Prevalence and determinants of speeding in Queensland

A study conducted for Transport and Main Roads by Schottler Consulting Pty Ltd

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Executive summary

The current survey involved an online panel survey of N=944 licensed motorists in Queensland, aged 16 years or older, to examine the prevalence and determinants of speeding in Queensland. The purpose of the 2022 survey was to compare the results with surveys conducted in 2021 and 2020.

While the road safety perceptions and attitudes survey (RSPAT survey) had been undertaken for nearly two decades in Queensland, in 2020, a new approach to measuring speeding prevalence was implemented. Specifically, the Department of Transport and Main Roads (TMR) saw potential to improve the design to develop a more focused research instrument that could support communications and activities of the Department in the field of road safety. For this reason, during 2020, the survey was completely re-designed, with a specific focus on the measurement of the prevalence and determinants of speeding in Queensland. The survey was repeated in 2021.

In 2022, the online panel survey was again repeated (N=944) and results compared with results of the online survey in 2021 (N=901) and 2020 (N=900). A breakdown of the sample and confidence intervals (margins of error) is provided in Table 1.

Table 1. Sample sizes and confidence intervals for the 2022 survey sample (N=944) (95% confidence interval at the 95% confidence level)

Sampling Regions	n	Confidence interval (+/-)
South-east	463	+/-4.5
Central	166	+/-7.6
Northern	162	+/-7.7
Southern	153	+/-7.9
Queensland (Total)	944	+/-3.2

Use of TMR licensing data for sampling and data weighting

TMR licensing data was used to develop a reference population to guide sampling and weighting of survey data. The reference population used in the current survey was provided by TMR based on the same July 2020 licensing data used in 2020 and 2021 (given that the population of licensed motorists had not significantly changed). Data was weighted by age, gender and licence type to match the TMR distribution of licensed motorists. Weighting ensures that results are representative of motorists in Queensland.

While data weighting helps to correct for some of the sampling bias by age and gender, studies have shown that the bias of online panels cannot be corrected through data weighting (e.g., Pennay et al, 2018[1]). This is also why major prevalence studies which aim to accurately identify the prevalence of a behaviour in a population use random sampling and CATI methodologies.

[1] Pennay D. W., Neiger D., Lavrakas P. J., Borg K. A. (2018), "The Online Panels Benchmarking Study: a Total Survey Error Comparison of Findings Form Probability-Based Surveys and Nonprobability Online Panel Surveys in Australia." CSRM & SRC Methods Paper No. 02/2018. Available at http://csrm.cass.anu.edu.au/sites/default/files/docs/2018/12/CSRM_MP2_2018_ONLINE_PANELS.pdf

For this reason, results of the current survey should be considered indicative of motorist speeding behaviours rather than definitive.

Significant differences

Throughout this report, tables are marked with letters to show results that are significantly different at $p<.05$. If letters are different between 2022, 2021 or 2020 within the 'overall' columns in each row, this shows that results are significantly different between the three years.

If they are not significantly different, letters are the same. As an example, if letter 'a' is in the 2021 column and 'b' is in the 2022 column, this means that results of these two years are statistically different. Conversely, if the letters are the same (e.g., both are 'a'), results are not statistically different. Within each year's subtable, the same notation via letters reflects significant differences between the speeding segments.

MAJOR FINDINGS IN 2022

1. What is the prevalence of speeding in Queensland?

To measure the overall prevalence of speeding in 2022, the speeding behaviour of motorists who reported driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour.

This was based on the proportion of time that motorists either spent driving at or under the speed limit, or conversely, over the speed limit within each zone.

The criteria used to classify motorists is provided in Table 2.

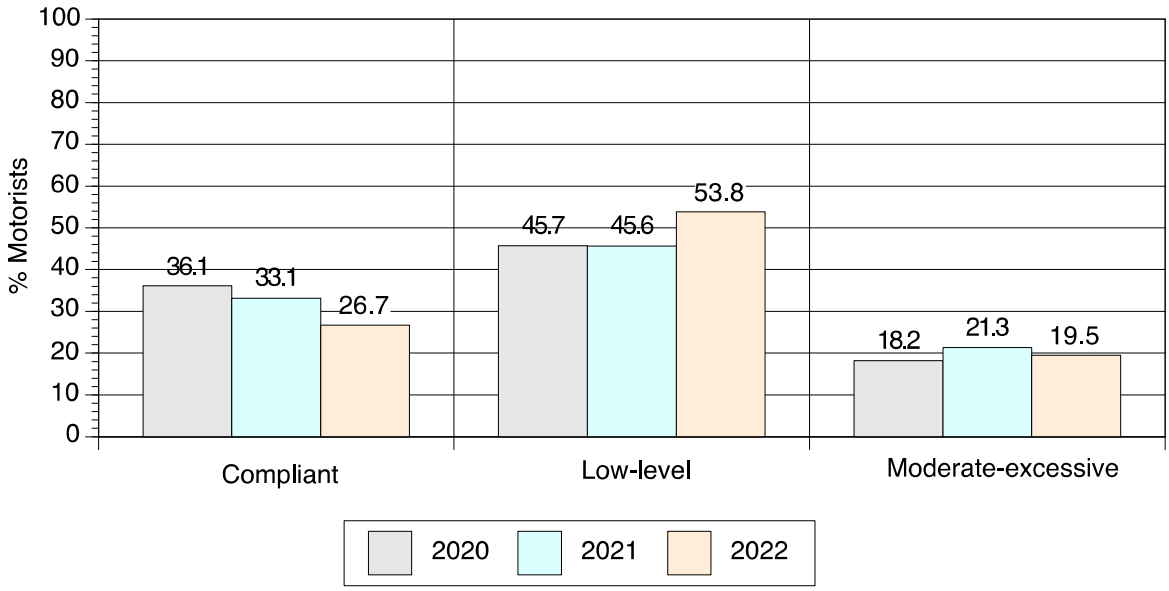
Table 2. How self-reported speeding was analysed to form three speeding segments in Queensland

Compliant	Low-level	Moderate-excessive
• 90% or more of driving was at or below the speed limit AND • 0% of driving was above 11 km/h over the limit	• 0% of driving more than 20 km/h over AND • Less than 10% of driving 11-20 km/h over AND • At least 11% of driving was 1-10 km/h over the speed limit	• 1% or more driving is 20 km/h or more above the limit AND/OR • 10% or more of driving is 11 km/h or more above the limit

In 2022, the largest segment was the 'Low-level' speeding segment (53.8%), followed by the 'Compliant' segment (26.7%) and the 'Moderate-excessive' speeding segment (19.5%). The percentage of motorists in the 'Low-level' speeding segment was significantly higher in 2022 than in 2021 and 2020, while the percentage of motorists in the 'Compliant' segment was significantly lower.

These results show that there has been an increase in the percentage of motorists reportedly engaging in low-level speeding in 2022 and a decline in the percentage of motorists that reportedly comply with the speed limit (Figure 1).

Figure 1. Distribution of speeding segments in Queensland
(n=871 in August-September 2020, n=867 in May 2021 and n=915 in April-May 2022)



Note that segments were developed based on the methodology described in Table 2. Weighted results.

Key take away – There has been an increase in the proportion of motorists in the Low-level speeding segment and a decrease in the proportion of motorists in the Compliant segment from 2021 to 2022.

2. What is the profile of motorists who speed in Queensland?

In relation to speeding prevalence by gender in 2022, survey results showed that for:

- Males – 25.9% were in the Compliant segment, 50.4% were in the Low-level segment (a significant increase from 43.5% in 2021) and 23.7% were in the Moderate-excessive segment.
- Females – 27.5% were in the Compliant segment (a significant decrease from 36% in 2021), 57.4% were in the Low-level segment (a significant increase from 46.8% in 2021) and 15.1% were in the Moderate-excessive segment.

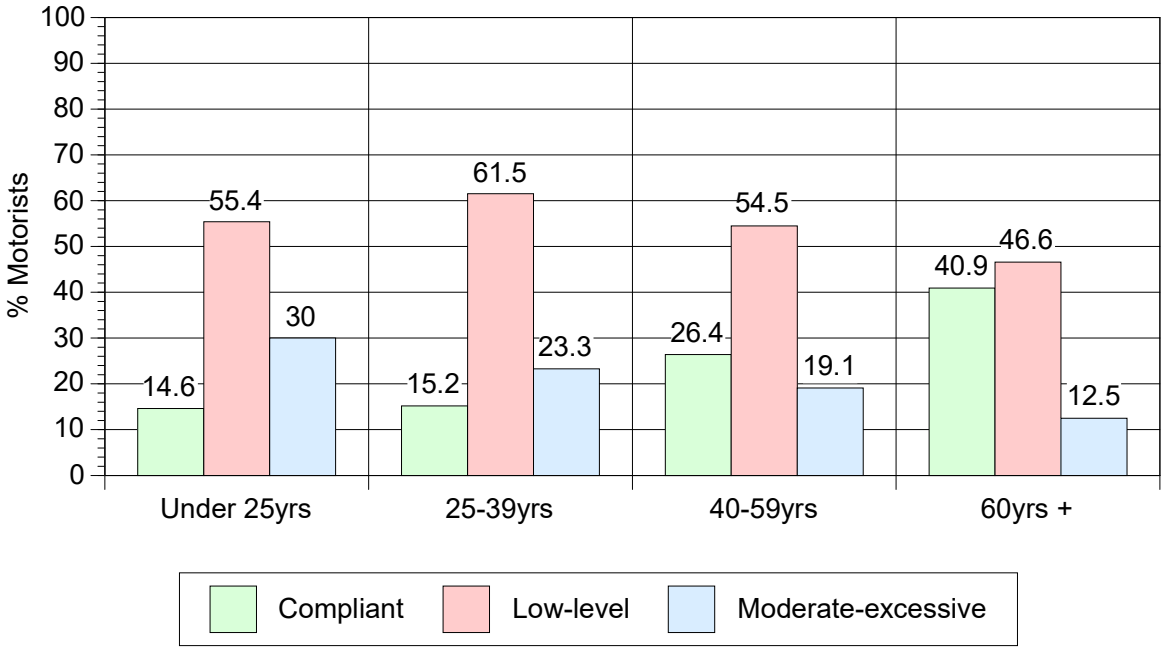
An analysis of significant differences between the male and female groups in 2022 revealed:

- A significantly higher proportion of females were in the Low-level speeding segment and
- A significantly higher proportion of males were in the Moderate-excessive speeding segment

In relation to the prevalence of speeding by age in 2022 (Figure 2), results showed that for:

- Motorists under 25 years – 14.6% were in the Compliant segment, 55.4% were in the Low-level segment and 30% were in the Moderate-excessive segment.
- Motorists 25-39 years – 15.2% were in the Compliant segment, 61.5% were in the Low-level segment and 23.3% were in the Moderate-excessive segment.
- Motorists 40-59 years – 26.4% were in the Compliant segment, 54.5% were in the Low-level segment and 19.1% were in the Moderate-excessive segment.
- Motorists 60 years and older – 40.9% were in the Compliant segment, 46.6% were in the Low-level segment and 12.5% were in the Moderate-excessive segment.

Figure 2. Distribution of speed segments in Queensland by age in 2022
(n=915, April-May 2022)



Note that segments were developed based on the methodology described in Table 2. Weighted results.

A comparison of 2022 with 2021 findings showed that there was a significant decrease in the proportion of motorists in the Compliant segment within the following age brackets:

- Under 25 years (24.6% in 2021 v 14.6% in 2022)
- 25-39 years (23.1% in 2021 v 15.2% in 2022)
- 40-59 years (34.6% in 2021 v 26.4% in 2022)

There was a corresponding significant increase in the proportion of motorists in the Low-level segment within the same age brackets:

- Under 25 years (43.9% in 2021 v 55.4% in 2022)
- 25-39 years (45.7% in 2021 v 61.5% in 2022)
- 40-59 years (46.1% in 2021 v 54.5% in 2022)

Finally, there was also a significant decrease in the proportion of motorists in the Moderate-excessive segment in the following age bracket:

- 25-39 years (31.2% in 2021 v 23.3% in 2022).

An analysis of differences between the age groups in 2022 revealed that:

- Compared to all other age groups, a significantly higher proportion of motorists 60 years and older were in the Compliant segment, and a significantly lower proportion were in the Low-level and Moderate-excessive speeding segments
- Compared to all other age groups, a significantly higher proportion of motorists aged under 25 years were in the Moderate-excessive speeding segment.

In addition, a range of results for other demographics also changed from 2021 to 2022. The most notable changes were:

- A significant increase in the overall percentage of motorists holding a motorcycle licence (22.3% in 2022 v 18.3% in 2021)
- A significant difference in the number of hours per week spent driving, with less motorists in 2022 driving less than 2 hours a week (13.4% in 2022 v 17.1% in 2021) and more motorists driving between 7 and 14 hours a week (27% in 2022 v 22.5% in 2021).

Compared to the Compliant and Low-level speeding segments, the Moderate-excessive speeding segment had a significantly higher proportion of motorists who:

- Were aged under 25 years
- Were male
- Held a P1, P2, P or L licence
- Held a motorcycle licence
- Worked full-time
- Drove a vehicle as part of paid work
- Received at least one speeding fine in the past 3 years.

Key take away – Within females, there has been a decline in the percentage of motorists in the Compliant segment and an increase in the percentage in the Low-level speed segment. Within males, there has been an increase in the percentage of motorists in the Low-level speed segment.

This trend was also observed within the under 25 years, 25-39 years and 40-59 years age groups. Within the 25-39 years age group, there was a significant decrease in the percentage of motorists in the Moderate-excessive segment.

There were also significant increases in the percentage of motorists with a motorcycle licence and who reported driving between 7 and 14 hours per week.

Compared to males, a higher proportion of females are in the Compliant segment and a lower proportion are in the Moderate-excessive speeding segment.

The 60+ age group has the highest proportion of motorists in the Compliant segment, and the under 25 years age bracket has the highest proportion of motorists in the Moderate-excessive speeding segment.

The Moderate-excessive speeding segment contains a higher proportion of motorists who are male, aged under 25 years, hold a provisional or learner's licence, work full-time, drive a vehicle as part of work and have received at least one speeding fine in the past 3 years.

3. What percentage of the time do motorists report speeding in different Queensland speed zones?

In 2022, motorists were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages were reported across different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over). In this sense, the measurement of speeding reflected both the frequency of speeding, and degree over the limit, in a range of speed zones.

Roads from 50 km/h to 100 km/h

Results in 2022 showed that for 50 km/h roads, 68.8% of motorists reported travelling at or below the speed limit, while 21.7% travelled 1-5 km/h over the speed limit, 5.9% travelled 6-10 km/h over the speed limit, 2.1% travelled 11-20 km/h over the speed limit and 1.5% travelled more than 20 km/h over the speed limit.

For 60 km/h roads, 70.6% travelled at or below the speed limit, 20.1% travelled 1-5 km/h over the speed limit, 6.1% travelled 6-10 km/h over the speed limit, 1.8% travelled 11-20 km/h over the speed limit and 1.4% travelled more than 20 km/h over the speed limit.

For 100 km/h roads, 69.9% travelled at or below the speed limit, 19.4% travelled 1-5 km/h over the speed limit, 7% travelled 6-10 km/h over the speed limit, 2.2% travelled 11-20 km/h over the speed limit and 1.5% travelled more than 20 km/h over the speed limit.

Overall, there was a significant decrease in the reported percentage of time motorists travelled over the speed limit by more than 20 km/h in 50 km/h zones (1.5% in 2022 v 2.1% in 2021). For 100 km/h roads, there was a significant decrease in the percentage of time motorists travelled at 6-10 km/h over the speed limit (7% in 2022 v 8.2% in 2021) and 11-20 km/h over the speed limit (2.2% in 2022 v 2.8% in 2021). These decreases from 2021 to 2022 were also significant within the Moderate-excessive segment.

Road works zones

In road works zones in 2022, 75% of motorists reported travelling at or below the speed limit, while 14.7% travelled 1-5 km/h over the speed limit, 6.8% travelled 6-10 km/h over the speed limit, 2% travelled 11-20 km/h over the speed limit and 1.6% travelled more than 20 km/h over the speed limit.

Overall, results comparing 2022 with 2021 show that there was a significant reduction in the reported percentage of time motorists travelled 11-20 km/h over the speed limit in road work zones (2% in 2022 v 2.9% in 2022). This result was attributable to the Moderate-excessive segment, which reported a significantly lower percentage of time travelling at 11-20 km/h over the speed limit in road works zones in 2022 compared with 2021 (10.4% in 2022 v 13.7% in 2021).

School zones

In school zones in 2022, 87.6% of motorists reported travelling at or below the speed limit, while 7.6% travelled 1-5 km/h over the speed limit, 2.3% travelled 6-10 km/h over the speed limit, 1.2% travelled 11-20 km/h over the speed limit and 1.2% travelled more than 20 km/h over the speed limit.

Overall, results comparing 2022 with 2021 show that there was a significant increase in the reported percentage of time motorists travelled at or below the speed limit in school zones (87.6% in 2022 v 85% in 2021).

There was also a significant decrease in the overall reported percentage of time motorists travelled at both 11-20 km/h over the speed limit (1.2% in 2022 v 1.9% in 2021) and more than 20 km/h over the speed limit (1.2% in 2022 v 1.9% in 2021) in school zones. These differences are attributable to the Moderate-excessive segment, which reported a significantly lower percentage of time travelling at 11-20 km/h over the speed limit (6.3% in 2022 v 9.2% in 2021) and more than 20 km/h over the speed limit (6.4% in 2022 v 9% in 2021) in school zones.

The Low-level segment reported a higher percentage of time travelling at or below the speed limit (90.6% in 2022 v 87.8% in 2021) and a lower percentage of time travelling at 1-5km/h over the speed limit (8.1% in 2022 v 10.9% in 2021) in school zones.

Key take away – Motorists in 2022 are spending less time travelling over the speed limit by more than 20 km/h in 50 km/h zones. They are also spending less time travelling at 6-10 km/h and 11-20 km/h over the speed limit in 100 km/h zones.

Overall, motorists are spending more time travelling at or below the speed limit in school zones. Motorists in the Moderate-excessive segment are spending less time travelling at 11-20 km/h over the speed limit in road works zones.

Motorists in the Moderate-excessive segment are spending less time travelling at 11-20 km/h and more than 20 km/h over the speed limit in school zones. Motorists in the Low-level speed segment are spending more time driving at or below the speed limit and less time travelling 1-5 km/h over the speed limit in school zones.

4. What percentage of speeding in Queensland is accidental versus intentional?

In 2022, motorists were asked to estimate the percentage of their overall speeding that was accidental in each speed zone (Figure 3).

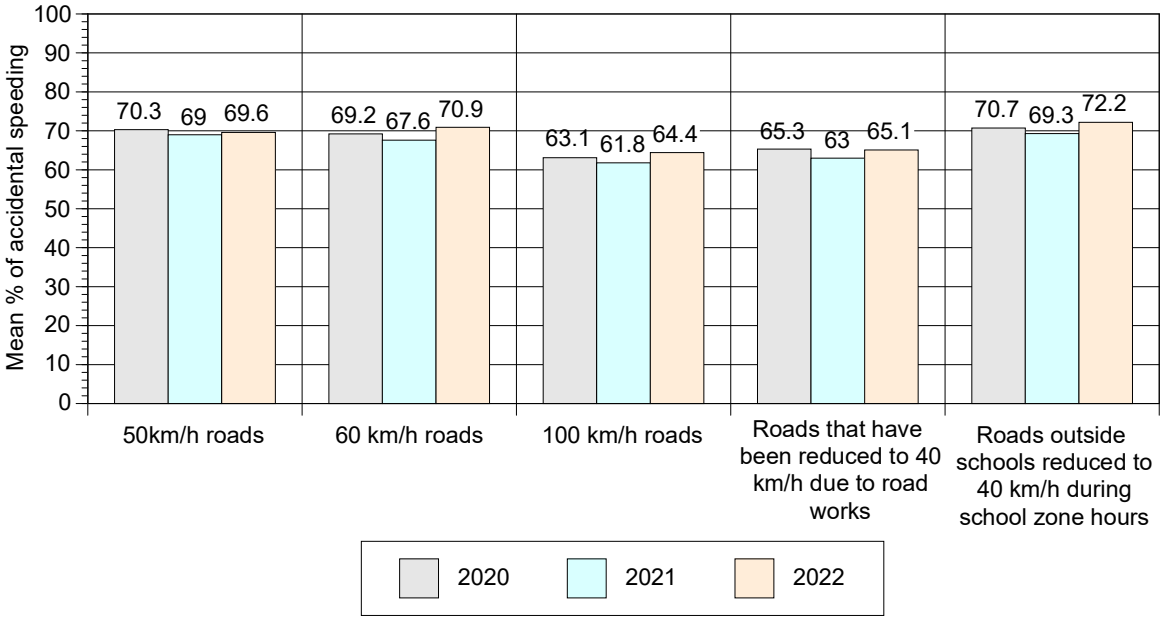
Motorists reported that 69.6% of their speeding was accidental in 50 km/h zones, compared to 70.9% in 60 km/h zones (a significant increase from the 2021 result of 67.6%) and 64.4% in 100 km/h zones. For road works zones, 65.1% of speeding was reported as being accidental, while for school zones, 72.2% of speeding was reported as being accidental.

Motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in school zones in 2022 (86.6%) compared to 2021 (74.3%). This suggests that the Compliant segment has become less intentional in their speeding in school zones in 2022.

Compared to 2021, motorists in the Moderate-excessive segment in 2022 reported a significantly higher percentage of accidental speeding in 60 km/h zones (63.8% in 2022 v 55.8 in 2021) and in road works zones (60.6% in 2022 v 54.2% in 2021).

An analysis of significant differences between groups revealed that motorists in the Moderate-excessive segment and the Low-level speed segments are more intentional in their speeding than motorists in the Compliant segment.

Figure 3. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (n=315-696 in August-September 2020, n=337-690 in May 2021 and n=403-777 in April-May 2022)



Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Weighted results.

Key take away – Motorists in 2022 were less intentional in their speeding in 60 km/h zones than in 2021. Motorists in the Compliant segment have become less intentional in their speeding in school zones, while motorists in the Moderate-excessive segment have become less intentional in their speeding in 60 km/hr zones and road works zones. Overall, motorists in the Moderate-excessive and Low-level speeding segments are more intentional in their speeding than motorists in the Compliant segment.

5. What factors increase the likelihood of speeding?

Motorists in 2022 rated the extent to which various factors influenced their likelihood of speeding. Consistent with 2021 results, the top factors in 2022 making motorists more likely to speed were:

- Overtaking another vehicle (mean = 4.0 in 2022) *(no change from 2021)*
- Driving down a hill (mean = 3.6 in 2022) *(no change from 2021)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2022) *(no change from 2021)*
- Running late (mean = 3.5 in 2022) *(no change from 2021)*

Also of note, the top three factors making motorists less likely to speed in 2022 were:

- The roads are wet (mean = 1.9 in 2022) *(also first factor in 2021)*
- Having child passengers in the vehicle (mean = 2.2 in 2022) *(also second factor in 2021)*
- Driving at night (mean = 2.6 in 2022) *(also third factor in 2021)*

While there were some statistically significant changes in the mean ratings from 2021 to 2022 within each segment, there were no significant changes in the factors overall.

Key take away – The top factors that encouraged speeding were the same in 2022 as in 2021, with the top factor being ‘overtaking another vehicle’.

6. What speed do Queensland motorists have to be driving to feel they are ‘speeding’?

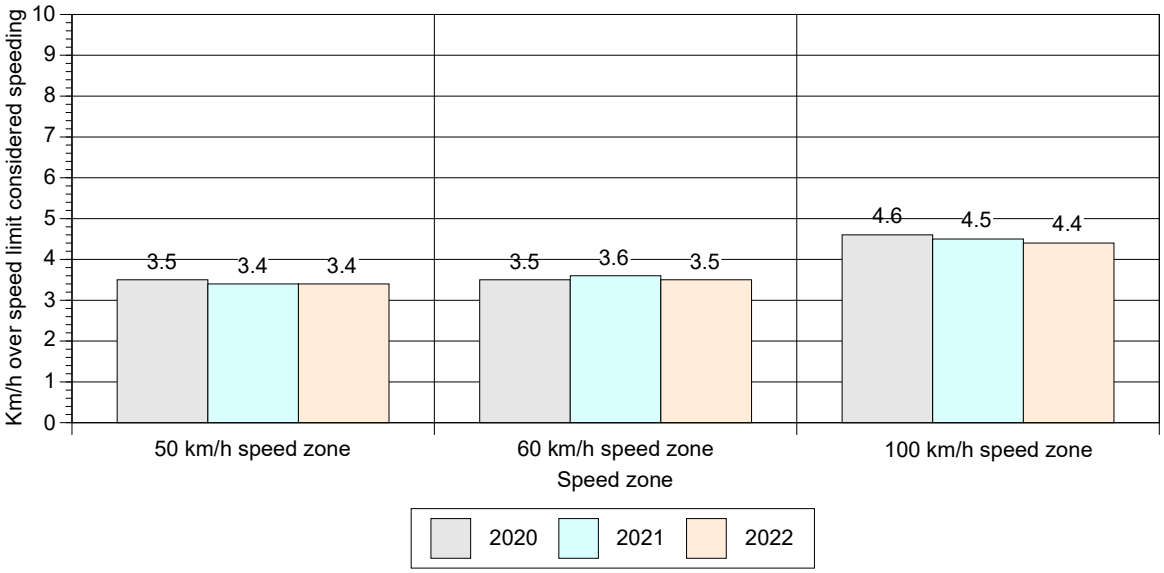
As part of the survey, motorists were asked how many kilometres per hour they would need to be driving before they personally considered themselves to be ‘speeding’ across 50 km/h, 60 km/h and 100 km/h speed zones (Figure 4).

In 2022, motorists reported that they would have to be travelling 3.4 km/h over the speed limit in 50 km/h speed zones to be considered speeding (SD = 3.1, median = 3.0km/h), compared to 3.5 km/h over the limit in 60 km/h zones (SD = 3.1, median = 3.0km/h) and 4.4 km/h over the limit in 100 km/h zones (SD = 4.1, median = 3.0km/h).

There were no statistically significant differences overall or within the speed segments from 2021 to 2022 across each of the speed zones.

Motorists in the Moderate-excessive segment reported a significantly higher number of kilometres per hour over the speed limit to be considered speeding than those in the Compliant and Low-level speeding segments. Similarly, motorists in the Low-level speeding segment reported a higher number of kilometres per hour than those in the Compliant segment.

Figure 4. How many kilometres over the speed limit was considered to be speeding by Queensland motorists (N=900 in August-September 2020, N=901 in May 2021 and N=944, April-May 2022)



Question: We would first like to understand what you consider as 'speeding', when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be 'speeding'? (Base: All participants)

Key take away – Motorists have the same broad personal definition of speeding in 2022 as in 2021.

7. How have attitudes towards speeding changed in 2022?

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a range of statements about speeding or the risks of speeding.

Results showed just two significant differences in overall mean agreement ratings from 2021 to 2022, on the following items:

- 'Low-level speeding is a major contributor to crashes' (mean = 3.2 in 2022 v 3.3 in 2021) - attributable to changes in the Low-level speeding segment (mean = 3.0 in 2022 v 3.2 in 2021)
- 'It's not really speeding, if I only go over the limit by a few kilometres' (mean = 2.8 in 2022 v 2.7 in 2021)

While the differences may appear to be small, they do represent a statistically significant change (i.e., there is a less than 5% probability that the results are the same). These results reflect an unfavourable shift in attitudes towards low-level speeding.

Motorists in the Moderate-excessive speed segment had a significantly higher mean agreement rating on 'I am less likely than others to be involved in a crash due to speeding' in 2022 compared to 2021 (mean = 3.2 in 2022 v 3.0 in 2021). They also had a significantly lower mean agreement rating on 'If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit' (mean = 3.7 in 2022 v 3.9 in 2021). These results also reflect an unfavourable shift in attitudes towards the risks of speeding.

An analysis of significant differences between speeding segments revealed that motorists in the Moderate-excessive and Low-level speeding segments had significantly less favourable attitudes and perceptions of risk across all except one of the 13 survey items, compared to the Compliant segment.

Key take away – There was an unfavourable shift in motorist attitudes relating to low-level speeding. Motorists in the Moderate-excessive segment also had an unfavourable shift in attitude relating to the risks of being involved in a crash due to speeding. Motorists in the Moderate-excessive and Low-level speeding segments have less favourable attitudes and perceptions of risk related to speeding than motorists in the Compliant segment.

8. What are motorist views about speed tolerances, speeding fines and use of revenue?

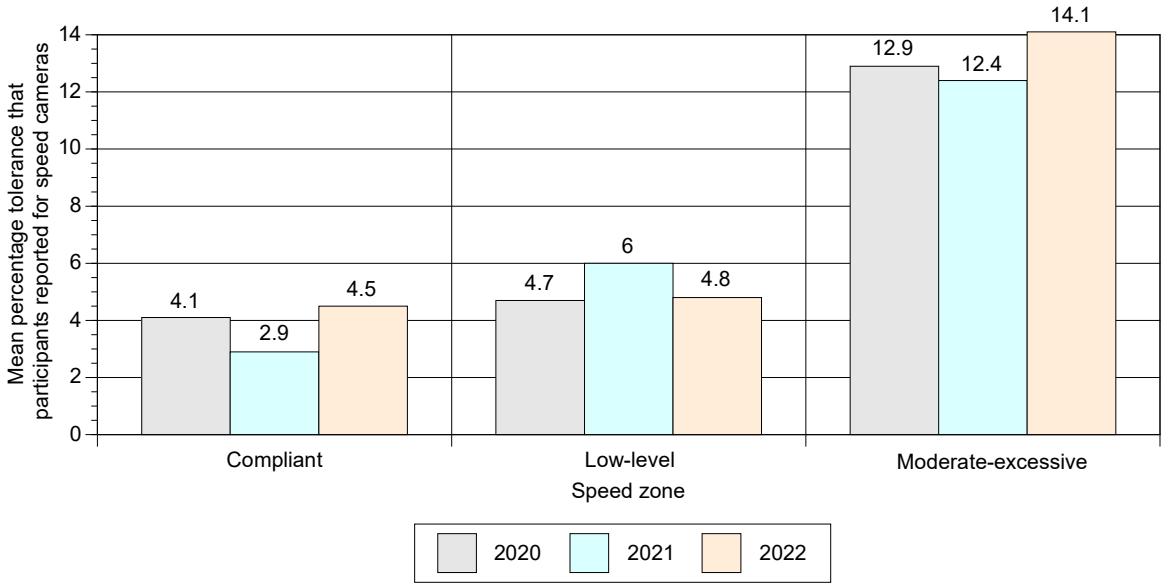
In 2022, the mean perceived speed tolerance was 6.5%, which was not significantly different to the 2021 result of 6.4%. Consistent with 2021 and 2020 findings, motorists in the Moderate-excessive speed segment had significantly higher perceived speed tolerances than those in the Low-level and Compliant segments (means of 14.1%, 4.8% and 4.5%, respectively). Motorists in the Low-level speeding segment had significantly lower perceived speed tolerances in 2022 compared to 2021 (mean = 4.8% in 2022 v 6% in 2021).

Overall, 35.9% of participants correctly identified that fine revenue is legislatively required to be used for road safety programs and improvements (not significantly different to the 2021 result of 35.2%). Consistent with results from previous year's surveys, a significantly higher proportion of motorists in the Moderate-excessive speed segment were aware of this legislative requirement compared to either the Compliant or Low-level speeding segments.

Only 9% of all participants correctly identified the first speeding fine bracket as being 1-12 km/h. This was a significantly lower percentage than in 2021 (12.3%).

Consistent with 2021 results, 'Locations that have a history of speed-related crashes' was rated as the most important factor for speed camera locations (mean = 4.4). Motorists in the Moderate-excessive speeding segment had a significantly higher mean importance rating for 'Roads where a lot of motorists exceed the speed limit' in 2022 compared to 2021 (mean = 4.0 in 2022 v 3.8 in 2021).

Figure 5. Motorist perceptions of speed camera enforcement tolerances (amount above the speed limit before fines are issued) (n=871 in August-September 2020, n=867 in May 2021 and n=915 in April-May 2022)



Question: Some people believe that there is an enforcement tolerance associated with speed cameras. This means motorists can drive a certain amount over the speed limit and not be fined. What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? _____ %. (EXAMPLE: A 1% tolerance for a 100 km/h limit would mean that you: Would NOT be fined at 101 km/h but you would be fined at 102 km/h or above. (Base: All participants)

Key take away – Motorist knowledge of the first bracket of a speeding fine has decreased in 2022. Overall perceptions about speed tolerances, knowledge of legislative requirements for the use of fine revenue, and views regarding factors determining speed camera locations were largely the same in 2022 as in 2021. Perceived speed tolerances were lower for motorists in the Low-level speeding segment in 2022 compared to 2021.

9. What else do we know about speeding fines, crashes and unsafe driving behaviours of motorists?

To better understand the behaviours of the speeding segments, motorists in 2022 were asked to report the number of speeding fines and crashes they had during the past 3 years. In addition, they were asked to rate how often they had engaged in a range of unsafe driving behaviours during the past 12 months on a five-point scale (where 1=Never and 5=Always).

Speeding fines

There was no significant difference from 2021 to 2022 in the proportion of motorists reporting receiving speeding tickets during the past 3 years (unlike 2020 to 2021 where an increase was observed in 2021 - possibly due to COVID-19 lockdowns and restrictions).

Speeding offences less than 13 km/h over the limit were the most commonly received speeding fine in 2022, with 91.2% of motorists (who received at least one speeding fine in the last three years) reporting receiving this type of fine.

Crashes

Although the overall mean number of crashes increased from 0.6 in 2021 to 0.8 in 2022, this difference was not statistically significant. Motorists in the Moderate-excessive speeding segment reported a significantly greater number of crashes than those in the Compliant and Low-level segments.

Unsafe driving behaviours

In 2022, driving while fatigued (mean = 2.0) was the most frequently reported unsafe driving behaviour, followed by use of a mobile phone without hands-free (including texting or talking) (mean =1.5) and tailgating (mean = 1.5). This is consistent with 2021 findings.

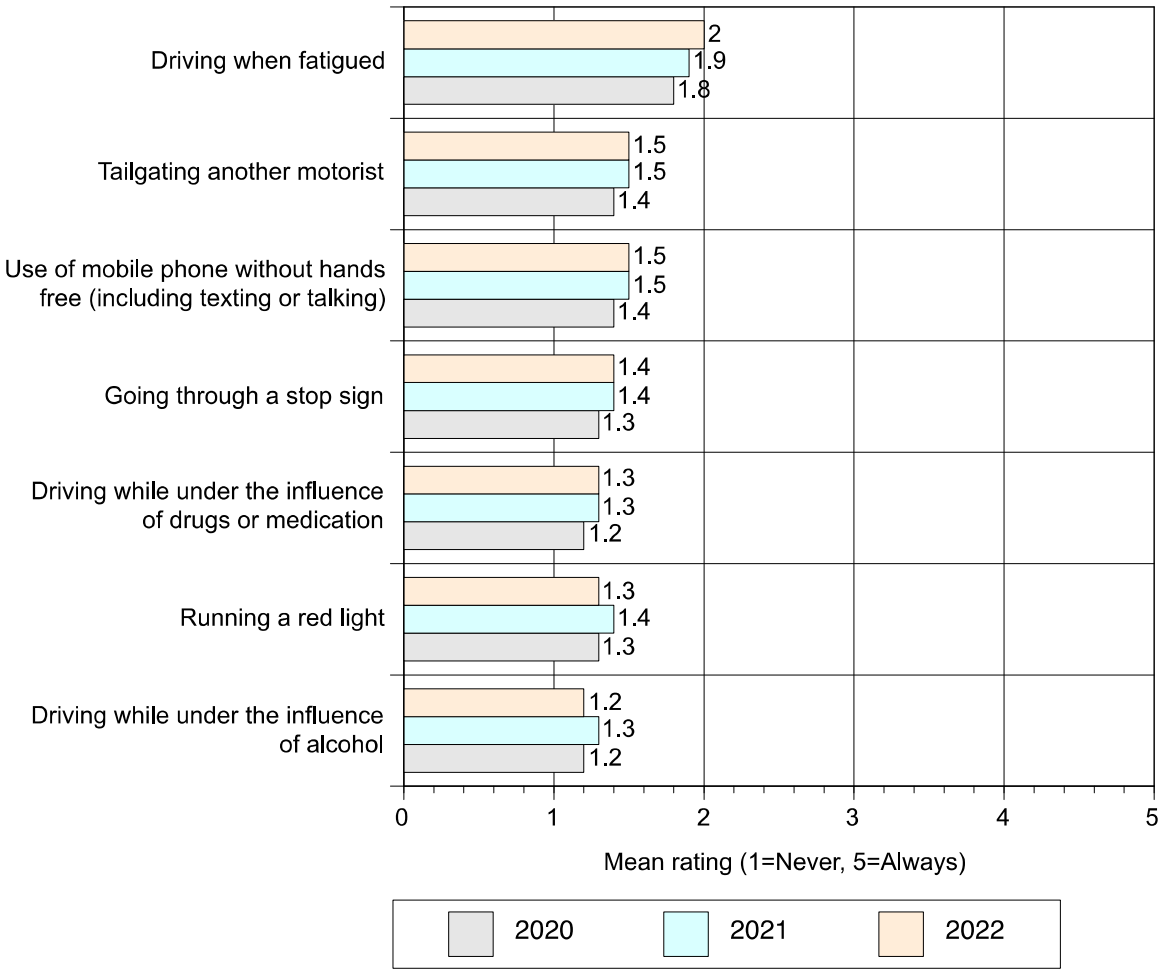
Overall, there were no significant differences in reported unsafe driving practices from 2021 to 2022. There were, however, two significant increases in reported unsafe driving practices within the Low-level speed segment. These were:

- Use of a mobile phone without hands-free (including texting or talking)
  (mean = 1.5 in 2022 v 1.4 in 2021)

- Driving while under the influence of drugs or medication
  (mean = 1.2 in 2022 v 1.1 in 2021)

Motorists in the Moderate-excessive segment reported engaging in all of the listed unsafe driving practices significantly more frequently than those in the Compliant and Low-level speeding segments.

Figure 6. Unsafe driving behaviours reported by motorists – Overall results (N=900 in August-September 2020, N=901 in May 2021 and N=944 in April-May 2022)



Question: During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score, 1= Never, 5=Always). Weighted data.

Key take away – There was no overall significant difference in the speeding fines, there was a reduction in the mean number of fines received among those motorists who received a fine.

There were no significant differences in the number of crashes reported in the past 3 years.

There were also no overall changes in reported unsafe driving behaviours from 2021 to 2022, however, motorists within the Low-level speed segment reported an increase in the use of a mobile phones without hands-free and driving while under the influence of drugs or medication.

Between-group comparisons showed that motorists in the Moderate-excessive speeding segment reported a higher number of speeding fines and crashes and engaged in all unsafe driving practices more frequently than those in the Compliant and Low-level speeding segments.

Self-reported speeding in Queensland

Motorists under 25 years - 14.6% were Compliant, 55.4% were Low-level and 30% were Moderate-excessive speeders

Motorists 25-39 years - 15.2% were Compliant, 61.5% were Low-level and 23.3% were Moderate-excessive speeders

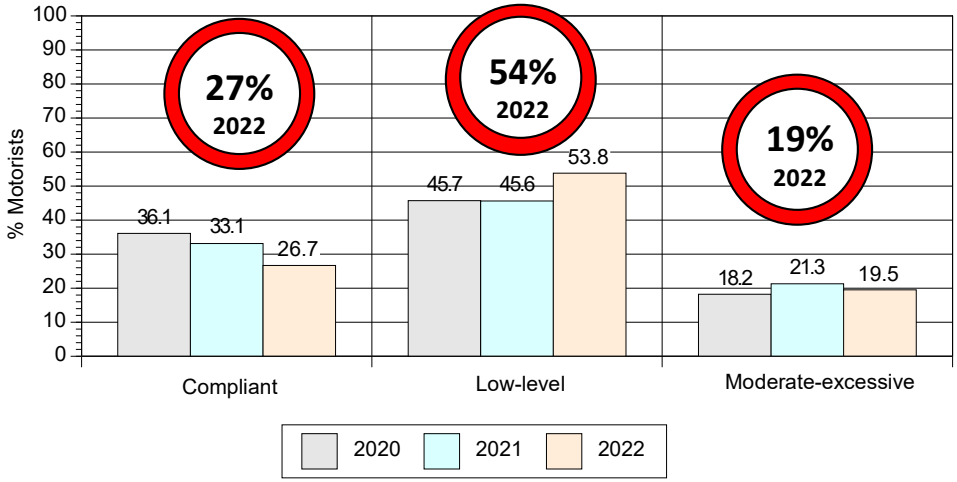
Motorists 40-59 years - 26.4% were Compliant, 54.4% were Low-level and 19.1% were Moderate-excessive speeders

Motorists 60 years or older - 40.9% were in Compliant, 46.6% were Low-level and 12.5% were Moderate-excessive speeders

On 100 km/h roads, what speed is considered to be 'speeding'?

- Compliant – 103 km/h
- Low-level – 104 km/h
- Moderate-excessive – 104 km/h

Percentage of motorists who speed in 50, 60 and 100 km/h zones



Top factors likely to increase speeding:

- Overtaking another vehicle (mean = 4.0 in 2022) *(no change from 2021)*
- Driving down a hill (mean = 3.6 in 2022) *(no change from 2021)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2022) *(no change from 2021)*
- Running late (mean = 3.5 in 2022) *(no change from 2021)*

> Moderate-excessive speeders reported driving at or below the speed limit ~42-46% of the time across 50km, 60km and 100km speed zones

> Low-level speeders did this approximately 65-67% of the time

Introduction

The current project involved conducting an online panel survey of N=944 licensed motorists in Queensland, aged 16 years or older, to examine the prevalence and determinants of speeding in Queensland. The purpose of 2022 data collection was to compare results with data collected in 2021 and 2020.

The road safety perceptions and attitude survey (RSPAT survey) had been undertaken for nearly two decades prior to 2020. The Department of Transport and Main Roads (TMR) saw potential to further improve the design of the survey in 2020 to develop a more focused research instrument that could support communications and activities of the Department in the field of road safety. The 2022 data analysis continues with the new direction set for the RSPAT survey in 2020.

For this reason, in 2020, the survey was completely re-designed with a specific focus on the measurement of the prevalence and determinants of speeding in Queensland. To support the redesign, a conceptual framework was designed to focus measurements on the key determinants of speeding, along with measurements of attitudes and behaviours that may explain or influence speeding behaviour.

Given the new design, caution should be applied to comparing results in 2022 with RSPAT surveys prior to 2020 (although comparable items are few in number). This is because design improvements were made to the wording of questions and scale anchors to improve measurement (e.g., all relevant items were anchored to the 'past 12 months' in line with good measurement in prevalence studies).

In total, the sample in 2022 included N=944 participants with a driver's licence. This included n=463 in the South East Region, n=166 in the Central Region, n=162 in the Northern Region and n=153 in the Southern Region.

In total, n=782 participants within the sample had an Open licence, n=162 had a P1, P2, P or L licence and n=181 had a motorbike licence (Learner, RE or R - which also requires an Open car licence).

Approach to reporting

The focus of the current report is on how speeding prevalence has changed in Queensland in 2022 compared to 2021 and 2020, as well as key changes in the attitudes and behaviours of different speeding segments over the past year.

Methodology

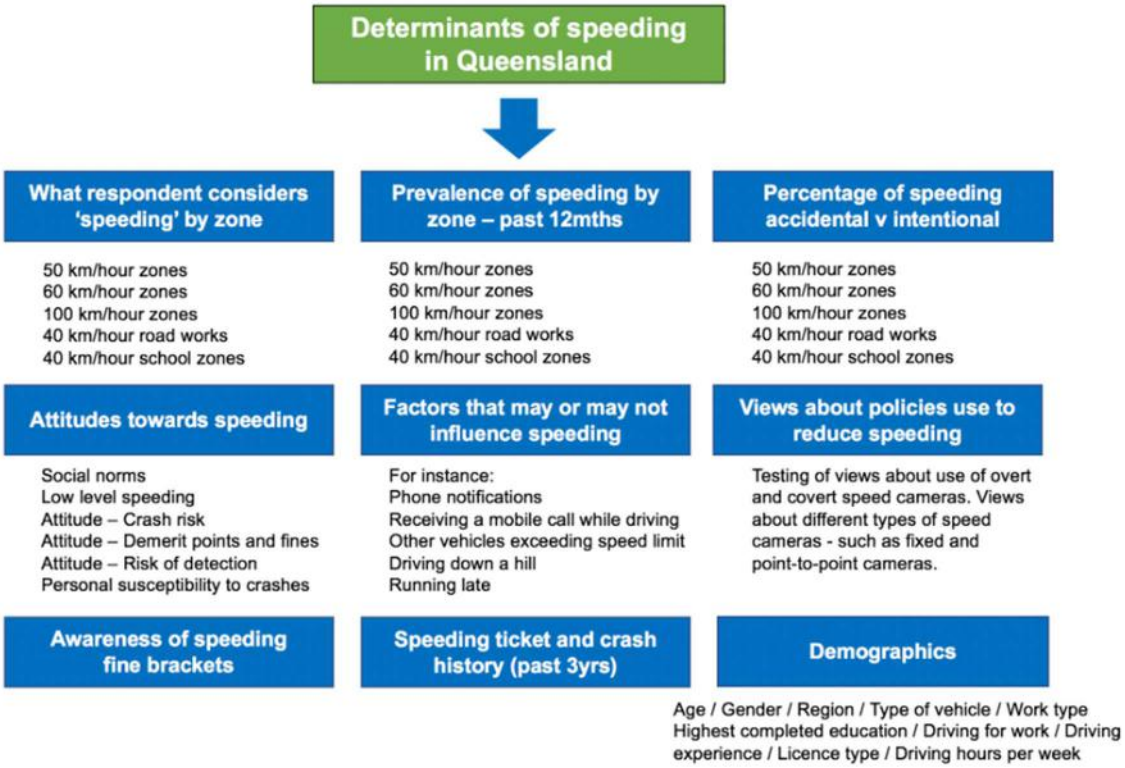
Research design

The 2022 survey retained the same research design and questions as developed for the new research design in 2020. An online survey of N=944 participants was conducted during April-May 2022. The in-scope population for the survey consisted of licensed motorists aged 16 years or older in Queensland with the survey approximately 20 minutes in length.

A conceptual framework highlighting the measurement constructs developed in the 2020 design refresh (also measured in 2021 and 2022) is presented in Figure 7 for reference.

The response scale of one survey item was slightly changed in the 2022 survey upon TMR's request, due to the upcoming change to the categories of speeding offences due to take effect in Queensland on 1 July 2022. The survey item examined participant awareness of the first bracket of a speeding fine to assess whether motorists are actually aware of the first level speeding offence. One bracket of the response scale to this question was changed from 1-9 km/h to 1-10 km/h over the speed limit. Due to this change, the second response category in 2022 cannot be compared directly to the preceding surveys (i.e., the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across survey years).

Figure 7. Conceptual framework for the current study



Measurement of the prevalence of speeding

Prevalence surveys have the explicit aim to identify how widespread an event, disease or behaviour is within the population. As prevalence can be studied over time, it is important that prevalence measures have a clear measurement time frame to ensure accurate measurement over time. In this context, questions in the survey were anchored to the past 12 months to ensure that results can be compared annually.

Care was also taken to improve measurement accuracy by making sure that survey questions clearly outlined what participants should consider or not consider in providing a response.

For instance, speeding prevalence questions took due care to inform participants to provide their response based on roads without road works or school zones and to only include situations where they were the driver. Examples of response formats were also provided, where appropriate, to maximise measurement accuracy.

An example of the prevalence question asked for 50 km/h, 60 km/h and 100 km/h speed zones, that illustrates the questioning approach, is provided in Figure 8.

Figure 8. Example of the questioning approach used in the current study

For the next questions, I'd like you to think about your speeding during the past 12 months on different types of roads.

Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%.

Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver.

EXAMPLE

In a 60 km/h zone:

At or below the speed limit	30%
1-5 km/h over the speed limit	40%
6-10 km/h over the speed limit	30%
11-20 km/h over the speed limit	0%
More than 20 km/h over the speed limit	0%
TOTAL MUST ADD TO 100%	**100__%**

This means you stayed at or below the speed limit 30% of the time, 40% of the time you were 1-5 km/h over and 30% of the time, you were 6-10 km/h over. Zeros were added for other amounts, as you never exceeded the speed limit by those amounts.

Description of survey measures

To examine the prevalence and determinants of speeding in Queensland, major survey constructs measured in 2022 included:

- **What participants consider speeding** – The survey explored the speed above the posted speed limit that participants believed a motorist needs to travel to be considered to be 'speeding'. While technically any amount over the posted speed limit is representative of speeding, this measure was designed to examine individual definitions of speeding. It was expected that motorists who speed may consider small amounts of speed over the limit as *'not speeding'*.

- **Prevalence of speeding by zone** – To measure the prevalence of speeding in Queensland, participants were asked to report the percentage of the time they exceeded the speed limit by different amounts (in km/h) within five speeding zones. The 50 km/h, 60 km/h and 100km/h zones were selected for this purpose, given that they are the most common types of speed zones in Queensland, along with road works and school zones. This methodology was used to measure self-reported speeding prevalence, as it considers the frequency of the behaviour and the severity of the behaviour within different speed zones.

- **Accidental versus intentional speeding** – Speeding can occur either by accident or intentionally, however, this issue has not received much attention in speeding research. Knowing the proportion of speeding that is perceived to be accidental is useful, as it means that speeding reduction programs can identify strategies to improve motorist cognition and alertness that they are actually speeding. In addition, programs can also target intentional speeding through different initiatives. Accordingly, this was seen to have measurement value. However, as a self-reported estimate, like measures of speeding prevalence, accidental speeding provides only an estimate of indicative non-intentional speeding behaviour.

- **Attitudes towards speeding** – Research shows that attitudes can influence behavioural intentions. For this reason, a diverse range of attitudes were examined in the survey. These related to normative influences on speeding, attitudes towards low-level speeding, views about crash risk, demerit points and fines, views about the risk of detection in relation to speed cameras and perceived individual susceptibility to crashes.

- **Factors that may influence speeding** – The survey examined the extent that different factors make people more or less likely to speed. These influences included within-vehicle factors (e.g., getting a phone call), cognitions (e.g., not thinking there are any speed cameras in the area of travel) and external factors (e.g., other vehicles in the traffic flow are speeding).

- **Views about policies to reduce speeding** – The Queensland Government - like all governments - use various strategies to detect and enforce speeding behaviour. Participant views were assessed about such measures to provide reference data for TMR on the extent to which the community supports or does not support different speed mitigation measures. In some cases, measures of awareness were also examined (e.g., awareness of the legislative requirement to use money obtained from speeding offences on road safety initiatives).

- **Awareness of speeding fine brackets** – The survey examined participant awareness of the first bracket for speeding fines to assess whether motorists are actually aware of this.

- **Speeding infringement and crash history** – Given the small number of motorists likely to have received fines or have been involved in crashes, participants were asked to report the number of speeding infringements and crashes they had had in the past *three years*. Such data also has potential to aid further analysis of the data set by examining relationships between speeding, speeding offences and crashes.

Data collection methodology

In conducting the research, an online consumer panel survey was used for data collection in 2022, similar to 2021 and 2020. As there was an intent to repeat the measures annually, panelists taking part in the 2021 survey were excluded from the list of potential participants in 2022. Every two years, however, subjects will be placed back into the potential pool of participants for survey participation.

In total, n=894 participants were recruited from the online panel and n=50 were recruited from a further Queensland face-to-face research panel to form a total sample of N=944.

If participants were under age 18, parents were first contacted to assess whether they would give permission for their child to complete the online survey. When permission was achieved, they were emailed the online survey link for completion. The overall purpose of this 'top-up' sample was to provide a sample of young motorists, who are typically low prevalence in online consumer panels.

Participants taking part in the survey included people with a car licence only (i.e., Learner, P1, P2 or Open licences) and those with both a car licence and motorcycle licence (i.e., Learner, RE or R).

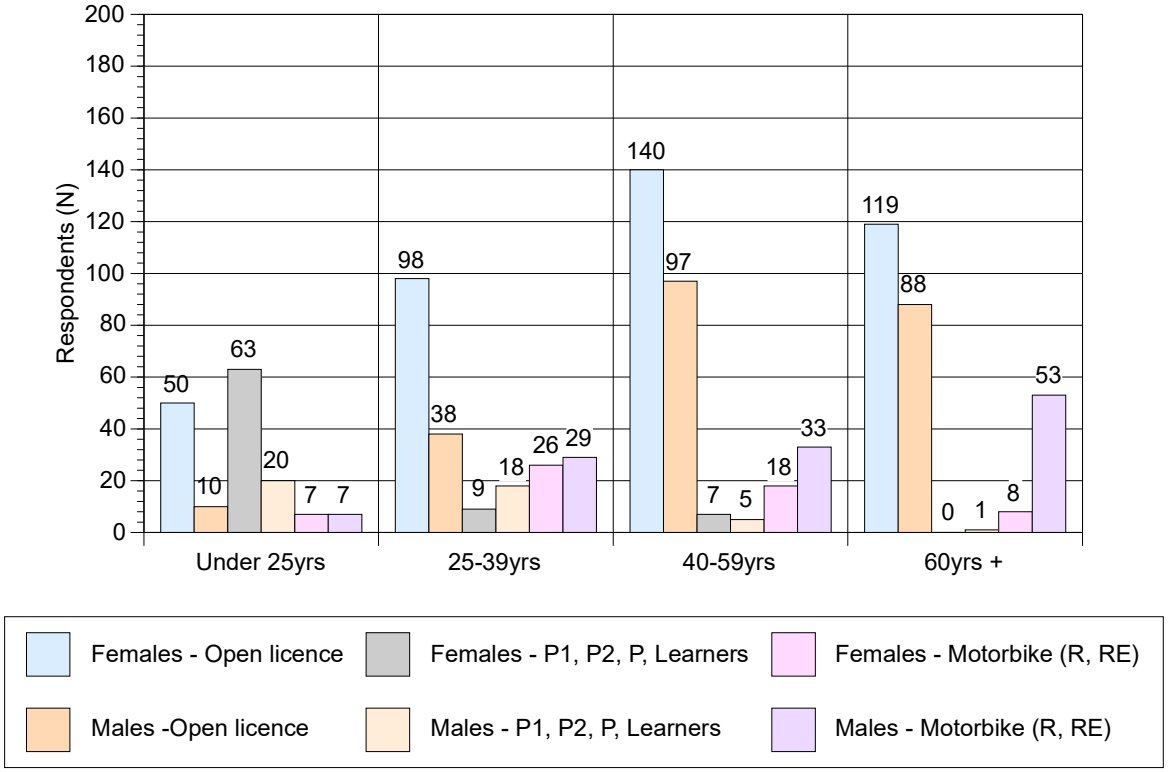
In Queensland, motorcycle licences cannot be applied for, unless a motorist has held an Open licence for a period of at least 12 months. This implies that all participants in the survey with a motorcycle licence also have, by default, an Open car licence.[2] Participants with Probationary licences[3], or who had no current licence, were exited from the survey and excluded from sampling.

The profile of participants taking part in the survey, by age and gender, is provided in Figure 9 while the margins of error for the samples are in Table 3.

[2] *It has not always been a requirement that motorists must have an Open licence before being allowed to apply for a motorcycle licence. Therefore, there is potential for some older motorists (late 40's and older) who hold a Queensland Driver Licence to only have a motorcycle licence and no car licence.*

[3] *Probationary licences are issued to drivers who were disqualified from holding or obtaining a licence by a court and who have served the period of disqualification.*

Figure 9. Profile of the online panel sample taking part in the survey (N=944, April-May 2022)



Note: P, P1 and P2 in Figure 9 refer to Provisional licences

Table 3. Sample sizes and confidence intervals for the 2022 survey sample (N=944)
(95% confidence interval at the 95% confidence level)

Sampling Regions	n	Confidence interval (+/-)
South-east	463	+/-4.5
Central	166	+/-7.6
Northern	162	+/-7.7
Southern	153	+/-7.9
Queensland (Total)	944	+/-3.2

Use of TMR licensing data for sampling and data weighting

TMR licensing data was used to develop a reference population to guide sampling and weighting of the survey data. While the overall approach to sampling was to select participants within the online panel by age, gender and region (within each of the four TMR regions), the TMR distribution of licencees by region (and age/gender) was used to set rough age and gender quotas for the online sample.

In this context, while sampling by licence type was not possible, selecting panel participants by age and gender within each TMR region has been demonstrated to be an acceptable proxy for the likely age, gender and licence type distribution of the population by region.

The reference population used in the survey was provided by TMR and was based on the same July 2020 licensing data used in the 2021 and 2020 surveys, given that the population of licensed motorists has not significantly changed since this time.

For the purpose of weighting, some adjustments were made to the profile of licensees by region to account for the fact that unique motorcycle licencees were not easily accessed from TMR data.

An estimate of licensees with a motorcycle licence were subtracted from car licence holders to develop an estimate of unique car licence holders and unique motorcycle licence holders in Queensland. The data was also adjusted in this way in a proportional manner within each age and gender stratum to ensure that it was as close as possible to the likely distribution of unique TMR licence holders.

The purpose of data weighting is to make the proportions of participants in different categories of interest match the actual profile of licence holders by age and gender. This ensures that results are as representative as possible of the overall population of Queensland licence holders.

For the purpose of data weighting, three rolled-up licence categories were developed – Open licence holders, Learner/P/P1/P2 licence holders and motorcycle licence holders (Learner, RE or R). A reference population with data presented in these categories, by age and gender, was then used for data weighting at an overall Queensland level.

A decision was made to weight the overall Queensland data set and analyse regional data unweighted, given the potential large effects of weights on the small regional samples.

Overall, weighted statewide trends were deemed most important, given that the overall aim of the survey was to better understand the prevalence and determinants of speeding in Queensland.

During the process of data weighting (licence class x age x gender), some strata were rolled-up to prevent zero counts in cells (which cannot be weighted). In cases where zeros were present in strata, either ages or genders were collapsed to form a single stratum.

Limitations of the sampling

Given that data is weighted to be representative of the overall Queensland population of licence holders, regional data is presented unweighted and is thus not necessarily representative of regional populations. The small size of regional samples also needs consideration in this context. Online panels generally do not have a good representation of populations in regional areas.

In addition, the limitation of surveying participants from an online panel also needs careful consideration when reviewing and considering the survey findings. While data weighting helps to correct for some of the sampling bias by age and gender, studies have shown that the bias of online panels cannot be corrected through data weighting (e.g., Pennay et al, 2018[4]).

This is also why major prevalence studies which aim to accurately identify the prevalence of a behaviour in a population use random sampling and CATI methodologies. As participants can be sampled within the population based on their known probability of selection, if conducted with quality methodologies with excellent rates of response, CATI studies generally provide more accurate prevalence estimates.

[4] Pennay D. W., Neiger D., Lavrakas P. J., Borg K. A. (2018), "The Online Panels Benchmarking Study: a Total Survey Error Comparison of Findings Form Probability-Based Surveys and Nonprobability Online Panel Surveys in Australia." CSRM & SRC Methods Paper No. 02/2018. Available at http://csrm.cass.anu.edu.au/sites/default/files/docs/2018/12/CSRM_MP2_2018_ONLINE_PANELS.pdf

Moreover, as data is only based on self-report, it is possible that some participants have not remembered or reported their speeding behaviour accurately. As such, survey results should be considered as indicative rather than definitive.

These limitations should thus be carefully considered when reviewing findings and using results to design programs to respond to speeding in Queensland.

Significant differences

Throughout this report, tables are marked with letters to show results that are significantly different at $p<.05$. Significant differences in the 'overall' columns of this report compare 2022 with 2021 and 2020 results. These columns are highlighted in green.

If letters are different between the overall columns in 2022, 2021 or 2020 within each row, this shows that results are significantly different between the three years. If they are not significantly different, letters are the same.

As an example, if the letter 'a' is in the green 2022 column 'b' is in the 2021 and 'c' is in the 2020 column, this means that the results of these three years are statistically different. Conversely, if the letters are the same (e.g., all are 'a'), results are not statistically different.

Within each year's subtable, however, the significant differences relate to differences between the Compliant, Low-level and Moderate excessive speeding segments.

Statistically different results imply that there is a very low probability that the observed differences are due to chance.

For proportions, z-tests were the statistical tests conducted for comparisons of results for categorical variables (e.g., for categories such as speeding segments, age, gender), while t-tests were conducted for comparisons of results for continuous variables (e.g., for attitudinal variables on a five-point scale). No Bonferroni adjustments were applied and all significance testing was conducted at $p<.05$.

Major findings - Prevalence and determinants of speeding in Queensland

Prevalence of speeding in Queensland

Overall results for Queensland

To measure the overall prevalence of speeding in 2022, the speeding behaviour of motorists who reported driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour.

This was based on the proportion of time that motorists either spent driving at or under the speed limit, or conversely, over the speed limit within each zone. A two-step approach was used for categorising motorists, such that motorists were first categorised for each speed zone (50 km/h, 60 km/h, 100 km/h) and then were categorised overall.

The criteria used to classify motorists into the key speeding segments is provided in Table 4.

Table 4. How speeding behaviour was analysed to form three speeding segments in Queensland

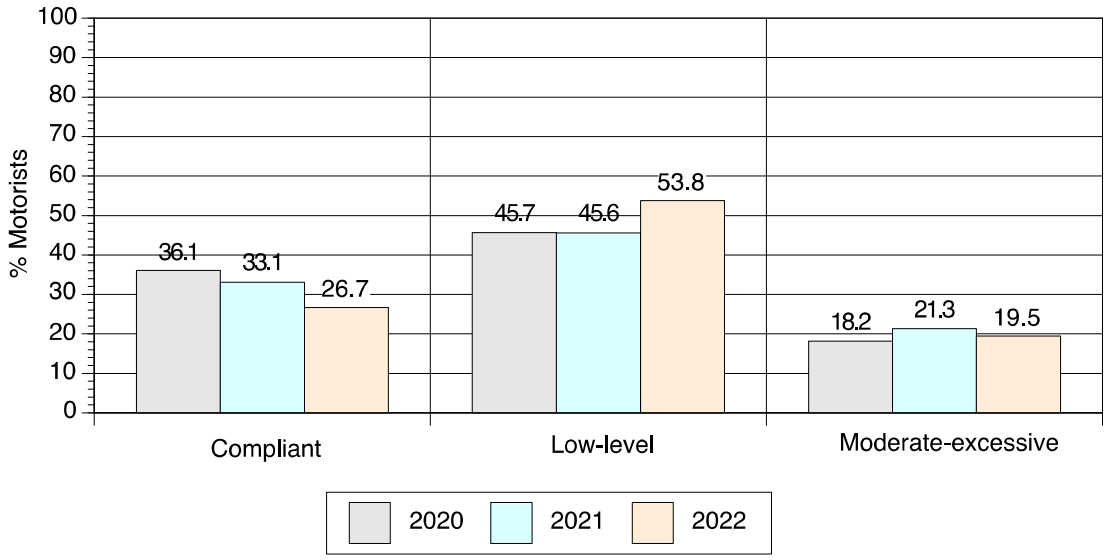
Compliant	Low-level	Moderate-excessive
• 90% or more of driving was at or below the speed limit AND • 0% of driving was above 11 km/h over the limit	• 0% of driving more than 20 km/h over AND • Less than 10% of driving 11-20 km/h over AND • At least 11% of driving was 1-10 km/h over the speed limit	• 1% or more driving is 20 km/h or more above the limit AND/OR • 10% or more of driving is 11 km/h or more above the limit

Figure 10 shows the percentage of participants in each speeding segment in 2022, compared to 2021 and 2020. Consistent with previous years, the largest segment in 2022 was the 'Low-level' speeding category (53.8%) followed by the 'Compliant' segment (26.7%) and the 'Moderate-excessive' speeding segment (19.4%).

The percentage of motorists in the 'Low level' segment was significantly higher in 2022 than in 2021 and 2020, while the percentage of motorists in the 'Compliant' segment was significantly lower. No significant differences were found in the percentage of motorists in the 'Moderate-excessive' segment.

These results show that there has been an increase in the percentage of motorists reporting engaging in low-level speeding in 2022, with this increase coming at the expense of a reduction in the proportion of motorists that reported complying with the speed limit.

Figure 10. Distribution of speeding segments in Queensland
(n=871 in August-September 2020, n=867 in May 2021 and n=915 in April-May 2022)



Note that segments were developed based on the methodology described in Table 4. Weighted results.

Results by gender

Within males, 25.9% were in the Compliant segment, 50.4% were in the Low-level speeding segment (a significant increase from 43.5% in 2021) and 23.7% were in the Moderate-excessive speeding segment. Results are in Figure 11.

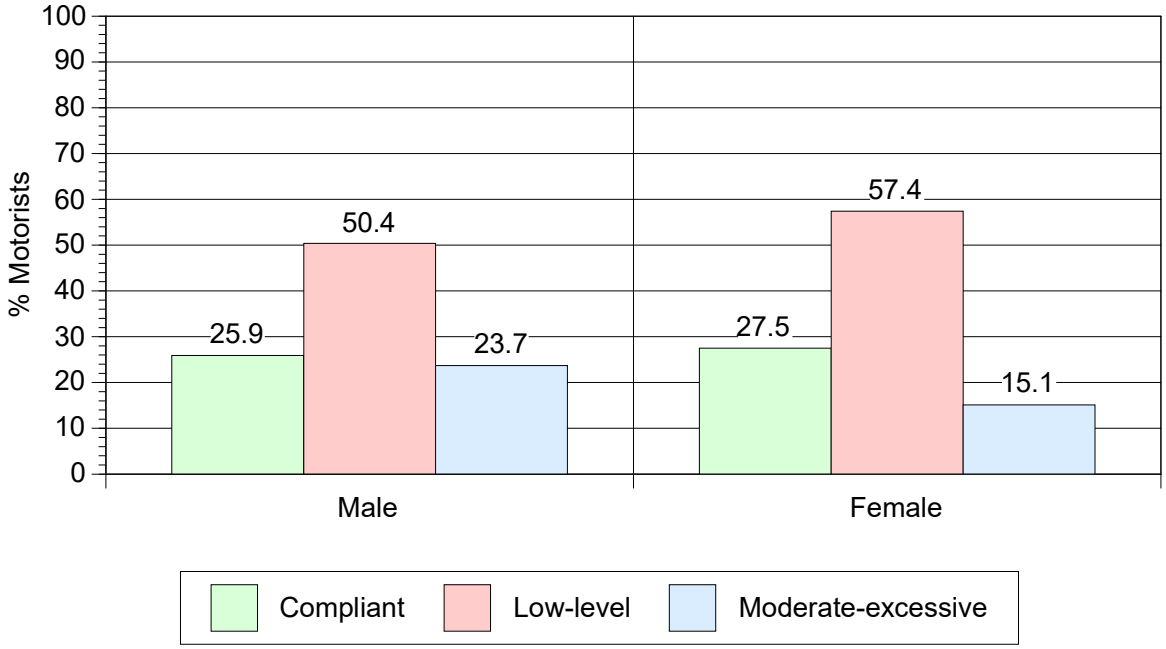
In 2022, within females, 27.5% were in the Compliant segment (a significant decrease from 37.5% in 2021), while 57.4% were in the Low-level speeding segment (a significant increase from 47.7% in 2021) and 15.1% were in the Moderate-excessive segment (no significant difference from 2021).

Taken together, the findings suggest that the overall reduction in the Compliant segment, appears to be the result of changes among female motorists, while the increase in the proportion of motorists in the Low-level speeding segment is attributable to changes among both female and male motorists.

An analysis of significant differences between the male and female groups in 2022 revealed:

- A significantly higher proportion of females were in the Low-level speeding segment than males (there were no significant differences between males and females in this segment in 2021 and 2020)
- A significantly higher proportion of males were in the Moderate-excessive speeding segment than females. This is consistent with 2020 and 2021 results, which suggests that this is a longer-term trend.
- There were no significant differences in the proportions of males and females in the Compliant segment.

Figure 11. Distribution of speeding segments in Queensland by gender in 2022
(n=915, April – May 2022)



Note that segments were developed based on the methodology described in Table 4. Weighted results.

Results by age

Figure 12 shows the distribution of speed segments in Queensland in 2022 by age. The Low-level speeding segment had the highest percentage of participants within all age groups.

By age, findings in 2022 showed that:

- Within motorists under 25 years, 14.6% were in the Compliant segment, 55.4% were in the Low-level segment and 30% were in the Moderate-excessive segment.
- Within motorists 25-39 years, 15.2% were in the Compliant segment, 61.5% were in the Low-level segment and 23.3% were in the Moderate-excessive segment.
- Within motorists 40-59 years, 26.4% were in the Compliant segment, 54.5% were in the Low-level segment and 19.1% were in the Moderate-excessive segment.
- Within motorists 60 years and older, 40.9% were in the Compliant segment, 46.6% were in the Low-level segment and 12.5% were in the Moderate-excessive segment.

A comparison of 2022 with 2021 findings showed there was a significant decrease in the proportion of motorists in the Compliant segment within the following age brackets:

- Under 25 years (24.6% in 2021 v 14.6% in 2022)
- 25-39 years (23.1% in 2021 v 15.2% in 2022)
- 40-59 years (34.6% in 2021 v 26.4% in 2022)

There was a corresponding significant increase in the proportion of motorists in the Low-level segment within the same age brackets:

- Under 25 years (43.9% in 2021 v 55.4% in 2022)
- 25-39 years (45.7% in 2021 v 61.5% in 2022)
- 40-59 years (46.1% in 2021 v 54.5% in 2022)

With regards to the Moderate-excessive segment, there was one significant decrease observed from 2021 to 2022:

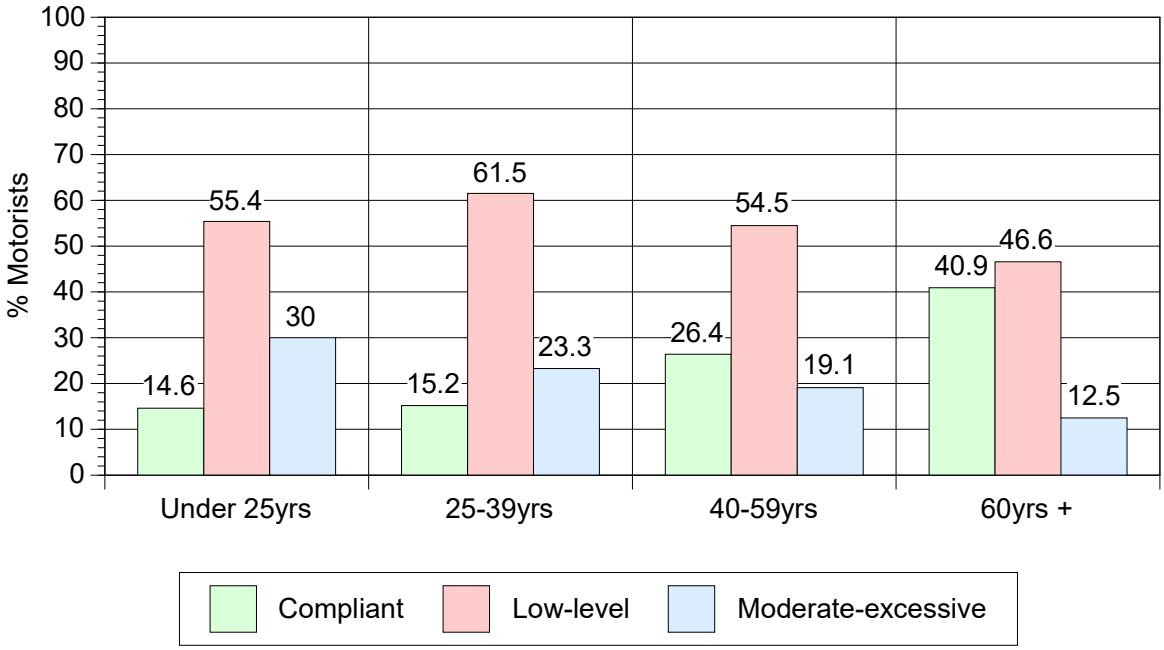
- 25-39 years (31.2% in 2021 v 23.3% in 2022).

An analysis of significant differences between the age groups in 2022 revealed:

- Compared to all other age groups, a significantly higher proportion of motorists aged 60 years and older were in the Compliant segment, and a significantly lower proportion were in the Low-level and Moderate-excessive speeding segments
- Compared to all other age groups, a significantly higher proportion of motorists aged under 25 years were in the Moderate-excessive speeding segment
- Compared to the under 25 years and 25-39 years age groups, a significantly higher proportion of motorists aged 40-59 years were in the Compliant segment and a significantly lower proportion were in the Moderate-excessive speeding segment
- Compared to the 25-39 age group, a significantly lower proportion of motorists aged 40-59 years were in the Low-level speeding segment.

Overall, these results show that the oldest age group has the highest proportion of motorists in the Compliant segment and the youngest age bracket has the highest proportion of motorists in the Moderate-excessive speeding segment. This finding is consistent with 2020 and 2021 results.

Figure 12. Distribution of speed segments in Queensland by age in 2022
(n=915, April-May 2022)



Note that segments were developed based on the methodology described in Table 4. Weighted results.

Profile of speeding segments in Queensland

The demographic profile of the three speeding segments in 2022 is in Table 5. Results are also presented for 2021 and 2020 for comparison.

Analysis of the demographic characteristics of the 2022 sample revealed a number of significant differences from the 2021 sample, as denoted by the differing letters in the table (i.e., different letters within the same row denote a statistically significant difference between years).

In terms of overall results for 2022 compared to 2021, there was a significantly higher percentage of motorists in 2022 reporting the following:

- Being aged 60+ years (the mean age of the 2022 sample was also significantly higher at 47.9 years compared to 46.5 years in 2021)
- The highest level of completed education being Less than Year 10 (4.6% in 2022 v 2.6% in 2021)
- Holding a motorcycle (R/RE) licence (22.3% in 2022 v 18.3% in 2021)
- Riding a motorcycle (1.6% in 2022 v 0.6% in 2021)

There was a significantly lower percentage of motorists in 2022 reporting the following:

- The highest level of completed education being a postgraduate university degree (7.1% in 2022 v 10.7% in 2021)
- Not being in the workforce and only studying (2.8% in 2022 v 4.8%% in 2021)

While these differences are statistically significant, the actual differences in the percentages are quite small and not of great practical relevance.

There was also a significant change in the number of hours per week spent driving, with less motorists in 2022 driving less than 2 hours a week (13.4% in 2022 v 17.1% in 2021) and more motorists driving between 7 and 14 hours a week (27% in 2022 v 22.5% in 2021).

A number of significant differences were observed in the demographic profiles between the speeding segments. Of particular note, compared to the Compliant and Low-level speeding segments, Moderate-excessive speeding segment had a significantly higher proportion of motorists who:

- Were aged under 25 years
- Were male
- Held a P1, P2, P or L licence
- Held a motorcycle licence
- Worked full-time
- Drove a vehicle as part of paid work
- Received at least one speeding fine in the past 3 years

These findings are consistent with 2020 and 2021 results.

Table 5. Demographic profile of speeding segments in 2022, 2021 and 2020
(N=900 in August-September 2020, N=901 in May 2021 and N=944 in April-May 2022)

Measure	Response	2020				2021				2022				Overall change 21-22
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
		% Respondents												
Age	Under 25yrs	7.0a	12.7b	24.8c	13.3a	9.6a	12.4a	18.9b	13.3a	6.7a	12.6b	18.9c	12.6a	-0.7
	25-39yrs	18.3a	29.5b	35.8b	26.9a	19.0a	27.3b	39.8c	26.7a,b	13.3a	26.6b	28.0b	23.5b	-3.2
	40-59yrs	41.1a	32.7b	25.4b	34.0a	35.4a	34.4a	30.8a	34.1a	33.8a	34.6a	33.6a	34.0a	-0.1
	60yrs +	33.6a	25.1b	13.9c	25.8a	36.0a	25.9b	10.5c	25.8a	46.2a	26.2b	19.5c	29.9b	+4.1
		Mean age 2020				Mean age 2021				Mean age 2022				
	Mean age	51.9a	46.4b	38.7c	46.7a,b	52.0a	46.4b	38.6c	46.5a	54.8a	46.6b	42.9c	47.9b	+1.4
		% Participants 2020				% Participants 2021				% Participants 2022				
Gender	Females	52.8a	52.7a	33.2b	49.3a	55.3a	51.1a	34.0b	49.3a	50.8a	52.4a	38.2b	49.1a	-0.2
	Male	47.2a	47.3a	66.8b	50.7a	44.7a	48.9a	66.0b	50.7a	49.2a	47.6a	61.8b	50.9a	+0.2
Highest level of completed education	Less than Year 10	3.3a	3.2a	1.1a	3.1a	4.1a	2.1a,b	0.7b	2.6a	5.0a	4.1a	4.5a	4.6b	+0.2
	Year 10	14.0a	9.1b	9.3a,b	10.8a	10.7a	7.8a	11.5a	9.5a	14.1a	8.0b	11.7a	10.5a	+1.0
	Year 11	2.6a	4.0a	5.4a	3.7a	4.3a	2.6a	4.5a	3.6a	0.8a	2.3b	3.8b	2.5a	-1.1
	Year 12	16.4a,b	20.3a	12.0b	17.8a	20.4a	19.9a	15.8a	19.2a	20.4a	17.2a	20.6a	18.9a	-0.3

Measure	Response	2020				2021				2022				Overall change 21-22
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
		% Respondents												
	Certificate III, IV or a Diploma	37.3a	35.0a	32.2a	35.4a	36.0a	39.4a	24.0b	34.8a	35.1a	40.8b	27.8c	36.2a	+1.4
	Undergraduate university degree	18.4a	21.4a	26.1a	20.8a	18.2a	19.2a	22.9a	19.6a	18.0a	19.8a	24.8b	20.1a	+0.5
	Postgraduate university degree	8.2a,b	7.1a	13.8b	8.5a,b	6.3a	9.0a	20.6b	10.7a	6.6a	7.9a	6.7a	7.1b	-3.6
Licence type (Unique estimates)	Open	78.4a	75.6a	51.1b	71.9a	76.8a	77.9a	52.0b	71.9a	77.3a	71.6b	51.8c	68.5a	-3.4
	P1, P2, P, L	4.3a	9.9b	16.4c	9.7a	8.0a	7.6a	15.3b	9.7a	3.9a	8.3b	16.3c	9.2a	-0.5
	R / RE (Motorcycle licence)	17.4a	14.5a	32.5b	18.3a	15.2a	14.5a	32.7b	18.3a	18.8a	20.0a	31.9b	22.3b	+4.0
Main type of paid work during the past 12 months	Full-time	31.3a	38.3a	50.6b	37.8a	22.7a	39.4b	54.5c	36.9a	27.5a	40.0b	50.7c	38.6a	+1.7
	Part-time/casual	17.6a	25.2b	29.9b	23.5a	24.9a	22.5a	24.5a	23.7a	21.3a	27.4b	21.7a	24.5a	+0.8
	Not in the work force - only studying	3.8a	4.6a	3.9a	4.6a	5.9a	3.8a	2.7a	4.8a	3.4a,b	2.0a	4.3b	2.8b	-2.0
	Not in the work force and not studying	47.3a	31.9b	15.5c	34.1a	46.5a	34.3b	18.3c	34.6a	47.8a	30.6b	23.4c	34.0a	-0.6

Measure	Response	2020				2021				2022				Overall change 21-22
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
		% Respondents												
Whether a vehicle was driven as part of paid work	Percentage	23.6a	28.3a	33.6a	27.9a	24.0a	29.2a	58.6b	35.7b	24.8a	30.2a	45.9b	33.1b	-2.6
Type of main vehicle driven during the past 12 months	Hatchback	22.7a	27.1a	20.6a	24.1a	22.0a	22.2a	23.6a	22.8a	24.9a	21.0b	18.5b	21.5a	-1.3
	Sedan	31.6a	25.5a	29.9a	28.4a	36.0a	31.0a	17.9b	29.6a	31.2a	28.1a,b	25.1b	28.0a	-1.6
	Sports Car/Coupe	1.5a	2.4a	2.2a	2.0a	1.1a	4.0b	9.1c	4.2b	1.2a	3.0b	3.7b	2.9a,b	-1.3
	Station Wagon	5.3a	2.9a	3.1a	4.0a	4.0a	3.1a	1.8a	3.3a	4.2a	3.5a	4.6a	4.1a	0.8
	SUV	23.0a	26.1a	19.9a	23.5a	19.3a	25.0a	22.9a	22.5a	22.4a	23.3a	21.8a	22.3a	-0.2
	Minivan	0.3a	2.7b	1.5a,b	1.6a	1.3a	1.5a	2.2a	1.5a	1.2a	1.3a	0.7a	1.1a	-0.4
	Ute	5.3a	5.6a	9.4a	6.1a	6.3a	5.2a	8.8a	6.1a	6.8a	6.9a	7.6a	6.9a	+0.8
	4WD	9.2a	6.9a	11.2a	8.8a	8.3a	6.9a	10.1a	7.7a	6.9a	10.5b	10.7b	9.7a	+2.0
	Motorcycle	0.0	0.6a	1.2a	0.5a	0.4a,b	0.1a	1.9b	0.6a	0.0	0.9a	5.5b	1.6b	+1.0
	Moped/Scooter	0.0	0.0	0.0	0.02	0.02	0.02	0.02	0.0	0.4a	0.0	0.2a	0.1a	+0.1
	Bus	0.0	0.0	0.0	0.02	0.3a	0.02	0.9a	0.3a	0.0	0.0	0.0	0.0	-0.3
	Truck	0.0	0.0	0.6a	0.1a	0.3a	0.8a	0.0	0.5a	0.0	0.6a	1.2a	.5a	0.0

Measure	Response	2020				2021				2022				Overall change 21-22
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
		% Respondents												
	Other	1.1a	0.1a	0.3a	1.0a	0.9a	0.2a	0.7a	1.0a	0.7a	0.9a	0.3a	1.2a	+0.2
Number of hours per week spent driving	Not at all	6.0a	2.3b	3.2a,b	4.8a	0.8a	1.5a	1.8a	2.3b	3.2a	1.4b	4.8a	3.5a,b	+1.2
	Less than 2 hours a week	25.7a	14.0b	13.8b	17.9a	27.8a	12.0b	10.2b	17.1a	22.2a	9.7b	9.4b	13.4b	-3.7
	Between 2 and 7 hours a week	38.6a,b	45.8a	33.7b	40.8a	45.4a	39.8a	41.8a	41.0a	44.8a	43.2a	33.5b	41.0a	0.0
	Between 7 and 14 hours a week	22.6a	21.9a	28.5a	22.8a	15.6a	26.1b	26.2b	22.5a	19.6a	30.0b	32.3b	27.0b	+4.5
	Between 14 and 28 hours a week	5.4a	10.7b	13.1b	9.1a	8.1a	12.5a	12.8a	10.9a	5.7a	9.5b	16.3c	9.9a	-1.0
	More than 28 hours a week	1.7a	5.2b	7.6b	4.7a	2.3a	8.2b	7.1b	6.1a	4.5a,b	6.3a	3.8b	5.1a	-1.0
Received at least one speeding fine in the past 3 years	Percentage of participants	9.8a	21.4b	41.3c	20.4a	9.5a	25.0b	56.3c	26.3b	10.9a	23.1b	44.7c	23.5a,b	-2.8

Note that segments were developed based on the methodology described in Table 4. Weighted results.

Percentage of the time motorists report speeding in Queensland

In 2022, motorists were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages reported were provided in different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over).

If motorists did not speed at all in a particular zone, a response option could be ticked to indicate that they did not go over the speed limit for that zone (i.e., At or below the speed limit).

50 km/h, 60 km/h and 100 km/h speed zones

Table 6 and Figure 13 show the 2022 results compared to 2021 for 50 km/h, 60 km/h and 100 km/h speed zones. Mean percentages are reported for each response bracket (over the speed limit or at or below the speed limit).

When reviewing results, it should be noted that speeding segments have been explicitly formed based on self-reported speeding behaviour. Accordingly, this should be considered in interpreting any 'trends'.

Results in 2022 showed that for 50 km/h roads, motorists collectively reported travelling at or below the speed limit 68.8% of the time, suggesting relatively high levels of speed limit compliance. Conversely, motorists reporting travelling 1-5 km/h over the speed limit 21.7% of the time, 6-10 km/h over the speed limit 5.9% of the time, 11-20 km/h over the speed limit 2.1% of the time, and more than 20 km/h over the speed limit 1.5% of the time.

For 60 km/h roads, motorists collectively reported travelling at or below the speed limit 70.6% of the time, once again suggesting relatively high rates of compliance. In contrast, motorists reported travelling 1-5 km/h over the speed limit 20.1% of the time, 6-10 km/h over the speed limit 6.1% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.4% of the time.

For 100 km/h roads, motorists again reported relatively high levels of compliance, travelling at or below the speed limit 69.9% of the time. Conversely, motorists travelled 1-5 km/h over the speed limit 19.4% of the time, 6-10 km/h over the speed limit 7% of the time, 11-20 km/h over the speed limit 2.2% of the time, and more than 20 km/h over the speed limit 1.5% of the time.

Overall, only three significant differences were observed in 2022, compared to 2021.

- Reduction in the percentage of time motorists reported travelling over the speed limit by more than 20 km/h in 50 km/h zones (1.5% in 2022 v 2.1% in 2021)
- Reduction in the percentage of time motorists reported travelling over the speed limit by 6-10 km/h in 100 km/h zones (7% in 2022 v 8.2% in 2021)
- Reduction in the percentage of time motorists reported travelling over the speed limit by 11-20 km/h in 100 km/h zones (2.2% in 2022 v 2.8% in 2021).

It is noteworthy that these decreases from 2021 to 2022 were also significant within the Moderate-excessive speeding segment.

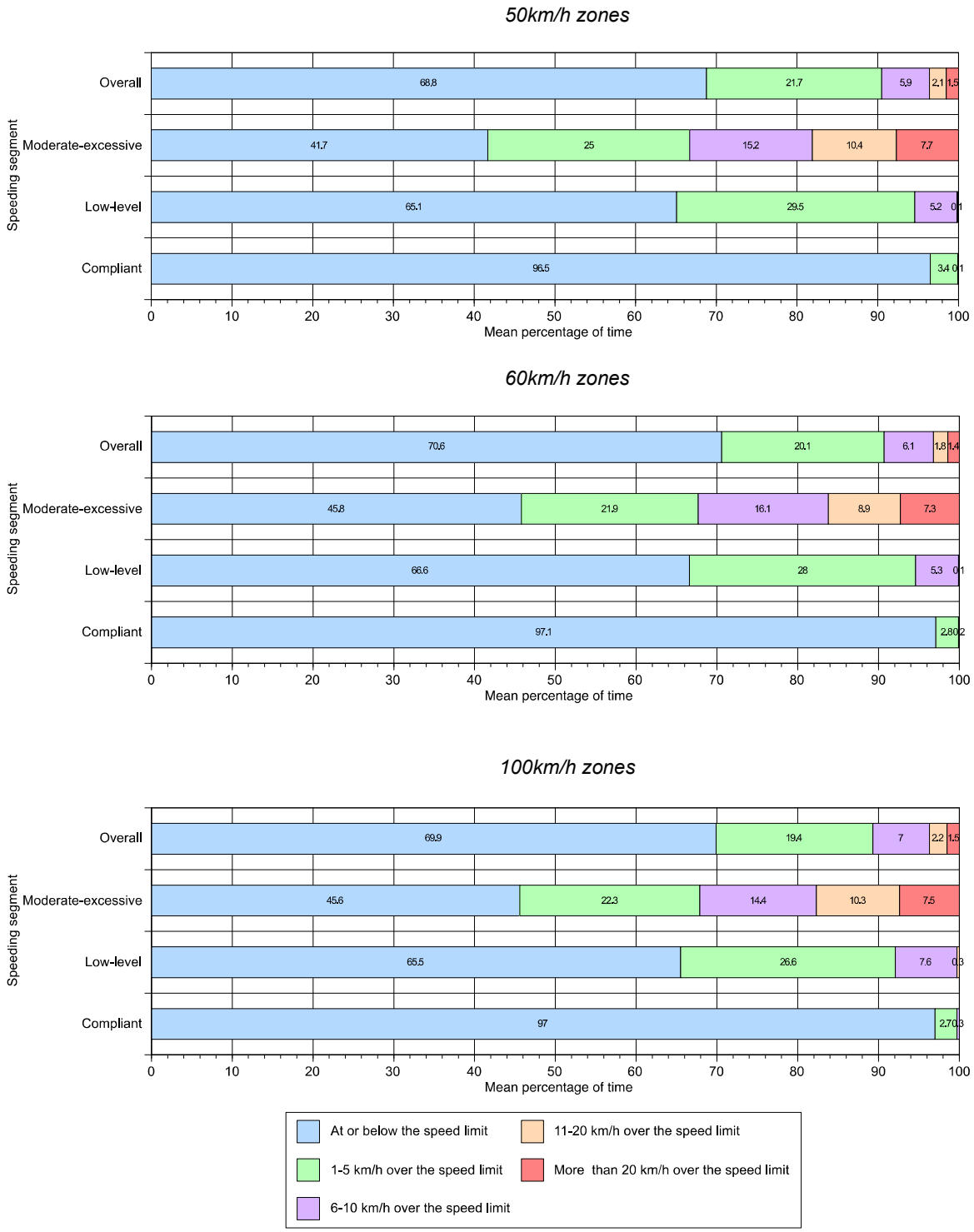
Table 6. Percentage of the time that Queensland motorists reported speeding in 50, 60 and 100 km/h zones
(n=807-846 in August-September 2020, n=808-843 in May 2021 and n=869-897 in April-May 2022)

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=292-317)	Low-level (n=380-395)	Moderate-excessive (n=129-134)	Overall (n=807-846)	Compliant (n=259-281)	Low-level (n=364-381)	Moderate-excessive (n=179-185)	Overall (n=808-843)	Compliant (n=225-234	Low-level (n=460-474)	Moderate-excessive (n=183-189)	Overall (n=869-897)	
	Mean percentage												
For 50 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?													
At or below the speed limit	96.4a	64.2b	40.4c	71.3a	96.6a	61.4b	39.7c	68.3b	96.5a	65.1b	41.7c	68.8b	+0.5
1-5 km/h over the speed limit	3.3a	29.4b	26.9b	19.7a	3.2a	32.2b	21.9c	20.6a,b	3.4a	29.5b	25.0c	21.7b	+1.1
6-10 km/h over the speed limit	0.2a	6.1b	16.2c	5.9a	0.2a	6.1b	16.8c	6.4a	0.1a	5.2b	15.2c	5.9a	-0.5
11-20 km/h over the speed limit	0.0a	0.3a	9.6b	1.9a	0.0a	0.2a	11.5b	2.5b	0.0a	0.1a	10.4b	2.1a,b	-0.4
More than 20 km/h over the speed limit	0.0a	0.0a	6.9b	1.3a	0.0a	0.0a	10.0b	2.1b	0.0a	0.0a	7.7b	1.5a	-0.6
For 60 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts													
At or below the speed limit	96.6a	66.3b	42.6c	73.1a	97.0a	64.1b	41.8c	70.5a,b	97.1a	66.6b	45.8c	70.6b	+0.1
1-5 km/h over the speed limit	3.2a	27.4b	23.4c	17.9a	2.8a	29.9b	21.9c	19.2a,b	2.8a	28.0b	21.9c	20.1b	+0.9
6-10 km/h over the speed limit	0.3a	6.0b	16.5c	5.8a	0.2a	5.7b	17.0c	6.2a	0.2a	5.3b	16.1c	6.1a	-0.1
11-20 km/h over the speed limit	0.0a	0.3a	11.2b	2.1a	0.0a	0.2a	10.2b	2.2a	0.0a	0.1a	8.9b	1.8a	-0.4
More than 20 km/h over the speed limit	0.0a	0.0a	6.2b	1.1a	0.0a	0.0a	9.0b	1.9b	0.0a	0.0a	7.3b	1.4a,b	-0.5

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=292-317)	Low-level (n=380-395)	Moderate-excessive (n=129-134)	Overall (n=807-846)	Compliant (n=259-281)	Low-level (n=364-381)	Moderate-excessive (n=179-185)	Overall (n=808-843)	Compliant (n=225-234	Low-level (n=460-474)	Moderate-excessive (n=183-189)	Overall (n=869-897)	
	Mean percentage												
For 100 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?													
At or below the speed limit	96.8a	65.8b	39.2c	71.8a	97.4a	63.0b	39.4c	68.9a	97.0a	65.5b	45.6c	69.9a	+1.0
1-5 km/h over the speed limit	2.8a	25.7b	20.2c	16.7a	2.2a	27.9b	20.8c	18.1a,b	2.7a	26.6b	22.3c	19.4b	+1.3
6-10 km/h over the speed limit	0.3a	8.2b	19.0c	7.4a,b	0.3a	8.9b	18.2c	8.2a	0.3a	7.6b	14.4c	7.0b	-1.2
11-20 km/h over the speed limit	0.0a	0.3a	12.0b	2.4a,b	0.0a	0.2a	12.6b	2.8a	0.0a	0.3a	10.3b	2.2b	-0.6
More than 20 km/h over the speed limit	0.0a	0.0a	9.5b	1.8a	0.0a	0.0a	8.9b	1.9a	0.0a	0.0a	7.5b	1.5a	-0.4

Question for each speed zone: For the next questions, I'd like you to think about your speeding during the past 12 months on different types of roads. Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%. Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver.
(Base: All participants reporting driving in zones with Ns indicated above). Weighted results.

Figure 13. Percentage of the time that Queensland motorists reported speeding in 50, 60 and 100 km/h zones in 2022 (n=869-897 in April-May 2022)



Question for each speed zone: For the next questions, I'd like you to think about your speeding during the past 12 months on different types of roads. Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%. Please assume that these are regular roads without road works and not roads in or around school zones.
Only include situations where you were the driver.
(Base: All participants reporting driving in zones with Ns indicated above). Weighted results.

Speeding behaviour was also examined in road works zones, as well as school zones limited to 40 km per hour. Table 7 and Figure 14 show the mean percentage of time that motorists engaged in speeding by different amounts for these locations in 2022, with 2021 and 2020 results alongside for comparison. Once again, this was based on self-reported speeding behaviour.

Road works zones

In road works zones in 2022, motorists collectively reported travelling at or below the speed limit 75% of the time, suggesting high rates of speed limit compliance. Conversely, motorists reported travelling 1-5 km/h over the speed limit 14.7% of the time, 6-10 km/h over the speed limit 6.8% of the time, 11-20 km/h over the speed limit 2% of the time, and more than 20 km/h over the speed limit 1.6% of the time.

Overall, there was a significant reduction in the reported percentage of time motorists travelled 11-20 km/h over the speed limit in road work zones in 2022 compared to 2021 (2.0% in 2022 v 2.9% in 2021). This result was attributable to the Moderate-excessive speeding segment, which reported significantly less speeding at this level in 2022 (10.4% in 2022 v 13.7% in 2021).

School zones

In school zones in 2022, motorists collectively reported travelling at or below the speed limit 87.6%, suggesting exceptional rates of compliance with speed limits. In contrast, motorists reported travelling 1-5 km/h over the speed limit 7.6% of the time, 6-10 km/h over the speed limit 2.3% of the time, 11-20 km/h over the speed limit 1.2% of the time, and more than 20 km/h over the speed limit 1.2% of the time.

Overall, there was a significant increase in the reported percentage of time motorists travelled at or below the speed limit in school zones in 2022 compared to 2021 (87.6% in 2022 v 85% in 2021).

There was also significant reductions in the overall reported percentage of time motorists travelled at 11-20 km/h over the speed limit (1.2% in 2022 v 1.9% in 2021) and more than 20 km/h over the speed limit (1.2% in 2022 v 1.9% in 2021) in school zones. These differences were attributable to the reductions observed in the Moderate-excessive speeding segment for both travelling 11-20 km/h over (6.3% in 2022 v 9.2% in 2021) and more than 20 km/h over (6.4% in 2022 v 9% in 2021).

It is also noteworthy that the Low-level speeding segment reported a higher percentage of time travelling at or below the speed limit (90.6% in 2022 v 87.8 in 2021) and a lower percentage of time travelling at 1-5 km/h over the speed limit (8.1% in 2022 v 10.9% in 2021) in school zones.

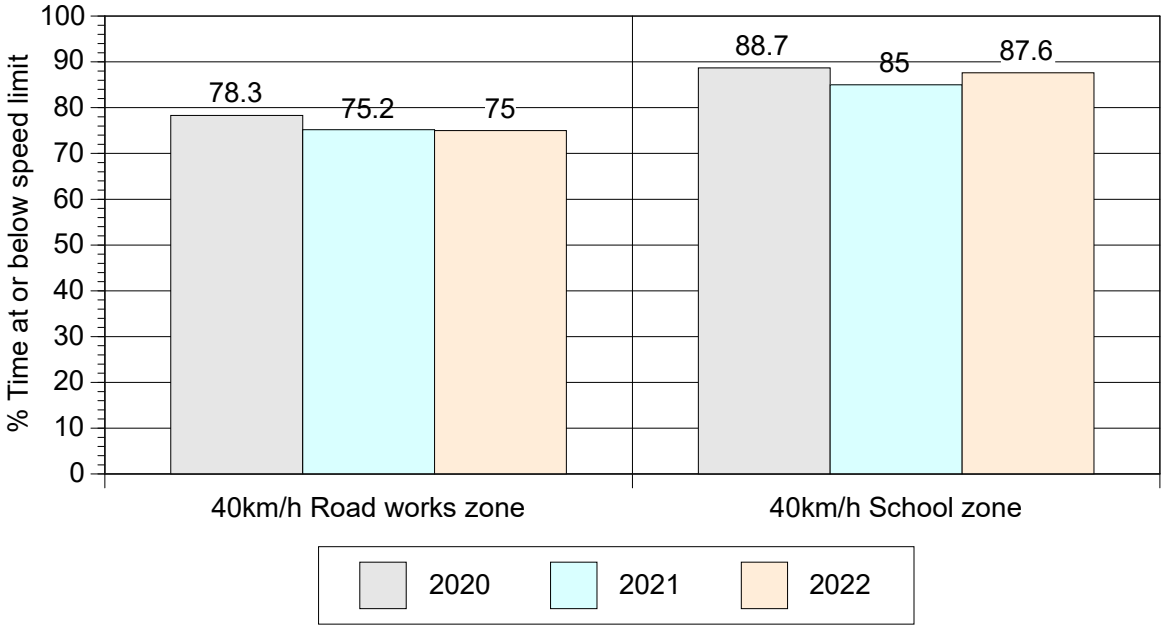
Table 7. Percentage of the time that Queensland motorists reported speeding in road works or school zones (n=780-783 in August-September 2020, n=779-805 in May 2021 and n=845-855 in April-May 2022)

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=286-290)	Low-level (n=369-374)	Moderate-excessive (n=120-124)	Overall (n=780-783)	Compliant (n=257-259)	Low-level (n=352-371)	Moderate-excessive (n=170-175)	Overall (n=779-805)	Compliant (n=x-221-222)	Low-level (n=x450-458)	Moderate-excessive (n=173-176)	Overall (n=845-855	
	Mean percentage												
For roads that have been reduced to 40 km/h due to **road works:** During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?													
At or below the speed limit	95.3a	76.1b	50.3c	78.3a	98.2a	73.0b	44.8c	75.2b	98.4a	73.3b	47.1c	75.0b	-0.2
1-5 km/h over the speed limit	3.6a	17.4b	19.2b	12.9a	1.8a	21.4b	17.2c	14.2a,b	1.5a	19.6b	18.9b	14.7b	+0.5
6-10 km/h over the speed limit	1.1a	5.1b	16.3c	5.6a	0.1a	5.6b	16.3c	6.1a	0.1a	7.0b	15.3c	6.8a	+0.7
11-20 km/h over the speed limit	0.1a	1.2b	8.0c	2.0a	0.0a	0.1a	13.7b	2.9b	0.0a	0.1a	10.4b	2.0a	-0.9
More than 20 km/h over the speed limit	0.0a	0.2a	6.2b	1.2a	0.0a	0.0a	8.0b	1.7a	0.0a	0.0a	8.3b	1.6a	-0.1
For roads outside schools reduced to 40 km/h during **school zone** hours: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?													
At or below the speed limit	98.7a	90.5b	65.2c	88.7a	99.2a	87.8b	56.6c	85.0b	99.2a	90.6b	62.6c	87.6a	+2.6
1-5 km/h over the speed limit	1.2a	7.5b	14.6c	6.6a	0.8a	10.9b	15.3c	8.4b	0.8a	8.1b	15.9c	7.6a,b	-0.8

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=286-290)	Low-level (n=369-374)	Moderate-excessive (n=120-124)	Overall (n=780-783)	Compliant (n=257-259)	Low-level (n=352-371)	Moderate-excessive (n=170-175)	Overall (n=779-805)	Compliant (n=x-221-222)	Low-level (n=x450-458)	Moderate-excessive (n=173-176)	Overall (n=845-855	
	Mean percentage												
6-10 km/h over the speed limit	0.1a	1.8b	9.3c	2.6a	0.0a	1.3b	10.0c	2.7a	0.0a	1.3b	8.8c	2.3a	-0.4
11-20 km/h over the speed limit	0.0a	0.2a	5.3b	1.1a	0.0a	0.0a	9.2b	1.9b	0.0a	0.0a	6.3b	1.2a	-0.7
More than 20 km/h over the speed limit	0.0a	0.0a	5.5b	1.0a	0.0a	0.0a	9.0b	1.9b	0.0a	0.0a	6.4b	1.2a	-0.7

Question: Now please answer in the same way for these special types of roads (Base: All participants).
(Base: All participants reporting driving in zones with Ns indicated above). Weighted data.

Figure 14. Percentage of the time that Queensland motorists reported travelling at or below the speed limit in road works zones or in school zones (n=780-783 in August-September 2020, n=779-805 in May 2021 and n=845-855 in April-May 2022)



Question: Now please answer in the same way for these special types of roads: For the full question wording that preceded this question, see Table 7 (Base: All participants). (Base: All participants reporting driving in zones with Ns indicated above). Weighted data.

Proportion of speeding reported as being accidental in Queensland

In 2022, motorists were asked to estimate the percentage of their overall speeding that was accidental in each speed zone. This was to examine the percentage of time that motorists believed that they were speeding inadvertently versus intentionally.

Results for 50 km/h, 60 km/h and 100 km/h zones, as well as road works zones and school zones, are presented in Table 8 and Figure 15, with mean percentages reported.

In 2022, 69.6% of speeding was reported as being accidental on 50 km/h roads, compared to 70.9% on 60 km/h roads and 64.4% on 100 km/h roads. For 60 km/h roads, this represented a significant increase from 2021 (70.9% in 2022 vs 67.6% in 2021).

For road works zones, 65.1% of speeding was reported as being accidental in 2022, while this figure was 72.2% for school zones.

Motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in school zones in 2022 compared to 2021 (86.6% in 2022 vs 74.3% in 2021). This suggests that the Compliant segment has become less intentional in their speeding in school zones.

Compared to 2021, motorists in the Moderate-excessive speeding segment reported a significantly higher percentage of accidental speeding in 60 km/h zones (63.8% in 2022 v 55.8 in 2021) and in road works zones (60.6% in 2022 v 54.2% in 2021). This suggests that the Moderate-excessive segment has become less intentional in their speeding in 60 km/h zones and road works zones.

A comparison of results between segments in 2022 showed that:

- The percentage of accidental speeding in the Moderate-excessive segment was significantly lower than the Compliant segment across all speed zones and significantly lower than the Low-level segment in all speed zones, except for 40km/h road works zones
- The percentage of accidental speeding in the Low-level segment was significantly lower than the Compliant segment across all speed zones.

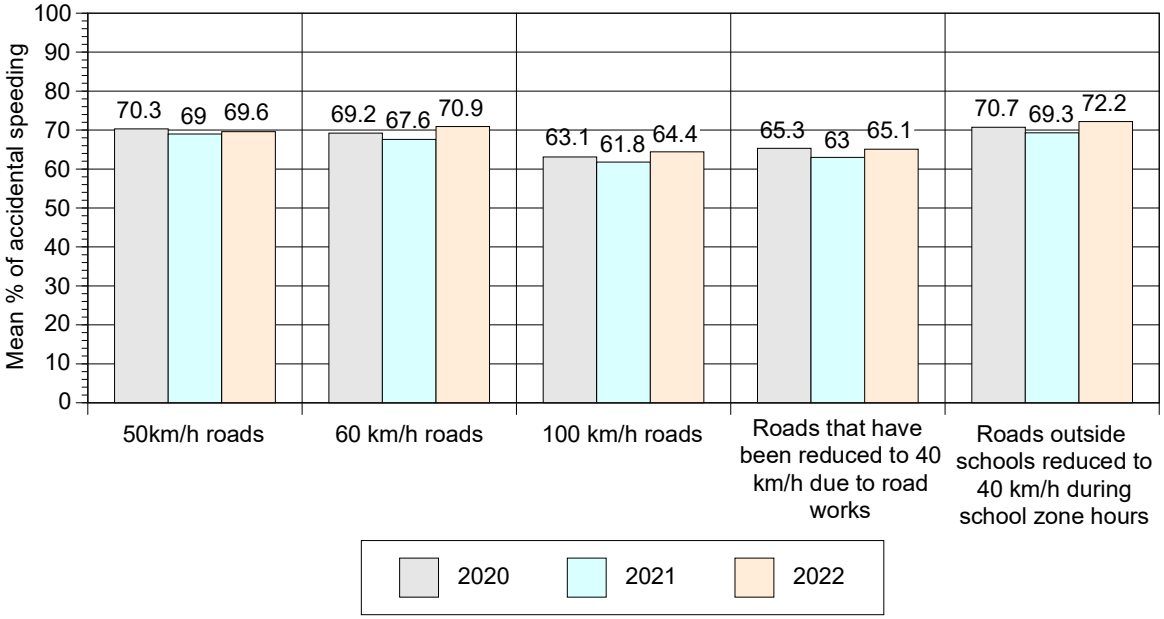
This shows that motorists in the Moderate-excessive segment and the Low-level speed segments are more intentional in their speeding than motorists in the Compliant segment. These findings are similarly consistent with results from 2021 and 2020.

Table 8. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (n=315-696 in August-September 2020, n=337-690 in May 2021 and n=403-777 in April-May 2022)

What percentage of your overall speeding on this type of road was accidental?	2020				2021				2022				Overall change 21-22
	Compliant (n=53-181)	Low-level (n=170-382)	Moderate-excessive (n=92-133)	Overall (n=315-696)	Compliant (n=39-156)	Low-level (n=159-357)	Moderate-excessive (n=139-181)	Overall (n=337-690)	Compliant (n=39-134)	Low-level (n=226-455)	Moderate-excessive (n=138-188)	Overall (n=403-777)	
	Mean percentage												
50km/h roads	76.8a	70.4b	62.4c	70.3a	76.2a	70.8a	58.7b	69.0a	79.6a	69.9b	61.1c	69.6a	+0.6
60 km/h roads	76.0a	69.3b	60.6c	69.2a,b	77.4a	69.0b	55.8c	67.6a	83.4a	69.9b	63.8c	70.9b	+3.3
100 km/h roads	74.4a	62.6b	52.4c	63.1a	74.2a	60.9b	54.7c	61.8a	80.0a	62.9b	56.2c	64.4a	+2.6
Roads that have been reduced to 40 km/h due to **road works**	76.1a	62.5b	62.1b	65.3a	73.0a	65.4a	54.2b	63.0a	81.2a	63.7b	60.6b	65.1a	+2.1
Roads outside schools reduced to 40 km/h during **school zone** hours	81.9a	71.2a,b	64.5b	70.7a	74.3a,b	72.5a	64.0b	69.3a	86.6a	72.3b	67.4c	72.2a	+2.9

Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Weighted results.

Figure 15. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (n=315-696 in August-September 2020, n=337-690 in May 2021 and n=403-777 in April-May 2022)



Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Weighted results.

Factors influencing the likelihood of speeding in Queensland

Motorists were asked to rate the extent to which various factors influenced their likelihood of speeding. Table 10 shows the factors influencing speeding behaviour using mean ratings from a scale of 1-5 (1=Much less likely, 5=Much more likely).

The top factors in 2022 making motorists more likely to speed were:

- Overtaking another vehicle (mean = 4.0 in 2022) *(no change in mean from 2021)*
- Driving down a hill (mean = 3.6 in 2022) *(no change in mean from 2021)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2022) *(no change in mean from 2021)*
- Running late (mean = 3.5 in 2022) *(no change in mean from 2021).*

Also of note, the top three factors making motorists less likely to speed in 2022 were:

- The roads are wet (mean = 1.9 in 2022) *(also first factor in 2021)*
- Having child passengers in the vehicle (mean = 2.2 in 2022) *(also second factor in 2021)*
- Driving at night (mean = 2.6 in 2022) *(also third factor in 2021).*

The top factors in 2022 were therefore consistent with 2021 findings.

In 2022, motorists in the Low-level speeding segment reported 'Driving at night' as having a significantly lower influence on their decision to speed, compared to 2021 (mean = 2.5 in 2022 v 2.7 in 2021).

Compared to 2021, the Moderate-excessive speed segment reported that the following factors had a significantly lower influence on their decision to speed in 2022:

- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.6 in 2022 v 3.8 in 2021)
- You are approaching a traffic light that just turned amber (orange) (mean = 3.2 in 2022 v 3.4 in 2021)
- You think the speed limit for the road is too low (mean = 3.3 in 2022 v 3.5 in 2021)
- You don't think there are any speed cameras in the area (mean = 3.2 in 2022 v 3.4 in 2021).

Similarly, the Compliant segment reported that the following factors had a significantly lower influence on their speeding behaviour in 2022 compared to 2021:

- You are approaching a traffic light that just turned amber (orange) (mean = 2.8 in 2022 v 2.9 in 2021)
- There is light traffic on the road (mean = 2.8 in 2022 v 2.9 in 2021)
- You think the speed limit for the road is too low (mean = 2.9 in 2022 v 3.0 in 2021).

The top factors increasing the likelihood of speeding in 2022 for the three speed segments are presented in Table 9. It is noteworthy that 'running late' has consistently been the second most important factor for the Moderate-excessive segment in 2022 and 2021.

Perhaps not surprisingly, motorists in the Moderate-excessive speeding segment had significantly higher likelihood ratings across all factors compared to the Compliant segment.

Table 9. Top factors reported to increase the likelihood of speeding in Queensland in 2022 (n=714-930, April-May 2022)

Compliant	Low-level	Moderate-excessive
• Overtaking another vehicle (mean = 3.7) • Driving down a hill (mean = 3.4) • Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.2) • Running late (mean = 3.1)	• Overtaking another vehicle (mean = 4.2) • Driving down a hill (mean = 3.8) • Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.7) • Running late (mean = 3.6)	• Overtaking another vehicle (mean = 4.1) • Running late (mean = 3.8) • Driving down a hill (mean = 3.7) • Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.6)

Question: For each of the following situations, would you be more or less likely to speed?
Scale: 1. Much less likely; 2. Less likely; 3. No impact on my speed; 4. More likely; 5. Much more likely; 9. Not applicable. (Base: All participants). Weighted data

Table 10. Factors reported to increase the likelihood of speeding in Queensland
(n=640-879 in August – September 2020, n=653-885 in May 2021 and n=714-930 in April-May 2022)

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=205-313)	Low-level (n=299-402)	Moderate-excessive (n=114-139)	Overall (n=640-879)	Compliant (n=179-271)	Low-level (n=278-387)	Moderate-excessive (n=172-191)	Overall (n=653-885)	Compliant (n=147-236)	Low-level (n=376-480)	Moderate-excessive (n=165-190)	Overall (n=714-930	
	Mean agreement (1= much less likely, 5= much more likely)												
Receiving a notification on your phone (e.g., a SMS, social media update)	2.8a,b	2.7a	3.0b	2.8a	2.7a	2.8a	2.8a	2.8a	2.7a	2.7a	2.9b	2.7a	-0.1
Receiving a mobile call while driving	2.8a	2.7a	2.9a	2.7a	2.8a	2.7a	2.9a	2.8a	2.7a	2.7a	2.9b	2.7a	-0.1
Most other vehicles in the traffic flow are exceeding the speed limit	3.0a	3.7b	3.9c	3.5a	3.1a	3.7b	3.8b	3.5a	3.2a	3.7b	3.6b	3.5a	0.0
Driving down a hill	3.4a	3.7b	3.9c	3.6a	3.4a	3.8b	3.8b	3.6a	3.4a	3.8b	3.7b	3.6a	0.0
Running late	3.0a	3.6b	3.9c	3.5a	3.1a	3.6b	3.9c	3.5a	3.1a	3.6b	3.8c	3.5a	0.0
In a negative mood	2.9a	3.2b	3.3b	3.1a	2.9a	3.2b	3.4c	3.1a	2.9a	3.1b	3.5c	3.1a	0.0
Overtaking another vehicle	3.6a	4.1b	4.1b	3.9a	3.7a	4.1b	4.0b	4.0a,b	3.7a	4.2b	4.1c	4.0b	0.0
You are approaching a traffic light that just turned amber (orange)	2.9a	3.2b	3.6c	3.1a	2.9a	3.2b	3.4c	3.1a	2.8a	3.1b	3.2c	3.0b	-0.1
Driving on a familiar road	2.9a	3.3b	3.7c	3.2a,b	3.0a	3.4b	3.7c	3.3a	2.9a	3.3b	3.5c	3.2b	-0.1
There is light traffic on the road	2.8a	3.1b	3.4c	3.0a,b	2.9a	3.1b	3.3c	3.1a	2.8a	3.0b	3.2c	3.0b	-0.1

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=205-313)	Low-level (n=299-402)	Moderate-excessive (n=114-139)	Overall (n=640-879)	Compliant (n=179-271)	Low-level (n=278-387)	Moderate-excessive (n=172-191)	Overall (n=653-885)	Compliant (n=147-236)	Low-level (n=376-480)	Moderate-excessive (n=165-190)	Overall (n=714-930)	
	Mean agreement (1= much less likely, 5= much more likely)												
At night	2.5a	2.6a	3.0b	2.6a,b	2.5a	2.7b	2.9c	2.7a	2.4a	2.5b	2.9c	2.6b	-0.1
The roads are wet	1.9a	1.9a	2.4b	2.0a,b	1.9a	1.9a	2.4b	2.0a	1.9a	1.8a	2.3b	1.9b	-0.1
Have adult passengers in the vehicle	2.7a	2.7a	3.0b	2.7a	2.7a	2.7a	2.9b	2.7a	2.6a	2.7a	2.8b	2.7a	0.0
Have child passengers in the vehicle	2.4a	2.2b	2.5a	2.3a	2.3a	2.2a	2.6b	2.3a	2.2a	2.2a	2.5b	2.2b	-0.1
You are alone in the vehicle	2.9a	3.2b	3.6c	3.2a	2.9a	3.3b	3.6c	3.2a	2.8a	3.3b	3.5c	3.2a	0.0
You think the speed limit for the road is too low	2.9a	3.2b	3.7c	3.2a,b	3.0a	3.3b	3.5c	3.2a	2.9a	3.3b	3.3b	3.1b	-0.1
You don't think there are any speed cameras in the area	2.8a	3.1b	3.4c	3.1a	2.9a	3.1b	3.4c	3.1a	2.8a	3.1b	3.2b	3.1a	0.0

Question: For each of the following situations, would you be more or less likely to speed? Scale: 1. Much less likely; 2. Less likely; 3. No impact on my speed; 4. More likely; 5. Much more likely; 9. Not applicable. (Base: All participants). Weighted data

Perceptions of what constitutes speeding in Queensland

As part of the survey, motorists were asked how many kilometres per hour above the speed limit they would need to be driving before they personally considered themselves to be 'speeding', across 50 km/h, 60 km/h and 100 km/h speed zones. While technically, any speed over the posted speed limit represents speeding, prior qualitative research has demonstrated that not all motorists share this perception, due in part to perceived enforcement tolerances and attitudes regarding the social acceptability of low-level speeding.

Table 11 and Figure 16 show the mean number of kilometres per hour over the speed limit that participants considered to be 'speeding' in 2022, compared to 2021 and 2020.

In 2022, motorists reported that they would have to be travelling at the following speeds above the speed limit to consider themselves as speeding:

- 3.4 km/h over the limit in 50 km/h speed zones (SD = 3.1, median = 3.0 km/h)
- 3.5 km/h over the limit in 60 km/h zones (SD = 3.1, median = 3.0 km/h) and
- 4.4 km/h over the limit in 100 km/h zones (SD = 4.1, median = 3.0 km/h)

Interestingly, while these amounts appear relatively similar, when reflected as a proportion over the speed limit they equate to 6.8% over in 50 km/h zones, 5.8% over in 60 km/h zones and 4.4% over in 100 km/h zones.

Overall, there were no statistically significant differences from 2021 to 2022 across each of the speed zones. There were also no significant differences within the speed segments from 2021 to 2022.

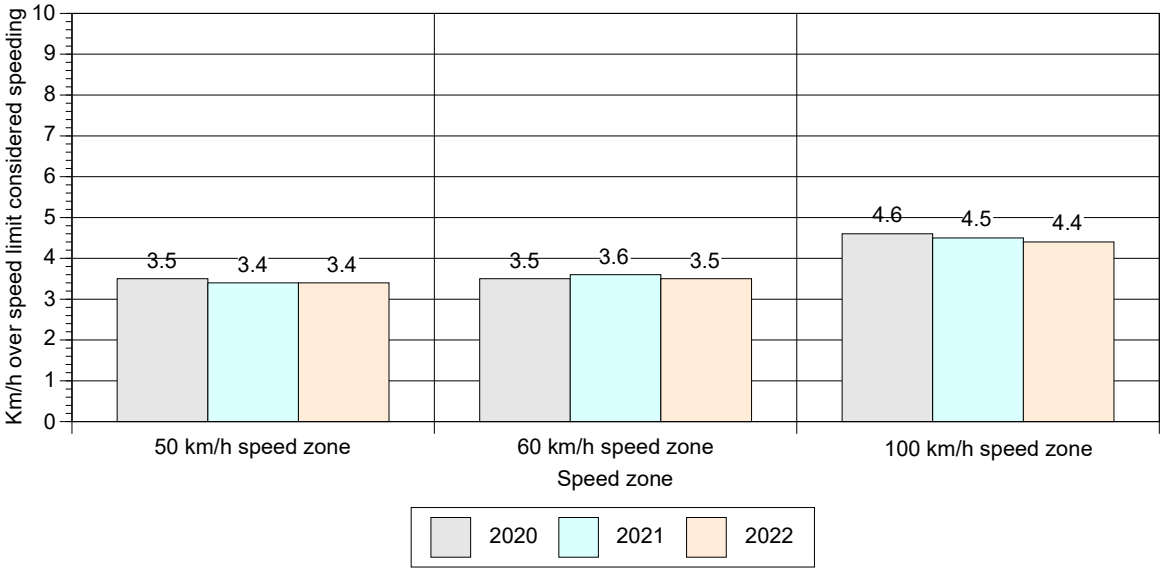
Between-group analyses revealed significant differences in perceptions of speeding between each of the speeding segments for all three of the speed zones. Motorists in the Moderate-excessive speeding segment reported perceiving speeding as being a significantly higher number of kilometres per hour over the speed limit than those in the Compliant and Low-level speeding segments. Similarly, motorists in the Low-level speeding segment reported perceiving speeding as being a significantly higher number of kilometres per hour over the speed limit than those in the Compliant segment.

Table 11. How many kilometres over the speed limit was considered to be speeding by Queensland motorists
(N=900 in August - September 2020, N=901 in May 2021 and N=944 in April-May 2022)

Speed zone	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n944)	
	Mean km/h over speed limit												
50 km/h speed zone	2.1a	3.7b	5.8c	3.5a	2.2a	3.5b	5.0c	3.4a	2.3a	3.5b	5.0c	3.4a	0.0
60 km/h speed zone	2.1a	3.7b	5.6c	3.5a	2.2a	3.7b	5.4c	3.6a	2.3a	3.6b	5.0c	3.5a	-0.1
100 km/h speed zone	2.7a	4.7b	8.4c	4.6a	2.7a	4.7b	7.0c	4.5a	2.6a	4.4b	6.8c	4.4a	-0.1

Question: We would first like to understand what you consider as 'speeding', when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be 'speeding'? (Base: All participants)

Figure 16. How many kilometres over the speed limit was considered to be speeding by Queensland motorists (N=900, August – September 2020, N=901, May 2021 and N=944, April-May 2022)



Question: We would first like to understand what you consider as 'speeding', when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be 'speeding'? (Base: All participants)

Attitudes towards speeding and the risks associated with speeding in Queensland

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a range of statements about speeding and the risks associated with speeding.

Table 12 and Figure 17 show motorist attitudes towards speeding for the three segments, presented as means.

Results showed that the only two significant differences in overall mean agreement ratings from 2021 to 2022 were on the following items:

- Reduction in agreement with 'Low-level speeding is a major contributor to crashes' (mean = 3.2 in 2022 v 3.3 in 2021) – largely attributable to the Low-level speeding segment (mean = 3.0 in 2022 v 3.2 in 2021)
- Increase in agreement with 'It's not really speeding, if I only go over the limit by a few kilometres' (mean = 2.8 in 2022 v 2.7 in 2021).

These results reflect an unfavourable shift in attitudes towards low-level speeding.

Compared to 2021, motorists in the Moderate-excessive speeding segment had two significant changes in mean agreement ratings:

- Increase in agreement with 'I am less likely than others to be involved in a crash due to speeding' (mean = 3.2 in 2022 v 3.0 in 2021)
- Reduction in agreement with 'If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit' (mean = 3.7 in 2022 v 3.9 in 2021).

While the differences may appear to be small, they do represent a statistically significant change (i.e., there is a less than 5% probability that the observed differences are due to chance). These results reflect an unfavourable shift in attitude towards the risks of speeding among the Moderate-excessive speeding segment.

An analysis of differences between the speeding segments in 2022 revealed a number of significant differences in attitudes. Most notably, the results showed that compared to the Compliant segment, motorists in the Moderate-excessive speeding segment had significantly less favourable attitudes towards speeding and less favourable perceptions of risk across all except one of the 13 survey items (the exception being 'The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland', where there was no significant difference). They also had less favourable attitudes and perceptions of risk than the Low-level speeding segment on 8 of the 13 survey items.

Results also showed that compared to the Compliant segment, motorists in the Low-level speeding segment had significantly less favourable attitudes towards speeding and less favourable perceptions of risk across all except one of the 13 survey items (the exception being 'The faster you drive, the more severe the crash', where there was no significant difference).

Overall, these results highlight that lower levels of compliance are associated with less favourable attitudes and perceptions of risk related to speeding.

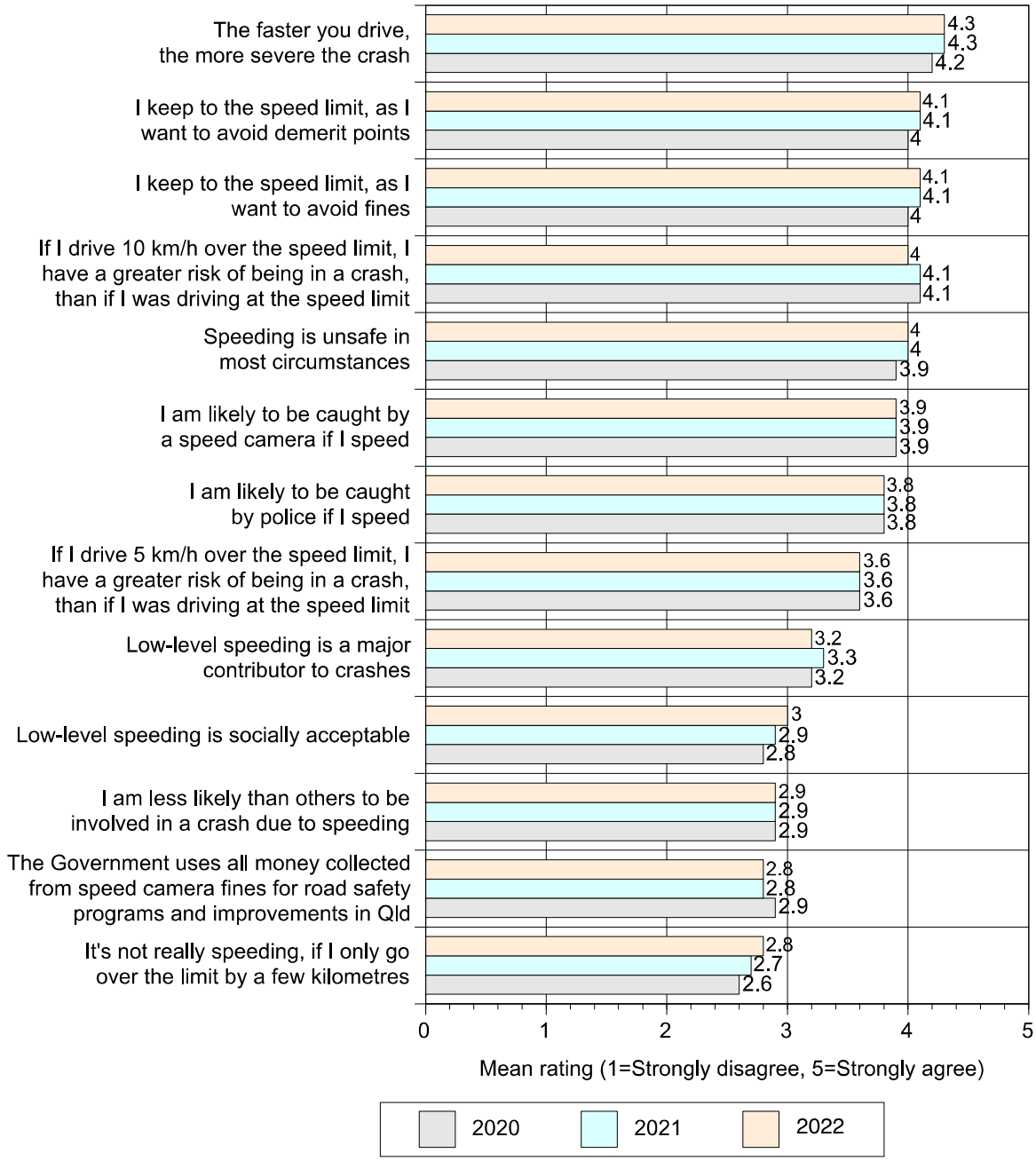
Table 12. Attitudes towards speeding and the risks of speeding in Queensland
(N=900 in August – September 2020, N=901 in May 2021 and N=944 in April-May 2022)

Attitudes towards speeding	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=x484	Moderate-excessive (n=191)	Overall (n=944)	
	Mean (1=Strongly disagree, 5=Strongly agree)												
Social norms													
Low-level speeding is socially acceptable	2.2a	3.0b	3.3c	2.8a	2.4a	3.0b	3.4c	2.9b	2.4a	3.1b	3.4c	3.0b	0.1
Low-level speeding risk awareness													
Low-level speeding is a major contributor to crashes	3.4a	3.2b	3.0c	3.2a,b	3.4a	3.2b	3.2b	3.3a	3.4a	3.0b	3.3c	3.2b	-0.1
Speeding is unsafe in most circumstances	4.2a	3.9b	3.5c	3.9a	4.2a	3.9b	3.6c	4.0a	4.3a	3.9b	3.8b	4.0a	0.0
It's not really speeding, if I only go over the limit by a few kilometres	2.1a	2.8b	3.4c	2.6a	2.2a	2.8b	3.3c	2.7a	2.3a	2.9b	3.3c	2.8b	0.1
Crash risk awareness													
The faster you drive, the more severe the crash	4.4a	4.2b	4.0c	4.2a	4.4a	4.2b	4.1b	4.3a,b	4.4a	4.3a	4.1b	4.3b	0.0
If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	3.8a	3.5b	3.2c	3.6a	3.8a	3.4b	3.6b	3.6a	3.8a	3.4b	3.5b	3.6a	0.0
If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	4.2a	4.2a	3.5b	4.1a	4.3a	4.0b	3.9b	4.1a	4.3a	4.0b	3.7c	4.0a	-0.1

Attitudes towards speeding	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=x484	Moderate-excessive (n=191)	Overall (n=944)	
	Mean (1=Strongly disagree, 5=Strongly agree)												
Attitudes towards demerit points and fines													
I keep to the speed limit, as I want to avoid fines	4.2a	4.1b	3.7c	4.0a	4.3a	4.1b	3.9c	4.1b	4.2a	4.1b	4.0c	4.1b	0.0
I keep to the speed limit, as I want to avoid demerit points	4.2a	4.0a	3.7b	4.0a	4.3a	4.1b	3.9c	4.1b	4.2a	4.1b	4.0c	4.1b	0.0
The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland	3.0a	2.8b	2.8a,b	2.9a	2.9a,b	2.7a	3.0b	2.8a	3.0a	2.7b	2.9a	2.8a	0.0
Attitudes towards the risk of detection													
I am likely to be caught by police if I speed	3.9a	3.8a	3.6b	3.8a	3.9a	3.8a,b	3.6b	3.8a	3.9a	3.8b	3.7b	3.8a	0.0
I am likely to be caught by a speed camera if I speed	4.0a	3.9a	3.7b	3.9a	4.0a	3.9a	3.8a	3.9a	4.0a	3.9b	3.8c	3.9a	0.0
Personal susceptibility towards crashes													
I am less likely than others to be involved in a crash due to speeding	2.9a	2.8a	3.0a	2.9a	2.9a	2.9a	3.0a	2.9a	3.0a	2.8b	3.2c	2.9a	0.0

Question: Using the following scale, please rate how much you disagree or agree with the following statements about speeding. (1=Strongly disagree, 5=Strongly agree). Note that speeding is defined as any amount above the speed limit, unless otherwise indicated (Base: All participants). Weighted data.

Figure 17. Attitudes towards speeding and the risks of speeding in Queensland (N=900 in August – September 2020, N=901 in May 2021 and N=944 in April-May 2022)



Question: Using the following scale, please rate how much you disagree or agree with the following statements about speeding. (1=Strongly disagree, 5=Strongly agree). Note that speeding is defined as any amount above the speed limit, unless otherwise indicated (Base: All participants). Weighted data.

Attitudes towards speed enforcement in Queensland

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a set of statements about various approaches to speed enforcement used in Queensland. Table 13 and Figure 18 show the level of support for various enforcement approaches for each segment.

Overall, results show that there is strong support for speed enforcement in Queensland. In particular, the survey items with the highest level of support were:

- 'I support the use of cameras to monitor people using mobile phones while driving in Queensland' (mean = 4.1)
- I support the use of marked, highly visible speed camera vans in Queensland (mean = 4.0)

Across the six survey items relating to support for various forms of monitoring cameras, mean agreement results ranged from 3.2 to 4.1. While these overall results are positive, there were two unfavourable significant changes in mean agreement ratings from 2021 to 2022:

- Reduction in agreement with 'I support the use of covert (unmarked) speed camera vans in Queensland' (mean = 3.2 in 2022 v 3.4 in 2021)
- Increase in agreement with 'I warn other motorists of speed cameras by flashing my headlights' (mean = 2.6 in 2022 v 2.5 in 2021).

These results show an unfavourable shift in attitudes towards speed enforcement.

There were also a number of significant changes within the segments from 2021 to 2022. Specifically, for the Moderate-excessive speeding segment there was a:

- Reduction in agreement with 'I support the use of covert (unmarked) speed camera vans in Queensland' (mean = 3.1 in 2022 v 3.3 in 2021)
- Increase in agreement with 'I support the use of cameras to monitor people using mobile phones while driving in Queensland (mean = 4.1 in 2022 v 3.9 in 2021).

For the Low-level speeding segment, the following significant changes in mean agreement ratings were observed from 2021 to 2022:

- Reduction in agreement with 'I support the use of covert (unmarked) speed camera vans in Queensland' (mean = 3.1 in 2022 v 3.2 in 2021) – this continued a downward trend from a mean of 3.5 in 2020
- Reduction in agreement with 'I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera' (mean = 2.4 in 2022 v 2.5 in 2021).

Finally, for the Compliant segment, the following significant changes in mean agreement ratings were found in 2022:

- Reduction in agreement with 'I support the use of fixed speed cameras in Queensland' (mean = 4.0 in 2022 v 4.1 in 2021)
- Increase in agreement with 'I warn other motorists of speed cameras by flashing my headlights' (mean = 2.2 in 2022 v 2.0 in 2021).

Overall, results highlight that motorists are much more supportive of the use of cameras to monitor mobile phone use than they are of the use of covert speed cameras. In fact, there is more support for the use of cameras to monitor mobile phone use than for any of the speed camera types. Of the speed camera types, motorists showed the highest level of support for marked, highly visible speed camera vans.

A comparison of the results between the three speeding segments in 2022 revealed a number of significant differences. Most notably, compared to the Compliant segment, motorists in the Moderate-excessive speeding segment had significantly:

- Lower mean agreement ratings for all six of the survey items relating to support for speed camera enforcement.
- Higher mean agreement ratings for all three survey items relating to motorist responses to speed camera enforcement (these ratings were also significantly higher than those in the Low-level speeding segment) and
- Higher mean agreement ratings for ‘Speed cameras are there to raise revenue for Government’.

Compared to the Compliant segment, motorists in the Low-level speeding segment had significantly:

- Lower mean agreement ratings for five out of the six of the survey items relating to support for speed camera enforcement.
- Lower mean agreement ratings for ‘speed cameras help reduce the road toll’
- Higher mean agreement ratings on all three survey items relating to motorist responses to speed camera enforcement and
- Higher mean agreement ratings for ‘Speed cameras are there to raise revenue for Government’.

These results highlight that attitudes and behaviours towards speed camera enforcement are most positive within the Compliant segment and least positive within the Moderate-excessive speeding segment.

Table 13. Attitudes towards speed cameras and the enforcement of speeding in Queensland
(N=900 in August – September 2020, N=901 in May 2021 and N=944 in April-May 2022)

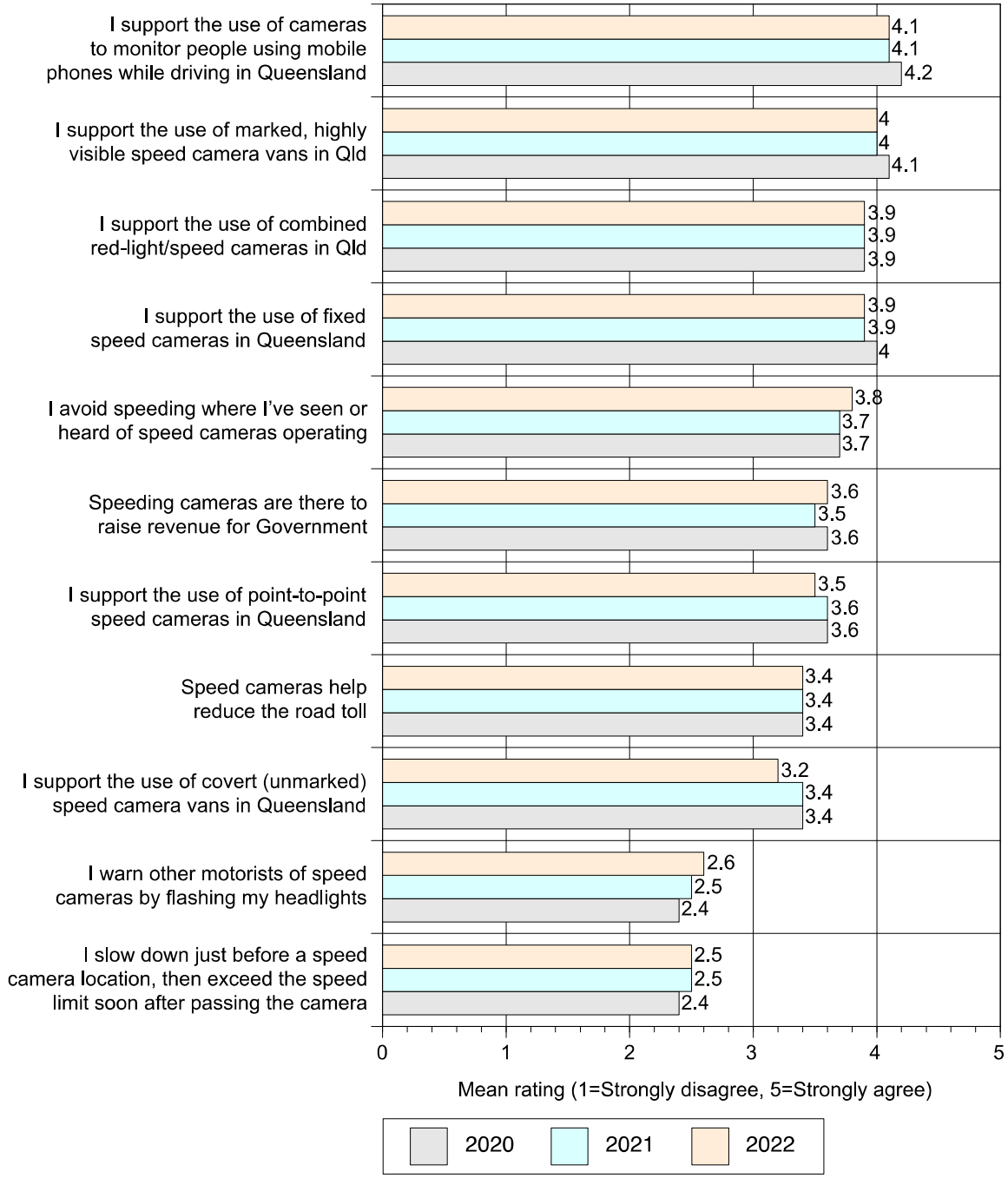
Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
	Mean agreement (1= strongly disagree, 5=strongly agree)												
Support for speed camera enforcement													
I support the use of covert (unmarked) speed camera vans in Queensland	3.6a	3.5a	3.0b	3.4a	3.6a	3.2b	3.3a,b	3.4a	3.5a	3.1b	3.1b	3.2b	-0.2
I support the use of marked, highly visible speed camera vans in Queensland	4.2a	4.1a	3.9b	4.1a	4.2a	4.0b	3.9b	4.0a,b	4.1a	4.0a	3.9b	4.0b	0.0
I support the use of fixed speed cameras in Queensland	4.1a	4.0b	3.7c	4.0a	4.1a	3.9b	3.8b	3.9a,b	4.0a	3.9b	3.8b	3.9b	0.0
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	3.9a	3.5b	3.2c	3.6a	3.8a	3.5b	3.5b	3.6a	3.8a	3.4b	3.4b	3.5a	-0.1

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
	Mean agreement (1= strongly disagree, 5=strongly agree)												
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	4.1a	4.0a	3.6b	3.9a	4.1a	3.9b	3.6c	3.9a	4.0a	3.9b	3.8c	3.9a	0.0
I support the use of cameras to monitor people using mobile phones while driving in Queensland	4.4a	4.2b	4.0c	4.2a	4.3a	4.1b	3.9c	4.1a	4.3a	4.1b	4.1b	4.1a	0.0
Other attitudes relating to speed camera enforcement													
Speed cameras are there to raise revenue for Government	3.5a	3.5a	3.7a	3.6a	3.3a	3.5b	3.9c	3.5a	3.4a	3.6b	3.8c	3.6a	+0.1
Speed cameras help reduce the road toll	3.6a	3.4b	3.3b	3.4a	3.5a	3.3b	3.4a,b	3.4a,b	3.5a	3.2b	3.4a	3.4b	0.0
Driver responses to speed camera enforcement													
I avoid speeding where I've seen or heard of speed cameras operating	3.6a	3.8b	3.8b	3.7a	3.5a	3.8b	3.8b	3.7a,b	3.5a	3.8b	3.9c	3.8b	+0.1

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
	Mean agreement (1= strongly disagree, 5=strongly agree)												
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	2.1a	2.4b	3.2c	2.4a	2.0a	2.5b	3.3c	2.5a	2.1a	2.4b	3.3c	2.5a	0.0
I warn other motorists of speed cameras by flashing my headlights	2.1a	2.4b	3.0c	2.4a	2.0a	2.5b	3.2c	2.5a	2.2a	2.6b	3.3c	2.6b	+0.1

Question: Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit (1=Strongly disagree, 5=Strongly agree) (Base: All participants)

Figure 18. Attitudes towards speed cameras and the enforcement of speeding in Queensland (N=900, August – September 2020, N=901, May 2021 and N=944 in April-May 2022)



Question: Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit (1=Strongly disagree, 5=Strongly agree) (Base: All participants)

Attitudes toward enforcement tolerances, speeding fines and the use of speed camera revenue in Queensland

Respondents were asked to report what they believed the enforcement tolerance is in relation to speed cameras (i.e., the amount above the speed limit before fines are issued), along with a number of questions relating to speed infringements and fine revenue. Results are shown in Table 14 and Figure 19.

In 2022, the overall mean perceived speed enforcement tolerance was 6.5%, which was not significantly different to the 2021 result of 6.4%. Motorists in the Low-level speeding segment had a significantly lower perceived mean enforcement tolerance compared to 2021 (mean = 4.8% in 2022 v 6% in 2021). Consistent with 2021 and 2020 findings, motorists in the Moderate-excessive speeding segment had significantly higher perceived mean enforcement tolerances than those in either the Compliant or Low-level speeding segments (mean = 14.1% for the Moderate-excessive segment vs 4.8% for the Low-level segment and 4.5% for the Compliant segment).

Overall, 35.9% of participants reported knowing about the legislative requirement for fine revenue in Queensland to be used for road safety programs and improvements. This finding was not significantly different to 2021 (35.2%). Consistent with previous findings, a significantly higher proportion of motorists in the Moderate-excessive speeding segment were aware of this legislative requirement, compared with either the Compliant or Low-level speeding segments.

Only 9% of participants correctly identified the first bracket for a speeding fine as being 1-12 km/h over the limit, a finding that was significantly lower than in 2021[5] (12.3%). Although a significantly lower percentage of motorists within the Moderate-excessive segment correctly identified the first bracket for a speeding fine as being 1-12 km/h in 2022 (14.5% in 2022 v 24.8% in 2021), this percentage was still significantly higher than the Compliant and Low-level speeding segments, which is again consistent with 2021 and 2020 results. Of interest, the results show that, overall in 2022, 91% of all motorists were unaware of the first bracket for a speeding fine.

Consistent with 2021 results, ‘Locations that have a history of speed-related crashes’ was rated as the most important factor for speed camera locations (mean = 4.4). Motorists in the Moderate-excessive speeding segment had a significantly higher mean importance rating for ‘Roads where a lot of motorists exceed the speed limit’ on this item in 2022 compared to 2021 (mean = 4.0 in 2022 v 3.8 in 2021).

[5] *It should be noted that one category of the response scale to this question was changed slightly in 2022 (from 1-9 km/h to 1-10 km/h over the speed limit). This was requested by TMR due to the upcoming change to the categories of speeding offences, due to take effect in Queensland on 1 July 2022. Due to this change, the second response category in 2022 cannot be compared directly to the preceding surveys. (i.e., the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across years).*

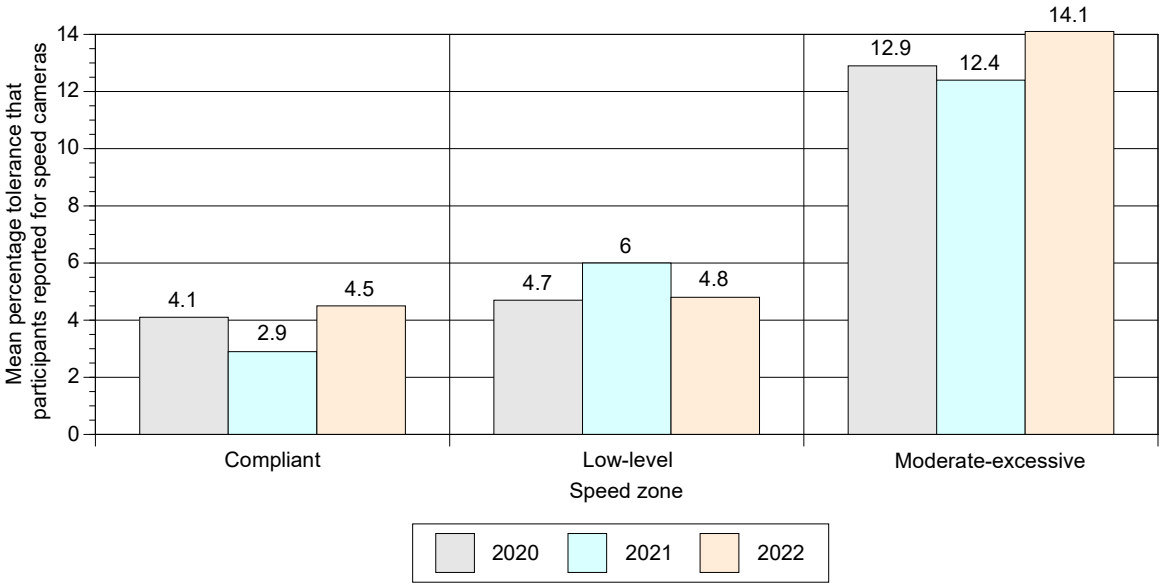
Table 14. Other attitudes relating to speed camera tolerances, speeding fines and use of revenue
(N=900, August – September 2020, N=901, May 2021 and N=944, April-May 2022)

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (N=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (N=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
	Mean												
Beliefs about speed camera tolerances (Mean percentage)													
What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)?	4.1a	4.7a	12.9b	5.9a	2.9a	6.0b	12.4c	6.4a	4.5a	4.8a	14.1b	6.5a	+0.1
How important do you think the following factors are for choosing how speed camera locations are selected? Mean score (1=not at all important, 5=very important)													
Locations where the most fines are issued	3.7a	3.6a	3.5a	3.6a	3.6a	3.5a	3.6a	3.6a	3.6a,b	3.5a	3.7b	3.6a	0.0
Roads where a lot of motorists exceed the speed limit	4.4a	4.2b	3.8c	4.2a	4.3a	4.1b	3.8c	4.1a	4.3a	4.1b	4.0c	4.1a	0.0
Locations that have a history of speed-related crashes	4.5a	4.5a	4.2b	4.4a	4.5a	4.4b	4.2c	4.4a	4.5a	4.4a	4.3b	4.4a	0.0
Where the public complain about speeding motorists	4.2a	4.1a	3.8b	4.1a	4.3a	4.0b	3.9b	4.1a	4.2a	4.1b	4.0b	4.1a	0.0

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (N=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (N=901)	Compliant (n=240)	Low-level (n=484)	Moderate-excessive (n=191)	Overall (n=944)	
	Percentage												
Knowledge of use of fine revenue													
Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland? (% Aware)	33.3a	27.5a	46.9b	33.2a	32.3a	29.2a	51.3b	35.2a	36.1a	30.4b	49.8c	35.9a	+0.7
Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? (brackets provided) (correct answer 1-12 km/h)*													
1-6 km/h over the speed limit	52.3a	40.7b	27.1c	42.1a	51.9a	42.3b	20.7c	41.1a	54.0a	40.6b	33.9c	43.0a	+1.9
1-9 km/h over the speed limit	24.6a	28.3a	29.2a	27.1a	23.3a	32.0b	43.8c	31.1a					
1-10km/h over the speed limit									63.9a	69.6b	50.2c	37.1	
1-12 km/h over the speed limit	7.5a	16.0b	22.7b	14.2a	7.5a	9.3a	24.8b	12.3a	3.3a	9.6b	14.5c	9.0b	-3.3
1-15 km/h over the speed limit	2.4a	4.0a	13.9b	5.3a	2.7a	6.3b	7.7b	5.3a	4.3a,b	3.1a	5.3b	3.8a	-1.5
Don't know	13.2a	11.0a,b	7.1b	11.3a	14.7a	10.0a	3.0b	10.2a	10.2a	6.2b	2.4c	7.1b	-3.1

*Refer table for questions. *Note - the second response category for this item (1-9 km/h over the speed limit) has been updated to '1-10 km/h over the speed limit' in 2022 and can't be compared directly to the preceding surveys. (Base: All participants) Weighted data.*

Figure 19. Motorist perceptions of speed camera enforcement tolerances (amount above the speed limit before fines are issued) (n=871 in August – September 2020, n=867 in May 2021 and n=915 in April-May 2022)



Question: Some people believe that there is an enforcement tolerance associated with speed cameras. This means motorists can drive a certain amount over the speed limit and not be fined. What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? _____ %. (EXAMPLE: A 1% tolerance for a 100 km/h limit would mean that you: Would NOT be fined at 101 km/h but you would be fined at 102 km/h or above. (Base: All participants)

Comparisons with previous RSPAT survey results

Two items from this section of the survey were compared to previous RSPAT surveys. These items related to awareness of the use of revenue from speed and red-light camera fines, and knowledge of the first bracket for a speeding fine. Overall, there were only small wording and response format changes for these items compared with previous versions. Nonetheless, the reader is still urged to interpret these comparisons with caution.

These comparisons showed that overall, the percentage of respondents that are aware of the legislative requirements for using revenue from speed and red-light camera fines for road safety programs and improvements has gradually increased over time. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 33.2% in 2020, 35.2% in 2021 and 35.9% in 2022.

The item relating to motorist knowledge of the first bracket for a speeding fine has only been part of the RSPAT survey since 2018. The overall percentage of respondents that selected the correct answer (1-12 km/h over the speed limit) has remained fairly consistent over time. Specifically, 13.7% of respondents correctly identified the first bracket in 2018, compared to 11.2% in 2019, 14.2% in 2020 and 12.3% in 2021, with a significant declined to 9% in 2022.

Across the five years, the bracket most commonly selected was 1-6 km/h over the speed limit (ranging from 41.1% to 43.3% from 2018 to 2021, and 43% in 2022). It is worth noting that the wording of the question from 2020 onwards was more concise and did not include reference to the fine and demerit point amounts, however, the response scale remained the same until 2021. One category of the response scale was changed slightly in 2022 (from 1-9 km/h to 1-10 km/h over the speed limit). This was requested by TMR due to the upcoming change to the categories of speeding offences, due to take effect in Queensland on 1 July 2022. Due to this change, the second response category in 2022 cannot be compared directly to the preceding surveys. (i.e., the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across years).

For a more detailed description of results comparing 2015-2019 to 2020-2022, see Table 20 in Appendix B.

Speeding fines, crashes and unsafe driving behaviours in Queensland

To better understand the behaviours of the speeding segments, motorists were asked to report the number of speeding fines and crashes they had during the past three years. In addition, they were asked to rate how often they had engaged in a range of unsafe driving behaviours during the past 12 months on a five-point scale (where 1=Never and 5=Always). Results are shown in Table 15 and Figure 20.

Speeding fines

The majority of motorists reported not having received a speeding fine in the past three years (76.5%), with a total of 231 motorists (23.5%) reporting at least one speeding fine in the past three years. There was no significant difference from 2021 in the overall proportion of motorists reporting having received a speeding fine in the previous three years.

The proportion of motorists in each speeding segment that reported receiving a speeding fine in the past 3 years is as follows:

- Moderate-excessive speeding segment: 44.7% (a significant decrease from 56.3% in 2021)
- Low-level speeding segment: 23.1%
- Compliant segment: 10.9%

Consistent with 2021 results, the findings show that speeding fines for less than 13 km/h were the most commonly received speeding fine type in 2022, with 91.2% of motorists (who received at least one speeding fine in the last three years) reporting receiving this type of fine.

Crashes

Although the overall mean number of crashes reported in the past three years increased from 0.6 in 2021 to 0.8 in 2022, this difference was not statistically significant.

Consistent with previous findings, motorists in the Moderate-excessive speeding segment reported a significantly higher number of crashes than motorists in the other two segments. Specifically, the mean number of reported crashes in the past three years, by speed segment was:

- Moderate-excessive speeding segment = 2.6
- Low-level speeding segment = 0.2
- Compliant segment = 0.1.

While the mean number of crashes reported by motorists within the Moderate-excessive speeding segment has increased over the past two years, the difference is not statistically significant.

The number of crashes reported by motorists in the Compliant and Low-level speed segments did not change significantly from 2021 to 2022.

Unsafe driving practices

In 2022, driving while fatigued was the most frequently reported unsafe driving behaviour (mean = 2.0), followed by use of mobile phone without hands-free, including texting or talking (mean =1.5) and tailgating (mean = 1.5). These findings are consistent with 2021.

Also consistent with previous findings was that motorists in the Moderate-excessive speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Compliant and Low-level speeding segments.

Overall, there were no significant changes in reported unsafe driving behaviours from 2021 to 2022. There were however two significant increases within the Low-level speeding segment:

- Use of mobile phone without hands free (including texting or talking) (mean = 1.5 in 2022 v 1.4 in 2021)
- Driving while under the influence of drugs or medication (mean = 1.2 in 2022 v 1.1 in 2021).

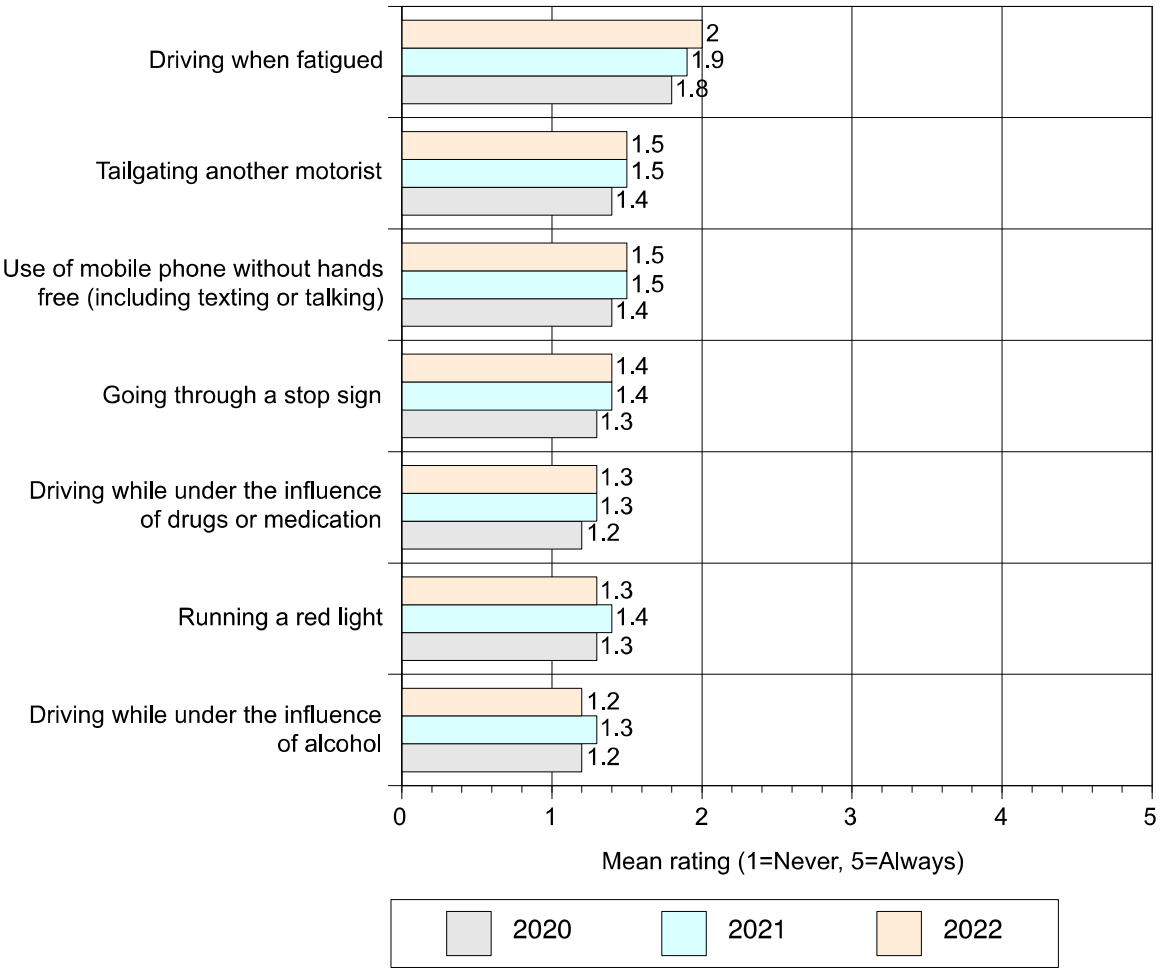
Table 15. Speeding fines, crashes and unsafe driving behaviours reported by speed segments
(n=176-900, August – September 2020, n=239-901, May 2021 and n=231-944, April-May 2022)

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=30)	Low-level (n=86)	Moderate-excessive (n=59)	Overall (n=176)	Compliant (n=26)	Low-level (n=98)	Moderate-excessive (n=112)	Overall (n=239)	Compliant (n=27)	Low-level (n=114)	Moderate-excessive (n=88)	Overall (n=231)	
	Mean												
How many speeding fines have you received during the past 3 years for the following? (Mean number of speeding fines) **(Rebased in 2021 - ONLY motorists reporting at least one speeding fine – all years updated)** (due to small samples, data is unweighted for the fines question)													
Speeding less than 13 km/h over the speed limit	1.1a	1.2a	1.2a	1.2a	1.0a	1.3a	3.4b	2.3b	1.3a	1.3a	2.4b	1.7a	-0.6
Speeding between 13 km/h and 20 km/h over the speed limit	0.1a	0.2a	0.7b	0.3a	0.1a	0.4a	3.3b	1.8b	0.0a	0.2a	2.0b	0.9a	-0.9
Speeding between 20 km/h and 30 km/h over the speed limit	0.0a	0.0a	0.4b	0.1a	0.0a	0.3a	3.6b	1.8b	0.0a	0.2a	1.8b	0.8a	-1.0
Speeding between 30 km/h and 40 km/h over the speed limit	0.0a	0.0a	0.2b	0.1a	0.0a	0.1a	3.4b	1.6b	0.0a	0.1a	2.2b	0.9a	-0.7
Speeding over 40 km/h and over the speed limit	0.0a	0.0a	0.3b	0.1a	0.0a	0.1a	3.2b	1.6b	0.0a	0.1a	1.9b	0.8a	-0.8
During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (mean number of crashes) (Base: All participants) (weighted)													
Mean number of crashes	0.1a	0.1a	1.3b	0.3a	0.1a	0.2a	2.2b	.6a,b	0.1a	0.2a	2.6b	0.8b	+0.2

Measure	2020				2021				2022				Overall change 21-22
	Compliant (n=30)	Low-level (n=86)	Moderate-excessive (n=59)	Overall (n=176)	Compliant (n=26)	Low-level (n=98)	Moderate-excessive (n=112)	Overall (n=239)	Compliant (n=27)	Low-level (n=114)	Moderate-excessive (n=88)	Overall (n=231)	
	Mean												
During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score - 1=Never, 5=Always) (Base: All participants) (weighted)													
Use of mobile phone without hands free (including texting or talking)	1.1a	1.4b	2.1c	1.4a	1.1a	1.4b	2.4c	1.5b	1.1a	1.5b	2.3c	1.5b	0.0
Running a red light	1.1a	1.2b	1.9c	1.3a	1.1a	1.2b	2.0c	1.4a	1.1a	1.2b	2.0c	1.3a	-0.1
Going through a stop sign	1.1a	1.2b	2.0c	1.3a	1.1a	1.3b	2.1c	1.4a,b	1.1a	1.3b	2.1c	1.4b	0.0
Driving while under the influence of alcohol	1.1a	1.1a	1.8b	1.2a	1.1a	1.1a	2.0b	1.3a	1.0a	1.1b	1.9c	1.2a	-0.1
Driving while under the influence of drugs or medication	1.0a	1.1a	1.8b	1.2a	1.0a	1.1a	1.9b	1.3a	1.1a	1.2b	1.7c	1.3a	0.0
Driving when fatigued	1.5a	1.9b	2.4c	1.8a	1.5a	1.9b	2.6c	1.9b	1.4a	2.0b	2.6c	2.0b	+0.1
Tailgating another motorist	1.1a	1.4b	2.1c	1.4a	1.2a	1.4b	2.2c	1.5a,b	1.1a	1.4b	2.2c	1.5b	0.0

Refer table for questions.

Figure 20. Unsafe driving behaviours reported by motorists – Overall results
(N=900 in August – September 2020, N=901 in May 2021 and N=944 in April-May 2022)



Question: During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score - 1= Never, 5=Always). (Base: All participants) (weighted)

Summary of major findings

Context

The current online survey conducted in 2022 is a replication of the 2021 and 2020 speeding prevalence survey re-designed in 2020 to investigate the prevalence and determinants of speeding in Queensland. The 2022 survey involved an online panel survey of N=944 licensed motorists in Queensland aged 16 years or older (including a n=50 top-up sample of young people 17-20 years with Learner, P1 or P2 licences).

Major findings

In 2022, the largest speeding segment was the Low-level speeding segment (53.8%), followed by the Compliant segment (26.7%) and finally the Moderate-excessive speeding segment (19.4%). There was a significant increase in the proportion of motorists classified in the Low-level speeding segment in 2022, compared to 2021 and 2020, largely at the expense of a significant reduction in the proportion of motorists classified as Compliant.

The findings suggest that the overall reduction in the Compliant segment appears to be the result of changes among female motorists, while the increase in the proportion of motorists in the Low-level speeding segment is attributable to changes among both female and male motorists.

The decline in the proportion of motorists classified as Compliant was also observed within the under 25 years, 25-39 years and 40-59 years age groups. That said, within the 25-39 years age group, there was also a significant reduction in the proportion of motorists in the Moderate-excessive speeding segment.

Overall, results showed that when comparing results from 2022 with 2021, motorists reported a number of reductions in the time they spent speeding in various speed limit zones. This included spending less time travelling over the speed limit by more than 20 km/h in 50 km/h zones, as well as spending less time travelling at 6-10 km/h over and 11-20 km/h over the speed limit in 100 km/h zones. In addition, motorists in the Moderate-excessive segment reported spending less time travelling at 11-20 km/h over the speed limit in road works zones.

Encouragingly, motorists reported spending more time travelling at or below the speed limit in school zones, largely associated with significant increases in the Low-level speeding segment. Motorists in the Moderate-excessive segment also reported spending less time travelling at 11-20 km/h over and more than 20 km/h over the speed limit in school zones. Motorists in the Low-level speeding segment also reported spending less time travelling 1-5 km/h over the speed limit in school zones.

In 2022, respondents reported that 70.9% of their speeding in 60 km/h zones was accidental – a significant increase from 2021 (67.6%). Motorists in the Moderate-excessive segment also reported a significantly higher percentage of accidental speeding in 60 km/h zones (63.8% in 2022 v 55.8 in 2021) and in road works zones (60.6% in 2022 v 54.2% in 2021), while motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in school zones (86.6% in 2022 vs 74.3% in 2021). This suggests that motorists have typically reported being less intentional in their speeding across various zones in 2022, when compared to 2021.

Consistent with 2021 results, the top factors in 2022 that motorists reported increased their likelihood to speed were overtaking another vehicle (mean = 4.0), followed by driving down a hill (mean = 3.6), matching the speed of other vehicles in the traffic flow who are exceeding the speed limit (mean = 3.5) and running late (mean = 3.5).

Overall, there were no statistically significant changes from 2021 to 2022 in the number of kilometres per hour that motorists reported they needed to exceed the posted speed limit to consider themselves to be 'speeding' (ranged between 3.4-4.4 km/h, depending on the zone). This suggests that perceptions of 'speeding' have remained much the same as 2021.

In relation to attitudes about speeding, only two significant differences in overall mean agreement ratings from 2021 to 2022 were observed. This included reductions in agreement with 'Low-level speeding is a major contributor to crashes' (mean = 3.2 in 2022 v 3.3 in 2021) and 'It's not really speeding, if I only go over the limit by a few kilometres' (mean = 2.8 in 2022 v 2.7 in 2021). These results reflect an unfavourable shift in attitudes towards low-level speeding, and were largely driven by changes observed among those in the Low-level speeding segment.

Compared to 2021, motorists in the Moderate-excessive speeding segment reported a significant increase in agreement with the statement 'I am less likely than others to be involved in a crash due to speeding' (mean = 3.2 in 2022 v 3.0 in 2021). They also had a significant reduction in agreement with 'If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit' (mean = 3.7 in 2022 v 3.9 in 2021). These results reflect an unfavourable shift in attitudes towards the risks associated with speeding.

Overall, only 9% of participants correctly identified the first bracket of a speeding fine as being 1-12 km/h over the limit, a significant reduction compared to 2021 (12.3%). The majority of participants incorrectly perceived the first speeding bracket as being 1-6 km/h over the limit. This finding suggests that there may be scope to reduce enforcement tolerances or the first speeding offence bracket, without considerable opposition from the driving public.

Overall, perceptions and knowledge about enforcement tolerances, legislative requirements regarding the use of fine revenue and factors determining speed camera locations were largely the same in 2022 as in 2021. Perceived mean enforcement tolerances declined from 6% in 2021 to 4.8% in 2022 for motorists in the Low-level speeding segment.

Overall, among those motorists who reported having received a speeding fine in the past three years, there was a significant reduction in the number of speeding fines received. There was also a significant reduction in the proportion of motorists in the Moderate-excessive segment reporting having received a speeding fine. Although the overall mean number of crashes increased from 0.6 in 2021 to 0.8 in 2022, this difference was not statistically significant. Overall, there were no significant differences in reported unsafe driving behaviours from 2021 to 2022, however there were significant increases in the use of mobile phone without hands-free (mean = 1.5 in 2022 v 1.4 in 2021) and driving while under the influence of drugs or medication (mean = 1.2 in 2022 v 1.1 in 2021) among the Low-level speeding segment.

Conclusion

Overall, findings highlight that there has been a reduction in the proportion of motorists reporting that they comply with speed limits in 2022, as well as a corresponding increase in self-reported low-level speeding. The unfavourable shift in attitudes towards low-level speeding, reinforce this trend. Accordingly, these findings highlight the potential for all segments to receive further communications about the risks of low-level speeding.

Appendices

Appendix A – Survey instrument

This survey is about driving in Queensland – That is, where you have personally driven a car or ridden a motorcycle or moped in Queensland.

For all questions in this survey, please think of your typical driving behaviour over the past 12 months.

Survey participants to be identified and excluded from subsequent year of surveys	
CC To which of the following age categories do you belong? (SELECT ONE ANSWER ONLY) 1. under 17 years (TERMINATE) 2. 17 onwards > DROP DOWN MENU – SINGLE DIGIT AGES PRESENTED	
DD Are you a: (SELECT ONE ANSWER ONLY) 1. Woman 2. Man 3. Non-binary / gender diverse 4. My gender identity isn't listed – I prefer to identify as (describe_____) 5. Prefer not to say	
DEMO 5. What is your postcode? ____ ____ ____ ____ SUBURB. Please select your suburb (Provide drop down list with 'other') IF OUTSIDE 4000 RANGE > TERMINATE (must be in Queensland)	

FFa. Which type of licence/s do you currently hold? (Select one or more responses) Car licence 1. Learner car licence 2. Provisional – P1 3. Provisional – P2 4. Probationary (EXIT) 5. Open car licence Motorcycle or moped licence 6. Learner motorcycle licence 7. RE motorcycle licence 8. R motorcycle licence No current licence 9. None – not held licence at any time in past 12 months (EXIT) 10. None – lost licence in past 12 months due to accumulation of demerit points (EXIT) Note:	

• You need a P1 or P2 or O car licence to hold a motorcycle licence (So P1, P2 or O can only combine with motorcycle licence types) • You can't have a motorcycle licence if you only have a L car licence (So exclude Learner and any motorcycle licence as a combo) • We will also exit any probationary car licence with a motorcycle licence (which we already have programmed)	

DRIVE. During the past 12 months, on average, how many hours per week have you driven a car or ridden a motorcycle or moped in Queensland? (SINGLE RESPONSE) **1.** Not at all **2.** Less than 2 hours a week **3.** Between 2 and 7 hours a week **4.** Between 7 and 14 hours a week **5.** Between 14 and 28 hours a week 6. More than 28 hours a week	

Definition of speeding

This survey examines driving on Queensland roads. As all results are strictly confidential, we encourage you to be completely honest in your responses.

Your feedback will help improve road safety in Queensland.

We would first like to understand what you consider as ‘speeding’, when driving a vehicle on Queensland roads.

SPEEDDEF_50km_20. If travelling in a 50 km/h speed zone, how many kilometres per hour would you need to be travelling, before you personally considered yourself to be ‘speeding’?

SINGLE DIGIT DROP DOWN – 51 km/h to 90 km/h

SPEEDDEF_60km_20. If travelling in a 60 km/h speed zone, how many kilometres per hour would you need to be travelling, before you personally considered yourself to be ‘speeding’?

SINGLE DIGIT DROP DOWN – 61 km/h to 100 km/h

SPEEDING_100km_20. If travelling in a 100 km/h speed zone, how many kilometres per hour would you need to travel, before you personally considered yourself to be ‘speeding’?

SINGLE DIGIT DROP DOWN – 101 km/h to 140 km/h

Speeding prevalence estimates – past 12 months

SPEEDPREV _20. For the next questions, I'd like you to think about your speeding during the past 12 months on different types of roads.

Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%.

Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver.

EXAMPLE

In a 60 km/h zone:

1.	At or below the speed limit	30%
2.	1-5 km/h over the speed limit	40%
3.	6-10 km/h over the speed limit	30%
4.	11-20 km/h over the speed limit	0%
5.	More than 20 km/h over the speed limit	0%
	TOTAL MUST ADD TO 100%	**100__%**

This means you stayed at or below the speed limit 30% of the time, 40% of the time you were 1-5 km/h over and 30% of the time, you were 6-10 km/h over. Zeros were added for other amounts, as you never exceeded the speed limit by those amounts.

Type of road	(A) During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?	SKIP (B) IF 100% at or below the speed limit in (A) (B) What percentage of your overall speeding on this type of road was accidental? NOW ADD (i.e., you didn't mean to speed, it was a lapse in your concentration, you were accidentally going with the flow of traffic who were speeding)
1. 50 km/h roads	1. At or below the speed limit _____% 2. 1-5 km/h over the speed limit _____% 3. 6-10 km/h over the speed limit _____% 4. 11-20 km/h over the speed limit _____% 5. More than 20 km/h over the speed limit _____% TOTAL MUST ADD TO 100% __SUM__% 6. I didn't drive in 50 km/h speed zones	_____ % accidental (SLIDING BAR)
2. 60 km/h roads	1. At or below the speed limit _____% 2. 1-5 km/h over the speed limit _____% 3. 6-10 km/h over the speed limit _____% 4. 11-20 km/h over the speed limit _____% 5. More than 20 km/h over the speed limit _____% TOTAL MUST ADD TO 100% __SUM_% 6. I didn't drive in 60 km/h speed zones	_____ % accidental (SLIDING BAR)
3. 100 km/h roads	1. At or below the speed limit _____% 2. 1-5 km/h over the speed limit _____% 3. 6-10 km/h over the speed limit _____% 4. 11-20 km/h over the speed limit _____% 5. More than 20 km/h over the speed limit _____% TOTAL MUST ADD TO 100% __SUM_%	_____ % accidental (SLIDING BAR)

Type of road	(A) During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?	SKIP (B) IF 100% at or below the speed limit in (A) (B) What percentage of your overall speeding on this type of road was accidental? NOW ADD (i.e., you didn't mean to speed, it was a lapse in your concentration, you were accidentally going with the flow of traffic who were speeding)
	6. I didn't drive in 100 km/h speed zones	

Now please answer in the same way for these special types of roads:

Type of road	(A) During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?	SKIP (B) IF 100% at or below the speed limit in (A) (B) What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in your concentration, you were accidentally going with the flow of traffic who were speeding)
1. For roads that have been reduced to 40 km/h due to road works	1. At or below the speed limit _____% 2. 1-5 km/h over the speed limit _____% 3. 6-10 km/h over the speed limit _____% 4. 11-20 km/h over the speed limit _____% 5. More than 20 km/h over the speed limit _____% TOTAL MUST ADD TO 100% __SUM__% 6. I didn't drive in these speed zones	_____ % accidental
2. For roads outside schools reduced to 40 km/h during school zone hours.	1. At or below the speed limit _____% 2. 1-5 km/h over the speed limit _____% 3. 6-10km/h over the speed limit _____% 4. 11-20km/h over the speed limit _____% 5. More than 20 km/h over the speed limit _____% TOTAL MUST ADD TO 100% __SUM__% 6. I didn't drive in these speed zones	_____ % accidental

Factors that make you more or less likely to speed

(All participants to complete)

For each of the following situations, would you be more or less likely to speed?

1. Much less likely; 2. Less likely; 3. No impact on my speed; 4. More likely; 5. Much more likely; 9. Not applicable.

1. Receiving a notification on your phone (e.g., a SMS, social media update)
2. Receiving a mobile call while driving
3. Most other vehicles in the traffic flow are exceeding the speed limit
4. Driving down a hill
5. Running late
6. In a negative mood
7. Overtaking another vehicle
8. You are approaching a traffic light that just turned amber (orange)
9. Driving on a familiar road
10. There is light traffic on the road
11. At night
12. The roads are wet
13. Have adult passengers in the vehicle
14. Have child passengers in the vehicle
15. You are alone in the vehicle
16. You think the speed limit for the road is too low
17. You don't think there are any speed cameras in the area

Attitudes that may predict speeding behaviour

ATTITUDES_20. Using the following scale, please rate how much you disagree or agree with the following statements about speeding.

Note that speeding is defined as any amount above the speed limit, unless otherwise indicated.

Attitudes	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Social norms					
Low-level speeding is socially acceptable	1	2	3	4	5
Low-level speeding					
Low-level speeding is a major contributor to crashes	1	2	3	4	5
Speeding is unsafe in most circumstances	1	2	3	4	5
It's not really speeding, if I only go over the limit by a few kilometres	1	2	3	4	5
Attitude – Crash risk					
The faster you drive, the more severe the crash	1	2	3	4	5
If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	1	2	3	4	5
If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	1	2	3	4	5
Attitude – Demerit points and fines					
I keep to the speed limit, as I want to avoid fines	1	2	3	4	5

Attitudes	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
I keep to the speed limit, as I want to avoid demerit points	1	2	3	4	5
The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland	1	2	3	4	5
Attitude – Risk of detection					
I am likely to be caught by police if I speed	1	2	3	4	5
I am likely to be caught by a speed camera if I speed	1	2	3	4	5
Personal susceptibility to crashes					
I am less likely than others to be involved in a crash due to speeding	1	2	3	4	5

Speed enforcement tolerance

ENFORCE_20. Some people believe that there is an enforcement tolerance associated with speed cameras.

This means drivers can drive a certain amount over the speed limit and not be fined.

What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? _____ % (VALIDATION TO INCLUDE 0)

EXAMPLE

A 1% tolerance for a 100 km/h limit would mean that you:

- Would NOT be fined at 101 km/h
- But you would be fined at 102 km/h or above.

Queensland Government enforcement of speeding – Policy issues

POLICY_20. Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit.

Attitudes toward speed enforcement	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Speeding fines and penalties					
I support the use of covert (unmarked) speed camera vans in Queensland	1	2	3	4	5
I support the use of marked, highly visible speed camera vans in Queensland	1	2	3	4	5
I support the use of fixed speed cameras in Queensland	1	2	3	4	5
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	1	2	3	4	5
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	1	2	3	4	5
I support the use of cameras to monitor people using mobile phones while driving in Queensland	1	2	3	4	5
S1_7_19. Speed cameras are there to raise revenue for Government	1	2	3	4	5
Speed cameras help reduce the road toll	1	2	3	4	5
I avoid speeding where I've seen or heard of speed cameras operating	1	2	3	4	5
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	1	2	3	4	5
I warn other motorists of speed cameras by flashing my headlights	1	2	3	4	5

58bc_19. How important do you think the following factors are for choosing how speed camera locations are selected? (1=not at all important, 5=very important)

1. Locations where the most fines are issued
2. Roads where a lot of motorists exceed the speed limit
3. Locations that have a history of speed-related crashes
4. Where the public complain about speeding drivers

S7a_19. Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland?
1. Yes
2. No

Awareness of penalties for speeding in Queensland

S39_19. Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?

(SELECT ONE ANSWER ONLY)

1. 1-6 km/h over the speed limit
2. 1-9 km/h over the speed limit
3. 1-12 km/h over the speed limit
4. 1-15 km/h over the speed limit
5. Don't know

Speeding and speeding fines

TICKETS_20. How many speeding fines have you received during the past 3 years for the following? 1. Speeding less than 13 km/h over the speed limit _____ 2. Speeding between 13 km/h and 20 km/h over the speed limit _____ 3. Speeding between 20 km/h and 30 km/h over the speed limit _____ 4. Speeding between 30 km/h and 40 km/h over the speed limit _____ **5.** Speeding over 40 km/h and over the speed limit _____	
CRASH_20. During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (please write a number) _____	
BEHAVIOUR_20. During the past 12 months, how often have you done the following when driving on Queensland roads? 1. Never. 2. Rarely 3. Sometimes. 4. Often 5. Always 1. Use of mobile phone without hands free (including texting or talking) 2. Running a red light 3. Going through a stop sign 4. Driving while under the influence of alcohol 5. Driving while under the influence of drugs or medication 6. Driving when fatigued 7. Tailgating another motorist	

Demographics

The following will help us analyse the results. No individual responses will be revealed.

Demo 1_NEW Which best describes your main type of paid work during the past 12 months? 1. Full-time 2. Part-time/casual 3. Not in the work force – Only studying 4. Not in the work force and not studying	
Demo2. What is your highest level of completed education? 1. Less than Year 10 2. Year 10 3. Year 11 4. Year 12 5. Certificate III, IV or a Diploma 6. Undergraduate University degree 7. Postgraduate University degree	
LICENCE_CAR. At what age, did you first get your current car licence? (Validation – Reported age must be equal to or greater than the age they got their car licence) (ONLY IF MOTORCYCLE LICENCE) LICENCE_MOTORCYCLE. At what age, did you first get your current motorcycle licence? (Validation – Reported age must be equal to or greater than the age they got their motorcycle licence)	
CAR_TYPE. What type of main vehicle did you drive during the past 12 months? 1. Hatchback 2. Sedan 3. Sports Car/Coupe 4. Station Wagon 5. SUV 6. Minivan 7. Ute 8. 4WD 9. Motorcycle 10. Moped/Scooter 11. Bus 12. Truck 13. Other	
If Demo1_NEW = 3 (Not in the work force – Only studying) or 4 (Not in the work force and not studying) DRIVE. Apart from travel to or from your home to work, do you drive any vehicle as part of your paid work? 1. Yes 2. No	

Appendix B – Detailed reference tables

Following are detailed tables of results by region and overall results for attitudinal items. As regional data has very small samples, results should be interpreted with caution.

Trends should be assumed to be indicative only in small regions and will have significant levels of sampling error given the small sample sizes.

Attitudes towards speeding – Results by region

Table 16. Attitudes towards speeding – Results by region (N=900 in August-September 2020, N=901 in May 2021 and N=944 in April-May 2022)

Attitudes towards speeding	Rating	2020					2021					2022					Overall change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Low-level speeding is socially acceptable	Strongly disagree	17.0	17.4	12.8	21.4	15.5	14.4	11.8	11.1	14.3	11.3	10.2	13.0	11.2	5.9	10.3	-1.0
	Disagree	26.8	27.1	26.5	26.0	25.6	32.7	27.5	27.7	27.3	28.1	21.7	29.6	26.1	34.0	27.4	-0.7
	Neutral	20.3	30.3	29.2	27.3	27.9	24.2	26.1	25.9	32.5	26.7	26.5	22.2	25.7	21.6	24.0	-2.7
	Agree	30.7	23.9	29.0	20.8	27.7	25.5	24.2	29.3	20.1	27.6	36.7	27.8	30.0	28.1	31.2	+3.6
	Strongly agree	5.2	1.3	2.5	4.5	3.3	3.3	10.5	6.1	5.8	6.3	4.8	7.4	6.9	10.5	7.0	+0.7
Low-level speeding is a major contributor to crashes	Strongly disagree	7.2	5.2	5.5	5.2	5.4	4.6	4.6	6.1	3.2	5.9	9.6	6.8	3.7	5.2	6.1	+0.2
	Disagree	16.3	15.5	13.9	16.9	15.5	17.0	17.6	18.6	16.9	16.2	25.9	17.3	20.3	19.0	21.5	+5.3
	Neutral	35.9	34.2	40.2	33.8	37.4	29.4	35.3	29.7	29.2	30.7	27.1	31.5	31.5	28.8	30.0	-0.7
	Agree	34.6	36.1	34.0	33.1	34.0	39.2	34.6	37.0	42.2	38.9	30.7	34.6	36.1	39.9	34.8	-4.1
	Strongly agree	5.9	9.0	6.4	11.0	7.6	9.8	7.8	8.6	8.4	8.3	6.6	9.9	8.4	7.2	7.7	-0.6

Attitudes towards speeding	Rating	2020					2021					2022					Overall change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Speeding is unsafe in most circumstances	Strongly disagree	3.3	1.9	2.5	4.5	2.9	3.9	0.7	2.0	2.6	2.7	2.4	2.5	1.9	1.3	1.9	-0.8
	Disagree	3.9	7.1	5.3	6.5	6.3	5.2	8.5	7.5	3.2	6.6	9.0	6.2	5.8	5.9	7.5	+0.9
	Neutral	12.4	16.8	15.1	14.3	15.4	10.5	14.4	17.7	15.6	15.4	12.7	14.2	13.8	12.4	13.5	-1.9
	Agree	49.7	35.5	44.3	45.5	44.0	41.8	41.2	40.4	46.8	41.9	50.0	46.3	44.5	47.1	46.5	+4.6
	Strongly agree	30.7	38.7	32.9	29.2	31.4	38.6	35.3	32.4	31.8	33.5	25.9	30.9	33.9	33.3	30.7	-2.8
It's not really speeding, if I only go over the limit by a few kilometres	Strongly disagree	16.3	16.8	14.6	18.2	15.8	17.0	11.8	12.9	19.5	14.3	10.8	13.6	14.5	10.5	13.6	-0.7
	Disagree	34.0	35.5	34.5	37.0	33.1	36.6	32.7	32.2	34.4	32.7	24.7	29.0	27.6	35.9	28.8	-3.9
	Neutral	19.0	29.0	26.0	24.7	25.4	24.2	26.1	25.9	23.4	25.3	31.3	28.4	25.7	24.8	27.3	+2.0
	Agree	28.1	17.4	20.5	14.9	21.5	19.0	21.6	24.7	18.8	22.4	27.7	27.2	26.6	17.0	24.5	+2.1
	Strongly agree	2.6	1.3	4.3	5.2	4.1	3.3	7.8	4.3	3.9	5.2	5.4	1.9	5.6	11.8	5.8	+0.6
The faster you drive, the more severe the crash	Strongly disagree	2.0	1.9	2.3	2.6	2.0	3.9	0.7	0.7	4.5	1.5	1.2	2.5	1.7	1.3	1.8	+0.3

Attitudes towards speeding	Rating	2020					2021					2022					Overall change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Disagree	2.6	1.3	3.2	1.3	2.4	2.6	4.6	4.5	3.9	4.4	6.6	5.6	3.0	2.6	3.9	-0.5
	Neutral	9.8	11.6	12.8	13.0	13.9	8.5	8.5	12.0	10.4	10.8	8.4	5.6	8.9	6.5	7.8	-3.0
	Agree	31.4	35.5	34.7	33.8	34.8	32.0	34.0	32.4	35.1	33.8	39.8	27.8	37.6	34.6	35.6	+1.8
	Strongly agree	54.2	49.7	47.0	49.4	46.9	52.9	52.3	50.3	46.1	49.5	44.0	58.6	48.8	54.9	51.0	+1.5
If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	Strongly disagree	3.3	1.9	3.2	4.5	3.4	3.9	2.0	2.3	3.9	2.8	3.0	3.1	2.8	3.3	3.1	+0.3
	Disagree	9.8	8.4	7.8	8.4	9.2	14.4	9.2	11.6	9.7	11.7	15.1	13.6	11.7	9.2	13.0	+1.3
	Neutral	33.3	29.7	27.6	26	27.9	24.2	26.1	27.0	22.7	26.2	31.3	26.5	25.9	22.9	26.5	+0.3
	Agree	44.4	41.3	46.3	42.2	43.4	38.6	42.5	43.3	43.5	42.2	34.9	37.7	40.2	52.3	39.6	-2.6
	Strongly agree	9.2	18.7	15.1	18.8	16.1	19.0	20.3	15.9	20.1	17.1	15.7	19.1	19.4	12.4	17.8	+0.7
	Strongly disagree	2.0	1.3	2.3	2.6	2.2	3.9	0.0	0.9	0.6	1.6	1.8	1.2	1.7	2.0	2.0	+0.4
	Disagree	3.9	3.2	3.9	4.5	4.6	3.3	4.6	4.5	3.9	4.1	9.0	6.8	4.3	3.3	6.3	+2.2

Attitudes towards speeding	Rating	2020					2021					2022					Overall change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	Neutral	13.7	12.3	14.8	12.3	15.2	10.5	12.4	14.3	16.2	14.5	19.3	12.3	13.4	9.8	13	-1.5
	Agree	49.7	41.3	39.7	42.2	40.5	48.4	46.4	44.9	40.3	45.5	42.8	43.8	41.0	46.4	42.9	-2.6
	Strongly agree	30.7	41.9	39.3	38.3	37.4	34.0	36.6	35.4	39.0	34.3	27.1	35.8	39.5	38.6	35.8	+1.5
I keep to the speed limit, as I want to avoid fines	Strongly disagree	3.9	0.6	1.4	3.2	2.0	2.0	0.7	0.5	0.6	0.8	0.6	1.9	1.5	1.3	1.4	+0.6
	Disagree	3.3	1.9	3.9	2.6	3.2	3.9	2.6	2.0	7.1	3.3	5.4	3.1	3.0	2.6	3.4	+0.1
	Neutral	14.4	18.7	17.8	13.0	17.3	14.4	19.0	16.1	11.0	15.1	17.5	11.7	13.8	15.7	14.6	-0.5
	Agree	47.1	40.6	40.4	40.9	43.0	44.4	41.8	41.7	44.2	43.3	46.4	39.5	43.0	45.1	43.3	0.0
	Strongly agree	31.4	38.1	36.5	40.3	34.5	35.3	35.9	39.7	37.0	37.5	30.1	43.8	38.7	35.3	37.3	-0.2
I keep to the speed limit, as I want to avoid demerit points	Strongly disagree	5.2	0.6	1.6	3.2	2.2	2.0	0.0	0.7	0.6	0.8	0.0	1.9	1.1	1.3	1.0	+0.2
	Disagree	3.3	1.9	3.9	3.2	3.0	3.3	4.6	2.9	3.9	3.8	6.0	2.5	2.6	3.3	3.1	-0.7
	Neutral	11.1	20.0	20.3	16.2	19.2	13.1	16.3	16.1	11.7	14.9	17.5	11.1	14.7	12.4	14.9	0.0

Attitudes towards speeding	Rating	2020					2021					2022					Overall change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Agree	50.3	41.3	40.0	38.3	42.9	43.1	41.8	42.4	50.6	43.6	45.8	39.5	44.7	46.4	44.0	+0.4
	Strongly agree	30.1	36.1	34.2	39.0	32.6	38.6	37.3	37.9	33.1	37.0	30.7	45.1	36.9	36.6	37.0	0.0
The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland	Strongly disagree	15.7	13.5	14.2	18.2	15.2	20.9	12.4	15.6	14.3	16.2	15.7	16.7	14.9	20.3	17.1	+0.9
	Disagree	19.6	20.0	14.2	18.8	16.4	18.3	20.3	17.2	20.8	18.9	25.9	27.2	19	17.6	22.3	+3.4
	Neutral	36.6	40.6	40.9	35.1	39.9	37.9	35.9	36.5	39.0	37.1	33.7	24.1	36.9	26.1	31.7	-5.4
	Agree	20.3	19.4	22.1	23.4	21.7	17.6	22.9	20.9	14.3	19.7	16.9	20.4	21.6	26.1	20.1	+0.4
	Strongly agree	7.8	6.5	8.7	4.5	6.8	5.2	8.5	9.8	11.7	8.1	7.8	11.7	7.6	9.8	8.7	+0.6
I am likely to be caught by police if I speed	Strongly disagree	2.0	1.3	1.8	5.2	2.2	0.0	2.0	1.8	1.3	1.7	0.6	2.5	2.4	1.3	1.7	0.0
	Disagree	5.2	5.8	6.6	6.5	5.8	7.2	5.2	8.8	1.9	6.9	6.6	8.6	9.1	5.9	8.3	+1.4
	Neutral	22.9	22.6	25.6	19.5	24.2	19.0	17.6	24.0	29.9	22.8	20.5	19.1	23.1	15.7	21.7	-1.1
	Agree	54.9	54.2	48.2	45.5	50.2	53.6	56.9	46.9	44.8	49.9	56.6	42.6	44.7	51.6	47.1	-2.8

Attitudes towards speeding	Rating	2020					2021					2022					Overall change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Strongly agree	15.0	16.1	17.8	23.4	17.7	20.3	18.3	18.4	22.1	18.7	15.7	27.2	20.7	25.5	21.2	+2.5
I am likely to be caught by a speed camera if I speed	Strongly disagree	2.0	0.6	1.6	4.5	2.0	0.7	1.3	2.0	2.6	2.1	1.2	1.2	1.7	0.0	1.1	-1.0
	Disagree	3.9	3.2	3.4	5.2	3.9	5.2	5.2	5.7	2.6	5.4	6.6	3.7	5.0	5.2	5.5	+0.1
	Neutral	19.6	15.5	18.5	17.5	19.0	15.0	16.3	19.0	21.4	18.0	16.9	16.7	17.7	15.7	17.5	-0.5
	Agree	54.9	58.7	54.6	46.8	53.4	52.3	54.9	51.0	49.4	52.1	59	51.9	53.3	51.6	53.1	+1.0
	Strongly agree	19.6	21.9	21.9	26.0	21.7	26.8	22.2	22.2	24.0	22.5	16.3	26.5	22.2	27.5	22.8	+0.3
I am less likely than others to be involved in a crash due to speeding	Strongly disagree	14.4	14.2	13.2	18.8	13.5	12.4	17.6	16.1	17.5	15.8	10.8	16.0	11.9	14.4	12.5	-3.3
	Disagree	19.6	26.5	21.2	20.1	21.3	20.3	18.3	21.5	22.7	21.0	29.5	20.4	23.3	21.6	23.6	+2.6
	Neutral	31.4	34.2	33.6	31.8	33.3	32.0	24.2	30.6	35.1	31.5	28.9	30.2	31.3	29.4	31.0	-0.5
	Agree	26.1	14.8	22.8	17.5	22.8	22.9	26.8	20.4	19.5	21.7	21.7	19.1	22.9	24.8	22.0	+0.3
	Strongly agree	8.5	10.3	9.1	11.7	9.0	12.4	13.1	11.3	5.2	10.0	9.0	14.2	10.6	9.8	10.8	+0.8

Question: Using the following scale, please rate how much you disagree or agree with the following statements about speeding. (1=Strongly disagree, 5=Strongly agree). Note that speeding is defined as any amount above the speed limit, unless otherwise indicated. (Base: All participants)

Attitudes towards speed enforcement – Results by region

Table 17. Support for speed camera enforcement – Results by region (N=900 in August-September 2020, N=901 in May 2021 and N=944 in April-May 2022)

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
I support the use of covert (unmarked) speed camera vans in Queensland	Strongly disagree	9.8	11.0	9.4	11.7	10.5	12.4	12.4	15.9	11.7	13.6	15.7	14.8	12.1	7.8	14.4	+0.8
	Disagree	13.1	12.9	12.6	11.0	13.1	9.2	10.5	10.9	12.3	11.8	15.7	14.2	20.7	16.3	18.6	+6.8
	Neutral	18.3	16.8	21.2	20.1	19.8	19.6	19.0	18.8	18.2	18.6	22.3	16.0	21.2	13.7	18.1	-0.5
	Agree	41.8	35.5	36.5	29.9	36.2	37.9	31.4	36.1	37.0	36.2	28.9	34.0	30.2	36.6	30.8	-5.4
	Strongly agree	17.0	23.9	20.3	27.3	20.3	20.9	26.8	18.4	20.8	19.8	17.5	21.0	15.8	25.5	18.1	-1.7
I support the use of marked, highly visible speed camera vans in Queensland	Strongly disagree	3.3	3.2	1.6	2.6	2.5	4.6	3.3	2.9	0.6	2.9	5.4	2.5	4.1	1.3	4.2	+1.3
	Disagree	3.3	3.2	4.1	1.3	3.2	3.3	5.9	6.3	4.5	4.7	3.0	4.3	4.8	3.3	4.0	-0.7
	Neutral	7.2	9.0	12.3	9.1	11.4	8.5	12.4	15.0	11.0	12.2	14.5	9.3	14.3	9.2	11.5	-0.7
	Agree	62.1	46.5	46.6	45.5	49.0	52.9	40.5	44.4	47.4	46.9	45.2	48.8	48.6	52.9	49.2	+2.3

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Strongly agree	24.2	38.1	35.4	41.6	33.9	30.7	37.9	31.3	36.4	33.3	31.9	35.2	28.3	33.3	31.0	-2.3
I support the use of fixed speed cameras in Queensland	Strongly disagree	3.9	5.2	1.8	3.2	3.0	5.2	2.6	2.9	2.6	3.6	7.2	2.5	2.8	2.0	4.3	+0.7
	Disagree	3.3	4.5	2.7	4.5	3.7	2.6	5.9	6.1	2.6	4.0	4.2	5.6	4.5	3.3	4.7	+0.7
	Neutral	13.1	14.8	15.1	15.6	15.8	15.7	11.1	16.1	16.9	15.0	15.1	13.0	18.6	15.0	15.5	+0.5
	Agree	55.6	43.2	51.1	39.6	48.6	49.7	44.4	48.8	51.3	50.4	47.0	49.4	49.9	50.3	49.8	-0.6
	Strongly agree	24.2	32.3	29.2	37.0	28.9	26.8	35.9	26.1	26.6	27.1	26.5	29.6	24.2	29.4	25.7	-1.4
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	Strongly disagree	4.6	7.1	6.2	7.1	6.6	5.9	7.2	5.2	5.2	5.7	8.4	9.9	6.7	6.5	8.2	+2.5
	Disagree	9.8	12.3	8.9	7.8	9.8	9.8	13.1	8.4	7.8	10.3	9.6	13.0	9.7	7.8	11.1	+0.8
	Neutral	32.0	21.9	22.6	23.4	24.8	22.2	28.1	24.0	22.7	23.6	23.5	16.7	22.5	16.3	20.2	-3.4
	Agree	36.6	36.8	38.8	33.8	36.9	41.2	26.1	42.0	41.6	39.1	36.7	35.2	42.8	47.1	40.1	+1.0
	Strongly agree	17.0	21.9	23.5	27.9	21.9	20.9	25.5	20.4	22.7	21.4	21.7	25.3	18.4	22.2	20.3	-1.1

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	Strongly disagree	2.0	4.5	3.0	3.9	3.4	2.0	3.3	3.2	2.6	3.5	3.6	3.7	3.7	2.6	4.1	+0.6
	Disagree	5.2	3.2	3.7	2.6	4.1	2.6	5.9	5.2	3.9	4.3	4.8	3.7	4.1	5.2	3.7	-0.6
	Neutral	13.7	15.5	18.9	13.6	16.9	15.0	17.0	20.4	16.9	17.8	13.9	13.6	16.2	11.1	13.7	-4.1
	Agree	57.5	45.2	46.8	44.2	48.3	51.6	42.5	46.5	49.4	48.5	53.0	50.0	52.3	52.9	53.1	+4.6
	Strongly agree	21.6	31.6	27.6	35.7	27.3	28.8	31.4	24.7	27.3	25.9	24.7	29.0	23.8	28.1	25.4	-0.5
I support the use of cameras to monitor people using mobile phones while driving in Queensland	Strongly disagree	1.3	3.9	2.3	3.9	2.8	2.0	2.6	3.2	1.3	3.0	4.2	2.5	3.0	2.0	3.4	+0.4
	Disagree	1.3	2.6	4.1	3.2	3.1	4.6	2.6	2.9	4.5	3.2	4.2	3.7	4.8	2.0	4.5	+1.3
	Neutral	13.1	12.3	14.6	10.4	13.9	7.8	7.2	17.2	12.3	12.9	13.3	11.1	14.5	11.1	11.6	-1.3
	Agree	35.3	28.4	37.0	29.2	34.7	40.5	37.9	35.1	37.7	37.9	39.2	35.8	36.9	34.0	36.8	-1.1
	Strongly agree	49.0	52.9	42.0	53.2	45.5	45.1	49.7	41.5	44.2	42.9	39.2	46.9	40.8	51.0	43.8	+0.9
	Strongly disagree	5.2	5.2	3.7	7.8	4.5	6.5	8.5	4.8	3.2	5.4	4.2	6.2	3.9	3.9	4.5	-0.9

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Speed cameras are there to raise revenue for Government	Disagree	9.8	16.8	10.0	11.0	12	17.6	11.8	11.3	13.6	12.2	13.9	14.8	10.6	17.6	12.9	+0.7
	Neutral	27.5	31.0	30.4	22.7	27.9	29.4	32.0	27.4	27.9	28.5	28.9	24.1	29.2	19.0	25.0	-3.5
	Agree	38.6	26.5	34.5	37.0	34.6	28.8	23.5	32.7	37.7	31.6	31.9	32.1	32.4	34.6	32.2	+0.6
	Strongly agree	19.0	20.6	21.5	21.4	21.1	17.6	24.2	23.8	17.5	22.3	21.1	22.8	24.0	24.8	25.3	+3
Speed cameras help reduce the road toll	Strongly disagree	3.9	7.7	6.6	7.8	6.9	5.2	2.6	8.6	8.4	7.3	9.0	7.4	7.1	4.6	8.5	+1.2
	Disagree	12.4	16.1	10.3	15.6	12.1	13.7	13.7	11.3	11.7	12.3	14.5	14.2	16.0	11.8	14.8	+2.5
	Neutral	29.4	23.2	29.2	26.6	28.8	28.1	22.2	29.0	24.7	26.5	28.3	25.3	26.3	20.9	25.7	-0.8
	Agree	34.6	32.3	36.5	29.2	34.1	35.3	35.3	37.4	38.3	37.8	32.5	35.8	36.1	41.8	35.0	-2.8
	Strongly agree	19.6	20.6	17.4	20.8	18.1	17.6	26.1	13.6	16.9	16.1	15.7	17.3	14.5	20.9	16.0	-0.1
	Strongly disagree	5.9	5.2	2.3	3.9	3.4	2.6	2.6	3.4	3.2	3.0	3.0	2.5	1.9	2.0	2.2	-0.8
	Disagree	6.5	3.9	4.8	2.6	4.7	8.5	5.9	6.3	5.8	6.9	6.6	6.8	4.3	5.9	5.4	-1.5

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
I avoid speeding where I've seen or heard of speed cameras operating	Neutral	32.0	31.0	30.8	33.1	31.4	28.8	24.2	30.4	33.1	29.4	30.7	25.9	23.8	26.8	25.7	-3.7
	Agree	37.9	36.8	40.9	39.0	39.7	37.9	35.9	37.2	35.1	37.2	42.2	46.3	46.4	43.8	46.4	+9.2
	Strongly agree	17.6	23.2	21.2	21.4	20.9	22.2	31.4	22.7	22.7	23.5	17.5	18.5	23.5	21.6	20.4	-3.1
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	Strongly disagree	22.2	25.2	18.9	27.9	21.6	28.1	21.6	20.4	21.4	21.4	19.9	27.2	16.4	19.6	19.9	-1.5
	Disagree	38.6	32.9	37.0	36.4	35.4	29.4	33.3	32.7	33.8	33.4	31.3	35.2	35.0	34.6	35.5	+2.1
	Neutral	21.6	24.5	25.8	21.4	25.1	23.5	19.0	25.6	23.4	23.5	26.5	17.3	26.1	22.9	23.2	-0.3
	Agree	12.4	12.3	14.2	9.7	13.6	13.7	13.7	15.0	16.2	14.9	17.5	14.2	15.8	18.3	15.5	+0.6
	Strongly agree	5.2	5.2	4.1	4.5	4.4	5.2	12.4	6.3	5.2	6.8	4.8	6.2	6.7	4.6	5.9	-0.9
I warn other motorists of speed cameras by flashing my headlights	Strongly disagree	21.6	25.8	31.3	32.5	27.9	26.8	26.1	27.2	26.6	26.3	16.9	29.0	20.7	23.5	22.6	-3.7
	Disagree	28.8	32.9	27.2	33.1	28.4	24.8	29.4	28.3	24.7	27.6	29.5	29.6	30.2	31.4	30.0	+2.4
	Neutral	26.8	21.3	22.6	18.2	23.7	24.8	17.0	21.5	28.6	22.1	18.7	16.7	21.6	17.0	18.1	-4

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Agree	19.0	12.3	14.6	11.7	15.1	18.3	15.7	17.5	16.9	17.9	26.5	17.3	20.1	20.3	20.5	+2.6
	Strongly agree	3.9	7.7	4.3	4.5	4.9	5.2	11.8	5.4	3.2	6.1	8.4	7.4	7.3	7.8	8.8	+2.7

Question: Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit (1=Strongly disagree, 5=Strongly agree) (Base: All participants)

Beliefs about speed camera locations – Results by region

Table 18. Participant beliefs about speed camera locations, speeding fine brackets and use of fine revenue – Results by region
(N=900 in August-September 2020, N=901 in May 2021 and N=944 in April-May 2022)

Measure	Rating	2020					2021					2022					Overall Change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
How important do you think the following factors are for choosing how speed camera locations are selected?																	
Locations where the most fines are issued	Not at all important	10.5	7.7	5.7	7.1	6.7	10.5	5.9	8.4	10.4	8.0	10.8	9.3	6.5	5.2	8.2	+0.2
	Not very important	6.5	8.4	7.3	4.5	7.0	6.5	7.8	7.0	9.1	6.4	7.2	4.9	4.8	3.9	5.7	-0.7
	Important	32.0	29.7	34.0	27.3	32.2	31.4	26.1	32.4	32.5	31.6	33.1	34	29.6	27.5	29.4	-2.2
	Quite important	21.6	23.9	30.1	26.0	27.9	24.8	30.1	27.0	25.3	27.8	24.1	22.2	33.7	39.9	30.7	+2.9
	Very important	29.4	30.3	22.8	35.1	26.2	26.8	30.1	25.2	22.7	26.2	24.7	29.6	25.5	23.5	26.0	-0.2
	Not at all important	2.0	1.3	1.8	1.9	1.7	3.3	0.7	1.6	1.3	1.7	3.0	2.5	2.2	2.0	2.4	+0.7

Measure	Rating	2020					2021					2022					Overall Change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Roads where a lot of motorists exceed the speed limit	Not very important	2.6	2.6	2.5	0.6	2.3	5.9	4.6	5.2	4.5	5.0	2.4	5.6	3.2	1.3	3.2	-1.8
	Important	17.6	13.5	18.3	17.5	18.1	13.1	15	20.4	13.6	16.7	19.3	16.0	16.0	17.0	16.3	-0.4
	Quite important	29.4	32.3	35.6	25.3	33.2	25.5	30.7	31.5	35.1	32.8	34.9	30.9	35.6	37.9	35.0	+2.2
	Very important	48.4	50.3	41.8	54.5	44.7	52.3	49	41.3	45.5	43.8	40.4	45.1	43.0	41.8	43.1	-0.7
Locations that have a history of speed-related crashes	Not at all important	0.7	1.3	1.4	1.9	1.3	2.0	0.0	0.9	1.3	1.1	1.8	2.5	1.1	0.0	1.4	+0.3
	Not very important	0.7	3.2	2.1	1.9	2.1	2.0	1.3	2.0	0.6	1.7	4.2	1.9	3.0	2.0	3.4	+1.7
	Important	9.8	7.7	11.9	7.8	10.7	11.1	9.2	17.7	16.2	15	10.2	10.5	11.9	11.8	10.5	-4.5
	Quite important	24.8	18.7	25.1	21.4	24.0	19.6	20.9	23.6	18.8	21.7	25.9	18.5	22.9	24.8	22.2	+0.5
	Very important	64.1	69.0	59.6	66.9	61.9	65.4	68.6	55.8	63	60.5	57.8	66.7	61.1	61.4	62.5	+2

Measure	Rating	2020					2021					2022					Overall Change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Where the public complain about speeding drivers	Not at all important	2.0	1.9	2.5	2.6	2.2	2.0	0.0	3.4	1.3	2.3	2.4	4.3	2.2	1.3	2.6	+0.3
	Not very important	2.0	3.9	3.9	4.5	3.9	3.9	5.9	3.2	3.2	4.5	3.6	1.9	3.2	2.6	3.1	-1.4
	Important	17.0	14.2	21.5	16.9	20.2	17.0	14.4	20.0	18.8	17.9	21.1	18.5	21.0	11.8	19.1	+1.2
	Quite important	30.1	23.9	32.9	22.7	29.4	28.1	24.2	35.8	33.1	32.3	30.1	34.0	29.8	36.6	31.1	-1.2
	Very important	49.0	56.1	39.3	53.2	44.3	49.0	55.6	37.6	43.5	43.0	42.8	41.4	43.8	47.7	44.0	+1
	Aware	32.7	31.6	32.0	34.4	33.2	34.6	33.3	34.9	39.0	35.2	38.6	35.2	35.4	43.8	35.9	+0.7

Measure	Rating	2020					2021					2022					Overall Change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland?	Not aware	67.3	68.4	68.0	65.6	66.8	65.4	66.7	65.1	61.0	64.8	61.4	64.8	64.6	56.2	64.1	-0.7
Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?	1-6 km/h over the speed limit	45.1	48.4	40.6	42.9	42.1	44.4	47.7	39.9	41.6	41.1	42.2	52.5	39.7	47.1	43.0	+1.9
	1-9 km/h over the speed limit	28.8	27.7	27.6	25.3	27.1	33.3	25.5	32.7	31.8	31.1						

Measure	Rating	2020					2021					2022					Overall Change 21-22
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	1-10km/h over the speed limit											38.6	36.4	38.2	35.9	37.1	
	1-12 km/h over the speed limit	9.8	5.8	16.7	13.6	14.2	12.4	13.7	11.6	7.8	12.3	9.6	4.9	10.6	7.8	9	-3.3
	1-15 km/h over the speed limit	5.9	6.5	3.9	5.8	5.3	3.3	5.2	5.7	6.5	5.3	4.8	1.9	3.9	1.3	3.8	-1.5
	Don't know	10.5	11.6	11.2	12.3	11.3	6.5	7.8	10.2	12.3	10.2	4.8	4.3	7.6	7.8	7.1	-3.1

*Refer to table for questions. *Note – the second response category for this item 1-9km/h over the speed limit) has been updated to '1-10km/h over the speed limit' in 2022 and can't be compared directly to the preceding surveys. (Base for all questions: All participants)*

Unsafe driving behaviours – Results by region

Table 19. Unsafe driving behaviours reported by participants – Results by region
(N=900 in August-September 2020, N=901 in May 2021 and N=944 in 2022)

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
During the past 12 months, how often have you done the following when driving on Queensland roads?																	
Use of mobile phone without hands free (including texting or talking)	Never	77.8	73.5	74.9	80.5	75	68.6	69.9	69.6	76.6	69.1	58.4	61.7	65.4	65.4	65.8	-3.3
	Rarely	11.8	20.6	13.5	13	14	24.8	17.6	16.8	12.3	18.4	24.1	25.3	21.2	14.4	21.3	+2.9
	Sometimes	7.2	3.2	6.6	3.2	6.6	5.2	5.2	7.5	5.8	6.6	12.7	6.2	7.3	8.5	7.4	+0.8
	Often	2.6	1.9	3.9	2.6	3.2	1.3	2.6	4.5	1.9	3.6	3	4.9	5	6.5	3.5	-0.1
	Always	0.7	0.6	1.1	0.6	1.1	0	4.6	1.6	3.2	2.3	1.8	1.9	1.1	5.2	1.9	-0.4
Running a red light	Never	77.8	83.2	81.1	88.3	80.9	79.7	75.8	76.4	77.3	77.5	78.9	75.3	77.3	75.2	78.8	+1.3
	Rarely	17.6	13.5	11.9	9.1	12.6	15.7	15.7	15.6	15.6	14.6	13.9	14.8	15.8	10.5	14.6	0.0
	Sometimes	3.3	1.9	4.8	1.3	3.8	3.9	2.6	3.9	2.6	3.8	3.6	5.6	3.7	5.2	2.6	-1.2

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Often	1.3	0.6	1.4	0.6	1.5	0.7	3.9	3.4	4.5	3.5	3.0	3.1	1.5	7.2	2.7	-0.8
	Always	0.0	0.6	0.9	0.6	1.1	0.0	2.0	0.7	0.0	0.7	0.6	1.2	1.7	2.0	1.2	+0.5
Going through a stop sign	Never	82.4	82.6	78.5	85.7	79.2	78.4	75.8	72.8	82.5	76.2	79.5	75.9	73.0	72.5	76.3	+0.1
	Rarely	11.8	13.5	12.8	11.7	13.4	15.7	11.8	16.3	10.4	13.1	10.8	14.8	16.4	11.1	14.3	+1.2
	Sometimes	3.9	2.6	4.8	1.9	3.9	4.6	7.2	6.3	4.5	6.2	6.6	6.2	6.9	4.6	5.5	-0.7
	Often	1.3	0.6	2.7	0.0	2.5	1.3	3.3	3.9	2.6	3.6	0.6	1.2	2.4	7.2	1.9	-1.7
	Always	0.7	0.6	1.1	0.6	1.0	0.0	2.0	0.7	0.0	0.9	2.4	1.9	1.3	4.6	2.0	+1.1
Driving while under the influence of alcohol	Never	86.3	92.3	87.9	93.5	87.4	87.6	80.4	83.7	88.3	85.8	83.1	84.6	88.3	80.4	87	+1.2
	Rarely	9.2	2.6	6.2	3.9	6.2	8.5	9.2	6.3	6.5	5.9	8.4	9.3	6.0	3.9	6.8	+0.9
	Sometimes	2.0	3.9	2.5	1.3	2.5	3.3	4.6	4.1	1.9	3.6	3.6	1.2	2.4	3.9	2.0	-1.6
	Often	2.0	0.0	3.0	1.3	2.9	0.7	4.6	5.0	1.3	3.8	4.2	2.5	2.2	7.2	2.5	-1.3
	Always	0.7	1.3	0.5	0.0	1.0	0.0	1.3	0.9	1.9	0.9	0.6	2.5	1.1	4.6	1.7	+0.8

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Driving while under the influence of drugs or medication	Never	88.9	95.5	90.4	94.8	90.5	92.8	83.7	84.6	90.3	87.9	81.3	87	90.3	80.4	88.3	+0.4
	Rarely	6.5	1.3	3.4	2.6	3.4	3.3	5.2	4.1	3.9	3.9	7.2	5.6	2.8	3.3	4.3	+0.4
	Sometimes	0.7	2.6	3.0	0.6	2.5	3.9	4.6	7.0	2.6	4.2	5.4	1.9	2.2	5.2	2.6	-1.6
	Often	1.3	0.0	2.3	0.6	2.0	0.0	3.9	1.8	2.6	2.0	3.0	4.3	2.6	6.5	3.0	+1.0
	Always	2.6	0.6	0.9	1.3	1.5	0.0	2.6	2.5	0.6	2.0	3.0	1.2	2.2	4.6	1.9	-0.1
Driving when fatigued	Never	49.7	40.6	43.8	55.8	45.5	34.6	43.8	42.4	37.7	41.4	36.1	34.6	38.7	35.9	38.9	-2.5
	Rarely	30.7	37.4	34.7	28.6	33.1	35.9	33.3	32.2	41.6	33.7	39.2	34.0	34.8	37.3	35.9	+2.2
	Sometimes	17.0	17.4	17.6	12.3	16.8	20.9	11.8	16.6	16.2	17.4	18.1	22.8	18.6	15.7	17.7	+0.3
	Often	2.6	3.2	3.4	2.6	3.7	8.5	7.2	8.4	3.9	6.5	4.2	6.2	6.0	8.5	5.4	-1.1
	Always	0.0	1.3	0.5	0.6	0.9	0.0	3.9	0.5	0.6	1.0	2.4	2.5	1.9	2.6	2.1	+1.1
Tailgating another motorist	Never	73.2	71.6	71.2	79.9	71.6	71.9	67.3	66.7	72.1	68.9	68.1	68.5	68.5	62.1	68.1	-0.8
	Rarely	19.6	20.0	18.9	16.2	18.7	20.3	15.7	20	17.5	19.3	21.7	19.8	18.8	17.6	20.4	+1.1

Measure	Rating	2020					2021					2022					Overall change 21-22
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	Central (n=166)	Northern (n=162)	South East (n=463)	Southern (n=153)	Queensland (N=944)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Sometimes	5.2	6.5	6.2	2.6	5.9	5.2	7.8	7.3	7.8	7.2	6.0	7.4	8.2	8.5	6.8	-0.4
	Often	1.3	1.3	3	1.3	3.2	2.0	6.5	4.3	1.9	2.7	1.8	3.1	3.7	7.2	3.2	+0.5
	Always	0.7	0.6	0.7	0.0	0.6	0.7	2.6	1.8	0.6	1.9	2.4	1.2	0.9	4.6	1.5	-0.4

Question: During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score, 1= Never, 5=Always) (Base: All participants)

Comparison of results of similar items from 2015-2019 to 2020-22

Table 20 provides a comparison of the results of nine items that were carried over from the previous survey from 2015-2019.

While some of these items are somewhat comparable, there are limitations associated with inferring changes over time due to wording and response format changes. Other items are similarly not directly comparable due to wording changes that fundamentally changed the meaning of responses.

A brief summary of the comparative results and associated limitations is provided under each item in the table below.

It should be noted that, given the vast differences in item wording and response formats, statistical significance testing was agreed not to be undertaken. In this context, it should also be noted that differences in results could also be due to sampling error and cannot necessarily be attributed to changes in attitudes and behaviours from year to year.

For this reason, the range of results from 2015 to 2019 (the former RSPAT surveys) are generally compared with the 2022 result to see if major changes occurred.

While weighted data was taken directly from the SPSS data files produced for 2016 to 2019, as the 2015 data file did not have a weight provided in the SPSS file, data was taken directly from the survey report. As such, detailed breakdown responses were not available (hence only a single percentage is quoted).

Table 20. Comparison of results of carry-over items from 2015-2019 to 2022

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
I think that I am likely to be caught by police if I speed	Agree strongly	78.0	36.1	32.8	29.8	33.2	I am likely to be caught by police if I speed	Strongly agree	17.7	18.7	21.2
	Agree slightly		47.9	49.1	48.1	50.6		Agree	50.2	49.9	47.1
	All agreement responses	78.0	84.0	81.9	77.9	83.8		*All agreement responses*	67.9	68.6	68.3
	Disagree slightly		11.5	14.4	18.8	12.1		Disagree	5.8	6.9	8.3
	Disagree strongly		4.4	3.7	3.4	4.1		Strongly disagree	2.2	1.7	1.7
								Neutral (mid point)	24.2	22.8	21.7
	In 2022, 68.3% of motorists agreed or strongly agreed with the statement: *I am likely to be caught by police if I speed*. This compares with 77.9% to 83.8% of motorists in 2015-2019. It is consistent with the result of 67.9% in 2020 and 68.6% in 2021. The lower results in 2020-2022 are possibly due to the response scale changing in 2020 from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'. There was also a slight change in the wording of the item in 2020 to exclude the words 'I think that', but this is unlikely to have changed the underlying premise of the question.										

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
Speed cameras are there to raise revenue for the government	Agree strongly	71.0	34.7	35.2	29.8	29.5	Speed cameras are there to raise revenue for Government	Strongly agree	21.1	22.3	25.3
	Agree slightly		39.7	36.9	40.9	37.5		Agree	34.6	31.6	32.2
	All agreement responses	71.0	74.4	72.1	70.7	67		*All agreement responses*	55.7	53.9	57.5
	Disagree slightly		16.6	17.6	21.4	18.9		Disagree	12.0	12.2	12.9
	Disagree strongly		9.0	10.2	7.9	14.1		Strongly disagree	4.5	5.4	4.5
								Neutral (mid point)	27.9	28.5	25.0
	In the current survey, 57.5% of motorists agreed or strongly agreed that *Speed cameras are there to raise revenue for Government*. In the 2015-2019 surveys, this result ranged from 67%-74.4%. It is consistent with the result of 55.7% in 2020 and 53.9% in 2021, which suggests that the lower results in 2020 to 2022 may be attributable to the introduction of a 'neutral' category in the response scale in 2020 which increased the points in the scale from 4 to 5. The wording of the response scale also changed in 2020 from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree'; and 'disagree slightly' to 'disagree'.									
Speed cameras help reduce the road toll	Agree strongly	66.0	31.3	27.3	23.8	29.1	Speed cameras help reduce the road toll	Strongly agree	18.1	16.1	16.0
	Agree slightly		37.2	35.8	40.4	40.2		Agree	34.1	37.8	35.0
	All agreement responses	66.0	68.5	63.1	64.2	69.3		*All agreement responses*	52.2	53.9	51.0

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
	Disagree slightly		19.9	20.2	18.7	17.1		Disagree	12.1	12.3	14.8
	Disagree strongly		11.5	16.7	17.1	13.5		Strongly disagree	6.9	7.3	8.5
								Neutral (mid point)	28.8	26.5	25.7
	In the current survey, 51% of motorists agreed or strongly agreed with the statement: *Speed cameras help reduce the road toll.* This compares with 63.1%-69.3% of motorists in the 2015-2019 surveys. It is consistent with the result of 52.2% in 2020 and 53.9% in 2021, which suggests that the lower results in 2020-2022 may be attributable to the introduction of a 'neutral' category in the response scale in 2020 which increased the points in the scale from 4 to 5. In 2020, the wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.										

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Yes	31.0	31.3	31.6	31.9	34.2	Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Yes	33.2	35.2	35.9
	No	54.0	53.0	54.4	53.0	52.5		No	66.8	64.8	64.1
	Not sure	15.0	15.6	14.0	15.1	13.3					
	The percentage of motorists that are aware of the use of revenue from speed and red light camera fines has remained fairly consistent since 2015. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 33.2% in 2020, 35.2% in 2021 and 35.9% in 2022. The wording of this item has not changed, however the response scale from 2020 onwards no longer contains a 'not sure' response.										

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a $174 fine and a loss of 1 demerit point?	1-6 km/hr over the speed limit	0	0	0	43.3	43.2	Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?	1-6 km/h over the speed limit	42.1	41.1	43
	1-9 km/hr over the speed limit	0	0	0	29.4	31.4		1-9 km/h over the speed limit	27.1	31.1	
	1-10 km/h over the speed limit							1-10 km/h over the speed limit			37.1
	1-12 km hr over the speed limit	0	0	0	13.7	11.2		1-12 km/h over the speed limit	14.2	12.3	9.0
	1-15 km/hr over the speed limit	0	0	0	3.6	3.4		1-15 km/h over the speed limit	5.3	5.3	3.8
	Don't know	0	0	0	10	10.8		Don’t know	11.3	10.2	7.1
	This item has only been part of the RSPAT survey since 2018. The overall percentage of motorists that selected the correct answer (1-12 km/h over the speed limit) remained fairly consistent from 2018 to 2021 (13.7% in 2018, 11.2% in 2019 ,14.2% in 2020, 12.3% in 2021), however, declined to 9% in 2022. Across the five years, the bracket most commonly selected was 1-6 km/h over the speed limit (43.3% in 2018, 43.2% in 2019, 42.1% in 2020, 41.1% in 2021 and 43% in 2022). It should be noted that the wording of the item changed in 2020 to be more concise, and as a result, does not include reference to fines and demerit points. One category of the response scale was changed slightly in 2022, from 1-9 km/h to 1-10km/h over the speed limit, at the request of TMR, due to the upcoming change to the categories of speeding offences, due to take effect in Queensland on 1 July 2022. Due to this change, the second response category in 2022 cannot be compared directly to the preceding surveys. (i.e the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across years).										

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
I think speeding is a major contributor to crashes	Agree strongly	86.0	58.2	49.3	47.7	56.8	Low-level speeding is a major contributor to crashes	Strongly agree	7.6	8.3	7.7
	Agree slightly		29.5	33	35.3	30.7		Agree	34.0	38.9	34.8
	All agreement responses	86.0	87.7	82.3	83	87.5		*All agreement responses*	41.6	47.2	42.5
	Disagree slightly		9.1	11.8	11.9	8.8		Disagree	15.5	16.2	21.5
	Disagree strongly		3.2	6.0	5.0	3.8		Strongly disagree	5.4	5.9	6.1
								Neutral (mid point)	37.4	30.7	30.0
	This result shows that 42.5% of respondents in 2022 agreed or strongly agreed that low-level speeding is a major contributor to crashes, compared to 41.6% in 2020 and 47.2% in 2021. In the 2015-2019 surveys, results showed that a higher percentage of motorists agreed slightly/agreed strongly that speeding is a major contributor to crashes (ranging from 82.3% to 87.5%). These items, however, cannot be directly compared, as from 2020 onwards, the question specifies low-level speeding, whereas the previous surveys referred to speeding in general. Also in 2020, a 'neutral' category was introduced in the response scale of the survey which changed the scale from 4 to 5 points. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.										

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
The possibility of getting a fine is an important factor in my decision about whether to speed or not	Agree strongly	76.0	52.8	47.7	46.4	52	I keep to the speed limit, as I want to avoid fines	Strongly agree	34.5	37.5	37.3
	Agree slightly		32	37.2	36.6	32.6		Agree	43.0	43.3	43.3
	All agreement responses	76.0	84.8	84.9	83	84.6		*All agreement responses*	77.5	80.8	80.6
	Disagree slightly		6.3	7.4	10.8	8.2		Disagree	3.2	3.3	3.4
	Disagree strongly		8.9	7.6	6.3	7.2		Strongly disagree	2.0	0.8	1.4
								Neutral (mid point)	17.3	15.1	14.6
	In 2022, 80.6% of motorists agreed/strongly agreed with the statement: I keep to the speed limit as I want to avoid fines. This is fairly consistent with result of 77.5% in 2020 and 80.8% in 2021. From 2015-2019, 76%-84.9% of motorists agreed slightly/agreed strongly that 'the possibility of getting a fine is an important factor in my decision about whether to speed or not'. Whilst these items are not directly comparable due to the change in wording, it shows that the threat of fines has consistently been a factor in most motorists' decisions about speeding over the past 7 years. The response scale from 2020 onwards also increased from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.										

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
The possibility of getting demerit points is an important factor in my decision about whether to speed or not	Agree strongly	70.0	46.6	36.6	36.1	40.6	I keep to the speed limit, as I want to avoid demerit points	Strongly agree	32.6	37	37
	Agree slightly		34.5	42.5	44.3	37.1		Agree	42.9	43.6	44
	All agreement responses	70.0	81.1	79.1	80.4	77.7		*All agreement responses*	75.5	80.6	81
	Disagree slightly		9.1	10.8	10.6	10.8		Disagree	3.0	3.8	3.1
	Disagree strongly		9.8	10.1	9.0	11.5		Strongly disagree	2.2	0.8	1.0
	Total agree		0	0	0	0		Neutral (mid point)	19.2	14.9	14.9
	In 2022, 81% of motorists agreed/strongly agreed with the statement*: I keep to the speed limit as I want to avoid demerit points. The same result in 2020 was 75.5% and in 2021 was* 80.6%. From 2015-2019, 70%-81.1% of motorists agreed slightly/agreed strongly that *'the possibility of getting demerit points is an important factor in my decision about whether to speed or not'.* Whilst these items are not directly comparable due to the change in wording, it shows that the threat of demerit points has consistently been a factor in most motorists' decisions about speeding, over the past 7 years. It is also worth noting that the response scale from 2020 onwards increased from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.										
I only avoid speeding where I've seen or heard of speed cameras operating	Agree strongly	25.0	7.3	7.3	8.5	7.1	I avoid speeding where I've seen or heard of speed cameras operating	Strongly agree	20.9	23.5	20.4
	Agree slightly		12.2	17.1	19.1	14.5		Agree	39.7	37.2	46.4
	All agreement responses	25.0	19.5	24.4	27.6	21.6		*All agreement responses*	60.6	60.7	66.8

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021	2022
		%							%		
	Disagree slightly		23.3	26.4	24.6	23.4		Disagree	4.7	6.9	5.4
	Disagree strongly		57.2	49.2	47.8	55.0		Strongly disagree	3.4	3.0	2.2
								Neutral (mid point)	31.4	29.4	25.7
	In 2021, 66.8% of motorists agreed/strongly agreed with the statement: *I avoid speeding where I've seen or heard of speed cameras operating', which is consistent with the result of 60.6% in 2020 and* 60.7% in 2021. From 2015-2019, 19.5%-27.6% of motorists agreed strongly/agreed slightly with the statement: *I only avoid speeding where I've seen or heard of speed cameras operating.* These items, however, cannot be directly compared due to the removal of the word 'only' in the survey from 2020 onwards, which increases the likelihood that motorists will respond in the affirmative. The response scale from 2020 onwards also increased from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.										

Note: Given the substantial changes made to item wording and response formats, extreme caution must be taken in interpreting these findings. For some of these items, direct comparisons are not possible and data should not be publicly quoted.