibus Survey to 66% in 2008 and 62% in 2010.
- 4.3 Much of this fall in levels of agreement in 2010 was due to a fall among older respondents. In the 2006 Omnibus Survey the proportion agreeing that air travel harms the environment was around 70% across all age groups. In February 2010, the proportion agreeing remained at a similar level (71%) among 16-34 year olds but had fallen from 68% to 55% among those aged 55-64, from 69% to 53% among 65-74 year olds and from 66% to 48% among those aged 75 and over. (See Figure 7).

Figure 7: Levels of agreement/disagreement that air travel harms the environment by age



Sources: Feb 2010 Omnibus Survey.

All respondents = 995; 16-34 = 209; 35-44 = 161; 45-54 = 169; 55-64 = 164; 65-74 = 150; 75 and over = 142.

May 2006 Omnibus Survey.

All respondents = 1297; 16-34 = 295; 35-44 = 269; 45-54 = 209; 55-64 = 215; 65-74 = 163; 75 and over = 146.

4.4 Although a similar proportion of men and women agree that aviation harms the environment, men are more likely than women to disagree with this statement (14% compared to 8%) and less likely to say they don't know (5% compared to 9%).

4.5 There is no clear relationship between opinions on whether air travel harms the environment and either income or number of flights made in the previous 12 months.

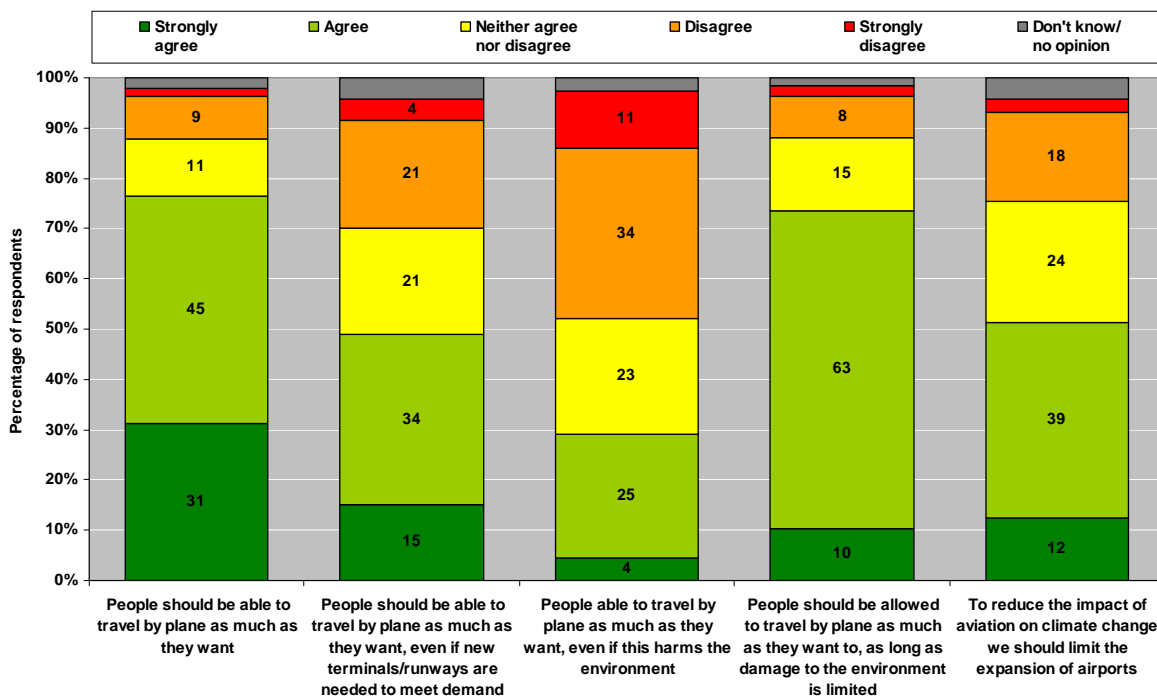
4.6 Respondents who agreed that air travel harms the environment were asked what types of environmental impacts they thought resulted. Multiple responses were allowed. The results reflect respondents' immediate response based on their existing knowledge. The most common response fell into the category of *pollution/poor air quality*, which was mentioned by 82%. *Climate change/global warming/ozone damage* was mentioned by 45%; *noise* by 36% and *uses up/wastes a lot of fuel* by 24%. The distribution of responses was similar to the 2008 and 2006 surveys.

## Views on freedom to fly versus restrictions because of the environmental impacts of air travel

4.7 Respondents were also asked whether or not people 'should be able to travel by plane as much as they want to'. This was first asked without the addition of any caveats. Questions were then asked which highlighted the possible environmental impacts of unrestricted air travel (see below). These questions were asked before the question asking respondents whether they felt that air travel harmed the environment. (See Figure 8 and Tables A.18-A.21 and A.29).

- People should be able to travel by plane as much as they want to*
- People should be able to travel by plane as much as they want to, even if new terminals or runways are needed to meet demand*
- People should be able to travel by plane as much as they want to, even if this harms the environment*
- People should be allowed to travel by plane as much as they want to, as long as damage to the environment is limited*
- In order to reduce the impact of aviation on climate change we should limit the expansion of airports*

**Figure 8: Attitudes towards environmental impacts of travel**



Source: February 2010 Omnibus Survey. Base number: 995 (All respondents).

4.8 Just over three quarters (76%) of adults agreed that 'People should be able to travel as much as they want to'. However, once the environmental consequences of air travel were mentioned support for unrestricted air travel fell significantly across all groups.

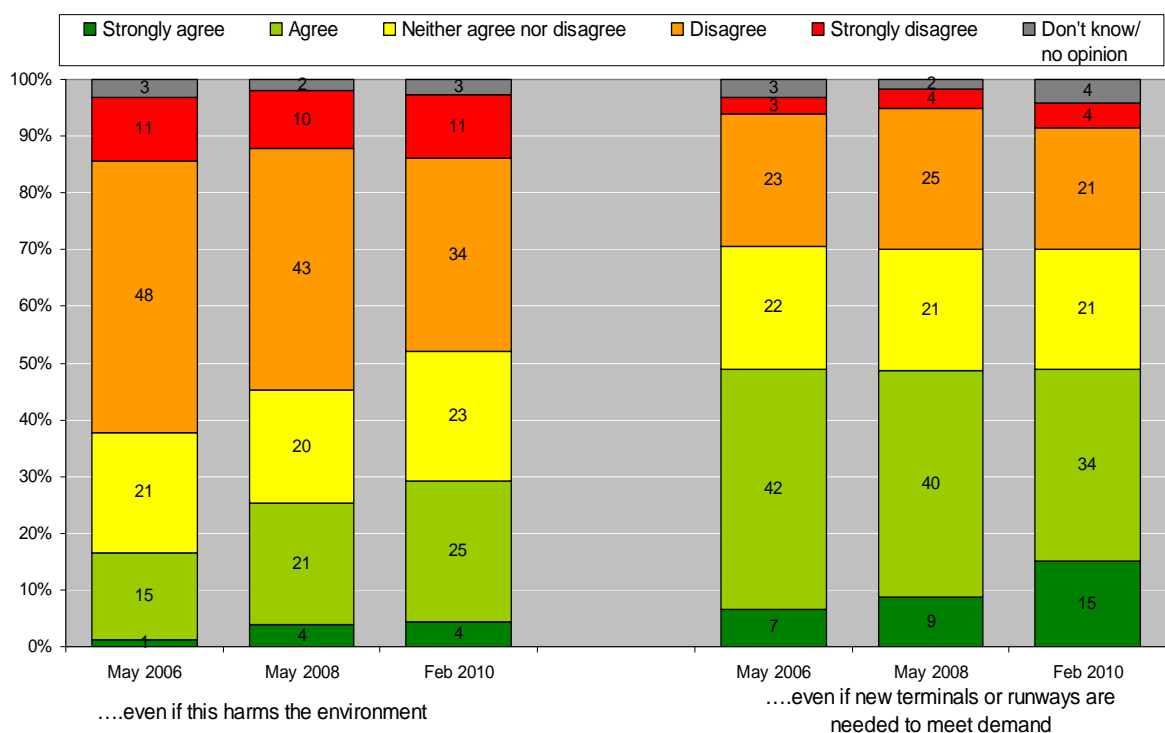
- Just under half (49%) of adults agreed that people should be allowed to travel by plane as much as they want 'even if new terminals or runways are needed to meet demand', and just over a quarter (26%) disagreed.
- Less than a third (29%) of respondents agreed with unrestricted air travel 'even if this harms the environment'.
- When respondents were asked whether people should be able to fly as much as they want if 'damage to the environment is limited', support for unrestricted air travel rose to 73%.
- Just over half (51%) of adults agreed that 'in order to reduce the impact of aviation on climate change we should limit the expansion of airports'. (See section 6 – airport expansion).

4.9 There appears to be a significant shift of opinion in recent years in favour of unrestricted air travel, 'even if this harms the environment', although this is still a minority view. The proportion in favour increased from 17% in the May 2006 survey to 25% in the May 2008 survey and 29% in February 2010. The proportion against fell from 59% in 2006 to 45% in 2010.

4.10 The proportion of respondents agreeing that people should be allowed to fly as much as they like, 'even if new terminals or runways are needed to meet demand' has remained constant at 49% in each of the 3 surveys.

4.11 The proportion agreeing with unrestricted flying provided damage to the environment is limited has fallen from 78% in May 2006 to 73% in February 2010.

**Figure 9 'People should be able to travel by plane as much as they want.....'**



Source: 2006, 2008 and 2010 ONS Omnibus Surveys.

Base numbers: 2006=1,297, 2008=1,046, 2010=995

4.12 On the whole there was little difference of opinion on unrestricted air travel between men and women. The exception to this was when new terminals and runways were mentioned; 54% per cent of men agree with unrestricted air travel, *'even if new terminals or runways are needed to meet demand'* while the proportion for women was significantly lower (44%).

## 5. Views on meeting the environmental costs of air travel

5.1 The 62% of respondents who said they agreed (either *strongly agreed* or *agreed*) that air travel harms the environment were asked whether or not they agreed in principle that the price of a plane ticket should reflect the environmental damage that flying causes. They were then asked how much they would personally be willing to pay. (Tables A.22-25)

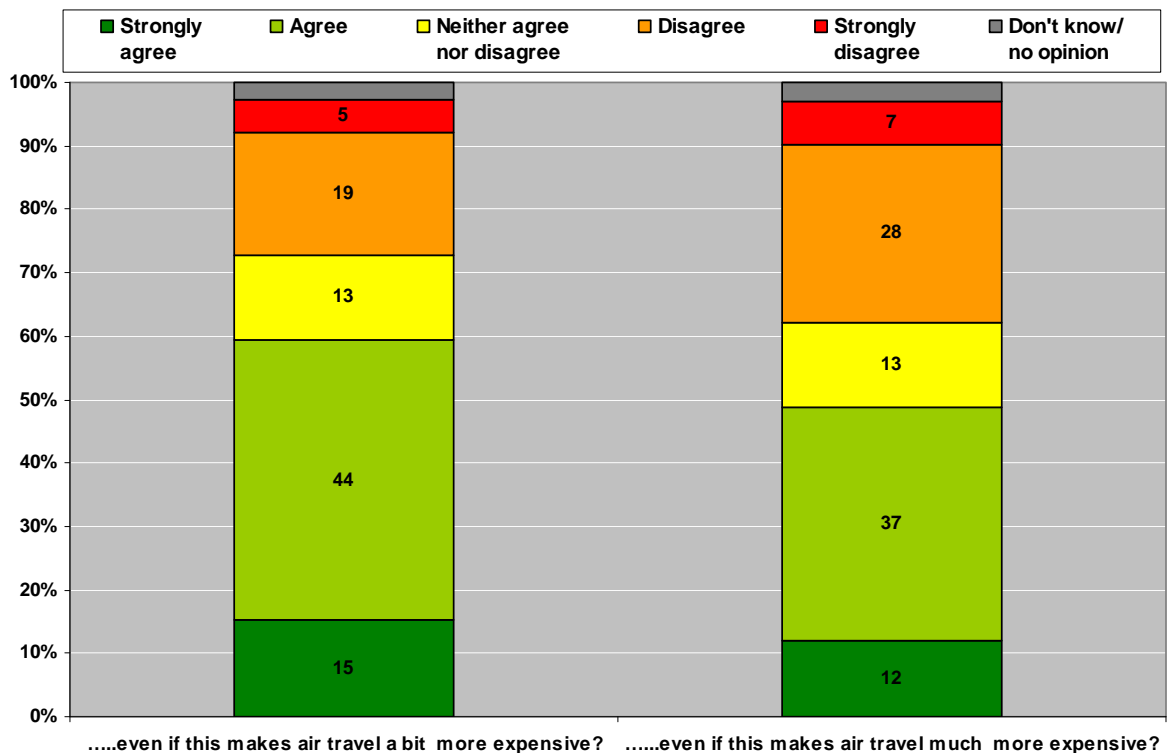
5.2 Overall, 59% of respondents who believed that air travel harms the environment agreed that *'the price of a plane ticket should reflect the environmental damage that flying causes, even if this makes air travel a bit more expensive'*. A quarter of respondents disagreed with this. Support fell to 49% if this additional cost *'makes air travel much more expensive'*, though more people still supported rather than opposed this scenario (35% said they disagreed). (Figure 10). These results do not differ significantly from the previous surveys.

5.3 Older people appeared to be more likely than younger people to agree in principle with an increase in the price of a plane ticket to reflect the environmental damage that flying causes even if this makes flying a bit more expensive. Around a half (49%) of 16-34 olds agreed in principle with higher prices for plane tickets, increasing to 70% for those over 55.

5.4 In terms of income, 73% of those earning £26,000 a year or more, agreed with this compared to 57% among those earning less than £13,520.

**Figure 10: Views on paying more for air travel to reflect environmental harm**

Do you agree the price of a plane ticket should reflect the environmental damage that flying causes.....



Source: February 2010 Omnibus Survey.

Base number: 589 (Respondents that agree or strongly agree that air travel harms the environment).

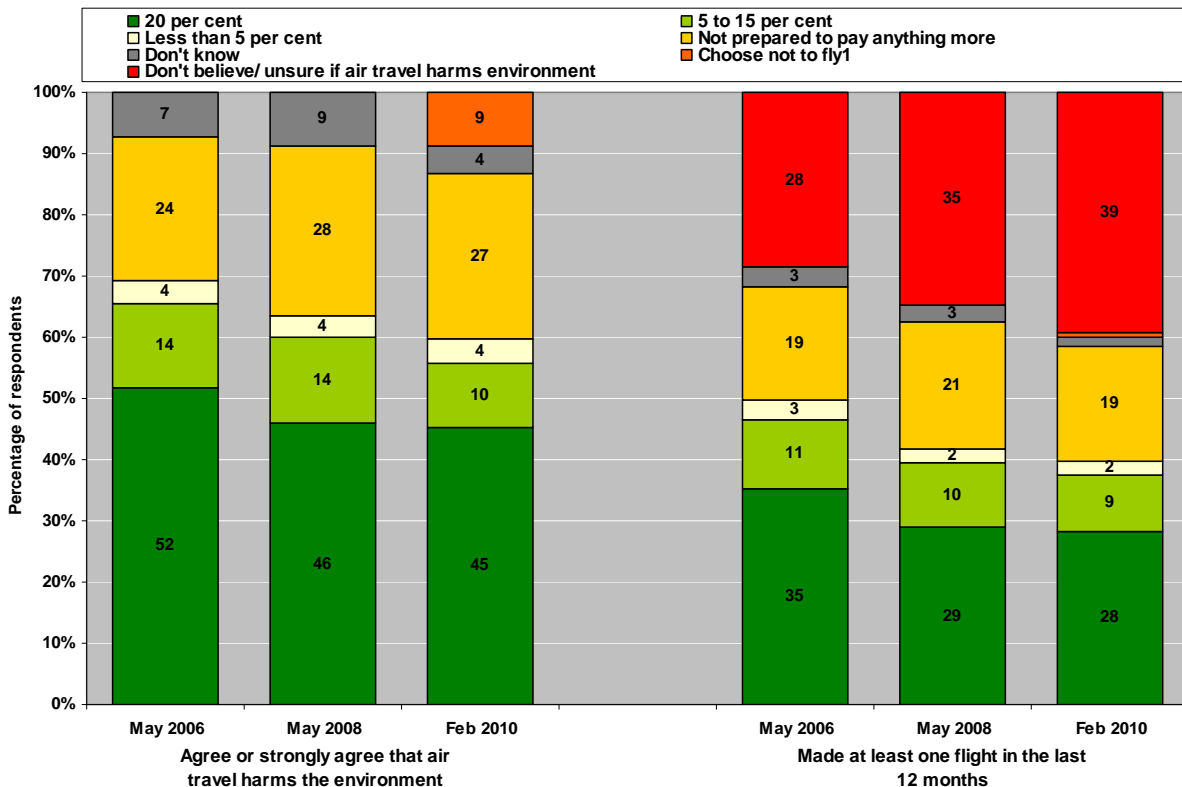
5.5 To measure personal willingness to pay more to travel by plane, respondents who *agreed* air travel harms the environment were also asked if they would be prepared to pay an extra 20%, 15%, 10%, 5%, or less than 5% on the price of a plane ticket or nothing extra at all.

5.6 Among respondents who believed air travel to be harmful to the environment, over a quarter (27%) were not prepared to pay any extra for the price of a plane ticket to reflect the environmental damage flying causes but 60% said they would be willing to pay some additional charge to reflect environmental costs with 45% willing to pay an extra 20%.

5.7 Among all respondents who had flown in the last 12 months, 39% did not believe or were unsure if air travel caused environmental harm. Almost a fifth (19%) believed that air travel harms the environment but said they would not be willing to pay any additional cost but twice as many (40%) said they were willing to pay extra to reflect the environmental damage that flying causes, with over a quarter (28%) willing to pay 20 per cent extra.

5.8 In February 2010 the proportion of air travellers who were *willing to pay extra* (40%) was significantly lower than in the 2006 survey (50%). This reflected the fall in the proportion who agreed that flying causes harm to the environment (discussed in section 4). However among those who agreed that flying harms the environment the proportion willing to pay also fell slightly between the two surveys (from 69% to 60%).

**Figure 11: Willingness to pay more for air travel to reflect environmental harm**



Source: May 2006, May 2008 and February 2010 Omnibus Survey.

Base numbers: Respondents that agree or strongly agree that air travel harms the environment: 2006=897, 2008=693, 2010=589

Respondents who had flown in the last 12 months: 2006=611, 2008=503, 2010=445

<sup>1</sup> 'choose not to fly' was not recorded as a response in 2006 and 2008



## 6. Views on airport expansion

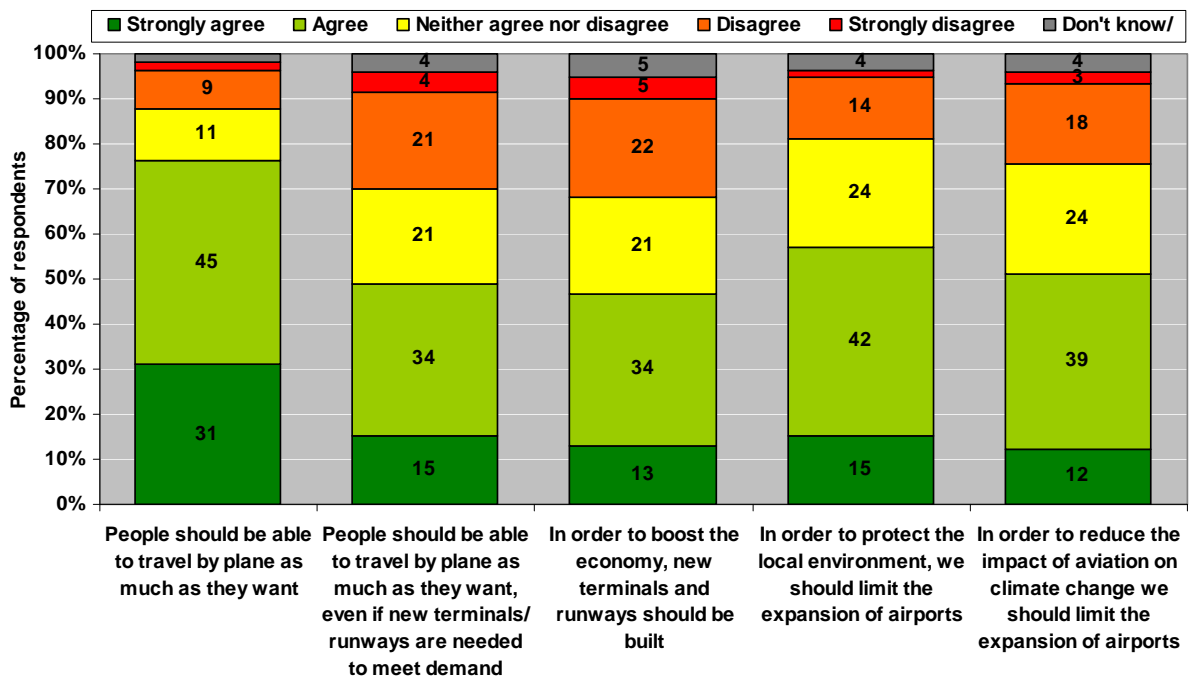
6.1 As discussed in Section 4, willingness to support unrestricted air travel fell (from 76% to 49%) when the requirement for new terminals/runways was mentioned, although more people still supported this than opposed it (26%).

### General attitudes towards airport expansion

6.2 Respondents were asked several other questions to assess their general attitudes towards airport expansion. (See Figure 12 and Tables A.26-A.29). The key findings are:

- The majority (82%) of adults believed that *'developers should be required to improve transport links if they are given permission to expand'*. Only 7% disagreed with this.
- Almost a half of adults (47%) agreed that *'in order to boost the economy, new terminals and runways should be built'*; while 27% disagreed with this.
- Over half (57%) of adults agreed that *'in order to protect the local environment, we should limit the expansion of airports'*; while 51% agreed that *'in order to reduce the impact of aviation on climate change we should limit the expansion of airports'*. The proportion disagreeing with these statements was 15% and 20% respectively.
- There is therefore net support for limiting airport expansion to protect the local environment and to reduce the impact on climate change of 42% and 31% respectively; while net support for airport expansion for economic reasons was 20%.
- These results were similar to the surveys in May 2006 and 2008 although there was a fall in the proportion of respondents who thought airport expansion should be limited to protect the local environment between 2006 (62%) and February 2010 (57%).

**Figure 12: Attitudes towards airport expansion**



Source: February 2010 ONS Omnibus Survey. Base number = 995 (All respondents).

## Attitudes towards expansion of local airport

- 6.3 Respondents were also asked whether they would personally be in favour or against the expansion of their nearest airport and what advantages and disadvantages they thought expansion of their nearest airport would bring to their local area. (See Tables A.30-A.31)
- 6.4 Four in ten (41%) respondents said they were *in favour* of the expansion of their nearest airport and 25% were *against*.
- 6.5 Males were more likely to support local airport expansion than females (49% and 33% respectively), but there was no clear pattern with regard to age. Support for expansion was higher among respondents on higher incomes; 51% of respondents with an income of £26,000 or more were in favour compared with 38% of those earning under £13,520.
- 6.6 35% of respondents living in London or the South East were in favour of expansion compared with 43% of people living in the rest of Great Britain.
- 6.8 Support for local airport expansion was similar in February 2010 (41%) to May 2008 (40%) but lower than in May 2006 (46%).
- 6.9 When asked what advantages they thought airport expansion might bring to the local area, the most commonly mentioned advantages were *increased job opportunities* (mentioned by 37%), *improved local economy* (28%) and *greater availability of destinations* (19%). Nearly one in four respondents (39%) thought there would be no advantages.
- 6.10 The most commonly mentioned disadvantages were *more noise from flights* (37%), *pollution* (35%) and *more congestion on roads* (34%). 35% could not think of any disadvantages. Those living closer to airports were more likely to mention the disadvantages of airport expansion, in terms of noise, pollution and congestion. (see Table A.30)
- 6.11 The advantages and disadvantages raised in 2010 were similar to those raised in 2008.