



Queensland Government
Department of Transport and Main Roads

MCR | **Market &
Communications
Research**

RSPAT Survey 2019

Report on survey measures related to speed

Department of Transport and Main Roads

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Introduction



Background and Objectives

Since 1998, Department of Transport and Main Roads has conducted an annual survey of Queensland motorists focusing on road safety attitudes and behaviours, as well as support for Department of Transport and Main Roads safety initiatives. Up until 2007, the survey was conducted using the CATI (computer assisted telephone interview) methodology. In a change in 2008, the fieldwork for the RSPAT survey was migrated to an online panel, with this methodology now being utilised each year.

The 2019 survey tracks many of the measures that have been taken in previous years. Where relevant, results of previous waves of research have been compared to the current research. This document outlines the findings for all questions included in the survey. The survey questions included in 2019 pertain to the subject areas of speed and speeding behaviour, roadworks, road user behaviours and school zone safety.

Summary



Speed

How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

25% of drivers/riders in 2019 report that they sometimes, mostly or always drive/ride over the speed limit (consistent with 2018).

Do you think speeding is.....? (S2)

Respondents most commonly perceive speeding as being any speed over the limit (60%) (a result consistent with 2018). Regarding responses that attempt to define the point at which speeding occurs, 16% of respondents select 6-10 km/hr over the speed limit, 12% select up to 5 km/hr over the speed limit, while 4% define speeding as travelling 11-15 km/hr over the speed limit.

In what situations would you be likely to exceed the speed limit? (S14)

The most frequent justifications for speeding are because drivers/riders are overtaking another vehicle (60%), they are driving/riding down a hill (48%), because they are driving/riding during fine conditions in daylight hours (32%) or there are no other cars on the road/the road is quiet (26%). These results are consistent with 2018 data.

How strongly do you agree or disagree with each statement (about speed)? (S1)

Most drivers/riders agree that they are responsible for the speed they drive (96%), that there can be serious consequences for others when people speed (96%, an increase since 2018, 91%) or that speeding is a major contributor to crashes (85%).

How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)

41% of drivers/riders believe that people cannot drive any speed over the speed limit without being penalised, 40% believe that it is usually possible to travel up to 5 km/hr over the limit without being booked, while 8% believe that travelling up to 10 km/hr over the limit is unlikely to attract a speeding ticket. These results are consistent with 2018 data.

Thinking about 60 km/hr speed zones in URBAN areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4)

Consistent with results of previous years, 59% of drivers/riders feel that people are generally allowed to drive/ride to the speed

limit in a 60 km/hr speed zone in urban areas in order to avoid being booked. 30% feel that people can travel over the limit by up to 5 km/hr without being penalised, while 4% believe travelling up to 10 km/hr over the speed limit will not result in a penalty.

Thinking about 60 km/hr speed zones in RURAL areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4b)

51% of drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 60km/hr speed zone in rural areas without being booked. 31% feel that travelling over the limit by up to 5 km/hr would be tolerated, while 9% suggest that an even higher threshold of 10 km/hr over the speed limit would be allowed without penalty. These results are consistent with the 2018 results.

Thinking about 100 km/hr speed zones, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S5)

One in two (51%) drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 100 km/hr speed zone in order to avoid being booked. 33% feel that travelling over the limit by up to 5 km/hr would not result in a penalty, while 10% feel that travelling 10 km/hr over the limit would be penalty-free. These results are consistent with the 2018 results.

Which types of speed enforcement are in use in Queensland? (S32)

Drivers/riders are most commonly aware of police officers using hand held laser devices (86%) as speed enforcement in Queensland (a result consistent with 2018). This is followed by red light/speed cameras (76%) or fixed speed cameras (76%). 72% of drivers/riders are aware of the use of marked mobile speed cameras (an increase since 2018, 65%) or unmarked mobile speed cameras (72%, an increase since 2018, 65%). 64% of drivers/riders believe that speed cameras fixed to a trailer are in use in Queensland, while 60% believe moving mode radars to be in use. Consistent with 2018 findings, respondents incorrectly believe that other types of speed cameras are in use in Queensland, such as speed cameras attached to guardrails or other fixed road infrastructure (38%) or other hidden speed cameras (37%).

How strongly do you support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)? (S33)

78% of drivers/riders support reduced speed limits in areas with vulnerable road users (a result consistent with 2018). 16% of respondents are opposed to reduced speed limits on such roads.

Do you think that speeding is as dangerous as drink driving/riding? (S6)

Consistent with 2018, 66% of drivers/riders regard speeding to be as dangerous as drink driving/riding.

Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a)

Consistent with findings from previous years, 34% of drivers/riders in 2019 are aware the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

Knowing that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b)

Of those initially unaware of how government spends speed/red light camera revenue, one in two drivers/riders (55%) report that knowing the money is used for road safety programs and improvements makes them more supportive of the use of speed and red light cameras on Queensland roads. This result is consistent with 2018 results.

Of those already aware of how red light/speed camera revenue is used, 66% report that this knowledge makes them more supportive of the use of speed and red light/speed cameras in Queensland (this result consistent with 2018).

Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c)

52% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash, a result that has remained stable over the past seven years.



Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d)

In a result consistent with 2018, 84% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

How strongly do you agree or disagree with each statement? (S12)

In a continuing trend, safety concerns out-rate all other factors as most influential in a person's decision to exceed the speed limit or not, with drivers/riders most commonly selecting their own personal safety (88%), passenger safety (88%) or safety of other road users (87%) as the most important considerations. These results are consistent with 2018 results.

How strongly do you agree or disagree with each statement (about speed cameras)? (S1)

66% of drivers/riders believe that speed cameras help reduce the road toll, 64% believe that speed cameras are there to raise revenue for the government, while 41% are confident they know where they can expect to see speed cameras in use. 21% agree they only avoid speeding where they've seen or heard of speed cameras operating. These results are consistent with 2018 results.

How do you think locations for speed cameras are selected? (S8bc)

Drivers/riders are most likely to believe that speed cameras are placed in areas where there has been a history of crashes (69%), where motorists are always speeding (63%), at locations where the public complain about speeding drivers (49%) or where the most tickets are issued (44%). These results are consistent with 2018 results.

How strongly do you support or oppose the use of fixed speed cameras in Queensland? (S19)

81% of drivers/riders are in support of the use of fixed speed cameras in Queensland (consistent with findings in 2018).

How strongly do you support or oppose the use of MARKED mobile speed camera vehicles in Queensland? (S17)

63% of drivers/riders support the use of unmarked speed camera vehicles in Queensland. These findings are consistent with 2018 results.

How strongly do you support or oppose the use of MARKED mobile speed camera vehicles in Queensland? (S20)

Consistent with 2018 results, in 2019, 84% of drivers/riders support the use of marked mobile speed camera vehicles in Queensland.

How strongly do you support or oppose the use of red light/speed cameras in Queensland? (S11)

82% of drivers/riders in Queensland support the use of red light/speed cameras (a result consistent with 2018).

How strongly do you support or oppose the use of point-to-point speed cameras in Queensland? (S18)

68% of drivers/riders in 2019 support the use of point-to-point speed cameras in Queensland (an increase since 2018).

Remembering that your answers are confidential, in the last six months when driving/riding in Queensland, how many times have you been caught for speeding? (S25)

In line with the 2018 survey, 15% of drivers/riders report they have been caught by police for speeding in the last six months. Most commonly, among drivers/riders who report being caught, 9% say they have been caught once, while 6% report that they have been caught two times or more.

For the most recent speeding offence, were you aware that you were speeding when you were caught? (S28)

32% of drivers/riders who have been caught speeding in the last six months report they were aware they were speeding when they were caught. These results are consistent with 2018 results.

For the most recent speeding offence, how was your speeding detected? (S27)

In a continuing trend, among drivers/riders caught speeding in the last six months, the most commonly reported method of detection is an unmarked mobile speed camera (25%). The next most common methods of detection are a fixed speed camera (21%), a moving mode radar (16%), a police officer using a hand held laser device (15%) or a marked mobile speed camera (11%). 8% of respondents don't know which method was used to detect their speeding.

Do you know anyone who has been caught speeding in the last six months? (S10)

In a stable result, 35% of drivers/riders report they know someone who has been caught speeding in the last six months.

How was their speeding detected? (S36)

Among drivers/riders who know someone who was caught speeding in the last six months, the most commonly reported method of detection was an unmarked mobile speed camera (23%), followed by a fixed speed camera (20%) or a police officer using a hand held laser device (18%). These results are consistent with 2018 results.

There is in-vehicle technology available to advise drivers of what speed zone they are travelling in while they are driving. How likely would you be to use a service like this if it were available in Queensland? (S37)

In line with 2018 results, 75% of drivers/riders report they would be likely to use in-vehicle technology to advise them of speed zones while driving, if this was available in Queensland.

Do you currently use in-vehicle speed advisory technology? (S38)

18% of drivers/riders report they currently use in-vehicle speed advisory technology (a result comparable to 2018).

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? (S39)

Only 11% of drivers/riders correctly believe that the first bracket speed offence that attracts a \$174 fine, and the loss of one demerit point is 1-12 km/hr over the speed limit. Many more drivers/riders believe that the first bracket is 1-6 km/hr over the speed limit (43%) or 1-9 km/hr over the speed limit (31%).

 **Road User Behaviours**

How risky do you rate the following behaviours? (R1)

96% of drivers/riders perceive that travelling more than 10 km/hr over the speed limit is a risky driving behaviour, while 92% of drivers/riders perceive that travelling up to 10 km/hr over the speed limit is a risky driving behaviour. These findings are consistent with 2018 results.

Roadworks

How often do you exceed the reduced roadworks speed limit? (RW1)

At roadworks, people are most likely to exceed the speed limit (at least occasionally) when there are no road workers present (68%). To a lesser extent, the speed limit is exceeded (at least occasionally) when other drivers/riders are exceeding the reduced speed limit (60%). These findings are consistent with 2018.

What would encourage you to slow down at roadwork sites? (RW3)

Among those who exceed the reduced roadworks speed limit (at least occasionally) the most common factor that would encourage them to slow down is the presence of more signage throughout the roadworks site to remind them to do so (46%), while 45% of drivers/riders agree that they would be encouraged to slow down if there were road workers present. These findings are consistent with 2018.

To what extent do you agree or disagree with the following statements? (RW2)

67% of drivers/riders agree that it is sometimes difficult to determine the speed limit throughout a roadworks site. 63% believe if you speed at a roadworks site you are likely to be caught by the police, while 44% feel the speeds of other vehicles on the road influences their speed choice at roadworks sites. These findings are consistent with 2018 results.



School Transport Safety

To what extent do you agree or disagree with the following statements? (ST11)

In line with 2018 findings, 98% of drivers/riders agree that flashing school zone signs help to determine when lower speed limits apply. Agreement is found among 93% of drivers/riders (an increase since 2018, 86%) that other road users are more compliant with reduced speed limits in school zones that have flashing lights compared to zones with standard (non-flashing) signs.

How often do you perform the following behaviours while driving? (ST12)

Consistent with the results in 2018, the majority of drivers/riders in 2019 agree they always/sometimes slow down in school zones when children are present (97%), when they see standard (non-flashing) school zone signs during school zone times (96%) or when they see flashing school zone signs in operation (96%).

How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)

9% of drivers/riders report that they sometimes or always travel over the speed limit during school zone times in a school zone with flashing school zone signs. 21% say they rarely travel over the speed limit in these circumstances, while 66% claim to never speed in this situation. These findings are consistent with 2018 results.

How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)

In similar results to previous years, 10% of drivers/riders say they sometimes or always travel over the speed limit in a standard (non-flashing) school zone during school zone times. 26% say they rarely travel over the speed limit in this situation, while 61% report never doing this. The proportion of drivers/riders saying they never travel over the speed limit in a standard school zone (61%) is lower than the proportion who report that they refrain from doing so in a zone with flashing school zone signs (66%).

How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)

6% of drivers/riders say they sometimes or always travel over the speed limit in a school zone when children are present. 12% say they rarely travel over the speed limit in these circumstances,

while 78% report that they never do this. These results are consistent with 2018 results.

Do you think that fines for speeding within a school zone should be...? (ST13)

56% of drivers/riders feel that fines for speeding within a school zone should be higher than fines for speeding offences on other sections of road. 40% feel that speeding fines should be the same, whether in a school zone or on other sections of road, while 4% agree that fines should be lower in school zones than on other sections of road. These results are consistent with the 2018 results.

Do you think that DEMERIT POINTS for speeding within a school zone should be...? (ST14)

Consistent with 2018 results, 49% agree the penalty should be higher when caught speeding in school zones. 48% of drivers/riders believe that demerit points for speeding within a school zone should be the same as demerit points for other sections of road, while 3% say it should be lower.

What do you think is the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h? (ST15)

Reflecting the 2018 results, the majority of drivers/riders (71%) report that 40 km/hr is an appropriate speed limit within school zones with a default speed limit of 60km/hr. 15% regard 30 km/hr to be an appropriate speed, 6% nominate 50 km/hr, while 5% nominate 20km/hr. Only 3% believe the normal speed limit, 60 km/hr, would be appropriate in a school zone.

Have you seen police enforcing the reduced speed limit in a school zone? (ST16)

59% of respondents report they have seen police enforcing reduced speed limits in a school zone, 35% of respondents have not. 6% don't know. These results are consistent with 2018 data.



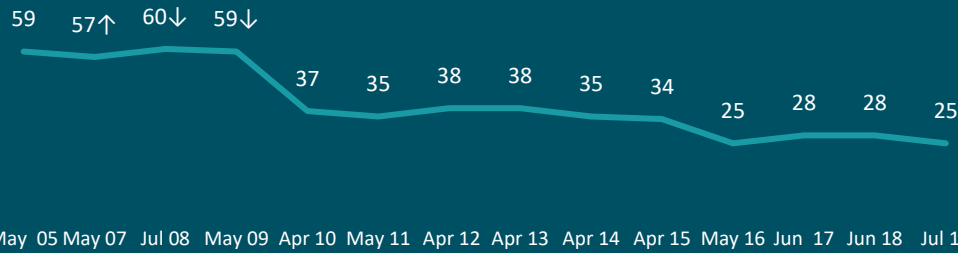
Infographic summary



Speeding Trends (over time)

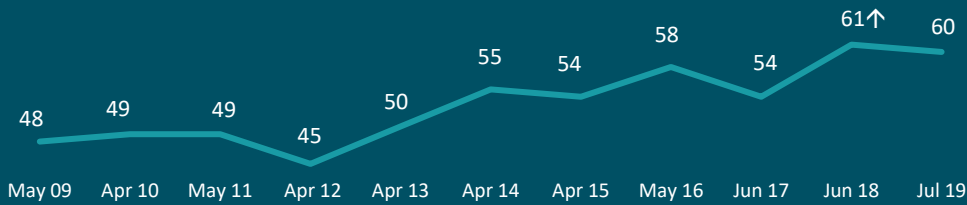
FREQUENCY OF EXCEEDING THE SPEED LIMIT

PERCENTAGE OF RESPONDENTS WHO SOMETIMES/MOSTLY/ALWAYS SPEED (S13)



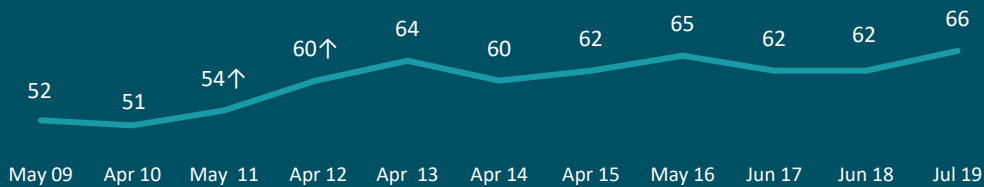
PERCEPTIONS OF SPEEDING

PERCENTAGE OF RESPONDENTS WHO REPORT THAT ANY SPEED OVER THE LIMIT IS SPEEDING (S2)



DRINK DRIVING VS SPEEDING

PERCENTAGE OF RESPONDENTS WHO SAY 'YES' THAT SPEEDING IS AS DANGEROUS AS DRINK DRIVING



Speeding

2019

TOP JUSTIFICATIONS FOR SPEEDING

IN WHAT SITUATIONS WOULD YOU BE LIKELY TO EXCEED THE SPEED LIMIT? (S14)



60%

I need to overtake



48%

I am driving/riding down a hill



32%

Dry/fine road conditions in daylight hours



26%

There are no other cars on the road/the road is quiet



23%

To keep up with traffic

TOP FACTORS INFLUENCING DECISION TO SPEED

IMPORTANT FACTORS IN MY DECISION TO SPEED OR NOT (S12)



88%

The safety of my passengers



88%

My own safety



87%

The safety of other road users



77%

The possibility of getting a fine



77%

The possibility of damage to my vehicle

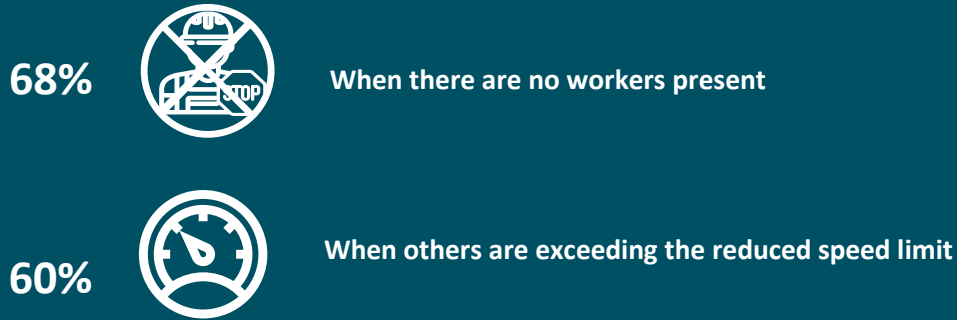
↑↓ indicates a significant change since the previous wave.

Speeding at roadworks sites

2019

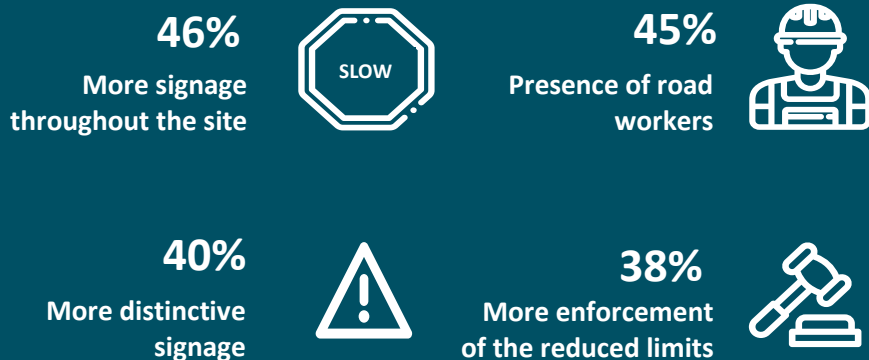
CIRCUMSTANCES IN WHICH DRIVERS/RIDERS SPEED AT ROADWORK SITES

PERCENTAGE OF RESPONDENTS WHO SPEED AT ROADWORKS SITES...(RW1) TOP RESPONSES



SLOWING DOWN AT ROADWORKS

WHAT WOULD ENCOURAGE YOU TO SLOW DOWN AT ROADWORKS SITES? (RW3) TOP RESPONSES



Speeding in school zones

2019

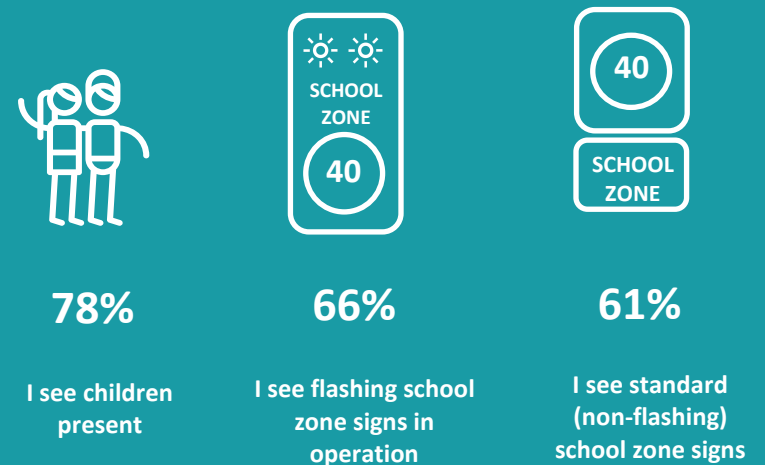
PERCEIVED APPROPRIATE SPEED IN SCHOOL ZONES

APPROPRIATE SPEED LIMIT IN SCHOOL ZONES (ST15)



TOP SPEEDING DETERRENENTS IN SCHOOL ZONES

I NEVER EXCEED THE SPEED LIMIT IN SCHOOL ZONES WHEN... (ST3)



Age differences



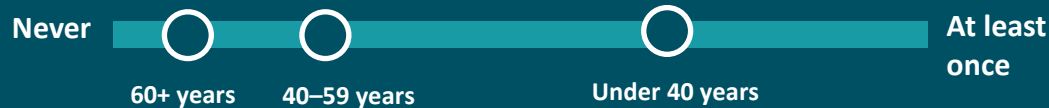
AGE

SPEEDING BEHAVIOUR

▶ How often do you drive over the speed limit? (S13)

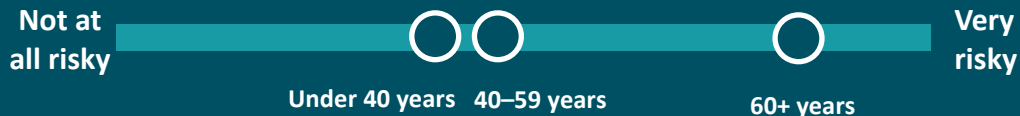


▶ How many times have you been caught speeding in the last six months? (S25)



ATTITUDES TOWARD SPEEDING

▶ How risky is it to travel more than 10km/hr over the speed limit? (R1)



▶ I am likely to get caught by police if I speed (S1)



TOP JUSTIFICATIONS FOR SPEEDING (S14)

▶ UNDER 40 YEARS

are more likely than average to speed...



when running late



when alone



at night



on a rural road



for the thrill



on a wet road

▶ 40-59 YEARS

are more likely than average to speed...

Among those aged 40-59 years, reasons for speeding are aligned with the average.

▶ 60 YEARS OR OVER

are more likely than average to speed...



to keep up with traffic



to avoid a crash

IMPORTANT FACTORS IN MY DECISION TO SPEED OR NOT (S12)

▶ UNDER 40 YEARS

are more likely than average to consider:



the capability of their vehicle



the benefits of speeding (e.g. thrill, enjoyment)

▶ 40 – 59 YEARS

are more likely than average to consider:

Among those aged 40-59 years, the factors considered important in informing their decision to speed are aligned with the average.

▶ 60 YEARS OR OVER

are more likely than average to consider:



their own safety

AGE

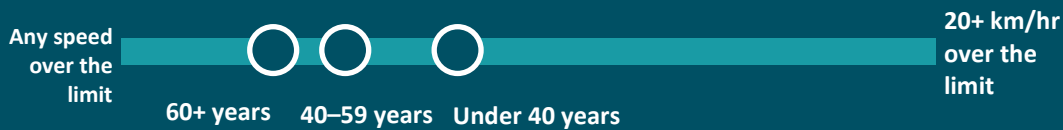
▶ ATTITUDES TOWARDS SPEEDING

▶ I believe penalties are genuinely intended to deter people from speeding (S12)



▶ KNOWLEDGE OF SPEEDING ENFORCEMENT

▶ I believe speeding is defined as [how many] km/hr over the limit? (S2)



▶ Awareness of what constitutes a first bracket offence (S39)



▶ Knowledge of types of speed enforcement in use in Queensland (S32)



AGE

▶ ROADWORKS

▶ What would encourage you to slow down at roadworks sites? (RW3)
TOP RESPONSES

Under 40 years



more enforcement

40-59 years



presence of road workers

60+ years



more signage throughout the site

▶ SCHOOL ZONE SAFETY

Among all age subgroups, the most effective trigger for slowing down in a school zone is the presence of children.



▶ I speed in school zones with STANDARD (non-flashing) school zone signs... (ST3)



▶ I speed in school zones with FLASHING school zone signs... (ST3)



Gender differences



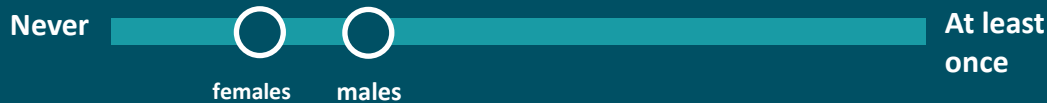
GENDER

SPEEDING BEHAVIOUR

▶ How often do you drive over the speed limit? (S13)



▶ How many times have you been caught speeding in the last six months? (S25)

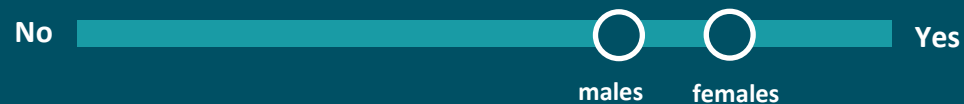


ATTITUDES TOWARD SPEEDING

▶ How risky is it to travel more than 10km/hr over the speed limit? (R1)



▶ I am likely to get caught by police if I speed (S1)



GENDER

TOP JUSTIFICATIONS FOR SPEEDING (S14)

▶ FEMALES

are more likely than males to speed...



when running late

IMPORTANT FACTORS IN MY DECISION TO SPEED OR NOT (S12)

▶ MALES

are more likely than females to consider the following in their decision to speed or not



the capability of their vehicle



the benefits of speeding (e.g. thrill, enjoyment)

GENDER

▶ ATTITUDES TOWARDS SPEEDING

▶ I believe penalties are genuinely intended to deter people from speeding (S12)

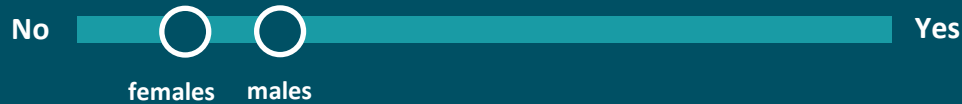


▶ KNOWLEDGE OF SPEEDING ENFORCEMENT

▶ I believe speeding is defined as [how many] km/hr over the limit? (S2)



▶ Awareness of what constitutes a first bracket offence (S39)



▶ Knowledge of types of speed enforcement in use in Queensland (S32)



GENDER

▶ ROADWORKS

▶ What would encourage you to slow down at roadworks sites? (RW3)
TOP RESPONSES

males



presence of road workers

females



more signage throughout the site

▶ SCHOOL ZONE SAFETY

Among both males and females, the most effective trigger for slowing down in a school zone is the presence of children.



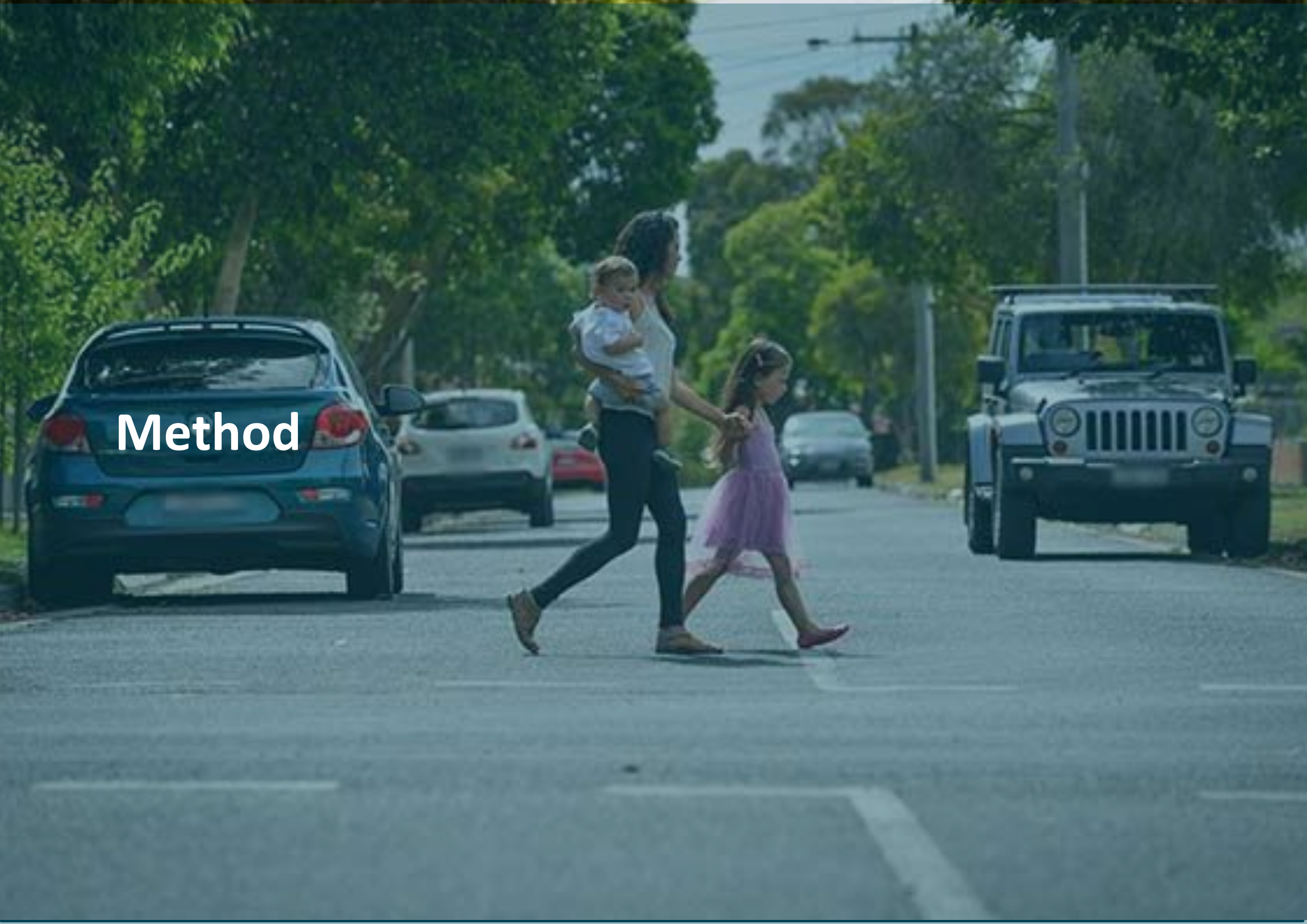
▶ I speed in school zones with STANDARD (non-flashing) school zone signs... (ST3)



▶ I speed in school zones with FLASHING school zone signs... (ST3)



Method



Method	<p>The 2019 method comprised an online self-completion survey using the ORU research panel. Where relevant, results from the 2019 survey have been paired with data from previous waves of research for comparison.</p> <p>Prior to 2008, the survey was conducted using the CATI (computer assisted telephone interview) methodology but was changed in subsequent years to an online panel format.</p>
Universe	The geographic sampling population for this survey was the state of Queensland. Those eligible to be surveyed were people aged 16 years and over who hold, or who have ever held a driver's/ rider's (car, motorcycle, scooter or moped) licence.
Sample size	Best practice sampling was used to collect the respondent group: the sample was deployed as random in controlled batches, with reminders, activity/category filtering and over sampling conducted as necessary. Anyone who had taken part in a survey on the topic of road safety in the past six months was excluded from the invitation process.
Weighting	Post enumeration the data were weighted up to statistics on the total number licences on record in Queensland.
Dates of fieldwork	The fieldwork dates for the survey were from the 7 th June - 12 th June 2019. Appendix D contains the fieldwork report which details the results of contact with all potential respondents.

Data analysis	At the completion of fieldwork, the survey results were analysed using Q research software. The analysis took the form of frequency counts for each question and cross analysis of responses to all questions by selected demographic and behavioural factors (cross tabulations). In addition to these analyses, the data were subjected to Z-tests to detect significant differences between the average and sub-group results. Statistics that are significantly different to the average (of this wave) have been identified throughout the report through the use of bolding. In addition, ↑↓ (in charts) and A and B (in tables) indicates a significant difference between the 2018 and 2019 results. The average calculation is based on the responses of all respondents to a question. It should be noted that where a key result differs significantly from the average (and is referred to in the report's commentary), it is not necessarily the group with the highest percentage (small cell sizes mean sometimes there is a group with a higher percentage, however this does not differ significantly from the average after taking sampling error into account). To assess sampling error associated with survey results, the reader is referred to the sampling error chart at Appendix E.
Questionnaire	The questionnaire used for the current wave of interviewing is appended to this report as Appendix A. The questionnaire consists predominantly of closed-ended questions where response options have been pre-coded. A listing of responses that did not fall within the prescribed response codes within the questionnaire can be found at Appendix C. At the request of Department of Transport and Main Roads (DTMR), changes have been made to the questionnaire between each wave of interviewing. New questions have been introduced and past questions deleted.
Definitions	Throughout the report a number of abbreviations and labels have been used, the definitions of which are provided below: Sub-open – Learner, Provisional and Probationary licences Sth Eastern – South Eastern km/hr – kilometres per hour Jun - June Jul – July Apr - April M/C – Motorcycle 60+ – people aged 60 years and older <25 – people aged 16-24 years n – sample.
Fieldwork partner	MCR's panel supplier, ORU, generated the sample and distributed the self-completion survey to its Queensland panellists for this study. ORU own and manage the largest research-only panel in Australia (with over 300,000 members) and have QSOAP (Quality Standard for Online Access Panels) 'Best Practice' Level 2 accreditation. They have a unique "by-invitation-only" strategy which ensures greater quality of respondents.

Quotas

Quota details below were implemented to reflect licensing data provided by DTMR.

		Gender		Age				Region				Licence Type*		
		Male	Female	<25	25-39	40-59	60+	Central	Northern	South-East	Southern	Open	Sub-Open	Motorcycle
Overall Survey	No.	317	315	80	195	235	122	48	66	441	77	567	55	50
	%	50	50	13	31	37	19	8	10	70	12	90	9	8
Sub Groups														
Gender (%)	Male	100		9	32	37	22	6	9	74	11	93	6	15
	Female		100	16	30	37	17	9	12	65	13	86	12	1
Age (%)	<25	36	64	100				8	9	79	5	49	48	6
	25-39	51	49		100			5	7	75	13	91	7	13
	40-59	57	43			100		9	9	73	9	97	2	8
	60+	50	50				100	8	20	49	23	100		1
Region (%)	Central	40	60	13	21	46	21	100				90	10	8
	Northern	42	58	11	21	32	36		100			91	9	2
	South-East	53	47	14	33	39	14			100		89	9	9
	Southern	45	55	5	32	26	36				100	94	4	5
Licence Type (%)	Open	52	48	7	31	40	22	8	11	69	13	100		8
	Sub-Open	33	67	69	24	7		9	11	75	5		100	5
	Motorcycle	92	8	10	52	36	2	8	2	82	8	94	6	100
	None	40	60	30	40	30				80	20			

*Licence Type does not sum to 100% as a motorcycle licence holder must also hold a car licence.

Publication of Information

MCR is a member of AMSRO and abides by the AMSRS Code of Professional Behaviour. The Code of Professional Behaviour can be downloaded at www.amsrs.com.au. Under the Code of Professional Behaviour – information about Client’s businesses, their commissioned market research data and findings remain confidential to the clients unless both clients and researchers agree the details of any publications.

MCR has ISO 20252 quality assurance accreditation.



Disclaimer

As is our normal practice, we emphasise that any market size estimates or marketing recommendations in this report can be influenced by a number of unforeseen events or by management decisions. Therefore, no warranty can be given that the information included will be predictive of a desired outcome.

Findings



Speed



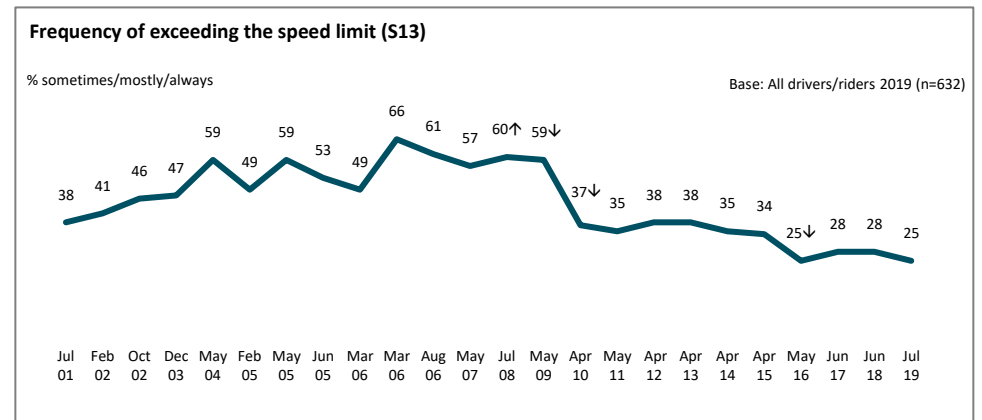
1.0 Speeding/speed limits

1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

In a result consistent with 2018, 25% of drivers/riders in 2019, report they sometimes, mostly or always drive/ride over the speed limit.

Key sub-group differences

Male drivers/riders, those aged under 40 years are more likely than average to report a greater propensity to speed.



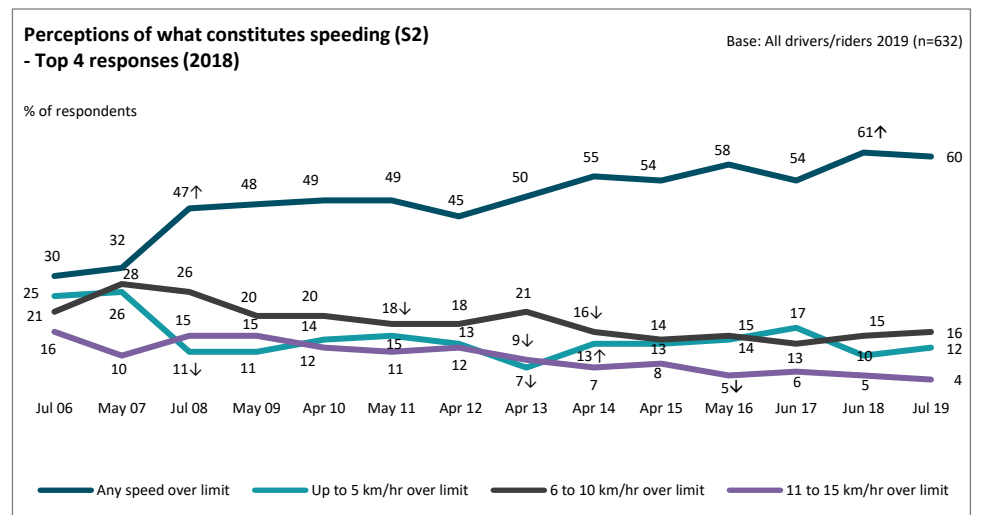
1.1.2 Do you think speeding is.....? (S2)

Respondents most commonly perceive speeding as being any speed over the limit (60%, a result consistent with 2018). Regarding responses that attempt to define the point at which speeding occurs, 16% of respondents select from 6 km/hr to 10 km/hr over the speed limit, 12% select up to 5 km/hr over the speed limit, while 4% define speeding as travelling 11 km/hr to 15 km/hr over the speed limit. 5% of drivers/riders think that what defines speeding depends on the speed limit.

Key sub-group differences

Female drivers/riders, those aged 60+ years or residents of the Southern region are more likely than average to consider speeding to be any speed over the speed limit.

Male drivers/riders are more likely than average to think that what constitutes speeding depends on the speed limit. Drivers/riders aged 25-35 years are more likely than average to consider 6 km/hr to 10 km/hr over the speed limit to be speeding.



1.1.3 In what situations would you be likely to exceed the speed limit? (S14)

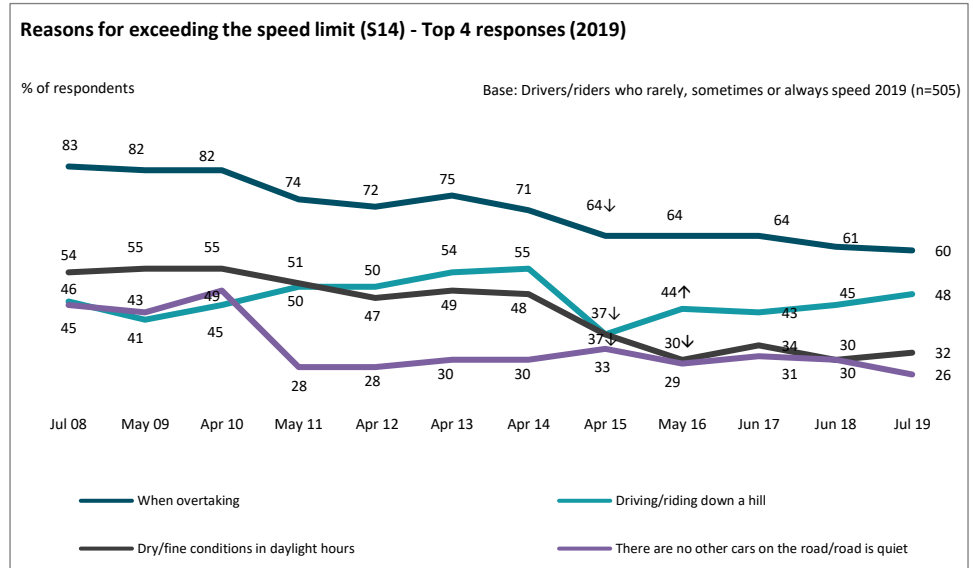
The most frequent justifications for speeding are because drivers/riders are overtaking another vehicle (60%), because they are driving/riding down a hill (48%), they are driving/riding during fine conditions in daylight hours (32%) or there are no other cars on the road/the road is quiet (26%). These results are consistent with 2018.

Key sub-group differences

Compared to the average, drivers/riders aged under 25 years report a wider range of reasons for exceeding the speed limit. These include when they are alone, on a rural road or driving/riding at night.

Females, those aged 25-39 years or those from the South Eastern region are more likely than average to report that they exceed the speed limit if they are in a hurry to get to their destination. Drivers/riders aged 60+ years are more likely than average to report they speed to keep up with traffic or to avoid a crash.

Drivers/riders with a sub-open licence report they are more likely to exceed the speed limit when they are alone, on a rural road, driving/riding at night or when roads are wet.



1.1.4 How strongly do you agree or disagree with each statement (about speed)? (S1)

Most drivers/riders agree that they are responsible for the speed they drive (96%), that there can be serious consequences for others when people speed (96%, an increase since 2018, 91%) or that speeding is a major contributor to crashes (85%). The majority of respondents also agree that they are likely to be caught by police if they speed (80%) or that it's time that speeding is considered socially unacceptable (75%). 69% of respondents agree that they drive/ride at or under the speed limit no matter what.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to agree that they are responsible for the speed they drive, there are serious consequences for others when people speed, speeding is a major contributor to crashes, it is time speeding is considered socially unacceptable or they drive/ride at or under the speed limit no matter what.

Drivers/riders from the Northern or Southern regions are more likely than average to agree that they are responsible for the speed they drive.

Female drivers/riders are more likely than males to feel that speeding is a major contributor to crashes.

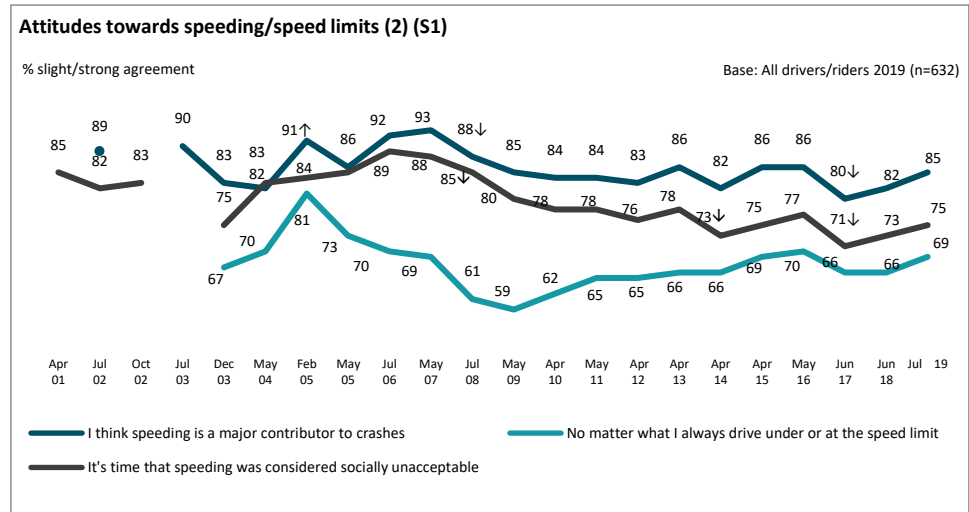
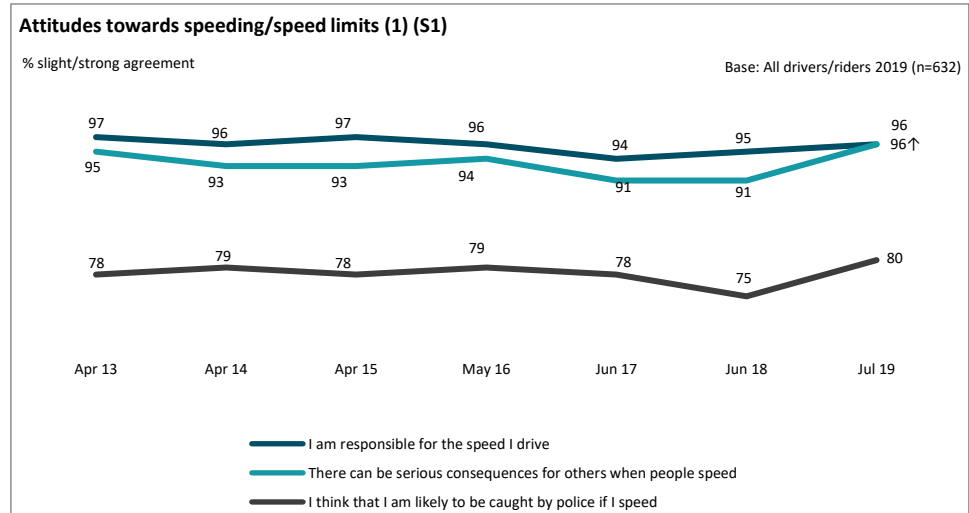


Table 1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Always	2	3	3	4	1	1	6	3	2	4	<1	2	1	1			3			5	2	3	1	2	5	5	2	8
Most occasions (90% of the time)	7	9	7	11	7	7	15	16	7	13 a	3	4	7	3	10	15	6	6	5	7	7	9	7	7	10	18	8	27 a
Sometimes (about half the time)	17	16	18	18	15	14	22	14	26	17	16	16	5	8	9	9	20	26	14	6	18	17	16	17	22	9	33	23
Just occasionally (less than 10% of the time)	54	50	55	45	53	55	40	44	50	46	59	54	60	58	60	52	50	52	57	50	53	49	56	52	42	41	43	31
Never	21	23	17	23	25	23	17	23	15	20	22	24	28	30	21	24	21	16	23	31	20	22	20	22	22	26	14	11
TOTAL sometimes/most/always	25	28	28	33	22	22	43	34	35	35	20	22	13	12	19	24	29	32	19	18	26	29	24	26	37	32	43	58
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 1.1.2 Do you think speeding is.....(S2)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Any speed over the speed limit	60	61	55	56	65	65	54	55	52	52	63	67	67	68	61	57	56	57	71	86	59	57	61	63	50	50	56	44
Up to 5 km/h over the speed limit	12	10	11	9	13	12	15	13	9	12	12	9	15	15	16	6	7	8	10	2	13	13	12	9	18	17	6	18
From 6-10 km/h over the speed limit	16	15	18	15	15	15	17	23	24	16	13	12	11	8	9	22	19	21	13	8	17	14	16	13	18	22	18	12
From 11-15km/h over the speed limit	4	5	5	6	4	4	8	3	6	10	4	3	2	1	3	6	6	7	4		5	5	4	6	7	3	2	11 a
From 16-20km/h over the speed limit	<1	1	1	2		1	1	2	2		1		1							<1	1	2	<1	1	1	2	4	4
More than 20km/h over the speed limit	1	2	1	3	1	<1	2	4	1	2	<1	1			1	5					1	2	1	1	2	6	2	3
Depends on the speed limit	5	5	8	7	2	3 a	2	2	5	7	6	5	5	8	8	1	10	8	2	4	4	6	5	6	4	1	12	8
Don't know	1	1	1	1	1	1	1	1	1		1	2			1	3	2				1	1	1	1				1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 1.1.3 In what situations would you be likely to exceed the speed limit? (S14)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders who exceed the speed limit	505	486	263	248	242	238	68	63	165	143	184	168	88	112	52	48	39	41	61	57	353	340	457	441	44	41	43	55
	% of respondents																											
I need to overtake	60	61	59	59	60	63	60	73	62	52	55	62	63	68	64	71	65	80	56	63	59	57	60	60	48	68	28	50 a
I am driving/riding down a hill	48	45	46	42	51	48	50	43	50	42	44	47	53	53	42	24	49	40	52	54	49	47	49	46	50	41	30	27
Dry/fine road conditions in daylight hours	32	30	34	36	30	24	26	30	35	27	30	32	33	31	38	42	38	38	29	29	30	27	33	30	26	29	23	29
There are no other cars on the road/the road is quiet	26	30	24	27	28	33	30	34	24	30	22	29	30	29	26	32	30	32	21	24	26	31	25	30	29	32	24	15
To keep up with traffic	23	27	25	27	20	26	13	27	18	18	24	31	34	38	17	24	23	17	17	24	25	28	24	26	17	29	26	19
I am on a straight road	20	25	18	27 a	22	23	27	24	20	28	17	24	23	17	26	24	20	26	17	14	20	26	20	25	24	26	16	25
To avoid a crash	20	29 a	20	31 a	21	26	18	33	18	18	17	34 a	29	27	19	34	19	13	13	21	22	31 a	20	28 a	25	33	13	24
I'm in a hurry to get to my destination/running late for something	18	19	15	14	22	23	28	36	25	20	16	11	7	5	17	28	13	13	10	9	20	19	18	16	26	34	11	13
I am confident I am not putting anyone in danger	17	23	19	25	16	21	20	31	18	15	16	25	17	25	25	29	23	32	21	27	15	21	17	22	24	31	12	13
I know the road very well	17	19	16	22	17	16	17	27	20	19	15	15	15	9	27	25	20	24	14	17	15	17	16	18	20	24	14	19
I am alone	13	15	10	19	15	12	23	16	14	19	9	14	9	6	10	25	13	17	14	12	13	14	11	16	26 b	14	12	10
I want to get through an amber traffic light	11	15	9	16	14	14	16	26	13	14	8	12	10	6	21	8	12	4	8	11	10	18	11	13	14	26	4	8
I think I am very unlikely to get caught	8	11	10	9	7	12	15	20	9	12	6	7	7	8	12	8	10	9	6	<1	8	13	8	9	10	22	15	5
I am on a multi-lane road	8	13	9	17	6	9	1	20 a	5	11	11	12	10	14	10	16	11	15	11	12	7	13	8	11	4	22	5	8
I am on a rural road	7	14	8	14	6	14	16	36	8	12	6	8	3	10	15	19	12	19	8	7	5	14	6	10 a	22	39	9	20
At night	6	7	8	9	4	5	18	20	8	6	4	2			4	6	9	7	3	2	7	8	5	5	18	19	18	9
I don't like to travel behind other vehicles	5	6	6	8	4	5	4	8	7	4	4	7	6	6	6	2	5	2	1	6	6	8	5	7	2	6	2	4
I feel like a thrill	2	2	2	4	1		3	8	5	1		<1						3		2	3	3	1	1	8	7	5	5
I am driving a powerful vehicle	2	6	2	8	1	3		7	4	4	2	7		1		19	2	2	3	3	2	5	2	5		8	9	9
The roads are wet	1	2	2	3	1	1	5	5	3	3		1									2	3	1	2	10	5	7	7
I need to blow off steam	1	4	<1	5	2	3	3	18	1	2	1				3	11	2	2			1	4	1	1	5	19		2
I am on a winding road	1	3	1	2	<1	4		10	1	3	1									1	4	1	1		13	2	15	
I want to impress others	1	1	1	1	<1	1	3		1	4 a							5			1	1	1	1		1			8 a
I have passengers		<1		<1		<1				1											1			<1				2
Other	3	2	3	1	3	2	2	1	2	3	4	1	2	4		<1	5		3	2	3	2	3	2	3	1	2	
Don't know	5	4	6	3	4	5	5	2	4	4	8	5	5	3	7	<1	4	3	6	7	5	4	5	5	6	1	4	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 1.1.4 Attitudes towards speeding/speed limits (S1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	19 n =	18 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents (total slight/strong agreement)</i>																												
I am responsible for the speed I drive	96	95	94	94	97	96	84	91	97	94	96	97	100	99	99	91	91	94	99	99	95	95	96	96	91	91	83	84
There can be serious consequences for others when people speed	96 b	91	95	89	96	92	88	84	97 B	89	94	94	99	97	97	91	89	84	98	98	96 b	90	96 b	93	90	82	92	74
I think speeding is a major contributor to crashes	85	82	80	78	91	87	74	80	85	78	86	85	92	91	93	76	76	80	87	82	85	84	86	83	78	79	70	57
I think that I am likely to be caught by police if I speed	80	75	78	73	83	76	69	73	77	75	84 b	74	85	84	77	80	74	62	82	70	81	76	81	75	77	72	70	70
It's time that speeding was considered socially unacceptable	75	73	73	70	77	78	66	69	70	68	73	78	88	81	78	72	74	60	70	80 a	75	74	75	74	73	69	62	43
No matter what I always drive / ride under or at the speed limit	69	66	69	63	69	69	54	53	65	62	69	72	81	83	76	59	63	66	76	62	67	67	69	68	66	52	62	59
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

2.0 Speed enforcement

2.1 Expectations of speed enforcement (urban & rural areas)

2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)

In a continuing trend, 41% of drivers/riders report that they believe people are not allowed to travel any amount over the speed limit without being penalised, while 40% of drivers/riders believe it is usually possible to travel up to 5 km/hr over the speed limit without being booked. 8% believe that travelling up to 10 km/hr over the limit is unlikely to attract a speeding ticket.

Key sub-group differences

Drivers/riders aged 60+ years or residents of the Northern or Southern regions are more likely than average to believe that any amount over the speed limit is speeding.

2.1.2 Thinking about 60 km/hr speed zones in URBAN areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4)

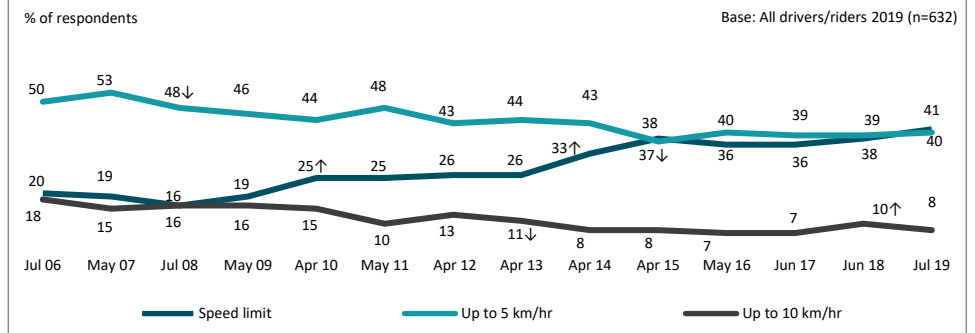
In keeping with results of previous years, over one half (59%) of drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 60 km/hr speed zone in urban areas to avoid being booked. 30% feel that people can travel over the limit by up to 5 km/hr without being penalised, while 4% believe travelling up to 10 km/hr over the speed limit will not result in a penalty.

Key sub-group differences

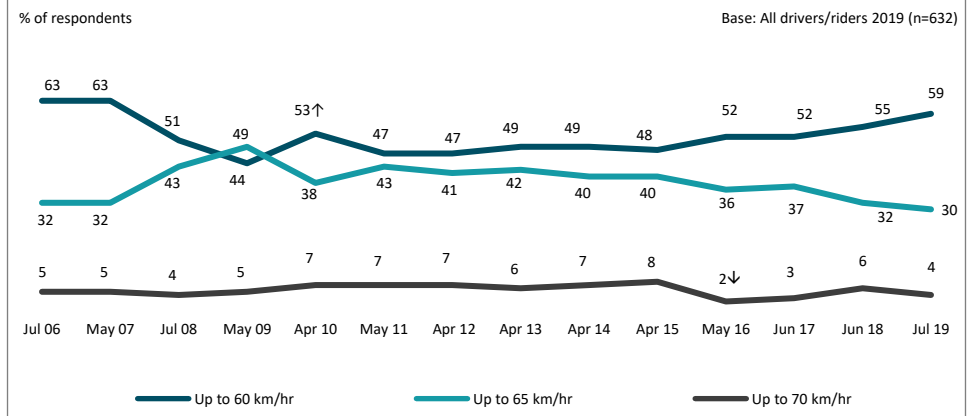
Drivers/riders aged 60+ years, females or residents of the Northern or Southern regions are more likely than average to feel that people cannot exceed the speed limit in 60 km/hr speed zones in urban areas without being booked. Males, those aged 25-39 years or those from the South Eastern region are more likely than average to feel that people can travel up to 5 km/hr over the limit in urban areas without being penalised.

Those aged 25-39 years or those from the South Eastern region are more likely than average to feel that people can travel up to 10 km/hr over the limit in urban areas without being booked.

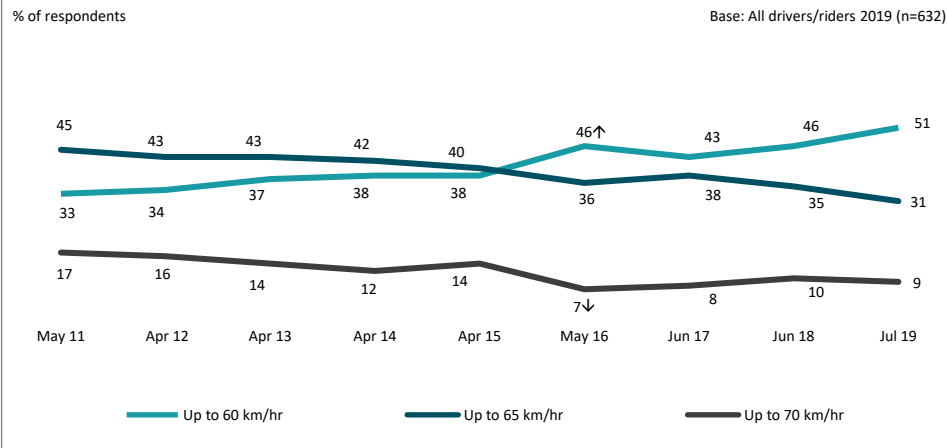
Perceptions of how far over the speed limit allowed to drive/ride without being booked (S3) - Top 3 responses (2019)



Perceptions of driving speed that is generally allowed in URBAN areas without being booked - 60 km/hr zone (S4) - Top 3 responses (2019)



Perceptions of driving speed that is generally allowed in RURAL areas without being booked - 60 km/hr zone (S4b) - Top 3 responses (2019)



2.1.3 Thinking about 60 km/hr speed zones in RURAL areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4b)

In 2019, 51% of drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 60 km/hr speed zone in rural areas without being booked for speeding. 31% feel that travelling over the limit by up to 5 km/hr would be tolerated, while 9% suggest an even higher threshold of 10 km/hr over the speed limit would be allowed without penalty. These results are consistent with the 2018 results.

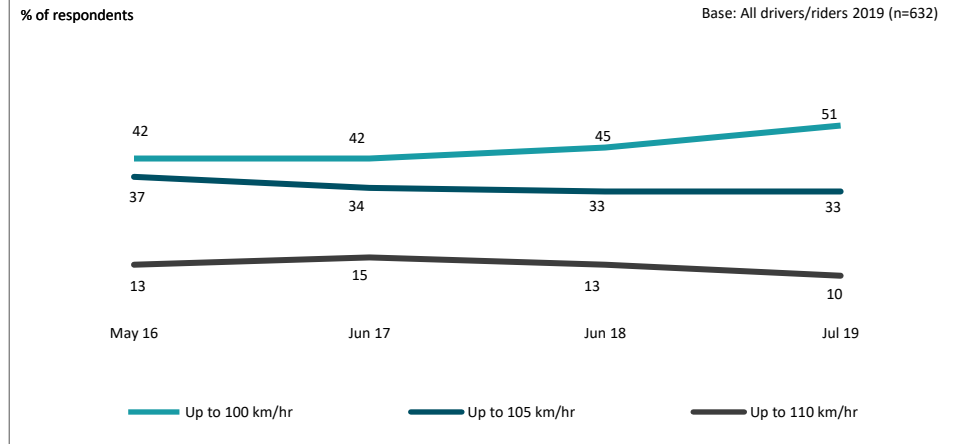
Key sub-group differences

Female drivers/riders, those aged 60+ years, those from the Southern region or those with an open licence are more likely than average to feel that people cannot exceed the speed limit in 60 km/hr speed zones in rural areas without being booked.

Males or those aged 25-39 years are more likely than average to feel that people are generally allowed to drive/ride without being booked for speeding up to 65 km/hr in a 60 km/hr speed zone in rural areas.

Drivers/riders aged 25-39 years, those from the South Eastern region or those with a sub-open licence are more likely than average to feel that people are generally allowed to drive/ride 10km/hr over the limit without being booked in a 60 km/hr speed zone in rural areas.

Perceptions of driving speed that is generally allowed without being booked - 100km/hr zone (S5) - Top 3 responses (2019)



2.1.4 Thinking about 100 km/hr speed zones, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S5)

51% of drivers/riders in 2019 feel that people are generally allowed to travel up to the speed limit in a 100 km/hr speed zone. 33% feel that travelling over the limit by up to 5 km/hr would not result in a penalty, while 10% feel that travelling 10 km/hr over the speed limit would not result in penalty. These results are consistent with the 2018 results.

Key sub-group differences

Drivers/riders aged 60+ years or those from the Southern region are more likely than average to feel that in 100 km/hr zones, people can be booked for any speed over the limit.

Males or those aged 25-39 years are more likely than average to feel that people are generally allowed to drive/ride without being booked for speeding up to 5 km/hr over the speed limit in a 100 km/hr speed zone.

Those on sub-open licences or those from the South Eastern region are more likely than average to feel that people can drive/ride 10km/hr over the speed limit before being booked for speeding in a 100km/hr zone.

Table 2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
No speed over the speed limit	41	38	38	39	43	37	28	36	32	32	38	41	60	51	53	44	32	22	53	51	38	37	42	38	30	38	36	34
Up to 5km/h over the speed limit	40	39	40	37	40	42	43	37	44	40	44	40	28	37	37	40	39	46	30	33	42	40	40	40	46	35	33	25
Up to 10 km/h over the speed limit	8	10	9	10	7	10	11	16	11	12	7	7	5	1	5	11	12	16	5	6	9	10	8	9	14	14	10	20
Up to 15km/h over the speed limit	<1	2	1	2		1	2	1	1	5 a		<1			2		2				1	2	1	1		3	2	11 a
Up to 20km/h over the speed limit	<1	<1	1	1			1	2	1												1	<1	<1		1	2	2	1
More than 20km/h over the speed limit	1	<1	1	1		<1	4		1	2											1	1	1	<1			4	3
Depends on the speed limit	4	4	4	4	3	4	1	1	5	7	4	3	3	3	3	3	4	4	1		4	4	4	4	3	2	6	4
Other	1	1	2	2	1	<1	3		1	1	1	1	1	1			5	2	2	<1	1	1	2	1				
Don't know	5	6	4	6	5	6	7	9	4	3	5	6	3	6	2	<1	9	7	9	11	4	6	5	6	5	7	7	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 2.1.2 Thinking about 60 km/hr speed zones in urban areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Up to 60km/h	59	55	55	54	63	55	45	46	50	48	58	61	77	71	71	58	60	66	76	77	54	49	60	57	47	46	51	51
Up to 65km/h	30	32	34	31	27	34	37	35	38	34	32	31	17	25	23	28	35	22	19	14	33	38	31	33	34	30	28	12
Up to 70km/h	4	6	6	6	3	5	7	12	8	7	3	2	2	1	3	11		4	1	4	6	5	4	3	10	16	10	21
Up to 75km/h	1	1	1	2	1		2	1	1	2	<1	<1					4			1	1	1	1	2	2	4	7	
Up to 80km/h	<1	1	1	1	<1	<1			1	2	<1	<1									1	1	<1	1	2	1	2	4
More than 80km/h	<1	<1	<1	1			1		1												<1	<1	<1	<1				1
Don't know	5	5	4	5	6	5	8	6	3	6	5	5	4	4	4	3	5	4	4	5	5	6	5	5	5	5	5	3
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 2.1.3 Thinking about 60 km/hr speed zones in rural areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
Up to 60km/h	51	46	47	48	55	43	35	30	41	41	52	54	68	63	61	44	47	46	67	61	47	43	53	49	26	29	47	43
Up to 65km/h	31	35	35	32	27	38	33	39	38	36	32	33	22	30	31	35	39	39	21	24	32	36	31	34	32	41	28	30
Up to 70km/h	9	10	11	11	7	10	11	21 a	14	14	7	5	5	2	3	16	4	8	5	4	11	11	8	8	20	19	15	19
Up to 75km/h	1	2	1	1	1	3	2	4	2	2	<1	1	1	1					4	1	2	1	1		5	2	4	
Up to 80km/h	1 b	<1	2 b		1	<1	5 b		2	1	<1						2	2			2 b	1	<1	7 b		4	2	
More than 80km/h	1	<1	1	1	1 b		2		2	1	1	1					2				1	<1	1	1	4		1	
Don't know	6	6	4	6	8	6	12	7	2	6 a	7	6	5	4	4	5	9	4	7	7	6	7	5	7	11	5	5	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 2.1.4 Thinking about 100 km/hr speed zones, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S5)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
Up to 100km/h	51	45	47	42	55	47	39	39	42	39	52	50	66	57	58	50	46	39	64	56	49	43	52	46	38	39	41	42
Up to 105km/h	33	33	37	33	29	34	36	30	40	36	33	33	24	37 a	34	30	38	32	23	32	34	34	34	33	31	31	34	20
Up to 110km/h	10	13	10	13	10	13	15	15	12	13	10	12	6	5	4	11	9	21	7	7	12	13	9	13	21	11	12	27
Up to 115km/h	1	1	1	2	1	1	1		3	3		1			1		2		1		1	2	1	1	1	1	2	6
Up to 120km/h	1	2	1	4	<1	<1	1	5	1	3	<1	1			8		2				1	2	1	1		6	2	3
More than 120km/h	<1	<1	<1	1			1	1	1												<1	1		<1	1	1	2	1
Don't know	4	5	4	6	4	5	8	10	1	5	4	4	4	2	2	5	5	5	5	4	6	4	4	7	11	7	1	
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

2.2 Awareness of the first bracket of the speed offence range

2.2.1 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? (S39)

Only 11% of drivers/riders correctly believe that the first bracket speed offence that attracts a \$174 fine, and the loss of one demerit point is 1-12 km/hr over the speed limit. Many more drivers/riders believe that the first bracket is 1-6 km/hr over the speed limit (43%) or 1-9 km/hr over the speed limit (31%). 3% think 15 km/hr over the speed limit represents the upper limit of a first bracket speed offence.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to feel that driving/riding 1-6 km/hr over the speed limit is a first bracket offence. Those aged 25-39 years are more likely than average to believe that driving/riding up to 9 km/hr over the speed limit is a first bracket offence.

Which of the following speeds over the speed limit do you think represents a first bracket speed offence? (S39)

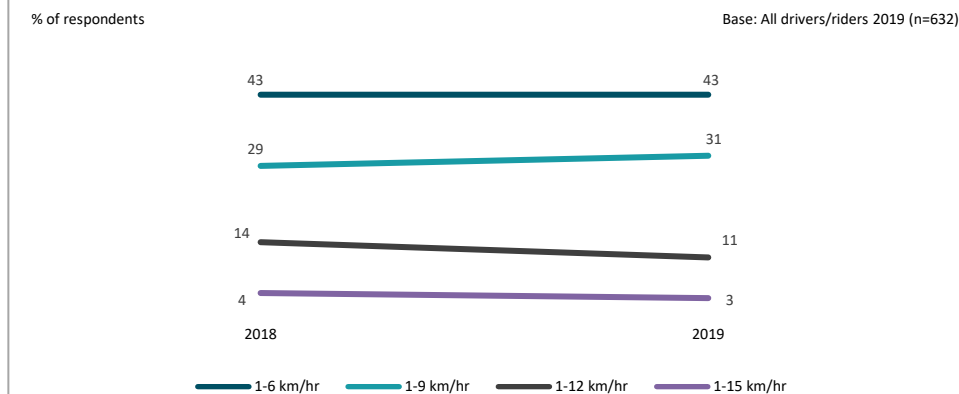


Table 2.2.1 Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a \$174 fine and a loss of 1 demerit point? (S39)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
1-6 km/hr over the speed limit	43	43	42	38	44	49	37	39	35	42	44	46	54	46	47	37	34	38	45	46	43	44	43	44	40	41	41	38
1-9 km/hr over the speed limit	31	29	31	31	32	28	34	31	41 b	29	26	29	27	29	29	42	41	34	34	32	30	27	32	29	34	31	38	26
1-12 km/hr over the speed limit	11	14	13	17	10	10	15	11	15	18	11	13	5	6	5	6	12	16	8	8	13	16	11	15	12	9	8	26 a
1-15 km/hr over the speed limit	3	4	4	4	3	3	2	2	2	2	4	5	4	2	6	2	2	4	2	4	3	4	3	4	5	2	8	1
Don't know	11	10	11	10	11	10	12	17	7	9	14	8	10	17	13	14	11	8	12	10	10	10	11	9	9	17	6	9
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): $p < \text{or} = 0.001$, Lowercase letter (a or b): $p > 0.001$
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

2.3 Types of speed enforcement used in Queensland

2.3.1 Which types of speed enforcement are in use in Queensland? (S32)

Consistent with the 2018 result, drivers/riders are most commonly aware of the use of hand held laser devices (86%) for speed enforcement in Queensland. This is followed by red light/speed cameras (76%), fixed speed cameras (76%), marked mobile speed cameras (72%, an increase since 2018, 65%), unmarked mobile speed cameras (72%, an increase since 2018, 65%), speed cameras fixed to a trailer (64%) or moving mode radars (60%). 44% believe that hand held laser devices mounted on a tripod are currently in use in Queensland, while 43% believe that point-to-point speed cameras are being used.

Some respondents incorrectly believe that other types of speed cameras are also in use in Queensland such as speed cameras attached to guardrails or other fixed road infrastructure (38%) or other hidden speed cameras (37%).

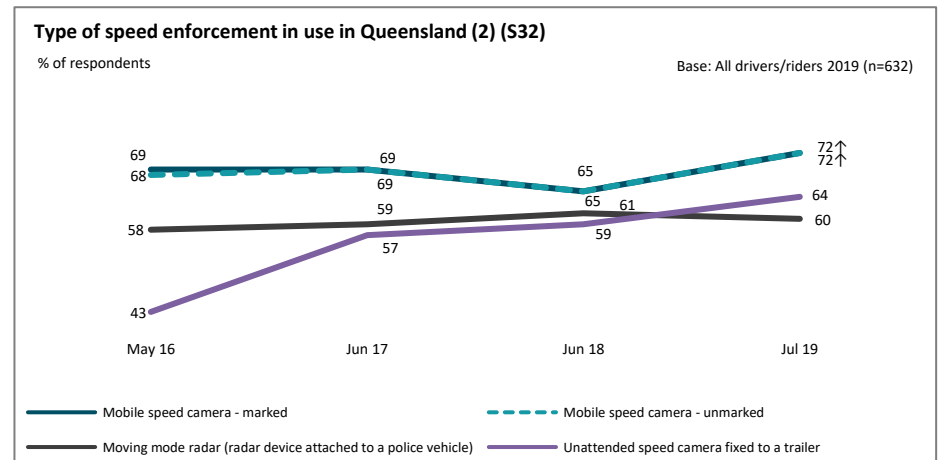
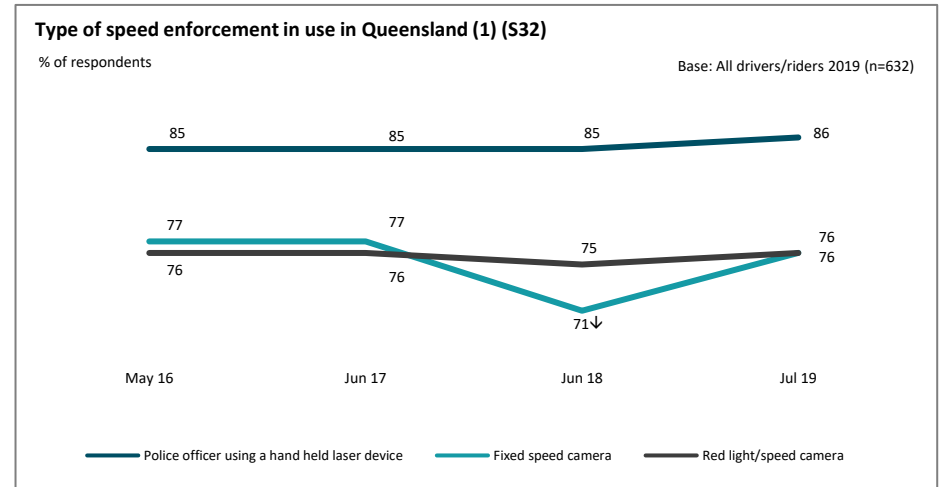
Key sub-group differences

Males, those aged 60+ years or those with an open licence are more likely than average to believe that point-to-point speed cameras are in use in Queensland.

Drivers/riders aged 60+ years, those in the Southern region or open licence holders are more likely than average to be aware of the use of hand held laser devices, red light/speed cameras or fixed speed cameras in Queensland.

Those aged 60+ years or open licence holders are more likely than average to be aware of unmarked mobile speed cameras in use in Queensland, while those in the Southern region or open licence holders are more likely than average to be aware of the use of moving mode radars.

Open licence holders are aware of the widest range of speed enforcement methods in use in Queensland.



Type of speed enforcement in use in Queensland (3) (S32)

% of respondents

Base: All drivers/riders 2019 (n=632)

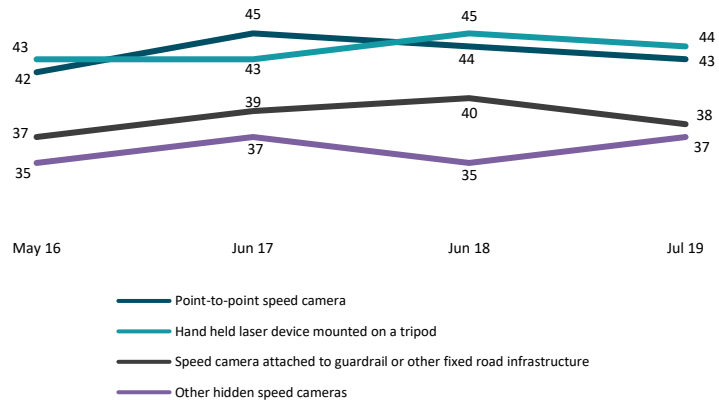


Table 2.3.1 Which types of speed enforcement are in use in Queensland? (S32)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Police officer using a hand held laser device	86	85	85	84	87	85	69	77	84	79	87	90	96	93	90	83	89	80	94	92	84	84	89	87	71	73	78	62
Red light/speed camera	76	75	77	69	76	81	66	64	77 b	67	74	82	84	85	76	67	85	79	88	80	74	74	78	77	65	62	62	54
Fixed speed camera	76	71	77	67	76	76	56	57	80 B	64	74	81	87	83	68	62	78	67	88	75	76	73	79	74	64	57	68 b	47
Mobile speed camera - unmarked	72 b	65	72	65	73 b	65	62	47	69 b	57	73	76	80	71	72	58	78	75	79	71	71 b	64	74	70	65 b	40	57	56
Mobile speed camera - marked	72 b	65	72	67	71 b	63	63	49	74 B	57	72	76	74	69	66	55	72	67	79	68	71 b	66	73	70	68 b	43	68	52
Unattended speed camera fixed to a trailer	64	59	65	58	63	60	60	51	64	59	63	62	68	74	64	50	46	42	71	53	65	63	65	61	60	47	71	58
Moving mode radar (radar device attached to a police vehicle)	60	61	63	62	57	60	42	39	51	55	61	72	77	75	61	55	70	64	76	65	56	61	62	66	46	39	50	61
Hand held laser device mounted on a tripod	44	45	47	48	41	43	40	40	44 b	34	39	54 a	51	49	42	46	36	33	51	44	44	47	44	46	43	42	43	40
Point-to-point speed camera	43	44	49	46	38	42	27	27	42	37	41	54	56	57	31	27	40	37	45	39	45	48	46	48	27	23	42	38
Speed camera attached to guardrail or other fixed road infrastructure	38	40	37	37	39	43	35	38	40	34	38	44	37	43	29	36	44	29	41	52	38	40	38	40	41	37	29	28
Other hidden speed cameras	37	35	36	33	38	36	33	32	33	27	33	40	49	46	44	36	38	35	42	32	35	35	37	35	40	31	34	24
Don't know	5	7	4	7	6	7	12	10	2	6 a	8	6	2	4	6	15	4	8	2	8	6	5	4	6	8	10		6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

2.4 Support for reduced speed limits in areas with vulnerable road users

2.4.1 How strongly do you support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)? (S33)

78% of drivers/riders in 2019 are in support of reduced speed limits in areas with vulnerable road users. 16% of respondents are opposed to reduced speed limits on such roads. These findings are consistent with the 2018 results.

Key sub-group differences

Those aged 60+ years or those on an open licence are more likely than average to support reduced speed limits in areas with vulnerable road users, whereas males or those from the South Eastern region are more likely than average to oppose reduced limits in these areas.

Support for reduced speed limits in areas with vulnerable road users (S33)

% total support

Base: All drivers/riders 2019 (n=632)

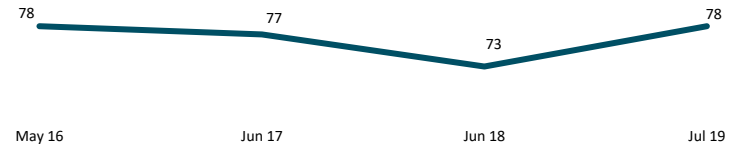


Table 2.4.1 How strongly do you support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)? (S33)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
TOTAL support	78	73	75	65	81	82	63	64	79	73	77	77	86	85	86	83	79	68	81	69	76	73	80	75	64	65	70	66
Strongly support	48	43	43	34	52	52	37	33	40	36	49	51	61	57	51	48	47	37	51	42	47	43	49	44	37	38	46	28
Slightly support	30	30	32	31	29	29	26	32	40	37	29	26	25	28	35	35	32	32	30	26	29	30	31	31	26	27	24	38
TOTAL oppose	16	17	22	25	11	9	24	15	18	18	15	18	14	14	10	3	10	26	14	18	19	18	16	18	26	16	28	25
Slightly oppose	10	10	12	14	8	7	18	9	10	12	9	10	7	11	8	2	6	10	8	11	11	11	9	11	22 b	7	26 b	7
Strongly oppose	7	7	10	11	4	2	6	6	8	6	6	8	8	2	2	1	4	16	6	7	8	7	7	6	4	9	2	18 a
Don't know	5	10	3	10	8	9	14	20	3	9 a	8	6		1	4	14	10	5	5	13	5	9	5	8	11	19	2	8
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): $p < 0.001$, Lowercase letter (a or b): $p > 0.001$

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

3.0 Perceived danger of speeding relative to drink driving/riding

3.1.1 Do you think that speeding is as dangerous as drink driving/riding? (S6)

Consistent with previous years, 66% of drivers/riders consider speeding to be as dangerous as drink driving/riding.

Key sub-group differences

Reflecting the findings of previous waves, females are more likely than males to feel that speeding is as dangerous as drink driving/riding.

Drivers/riders from the Northern region are also more likely than average to agree that speeding is as dangerous as drink driving, while those on an open licence are more likely than average to think that speeding is not as dangerous as drink driving/riding.

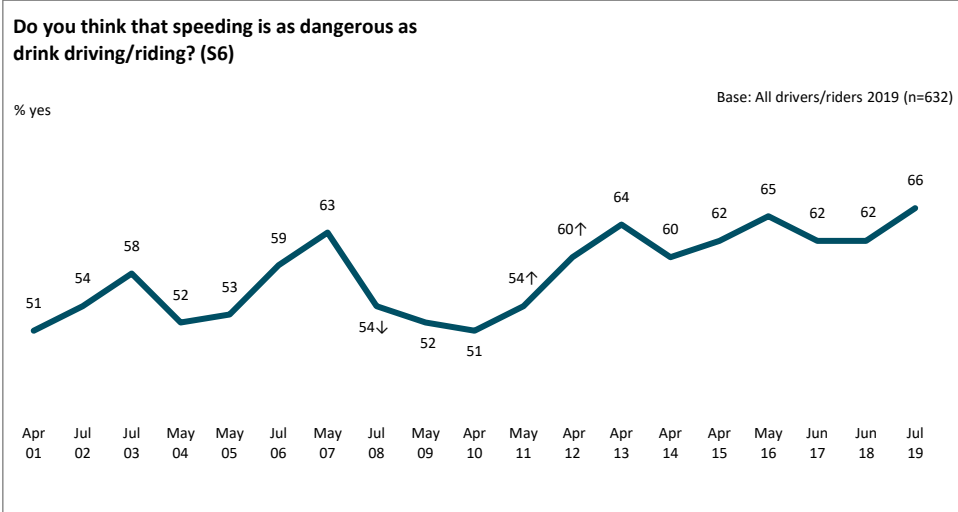


Table 3.1.1 Do you think that speeding is as dangerous as drink driving/riding? (S6)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n = 632	18 n = 639	19 n = 317	18 n = 322	19 n = 315	18 n = 317	19 n = 80	18 n = 81	19 n = 195	18 n = 178	19 n = 235	18 n = 220	19 n = 122	18 n = 160	19 n = 66	18 n = 63	19 n = 48	18 n = 48	19 n = 77	18 n = 76	19 n = 441	18 n = 452	19 n = 567	18 n = 572	19 n = 55	18 n = 58	19 n = 50	18 n = 63
% of respondents																												
Yes	66	62	56	55	75	69	58	51	64	63	67	65	69	67	76	76	56	50	65	57	65	62	65	64	64	49	54	50
No	26	31	36	40	16	22	30	42	29	32	25	26	23	23	22	19	28	41	25	35	27	31	28	29	20	43	42	45
Not sure	8	7	8	6	8	9	12	7	7	5	8	9	7	10	1	5 a	16	10	10	9	8	7	7	7	16	8	4	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

4.0 Awareness of how revenue from speed and red light/speed cameras is spent and support for these devices

4.1.1 Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a)

In a result consistent with previous years, 34% of drivers/riders in 2019 are aware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

Key sub-group differences

Male drivers/riders or those aged 60+ years are more likely than average to be aware of this fact. Females, those aged under 25 years or those from the Central region are less likely than average to be aware of this.

4.1.1.1 Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b)

Among those NOT AWARE that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs

In a continuing trend, one in two drivers/riders (55%), initially unaware of how government spends speed camera revenue, report they are now more supportive of speed and red light/speed cameras in light of knowing how revenue is used.

Key sub-group differences

Male drivers/riders are less likely than average to be more supportive of speed and red light/speed cameras in the light of this knowledge.

4.1.1.2 Among those AWARE that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs (S7b)

Of those already aware of how the government uses speed and red light/speed camera revenue, 66% report that knowing this information makes them more supportive of the use of red light/speed cameras in Queensland.

Key sub-group differences

There are no key sub-group differences evident on this issue.

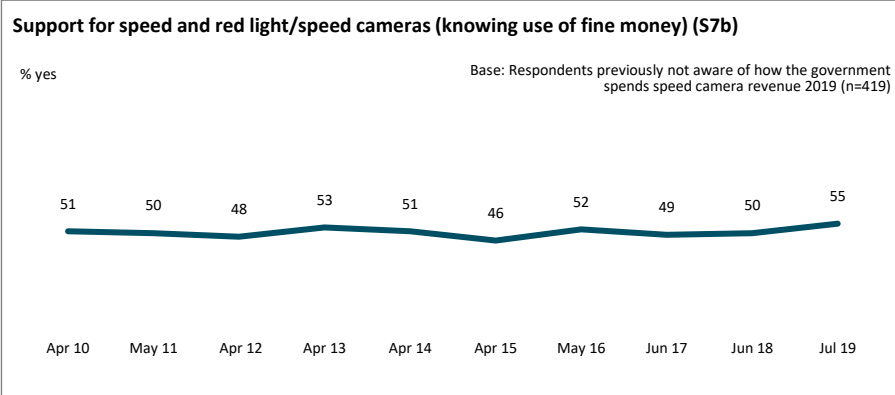
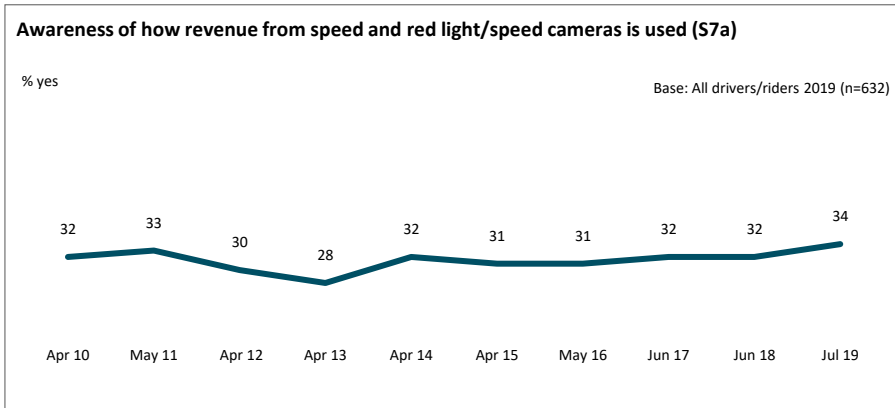


Table 4.1.1 Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
	% of respondents																											
Yes	34	32	42	34	27	30	22	33	33	34	33	30	44	45	29	40	22	38 a	34	19	37	32	35	32	24	35	43	40
No	52	53	46	52	58	54	65	53	61	58	48	51	42	41	55	32	60	42	53	69	51	55	52	53	66 b	49	47	50
Not sure	13	15	12	13	15	17	13	14	6	8	19	20	14	14	16	28	18	20	13	12	12	13	15	10	16	10	10	
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 4.1.1.1 Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b) [filtered by those not aware/not sure at S7a]

Base: All drivers/riders not aware of government collection and spending of speed cameras	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	419	413	187	199	232	214	63	56	130	118	157	151	69	88	48	39	38	28^	51	52	282	294	374	368	42	38	28^	37
	% of respondents																											
Yes	55	50	50	47	58	52	45	52	54	46	54	51	64	56	51	49	60	61	52	59	55 b	47	56	49	48	52	45	19
No	27	32	37	35	18	28 a	24	26	32	40	27	30	22	27	18	18	26	30	28	32	28	34	27	33	23	26	48	67
Not sure	19	18	13	17	23	19	32	22	15	13	19	20	14	17	31	33	15	9	20	9	17	19	17	18	28	21	7	14
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 4.1.1.2 Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b) [filtered by those aware at S7a]

Base: All drivers/riders not aware of government collection and spending of speed cameras	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	213	226	130	123	83	103	17^	25^	65	60	78	69	53	72	18^	24^	10^	20^	26^	24^	159	158	193	204	13^	20^	22^	26^
	% of respondents																											
Yes	66	57	63	49	71	67	65	51	69	64	62	55	68	72	54	60	83	52	86	88	63	55	65	59	69	50	86	67
No	27	33	30	44	21	20	21	25	23	30	27	40	31	20	30	40	17	37	11	11	29	34	29	36	7	24	9	32
Not sure	7	9	7	7	8	13	13	24	7	7	10	5	2	8	15			11	3	1	7	12	6	6	23	26	5	<1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

^ Caution small cell size

5.0 Risk of crashing

5.1.1 Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c)

52% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash. This finding consistent with 2018 results.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to agree that driving/riding 5 km/hr over the speed limit increases your risk of having a crash.

In a continuing trend, males are more likely than females to disagree that driving/riding 5 km/hr or 10 km/hr over the speed limit increases their risk of crashing. In addition, in 2019, drivers/riders age 25-39 years or those on an open licence are also more likely than average to disagree that driving/riding 5 km/hr over the speed limit increases their risk of crashing.

5.1.2 Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d)

In a consistent result, 84% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

Key sub-group differences

Male drivers/riders are more likely than average to disagree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

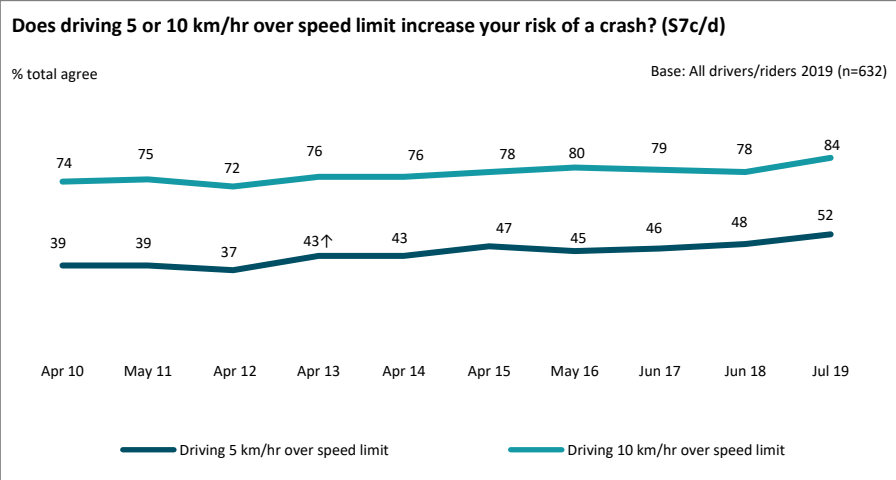


Table 5.1.1 Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Yes	52	48	49	42	55	55	54	40	46	46	50	53	60	54	54	47	47	33	57	48	52	50	51	50	60	41	33	46
No	34	38	40	45	28	31	29	42	41	39	31	36	33	30	29	41	38	47	38	32	34	37	36	37	23	42	47	48
Not sure	14	14	10	13	17	15	17	18	13	15	19	12	6	17 a	17	12	14	20	5	20	15	13	13	13	17	17	20	7
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 5.1.2 Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Yes	84	78	82	72	86	84	76	77	85 b	72	85	81	88	88	89	76	75	56	84	85	85	79	85	79	75	73	66	60
No	10	15	13	21	7	8	16	17	11	21 a	9	10	8	5	2	13	17	29	10	11	11	14	10	13	13	24	24	35
Not sure	6	8	5	7	7	8	8	5	4	7	6	9	5	7	8	10	8	14	6	5	5	7	5	9 a	12	3	10	5
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

6.0 Attitudes towards speeding

6.1.1 How strongly do you agree or disagree with each statement? (S12)

In a continuing trend, safety concerns out-rate all other factors as most influential in a person's decision to exceed the speed limit or not, with drivers/riders most commonly selecting their own personal safety (88%), passenger safety (88%) or the safety of other road users (87%) as the most important considerations. These results are consistent with 2018 results.

The influence of factors that relate to penalties has also remained consistent since 2018. The possibility of getting a fine (77%) or losing demerit points (71%) are important factors that influence a decision to speed. Furthermore, 80% agree that penalties for speeding are genuinely intended to deter people from speeding.

Factors relating to vehicle considerations have also remained consistent, with 77% of drivers/riders considering potential damage to their vehicle and 33% considering their vehicle's capability when deciding whether to speed or not.

48% of drivers/riders consider speeding to be safe in some circumstances, while 19% consider the benefits of speeding when deciding whether to speed or not.

Key sub-group differences

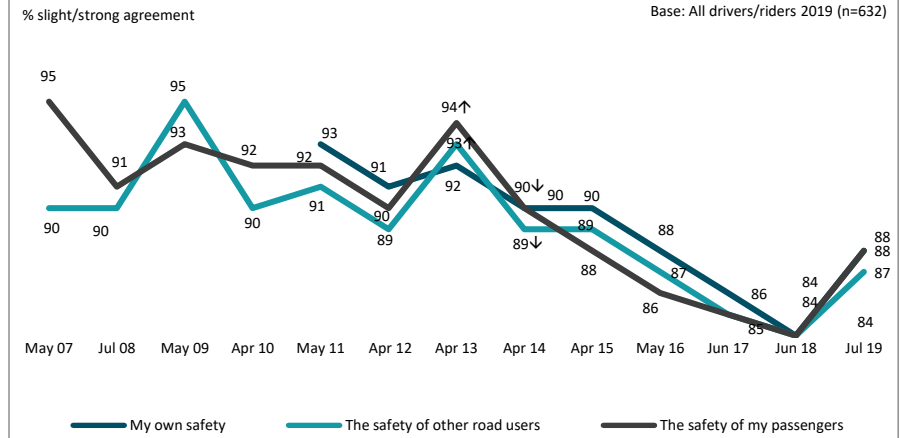
As found in 2018, agreement that penalties for speeding are genuinely intended to deter people from speeding is more common among females than among males, whereas males are more likely than females to agree that speeding can be safe in some circumstances. Males are also more likely than females to agree that the capability of their vehicle or the benefits of speeding are important factors in deciding whether to speed or not.

Drivers/riders aged 60+ years or those on an open licence are more likely than average to consider their own safety in decisions about whether or not to speed. Those aged 60+ years or residents in the Northern region are more likely than average to agree that penalties for speeding are genuinely intended to deter people from speeding.

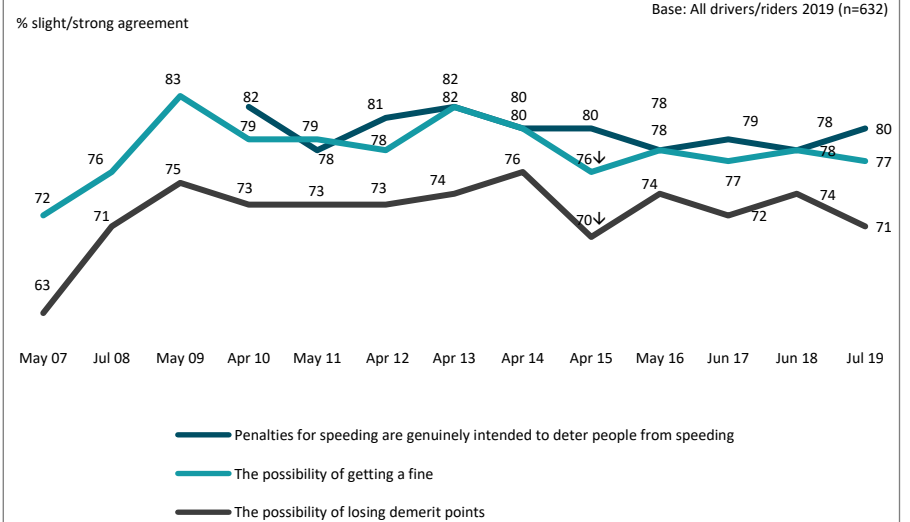
Those in the Northern region are more likely than average to consider the possibility of damage to their vehicle an important factor in their decision about whether to exceed the speed limit or not.

Those aged 25-39 years are more likely than average to agree that speeding can be safe in some circumstances, the capability of their vehicle impacts on their decision to speed, the benefits of speeding impacts their decision to speed or the possibility of receiving demerit points influences their decision to speed or not.

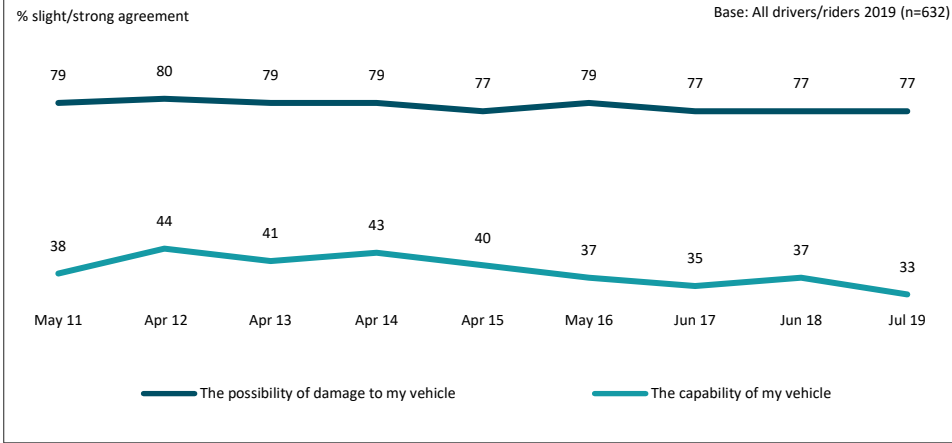
Factors relating to safety of road users considered in the decision to speed or not (S12)



Factors relating to penalties for speeding considered in the decision to speed or not (S12)



Factors relating to vehicles considered in the decision to speed or not (S12)



Factors relating to positive perceptions of speeding considered in the decision to speed or not (S12)

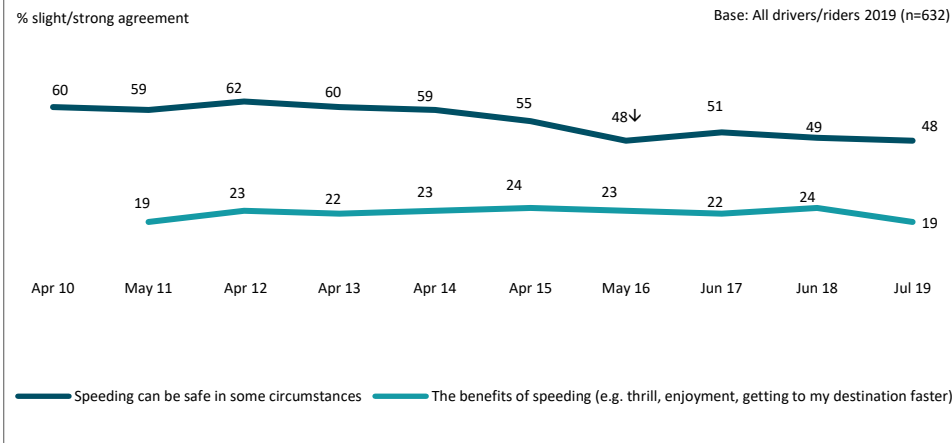


Table 6.1.1 How strongly do you agree or disagree with each statement? (S12)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents (total slight/strong agreement)</i>																												
The safety of my passengers is an important factor in my decision about whether to exceed the speed limit or not	88	84	86	83	90 b	85	76	81	91 b	81	89	86	89	86	92	81	88	87	85	93	88 b	82	89	86	81	76	76	68
My own safety is an important factor in my decision about whether to exceed the speed limit or not	88	84	85	81	90	88	70	76	89	82	88	88	95	91	93	81	89	74	88	92	87	84	89	86	75	77	79 b	57
The safety of other road users is an important factor in my decision about whether to exceed the speed limit or not	87	84	86	82	89	86	81	74	90 b	82	86	89	90	89	89	81	88	84	84	92	88	83	88	86	84	72	83	67
Penalties for speeding are genuinely intended to deter people from speeding	80	78	75	74	84	83	64	73	83	77	78	81	86	87	88	77	80	64	78	88	79	79	80	80	78	69	68	55
The possibility of getting a fine is an important factor in my decision about whether to speed or not	77	78	76	73	79	83	73	78	82	76	75	79	78	78	80	82	74	64	76	86	78	78	78	78	78	77	67	61
The possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not	77	77	74	73	80	80	71	70	76	72	75	82	82	81	85	74	77	69	70	87	76	76	77	78	79	71	70	59
The possibility of getting demerit points is an important factor in my decision about whether to speed or not	71	74	69	72	73	77	63	75	76	71	71	76	68	72	73	74	61	65	64	85	73	73	71	75	76	72	63	68
Speeding can be safe in some circumstances	48	49	55	55	41	43	47	53	58	47	46	50	41	37	53	49	53	49	46	51	47	49	49	49	37	50	50	49
The capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not	33	37	40	41	25	34	34	48	44	38	29	33	26	25	30	42	29	50	29	39	34	35	32	36	35	46	43	56
The benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not	19	24	25	27	14	21	18	34 a	32	30	17	18	10	7	9	39 a	25	22	14	20	21	23	19	22	25	34	27	40
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

7.0 Speed camera activity

7.1 Attitudes towards speed cameras and speed detection

7.1.1 How strongly do you agree or disagree with each statement (about speed cameras)? (S1)

66% of drivers/riders believe speed cameras help reduce the road toll, while 64% believe speed cameras are there to raise revenue for the government. 41% are confident they know where they can expect to see speed cameras in use. 21% agree they only avoid speeding where they've seen or heard of speed cameras operating. These results are consistent with 2018 results.

Key sub-group differences

Females or those aged 60+ years are more likely than average to agree that speed cameras help reduce the road toll.

Males, those aged under 40 years or those from the South Eastern region are more likely than average to feel confident that they know where to expect to see speed cameras.

In addition, those from the South Eastern region are more likely than average to report they only avoid speeding where they have seen or heard of speed cameras operating.

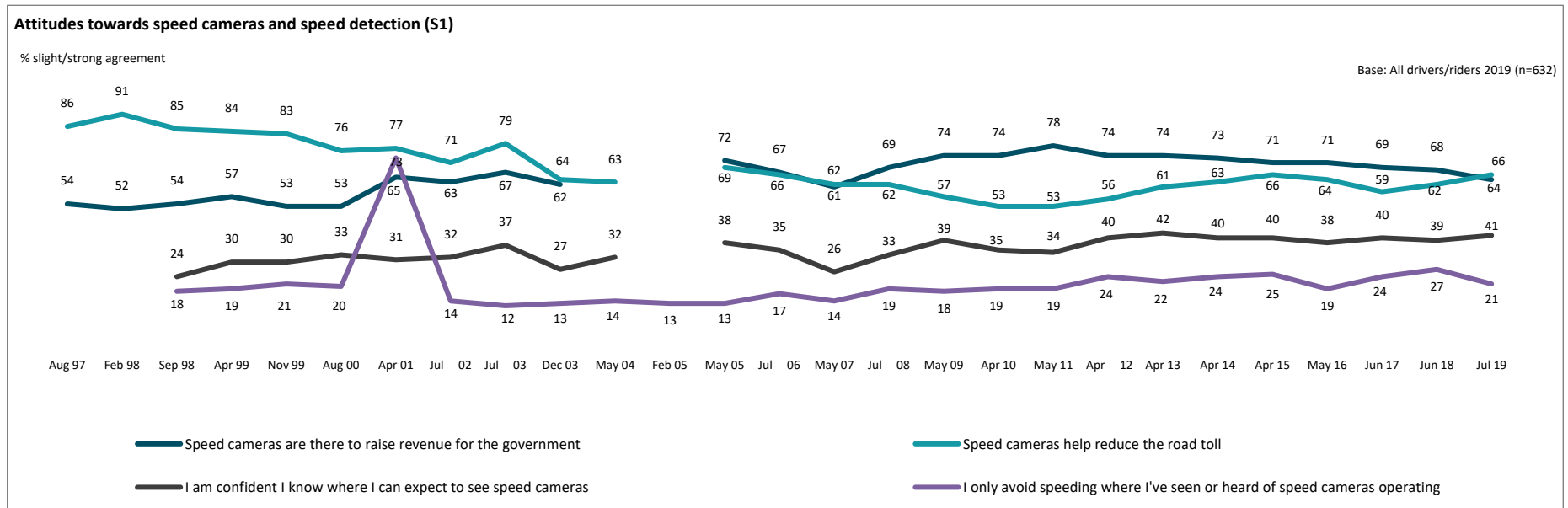


Table 7.1.1 How strongly do you agree or disagree with each statement (about speed cameras)? (S1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents (total slight/strong agreement)</i>																												
Speed cameras help reduce the road toll	66	62	62	56	70	67	58	69	65	56	65	61	73	69	64	61	59	63	64	56	68	63	66	59	69	73	66	46
Speed cameras are there to raise revenue for the government	64	68	68	73	61	64	60	56	65	66	69	75	60	59	63	57	65	73	63	74	65	69	65	71	60	55	60	71
I am confident I know where I can expect to see speed cameras	41	39	46	44	35	33	61	51	53	48	36	30	23	29	31	44	45	29	27	17	44	43	39	35	51	57	52	67
I only avoid speeding where I've seen or heard of speed cameras operating	21	27	22	34	20	20	30	41	26	27	20	23	12	12	16	19	16	34	16	14	23	30	20	24	28	44	28	48 a
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

7.2 Speed camera locations

7.2.1 How do you think locations for speed cameras are selected? (S8bc)

Drivers/riders are most likely to believe that speed cameras are placed in areas where there has been a history of crashes (69%), where motorists are always speeding (63%), where the public complain about speeding drivers (49%) or in locations where the most tickets are issued (44%). These results are consistent with 2018.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to agree that speed cameras are placed in areas where there is a history of crashes, on roads where motorists are always speeding, where the public complain about speeding drivers or in areas subject to roadworks.

Males are more likely than females to think that speed cameras are placed in locations convenient for police.

Those aged under 25 years are more likely than average to agree that speed cameras are placed in locations where the most tickets are issued.

Open licence holders or those from the Southern region are more likely than average to agree that speed cameras are placed in areas subject to roadworks. In addition, those from the Southern region are more likely than average to agree that speed cameras are placed in areas where there are a lot of hills.

How speed camera locations are thought to be selected (S8bc) - Top 4 responses

% of respondents

Base: All drivers/riders 2019 (n=632)

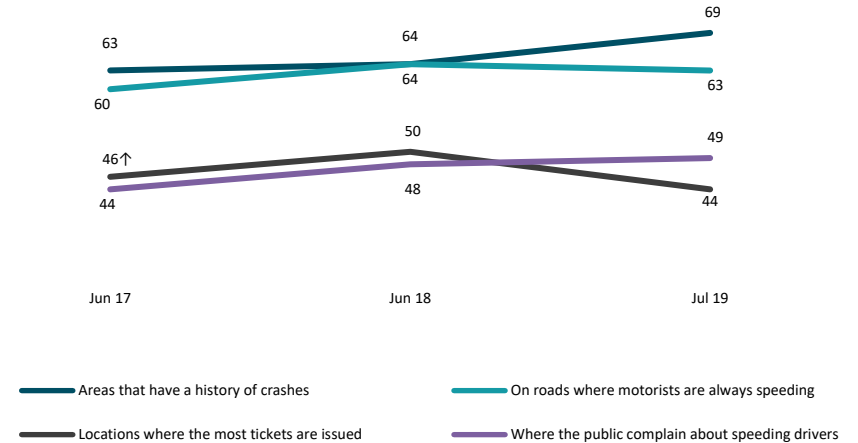


Table 7.2.1 How do you think locations for speed cameras are selected? (S8bc)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Areas that have a history of crashes	69	64	66	57	73	70	57	69	69 b	53	63	67	84	77	73	77	65	52	72	73	69	61	70	63	68	67	60 b	36
On roads where motorists are always speeding	63	64	60	56	67	72	55	63	65	59	56	67	76	73	65	76	57	61	71	60	62	63	64	65	61	58	56	39
Where the public complain about speeding drivers	49	48	46	41	52	55	41	47	48 b	35	42	55	64	62	58	54	48	44	51	56	47	46	50	49	48	43	44	23
Locations where the most tickets are issued	44	50	44	53	43	47	55	56	48	45	37	51 a	41	45	40	56	41	52	48	42	44	50	43	50	50	52	33	49
Areas subject to road works	26	24	25	26	26	22	18	16	22	14	22	32	39	47	25	30	17	28	36	27	25	22	27	27	16	14	25	9
Convenient location for police	24	27	28	32	20	21	23	21	26	33	20	26	27	26	20	34	31	41	27	31	23	23	25	27	17	23	26	45
On roads where there are a lot of hills	18	22	19	26	18	18	20	19	19	20	16	24	21	24	10	17	17	31	28	19	18	23 a	19	23	16	18	13	25
Don't know	10	6	8	5	12	7	11	5	7	8	14 b	6	6	9	11	4	14	8	10	14	9	5	9	7	13	5	6	7
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

8.0 Support for speed camera use

8.1.1 How strongly do you support or oppose the use of fixed speed cameras in Queensland? (S19)

81% of drivers/riders are in support of the use of fixed speed cameras in Queensland. This finding is consistent with the 2018 result.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to support the use of fixed cameras in Queensland, whereas males are more likely than average to oppose their use.

8.1.2 How strongly do you support or oppose the use of UNMARKED mobile speed camera vehicles in Queensland? (S17)

63% of drivers/riders support the use of unmarked mobile speed camera vehicles in Queensland. This finding is consistent with 2018.

Key sub-group differences

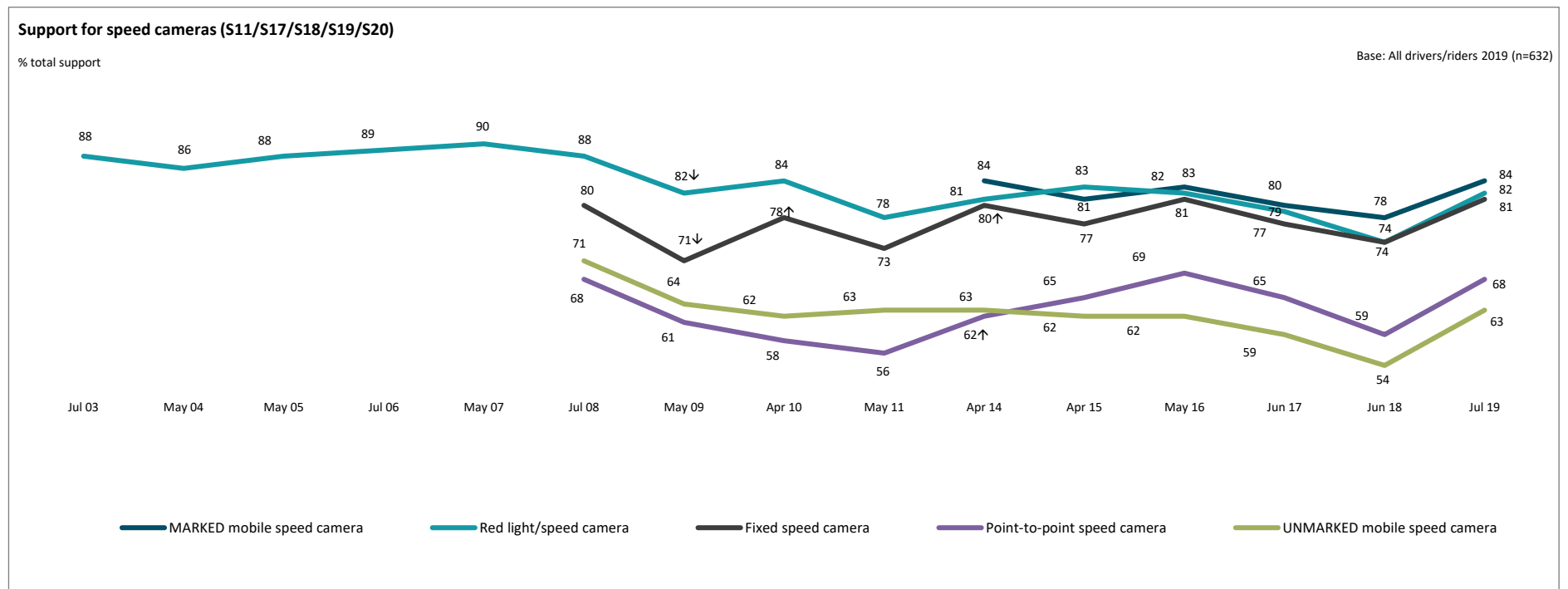
Drivers/riders aged 60+ years are more likely than average to support the use of unmarked speed cameras in Queensland, whereas males are more likely than average to oppose their use.

8.1.3 How strongly do you support or oppose the use of MARKED mobile speed camera vehicles in Queensland? (S20)

84% of drivers/riders support the use of marked mobile speed camera vehicles in Queensland. This result consistent with the 2018 result.

Key sub-group differences

Females or those aged 60+ years are more likely than average to support the use of marked mobile speed camera vehicles in Queensland, whereas males are more likely than average to oppose their use.



8.1.4 Red light/speed cameras are used at intersections to detect red light running and also speeding on any light phase. Red light/speed cameras can operate automatically 24 hours a day, 7 days a week. How strongly do you support or oppose the use of these cameras in Queensland? (S11)

82% of drivers/riders in Queensland support the use of red light/speed cameras at intersections, while 12% oppose their use.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to be in support of red light/speed cameras at intersections, whereas males or those aged under 25 years are more likely than average to oppose their use.

8.1.5 How strongly do you support or oppose the use of point-to-point speed cameras in Queensland? (S18)

68% of drivers/riders in 2019 support the use of point-to-point speed cameras (an increase since 2018).

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to support the use of point-to-point speed cameras in Queensland, while males or those on an open licence are more likely than average to oppose their use.

Table 8.1.1 How strongly do you support or oppose the use of fixed cameras in Queensland? (S19)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	19	18	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
TOTAL support	81	74	79 b	69	84	78	73	70	81	74	77	74	92	93	82	74	78	66	82	77	82	74	82	75	74	66	76	66
Strongly support	48	42	41	39	55 b	45	39	32	40	44	49	44	59	62	49	41	42	33	53	48	47	42	47	43	48	37	42	36
Slightly support	34	32	38 b	30	29	33	34	38	41	30	29	30	33	30	33	33	36	34	29	29	34	31	35	32	26	29	34	30
TOTAL oppose	14	20	17	25	11	15	17	18	15	22	17	20	8	5	14	21	15	21	16	15	14	20	14	20	17	22	16	33
Slightly oppose	9	11	10	11	8	11	8	12	11	12	10	11	6	3	11	14	9	8	11	8	8	12	9	10	11	14	14	13
Strongly oppose	5	9	7	14	3	4	9	6	4	10	8	10	2	2	3	8	6	12	4	7	6	9	5	9	6	7	2	20
Don't know	5	7	4	6	5	7	11	12	4	5	6	6	1	2	4	4	7	13	3	8	5	6	4	5	9	12	8	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 8.1.2 How strongly do you support or oppose speed camera vehicles in Queensland being unmarked? (S17)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
TOTAL support	63	54	59	49	66	60	52	48	60	52	61	58	73	71	66	59	52	61	67	64	63 b	51	63	55	59	49	53	45
Strongly support	33	29	30	24	36	33	25	20	25	27	39	31	38	49	31	35 a	43	20	40	49	31	25	33	30	29	22	36 b	12
Slightly support	30	26	29	24	30	27	27	27	35 b	24	22	26	35 b	22	35	24	8	41 a	27	15	32	26	30	25	30	27	18	33
TOTAL oppose	33	38	37	43	28	33	36	39	37	43	33	36	26	28	30	36	41	33	30	27	33	41 a	34	39	28	38	41	49
Slightly oppose	16	19	18	21	15	17	18	29	18	20	15	15	16	12	16	24	15	15	14	14	17	20	16	17	21	29	21	21
Strongly oppose	16	19	19	22	14	16	18	10	19	23	18	20	10	16	14	13	26	18	15	14	16	21	17	21	8	9	20	29
Don't know	5	7	4	9	5	6	11	13	4	6	6	6	1	1	4	4	7	5	3	9	5	8	4	6	13	13	6	5
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 8.1.3 How strongly do you support or oppose the use of MARKED mobile speed camera vehicles in Queensland? (S20)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
TOTAL support	84	78	81	74	87	83	68	67	83	76	81	83	96	93	88	84	86	84	82	87	83	75	84	81	76	65	78	63
Strongly support	52	43	45	36	58	51	37	23	44	40	55	52	62	66	50	50	61 b	31	49	61 a	51 b	41	52	47	47	27	42 b	19
Slightly support	32	35	35	38	29	32	31	44	39	37	26	31	34	26	38	34	24	54	33	26	32	34	33	34	29	37	35	44
TOTAL oppose	11	15	15	20	7	11	18	19	13	18	14	13	2	5	9	12	8	13	11	3	12	18	12	14	10	22	18	36
Slightly oppose	7	9	10	10	4	8	13	14	8	10	8	7	1	3	8	10	4	8	6	3	7	10	7	8	7	14	13	24
Strongly oppose	5	6	6	10	3	2	5	5	5	8	6	6	2	2	1	2	4	4	5 b		5	8	5	6	3	8	6	12
Don't know	5	6	4	6	5	7	13	14	4	6	4	4	1	2	3	4	7	3	6	9	4	7	4	5	14	13	4	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 8.1.4 How strongly do you support or oppose the use of red light/speed cameras in Queensland? (S11)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
TOTAL support	82	74	82	68	83	81	69	71	83 b	71	78	78	95 b	87	84	69	80	79	86	84	82	73	83	76	81	67	74	63
Strongly support	51	46	47	43	56	50	40	35	44	43	51	51	67	66	52	51	60 b	32	56	55	50	46	52	47	41	41	45	26
Slightly support	31	28	35 b	26	27	31	29	35 a	39 b	27	27	26	28	21	32 b	18	20	47 a	29	29	32	27	30	28	41	26	30	37
TOTAL oppose	12	20	15	26	9	13	21	18	12	24 a	14	19	3	9	10	28	10	16	12	13	12	20	12	20	10	20	16	31
Slightly oppose	6	12 a	6	15 a	6	9	15	16	7	13 a	5	10	2	7 a	8	24	4	8	8	4	6	13 a	6	11 a	9	18	12	10
Strongly oppose	6	8	8	11	3	4	6	1	5	11 a	9	9	2	2	3	5	6	8	5	9	7	8	6	9	2	3	4	21 a
Don't know	6	6	4	5	8	6	10	12	5	6	8	3	2	4	6	3	10	5	2	3	6	6	5	4	8	12	10	5
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 8.1.5 How strongly do you support or oppose the use of point-to-point speed cameras in Queensland? (S18)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
TOTAL support	68 b	59	65	54	70	65	62	50	66	61	63	62	77	79	63	67	64	60	66	64	69	58	67	62	69	48	57	46
Strongly support	37	34	34	28	40	40	25	21	33	30	38	41	45	52	36	36	34	24	40	35	36	35	36	36	35	24	35	29
Slightly support	31	25	32	26	30	25	38	29	33	30	25	21	33	27	27	31	30	36	26	28	33 b	23	31	26	34	23	22	17
TOTAL oppose	24	31	29	37	19	25	24	33	25	31	27	31	17	15	25	27	22	35	27	26	23	32	25	31	15	33	31	50
Slightly oppose	13	18	16	19	11	18	12	26	12	17	15	17	12	11	19	13	12	13	16	15	12	20	14	16	9	27	17	26
Strongly oppose	10	13	13	18	8	7	12	7	13	14	12	15	5	4	6	14	10	22	11	11	11	12	11	14	6	7	14	24
Don't know	9	9	6	8	12	10	14	18	9	8	9	7	6	6	12	6	14	5	6	10	8	10	8	7	16	19	12	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

9.0 Speed detection

9.1 Whether you or someone you know have been caught speeding in the last six months

9.1.1 Remembering that your answers are confidential, in the last six months when driving/riding in Queensland, how many times have you been caught for speeding? (S25)

Consistent with the 2018 survey, 15% of drivers/riders report they have been caught by police for speeding in the last six months. Most commonly drivers/riders report being caught once (9%), with the balance reporting they have been caught two times or more (6%).

Key sub-group differences

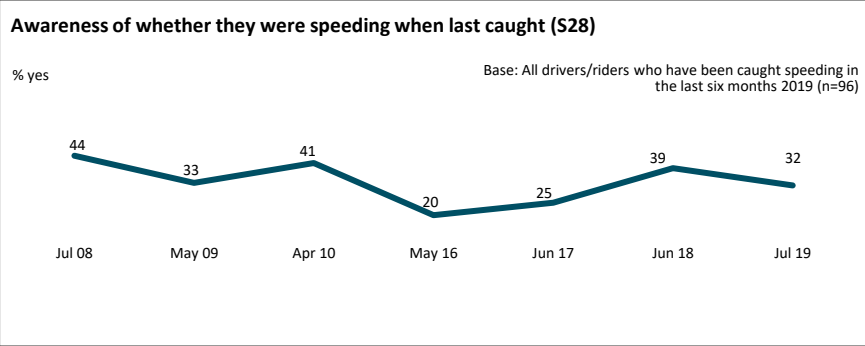
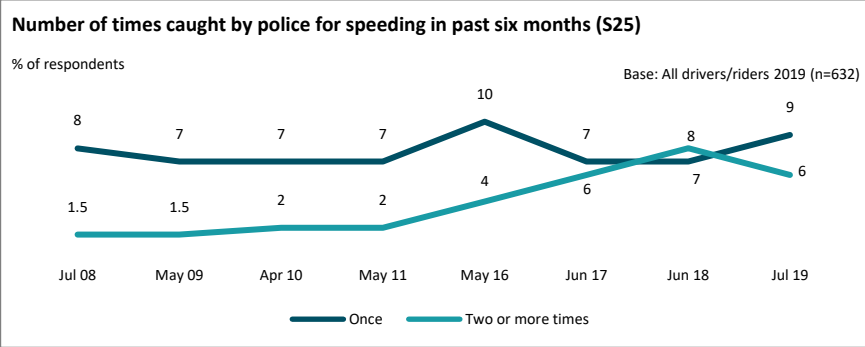
Drivers/riders aged 60+ years or those from the Northern region are more likely than average to report they have not been caught speeding in the last six months, while those aged under 25 years or from the South Eastern region are more likely than average to report being caught speeding at least once in the same time period.

9.1.2 For the most recent speeding offence, were you aware that you were speeding when you were caught? (S28)

32% of drivers/riders who have been caught speeding in the last six months report they were aware they were speeding when they were caught. 55% report they were *not* aware they were speeding when they were caught, while 13% don't remember or are not sure if they knew they were speeding when caught. These findings are consistent with 2018.

Key sub-group differences

There are no key sub-group differences evident on this issue.



9.1.3 Do you know anyone who has been caught speeding in the last six months? (S10)

In a stable result, 35% of drivers/riders report they know someone who has been caught speeding in the last six months.

Key sub-group differences

Drivers/riders aged under 40 years, those from the South Eastern region or with sub-open licences are more likely than average to know someone who has been caught speeding in the last six months, whereas drivers/riders aged 40+ years, those from the Northern region or those on an open licence are less likely than average to report knowing someone who has been caught speeding within this time frame.

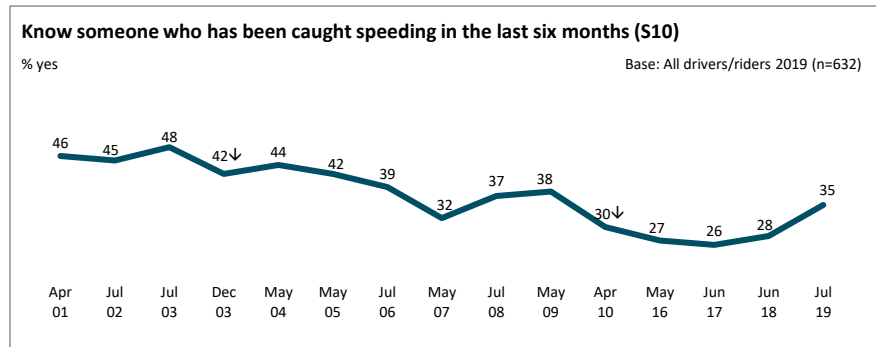


Table 9.1.1 Remembering that your answers are confidential, in the last six months when driving/riding in Queensland, how many times have you been caught for speeding? (S25)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE						
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	
	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63	
% of respondents																													
Never	85	86	83	81	88	90	75	83	81	76	87	91	93	96	94	80	89	88	86	94	83	85	86	87	75	79	64	59	
Once	9	7	11	9	8	6	10	3	13	12	9	6	6	4	5	14	6	2	11	5	10	7	9	8	15	3	16	8	
Twice	2	5	3	5	1	4	2	7	5	7	2	2			1	6	2	6	2	2	2	5	2	4		8 a	12	22	
Three	1	1	2	2	1	<1	2	1	1	3	1		1							1	1	1	1	1	1		2	6	6
Four	1	<1	1	1	1		5	1		1	<1										1	<1	<1	<1	3	1		3	
Five	1 b		1		<1		4		<1								3				1			3					
Six or more	1	2	1	2	1	1	2	5	<1	1	1	1					4				1	2	1	<1	4	7	2	2	
SUB-TOTAL - At least once in the past six months	15	14	17	19	12	10	25	17	19	24	13	9	7	4	6	20	11	12	14	6	17	15	14	13	25	21	36	41	
Means	0.28	0.29	0.33	0.41	0.24	0.17	0.72	0.54	0.31	0.41	0.24	0.14	0.08	0.04	0.07	0.26	0.25	0.37	0.18	0.08	0.34	0.33	0.24	0.21	0.64	0.69	0.70	0.90	
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	

mean number of times (0 = never to 6 = six or more)

Table 9.1.2 For the most recent speeding offence, were you aware that you were speeding when you were caught? (S28)

Base: All drivers/riders who have been caught speeding at least once in the last six months	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	96	83	57	54	39	29^	19^	15^	38	42	31	20^	8^	6^	4^	10^	5^	6^	12^	6^	75	61	81	66	13^	16^	18^	25^
% of respondents																												
Yes	32	39	37	39	26	39	28	39	31	42	39	34	26		44	46	37	18	30	22	32	40	35	37	26	41	45	42
No	55	48	50	44	62	56	41	23	64	50	48	63	74	81	56	46	35	68	70	54	54	47	57	57	47	24	44	55
Don't remember/Unsure	13	13	13	17	13	6	30	37	5	7	13	3		19		8	28	14		25	14	13	9	6	27	35	11	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

^ Caution: small cell size.

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 9.1.3 Do you know anyone who has been caught speeding in the last six months? (S10)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Yes	35	28	37	27	32	29	55	33	43	33	26	23	27	24	22	26	25	18	31	22	38 b	31	32	29	61 b	25	38	33
No	65	72	63	73	68	71	45	67	57	67	74	77	73	76	78	74	75	82	69	78	62	69 a	68	71	39	75 a	62	67
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

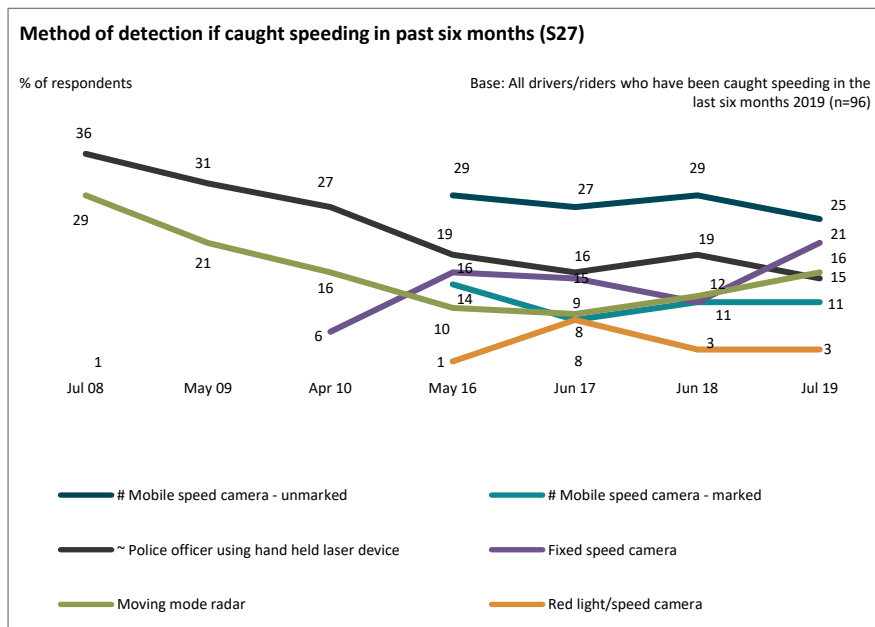
9.2 Method of detection when caught speeding

9.2.1 For the most recent speeding offence, how was your speeding detected? (S27)

In a continuing trend, drivers/riders caught speeding in the last six months most commonly report that an unmarked mobile speed camera was the method of detection (25%). The next most common methods of detection were a fixed speed camera (21%), a moving mode radar (16%), a police officer using a hand held laser device (15%), a marked mobile speed camera (11%) or a red light/speed camera (3%). 8% of respondents don't know which method was used to detect their speeding.

Key sub-group differences

There are no key sub-group differences evident on this issue.



2010 measure 'mobile speed camera' split into 'marked' and 'unmarked' measures in 2016

~ 2010 measure 'hand held laser device' changed wording to 'police officer using hand held laser device' in 2016

9.2.2 How was their speeding detected? (S36)

Among drivers/riders who know someone else who was caught speeding in the last six months, the most commonly reported method of detection was an unmarked mobile speed camera (23%), followed by a fixed speed camera (20%), a police officer using a hand held laser device (18%), a marked mobile speed camera (15%), a moving mode radar (11%), a red light/speed camera (8%) or a point-to-point speed camera (2%). 17% of respondents don't know which method was used.

Key sub-group differences

Those on an open licence are more likely than average to report that they know someone whose speeding was detected by a police officer using a hand held laser device.

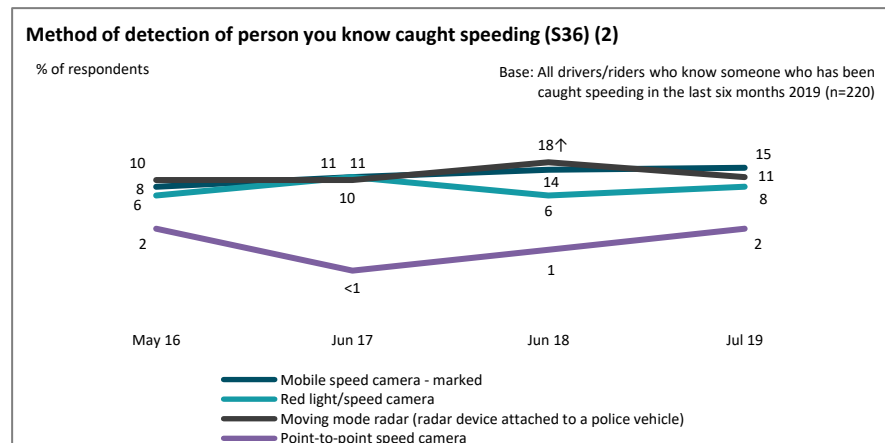
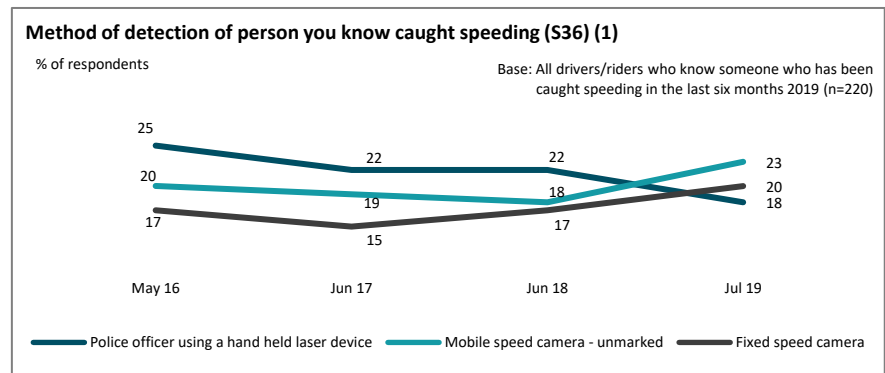


Table 9.2.1 For the most recent speeding offence, how was your speeding detected? (S27)

Base: All drivers/riders who have been caught speeding at least once in the last six months	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	96	83	57	54	39	29^	19^	15^	38	42	31	20^	8^	6^	4^	10^	5^	6^	12^	6^	75	61	81	66	13^	16^	18^	25^
	% of respondents																											
Mobile speed camera - unmarked	25	29	29	29	19	30	19	38	18	31	46	20		47		17	54	52	8		27	32	26	24	26	42	40	45
Fixed speed camera	21	11	21	10	21	12	23	4	26	12	12	14	24					43	25	21	13	19	13	23	3	33	20	
Moving mode radar (radar device attached to a police vehicle)	16	12	16	14	16	9	12		22	19	10	11	24	15	22	38	17		19	26	15	7	15	15	18	4	16	4
Police officer using a hand held laser device	15	19	14	16	16	23	16	8	13	12	17	36	13	38	34	38			8	5	16	17	14	22	22	7		6
Mobile speed camera - marked	11	11	12	11	9	12	14	8	13	17	6	6	13		8		34	15		12	11	13	13		8	10	24	
Red light/speed camera	3	3	2	1	6	6	5	4	3	2		3	13							4	4	4	3		4			
Don't know	8	15	7	18	9	9	12	38	5	7	6	10	13		22		28	14	8	44	6	16	8	10	11	31		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

^ Caution: small cell size

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Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 9.2.2 How was their speeding detected? (S36)

Base: All drivers/riders who know someone who has been caught speeding in the last six months	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE						
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		
	19 n = 220	18 n = 190	19 n = 120	18 n = 101	19 n = 100	18 n = 89	19 n = 44	18 n = 36	19 n = 83	18 n = 59	19 n = 60	18 n = 57	19 n = 33	18 n = 38	19 n = 14^	18 n = 20^	19 n = 13^	18 n = 12^	19 n = 23^	18 n = 19^	19 n = 170	18 n = 139	19 n = 185	18 n = 169	19 n = 33	18 n = 18^	19 n = 19^	18 n = 22^	
<i>% of respondents</i>																													
Mobile speed camera - unmarked	23	18	24	18	22	18	16	16	29	21	20	17	24	21	12	18	16		25	16	24	20	25	19	12	9	32	25	
Fixed speed camera	20	17	22	21	16	14	25	12	17	20	12	19	30	15	37	16	8		27	8	18	20	19	19	27	9	31	4	
Police officer using a hand held laser device	18	22	19	22	18	23	9	22	24	26	20	21	17	13	28	25	14	23	27	35	17	21	21	22	8	26	15	21	
Mobile speed camera - marked	15	14	17	16	11	12	24 b	4	10	17	15	18	12	5	15	16	14	12	9	14	15	14	15	16	14	4	27	18	
Moving mode radar (radar device attached to a police vehicle)	11	18	12	21 a	9	15	15	25	14	16	3	15	9	25	5	14	34	21	13	42	9	15	9	16 a	17	23	32	41	
Red light/speed camera	8	6	8	6	8	6	7	4	10	7	9	6	6		6	5	22			7	8	6	8	7	12		27		
Point-to-point speed camera	2	1	1	1	4	1	3		1	3	5										3	1	2	1	4				
Don't know	17	19	14	13	22	24	19	24	18	22	22	14	10	21	15	17		44	16	8	19	19	17	17	19	31	5		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	

^ Caution: small cell size.

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Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

9.3 In-vehicle speed advisory technology

9.3.1 There is in-vehicle technology available to advise drivers of what speed zone they are travelling in while they are driving. How likely would you be to use a service like this if it were available in Queensland? (S37)

Consistent with the 2018 result, 75% of drivers/riders in 2019 report they would be likely to use in-vehicle technology to advise them of speed zones while driving if this was available in Queensland.

Key sub-group differences

Those aged 25-39 years are more likely than average to report being likely to use in-vehicle speed advisory technology, if available.

9.3.2 Do you currently use in-vehicle speed advisory technology? (S38)

18% of drivers/riders report they currently use in-vehicle speed advisory technology. This result is consistent with the 2018 result.

Key sub-group differences

South Eastern residents are more likely than average to report that they currently use in-vehicle speed advisory technology, while Southern residents are more likely than average to report that they do *not* currently use in-vehicle speed advisory technology.

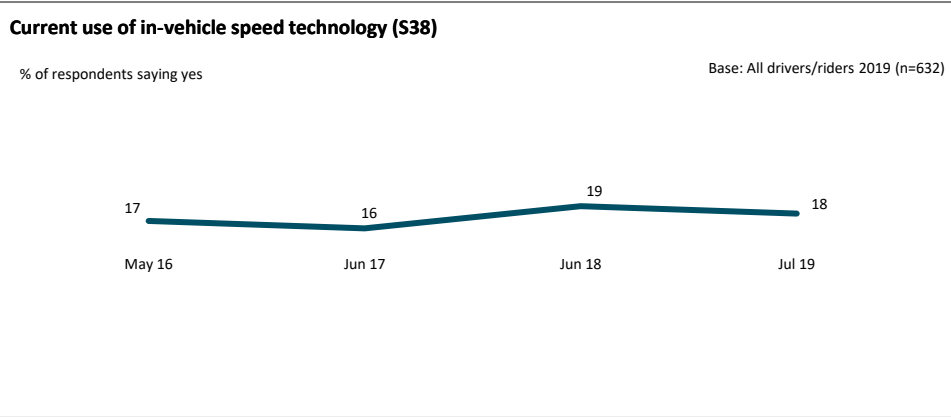
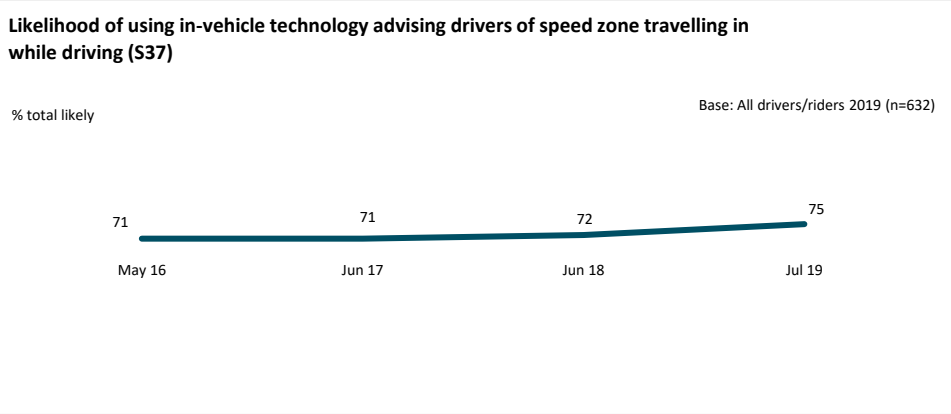


Table 9.3.1 There is in-vehicle technology available to advise drivers of what speed zone they are travelling in while they are driving. How likely would you be to use a service like this if it were available in Queensland? (S37)

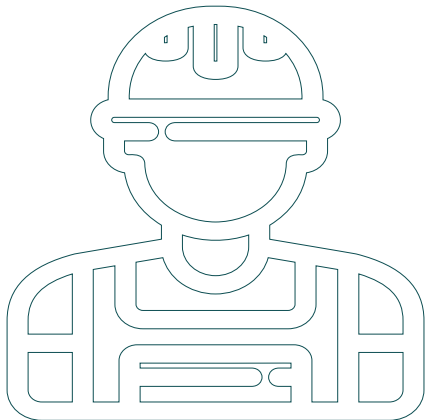
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
TOTAL likely	75	72	75	71	76 b	73	69	67	80	74	72	72	77	71	80	72	70	67	66	71	76	72	75	74	71	60	66	56
Very likely	42	36	39	37	46 b	34	38	22	38	37	47 b	40	42	44	38	42	40	40	38	40	44 b	34	41	40	50 b	19	40	24
Quite likely	33	36	36	34	30	38	31	45	42	37	25	32 a	35	27	42	30	31	27	28	31	33	39	34	35	22	41	25	32
TOTAL unlikely	14	16	16	19	12	14	16	16	15	17	14	16	13	18	7	5	13	20	20	13	15	18	14	15	14	21	26	34
Quite unlikely	8	9	10	8	7	10	9	14	10	10	9	7	6	9	4	5	7	4	9	11	9	10	8	8	10	16	20	15
Very unlikely	6	7	6	11	6	3	7	2	5	7	5	9	7	9	3	<1	6	16	11	2	6	8 a	6	7	4	5	6	19
Don't know	11	12	9	10	12	14	14	18	5	9	14	12	10	11	13	23	17	12	14	16	9	10	10	10	14	19	8	10
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 9.3.2 Do you currently use in-vehicle speed advisory technology? (S38)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
% of respondents																												
Yes	18	19	20	21	15	16	17	26	21	18	15	16	20	15	10	18	17	11	14	12	20	21	18	17	18	28	29	25
No	82	81	80	79	85	84	83	74	79	82	85	84	80	85	90	82	83	89	86	88	80	79	82	83	82	72	71	75
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
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Roadworks



10.0 Roadworks

10.1.1 How often do you exceed the reduced roadworks speed limit? (RW1)

At roadworks people are most likely to exceed the speed limit (at least occasionally) when there are no road workers present (68%). To a lesser extent the speed limit is exceeded (at least occasionally) when other drivers/riders are exceeding the reduced speed limit (60%), when drivers/riders are at familiar roadwork sites (54%), in short road works sites (less than 1 km) (54%), in long road work sites (more than 1 km) (54%), when workers are present (51%), at roadworks sites they are not familiar with (40%) or when others are complying with the speed limit (38%). These findings are consistent with 2018.

Key sub-group differences

In general, drivers/riders aged 25-39 years are more likely than average to report exceeding the reduced speed limit in a variety of circumstances at roadwork sites.

10.1.2 What would encourage you to slow down at roadwork sites? (RW3)

Among those who exceed the reduced roadworks speed limit (at least occasionally), the presence of more signage throughout the roadworks site (46%) is the most common factor that would encourage them to slow down. 45% of drivers/riders agree that they would be encouraged to slow down if there were road workers present at the site. 41% agree that they would be encouraged to slow down at roadworks sites if the reduced speed limits were explained (e.g. signage). 40% feel they would be encouraged to slow down if the reduced limits were understandable based on the prevailing road conditions or there was more distinctive signage (e.g. variable speed limit signs, flashing speed limit signs). Others believe they would be encouraged to slow down if other drivers were complying with the speed limit (39%), there was more enforcement, increasing the chances of being caught (38%) or there were changes to the road (e.g. lanes closed, traffic diversions) (33%).

These findings are consistent with 2018.

Key sub-group differences

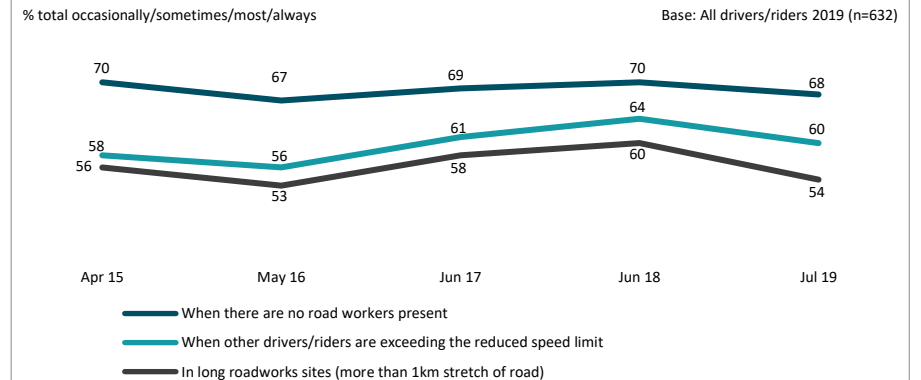
Females, those age 60+ years, or those on an open licence are more likely than average to be encouraged to slow down when there is more signage to remind them of the speed limit throughout the roadworks.

Those aged 60+ years, those from the Northern region or those on an open licence are more likely than average to report that they would be encouraged to slow down at roadworks sites if there was more distinctive signage (e.g. flashing speed limit signs).

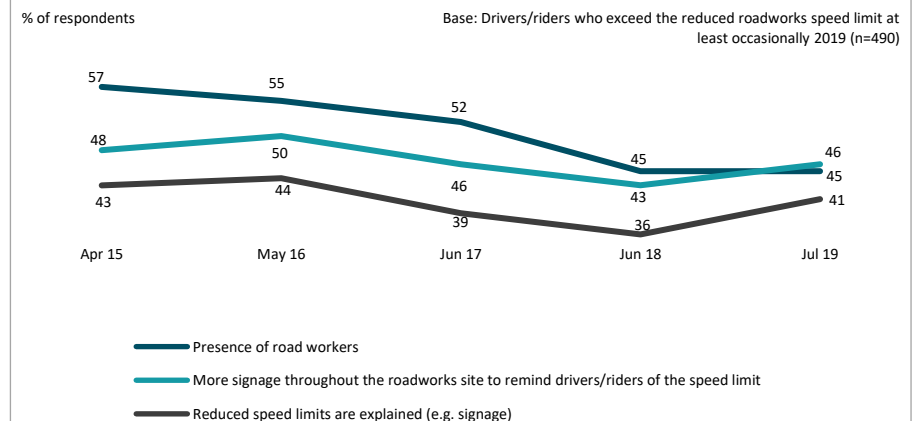
Females are more likely than males to report that they would be encouraged to slow down if other drivers/riders were complying with the reduced speed limit.

Drivers/riders aged 25-39 years or those from the South Eastern region are more likely than average to report that they would be encouraged to slow down if there was more enforcement that would increase the chances of being caught speeding.

Frequency of exceeding the reduced roadworks speed limit (RW1) - Top 3 responses (2019)



Factors that would encourage drivers/riders to slow down at roadwork sites (RW3) - Top 3 responses (2019)



10.1.3 To what extent do you agree or disagree with the following statements? (RW2)

67% of drivers/riders agree that it is sometimes difficult to determine the speed limit throughout a roadworks site, 63% believe if you speed at a roadworks site you are likely to be caught by the police, while 44% feel the speeds of other vehicles on the road influences their speed choice at roadworks sites. 43% of respondents report they drive at a speed that is safe for prevailing road conditions, even if it is higher than the reduced limit. 22% believe reduced limits only apply when road workers are present, while 19% agree that reduced speed limits at roadworks are not enforceable.

Key sub-group differences

Males are more likely than females to agree that the speeds of other vehicles on the road influences their speed choice at roadworks sites or they drive at a speed that is safe for the prevailing conditions.

Drivers/riders aged 25-39 years are more likely than average to agree that the speeds of other vehicles on the road influences their speed choice at roadworks sites, they drive at a speed that is safe for the prevailing conditions, reduced speed limits at roadworks only apply when workers are present or reduced speed limits at roadworks are not enforceable.

Drivers/riders aged 60+ years, those from the Southern region or those with an open licence are more likely than average to agree that if you speed at roadworks sites you are likely to be caught by police.

Those from the Central region are more likely than average to report that they drive at a speed that is safe for the prevailing conditions, while those from the South Eastern region are more likely than average to think that that reduced speed limits at roadworks only apply when workers are present or that reduced speed limits at roadworks are not enforceable.

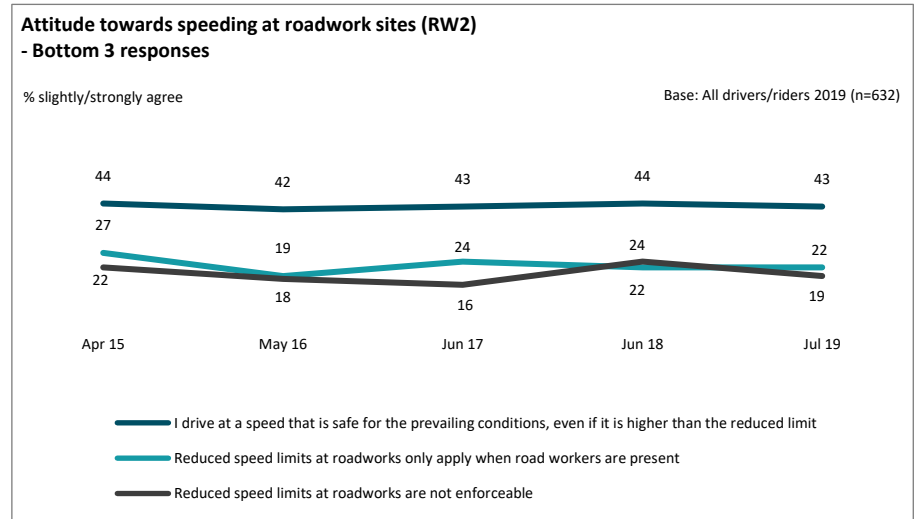
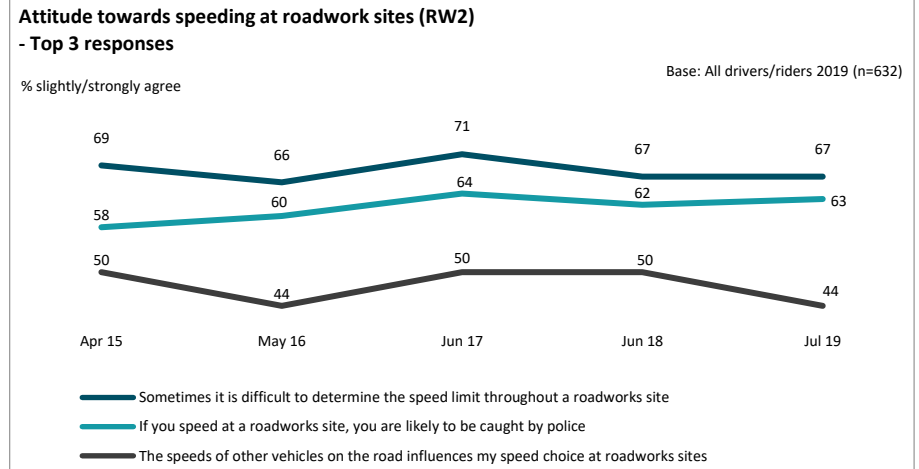


Table 10.1.1 How often do you exceed the reduced roadworks speed limit? (RW1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents (total occasionally/sometimes/most/always)</i>																												
When there are no road workers present	68	70	69	68	66	72	73	71	79	73	65	69	57	61	68	65	74	83	60	63	68	71	68	71	67	68	70	84
When other drivers/riders are exceeding the reduced speed limit	60	64	63	63	57	64	66	65	76 b	65	54	63	48	49	61	57	61	71	53	57	61	65	60	64	59	63	68	73
At roadworks sites you are familiar with	54	63	58	63	49	63	60	68	69	67	47	60 a	43	41	48	51	59	75	41	55	56	65	53	62	56	67	64	78
In short roadworks sites (less than 1km stretch of road)	54	60	56	61	51	60	59	58	71	69	51	57	36	42	53	49	53	73	47	52	55	62	53	61	57	55	66	80
In long roadworks sites (more than 1km stretch of road)	54	60	58	61	50	60	57	63	68	65	49	57	45	47	59	60	59	71	47	57	54	60	54	61	51	62	68	78
When road workers are present	51	56	55	54	48	58	59	62	66	62	46	50	40	42	58	42	48	63	39	44	53	59	51	55	51	59	70	77
At roadworks sites you are not familiar with	40	45	45	48	34	42	51	43	56	55	33	41	26	29	40	45	36	61 a	31	39	42	44	38	46	51	40	60	67
When other drivers/riders are complying with the reduced speed limit	38	41	43	45	33	37	48	38	52	49	32	39	27	27	32	35	34	52	26	35	42	42	37	42	48	40	57	69
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 10.1.2 What would encourage you to slow down at roadworks sites? (RW3)

Base: Drivers/riders who exceed the reduced roadworks speed limit at least occasionally	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
	490	475	250	244	240	231	62	63	167	144	177	163	84	105	51	42	38	40	56	56	345	337	442	427	41	44	42	58
	% of respondents																											
More signage throughout the roadworks site to remind drivers/riders of the speed limit	46	43	40	35	52	50	39	35	41	37	44	48	62	59	58	51	46	48	53	38	43	41	49	44	26	33	35	40
Presence of road workers	45	45	42	44	49	46	41	29	40	37	46	57	54	62	47	51	45	49	57	48	44	44	46	50	45 b	23	36	28
Reduced speed limits are explained (e.g. signage)	41	36	39	35	44	37	34	22	41	36	41	41	47	48	44	62	35	50	45	33	41	31	43	38	32	24	41	42
Reduced speed limits that are understandable based on the prevailing road conditions	40	38	39	38	40	38	38	43	39 b	27	38	42	43	51	45	64	41	48	35	36	39	33	39	37	40	39	39	33
More distinctive signage (e.g. variable speed limit signs, flashing speed limit signs)	40	35	36	28	43	43	20	37	32	26	42	39	56	51	53	43	45	44	38	29	37	34	42	36	21	33	25	22
Other drivers/riders complying with the speed limit	39	37	31	30	47	45	38	42	41	31	39	39	37	44	36	47	44	28	31	45	40	36	39	37	39	37	26	24
More enforcement that would increase the chances of being caught speeding	38 b	35	40	34	36	35	42	54	47 b	30	33	30	30	31	29	43	21	28	31	35	42 b	34	37 b	30	46	57	32	26
Changes in the road (e.g. lanes closed, traffic diversions)	33	33	32	23	34	44 a	31	30	28	29	34	37	37	47	27	46 a	35	31	39	32	32	32	32	33	35	35	46	30
Other	3	3	4	4	2	2	2		1	4	3	4	4	3		5	7	3	2	<1	3	4	3	4			7	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 10.1.3 To what extent do you agree or disagree with the following? (RW2)

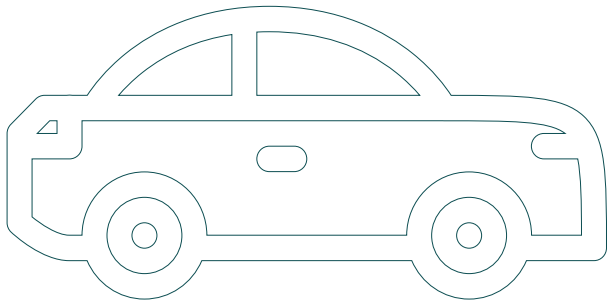
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	19 n =	18 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents (total slight/strong agreement)</i>																												
Sometimes it is difficult to determine the speed limit throughout a roadworks site	67	67	68	70	65	64	63	61	70	65	66	70	66	61	69	59	69	78	68	66	66	67	68	68	56	60	67	69
If you speed at a roadworks site, you are likely to be caught by police	63	62	61	63 a	66	61	46	56	62	59	64	65	73	82	64	69	56	40	74	62	62	63	65	64	51	54	51	57
The speeds of other vehicles on the road influences my speed choice at roadworks sites	44	50	50	55	39	44	48	58	57	51	40	46	35	38	41	46	44	44	37	49	46	51	45	48	42	56	50	50
I drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit	43	44	48	49	38	39	52	50	52	49	37	39	36	31	42	41	59	68	37	35	42	43	42	42	48	50	39	63 a
Reduced speed limits at roadworks only apply when road workers are present	22	22	25	26	19	18	26	31	30	28	24	16	8	15 a	11	31	15	23	10	11	26	23	21	20	25	36	24	39 a
Reduced speed limits at roadworks are not enforceable	19	24	22	28	17	21	21	35	27	29	19	18	11	16	11	22	20	20	10	28	22	25	19	22	20	36	26	37
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Road user behaviours



11.0 Road user behaviours

11.1 Risky behaviours when driving/riding

11.1.1 How risky do you rate the following behaviours? (R1)

96% of drivers/riders perceive that travelling MORE than 10 km/hr over the speed limit is a risky driving behaviour, while 92% perceive that travelling UP TO 10 km/hr over the speed limit is a risky driving behaviour.

Key sub-group differences

Females or those aged 60+ years are more likely than average to perceive that travelling UP TO 10 km/hr over the speed limit is a risky driving behaviour.

Those aged 25-39 years or those aged 60+ years are more likely than average to perceive that travelling MORE than 10km/hr over the speed limit is risky driving behaviour.

Perceived risk of driving behaviour (R1)

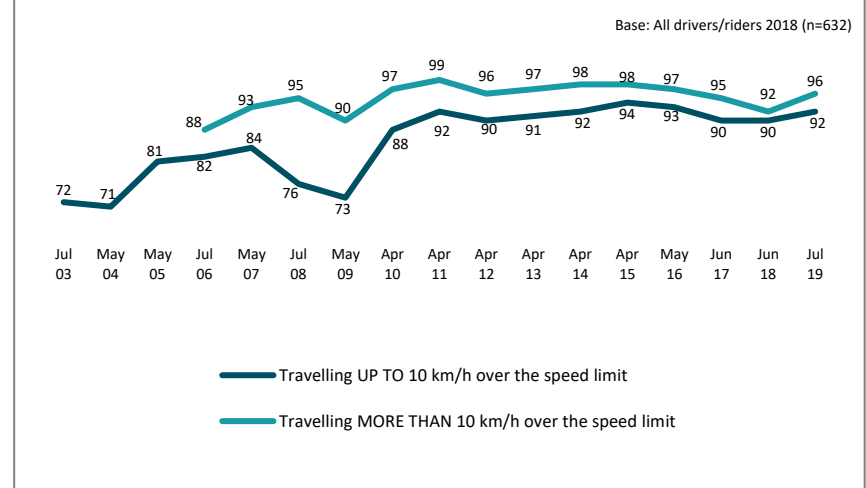


Table 2.1.1 How risky do you rate the following behaviours? (R1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE						
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		
	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19	18	19
Base: All drivers/riders	n = 632	n = 639	n = 317	n = 322	n = 315	n = 317	n = 80	n = 81	n = 195	n = 178	n = 235	n = 220	n = 122	n = 160	n = 66	n = 63	n = 48	n = 48	n = 77	n = 76	n = 441	n = 452	n = 567	n = 572	n = 55	n = 58	n = 50	n = 63	
% of respondents (total little/very risky)																													
Travelling MORE THAN 10km/h over the speed limit	96	92	94	90	97	95	88	95 a	99 b	94	94	94	90	98	98	97	100	96	88	95	93	95	92	96	92	97	94	92	88
Travelling UP TO 10km/h over the speed limit	92	90	89	87	95	92	86	92	94	89	88	89	96	95	94	100	87	84	89	85	92	89	92	89	92	93	84	84	
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at least the 95% confidence level.

School transport safety



12.0 School zone safety

12.1.1 To what extent do you agree or disagree with the following statements? (ST11)

98% of drivers/riders agree that flashing school zone signs help to determine when lower speed limits apply (a finding consistent with 2018).

93% of drivers/riders agree that other road users are more compliant with reduced speed limits in school zones that have flashing lights compared to zones with standard (non-flashing) signs (an increase since 2018, 86%).

Key sub-group differences

Drivers/riders aged 25-39 years or those from the Northern or Southern regions are more likely than average to agree that flashing school zone signs help them to determine when lower speed limits apply.

12.1.2 How often do you perform the following behaviours while driving? (ST12)

Consistent with the results in 2018, the majority of drivers/riders agree they always/sometimes slow down in school zones when:

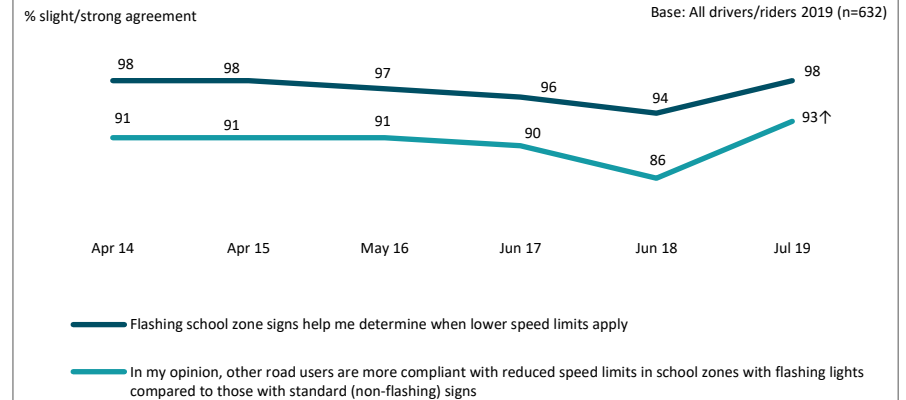
- children are present (97%)
- they see standard (non-flashing) school zone signs during school zone times (96%)
- they see flashing school zone signs in operation (96%).

Key sub-group differences

Females, drivers/riders aged 60+ years, those from the Central region or those on an open licence are more likely than average to slow down when children are present during school zone times.

Drivers/riders aged 60+ years, those from the Central or Southern regions or those on an open licence are more likely than average to slow down when they see standard (non-flashing) school zone signs during school zone times.

Compliance with flashing school zone speed limit signs (ST11)



Slowing down through school zones (ST12)

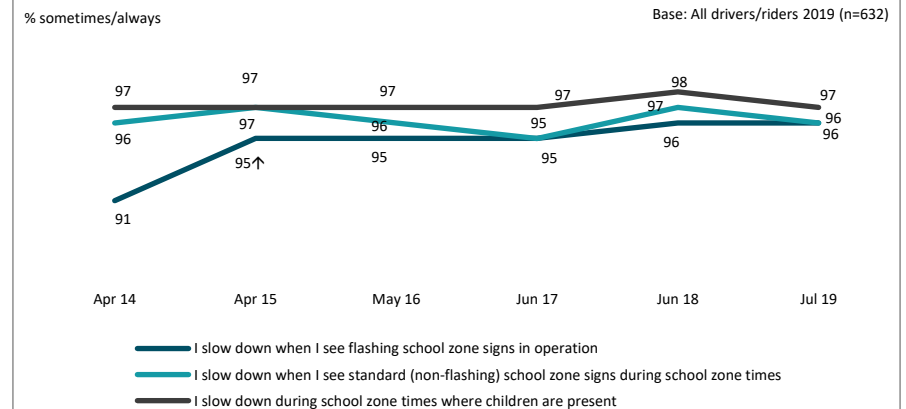


Table 2.1.1 To what extent do you agree or disagree with the following statements? (ST11)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	19 n =	18 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Flashing school zone signs help me determine when lower speed limits apply																												
TOTAL agree	98	94	98	95	98	94	95	81	99 b	95	97	99	99	99	100	89	93	98	100	90	98	96	98	98	98 b	77	98 b	83
Agree strongly	80 b	68	76	67	84 b	70	63 b	38	78 b	66	83	80	87	88	82	60	79	68	87	70	78	69	82	75	61 b	36	80 b	51
Agree slightly	19	26 a	22	28	14	24 a	32	42 a	22	28	15	19	13	11	18	30	14	30 a	13	21	20	26	16	23	37	42	18	32
Disagree slightly	2	5	2	4	1	6	4	19	1	4 a	2	1	1	1		9	5	2		10	2	4	2	2	2	21	2	14
Disagree strongly	<1	<1		1	1	<1	1	1		1	<1					2	2				<1	<1	<1	<1		2		3
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
In my opinion, other road users are more compliant with reduced speed limits in school zones with flashing lights compared to those with standard (non-flashing) signs																												
TOTAL agree	93 b	86	92	86	93	87	91	78	93	89	91	88	96	94	95	88	89	95	93	86	93	85	92	89	96 b	72	84	87
Agree strongly	60 B	44	59 b	45	61 b	44	50 b	28	57 b	46	62 b	48	65	63	62 b	36	70 b	41	62	52	58 b	44	61 b	49	53 b	23	58	40
Agree slightly	33	42 a	33	42	32	43 a	42	49	35	43	29	39 a	30	31	33	52	19	54 a	31	34	35	41	31	40 a	43	49	26	47
Disagree slightly	6	11 a	6	12	5	10	6	19	7	9	7	9	3	5	4	12	7	2	4	14	6	11	6	8	2	24 A	14	12
Disagree strongly	2	3	2	2	2	4	3	4	<1	2	2	3	2	1	1		5	2	3		1	4	2	3	3	4	2	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 2.1.2 How often do you perform the following behaviours while driving? (ST12)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
I slow down when I see flashing school zone signs in operation																												
TOTAL sometimes/always	96	96	95	95	96	98	92	89	95	97	97	99	97	99	97	97	93	98	98	88	96	98	96	98	97	91	92	98
Always	93	92	90	88	95	95	83	81	91	88	95	98	97	98	93	94	89	94	98	86	93	92	94	94	91 b	79	82	83
Sometimes	3	5	5	7	1	3 a	9	8	4	9 a	2	1	1	1	4	3	4	4		2	3	6	3	3	6	12	10	16
Rarely	1	1	2	1	1	1	2	2	4	1		<1						2			2	1	1	1		1	8	2
Never		1 a		1		<1		1		1		1		1						1		1		1		1		
Don't know	<1	<1	1		<1	1			1	1	<1		1		2				1	2	<1	<1	<1	<1				
Not applicable - have not driven through this type of zone	2	2	2	3	3 b	<1	6	8	<1		3 b		3 b		3	1	7		1	10	2	1	2 b	<1	3	7		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
I slow down when I see standard (non-flashing) school zone signs during school zone times																												
TOTAL sometimes/always	96	97	94	96	97	97	85	90	95	97	97	99	99	98	97	96	100	100	99	90	94	97	97	98	87	90	92	93
Always	83	80	80	79	86	81	60	58	81	78	84	89	96	92	94	81	92	77	86	84	80	79	85	83	65	63	74	62
Sometimes	12	17	14	17	11	17	25	32	14	19	13	10	3	5	3	15	8	23	13	6	14	18	12	15	21	27	18	31
Rarely	2	1	3 b	1	<1	1	4	3	3	1	1					3				1	2 b	1	1	1	6	1	6	1
Never	<1	<1	<1	1		<1	1	1		1			1								<1	1	<1	<1		2		1
Don't know	1	1	1	1	1	1	1		1	1	<1	1	1								1	1	<1	1	3	1	2	4
Not applicable - have not driven through this type of zone	2	1	2	2	2	1	8	7	<1		2		1	1	3	1			1	8	2	<1	1	<1	4	6		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
I slow down during school zone times where children are present																												
TOTAL sometimes/always	97	98	96	98	99 b	97	93	94	97	96	97	100	99	99	99	94	100	100	99	97	96	98	98	98	96	96	94	97
Always	94	94	90	92	97 b	96	85	89	92	91	96	97	98	97	96	93	98	96	97	96	92	94	95	95	92	88	86	84
Sometimes	3	4	5	6	1	2	8	5	5	5	2	2	2	2	3	2	2	4	2	2	4	4	3	3	4	8	8	13
Rarely	<1	1	1	1		1	1	1	1	2										1	1	1	<1	1		2	2	1
Never	1	1	1	<1		1	1	2		1	<1		1	1	3					1	<1	1	1		1			
Don't know	1	<1	1	<1		<1			2	1	1	<1			1				2	1 b		1	<1	1		4		
Not applicable - have not driven through this type of zone	1	1	1	1	1	1	5	3	<1	1	1			1	1	1			1		1	1	1	<1	3	1		1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

13.0 Driving behaviour during school zone times

13.1.1 How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)

9% of drivers/riders report sometimes or always travelling over the speed limit during school zone times in a school zone with flashing school zone signs. 21% say they rarely travel over the speed limit in these circumstances, while 66% claim to never speed in these situations. These results are consistent with 2018 results.

Key sub-group differences

Male drivers/riders, those aged 25-39 years or those from the South Eastern region are more likely than average to report they sometimes/always travel over the speed limit in a school zone with flashing school zone signs in operation during zone times, while females or those from the Southern region are more likely than average to report they never travel over the speed limit under these conditions.

13.1.2 How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)

In a similar result to previous years, 10% of drivers/riders say they sometimes or always travel over the speed limit in a standard (non-flashing) school zone during school zone times. 26% say they rarely travel over the speed limit in this situation. The reported proportion of drivers/riders saying they never travel over the speed limit in a standard school zone (61%) is lower than the proportion who report that they refrain from doing so in a zone with flashing school zone signs (66%). These results are consistent with the 2018 survey results.

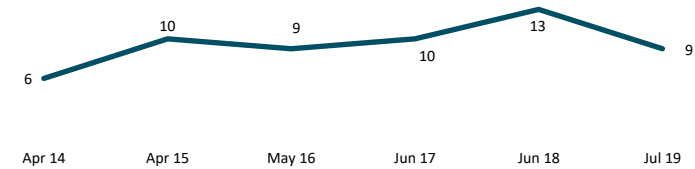
Key sub-group differences

Male drivers/riders or those aged 25-39 years are more likely than average to report sometimes/always travelling over the speed limit in a standard (non-flashing) school zone during school zone times.

Travelling over the speed limit in a school zone with flashing school zone signs (ST3b)

% total always/sometimes

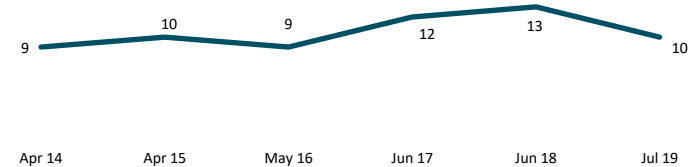
Base: All drivers/riders 2019 (n=632)



Travelling over the speed limit in a standard (non-flashing) school zone (ST3a)

% total always/sometimes

Base: All drivers/riders 2019 (n=632)



13.1.3 How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)

6% of drivers/riders say they sometimes or always travel over the speed limit in a school zone when children are present. 12% say they rarely travel over the speed limit in these circumstances, while 78% report that they never do this. These results are consistent with the 2018 survey results.

Key sub-group differences

Males or drivers aged 25-39 years are more likely than average to report sometimes/always travelling over the speed limit in a school zone with children present during school zone times.

Females, those aged 60+ years or those from the Southern region are more likely than average to report that they never travel over the speed limit in a school zone where children are present.

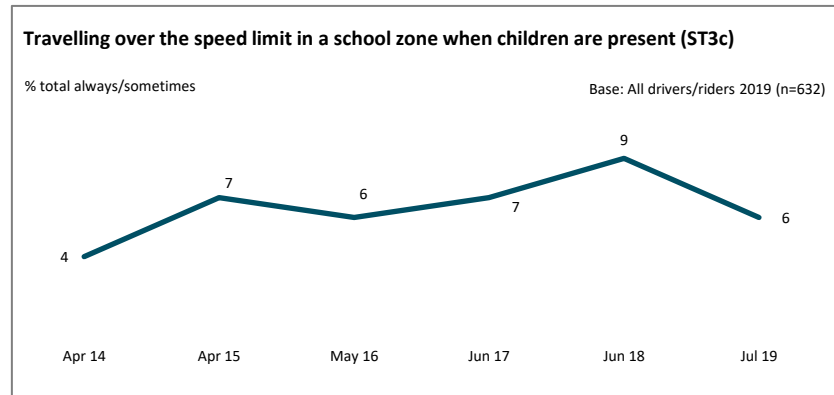


Table 3.1.1 How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
TOTAL sometimes/always	9	13	13	14	5	13	14	21	14	19	8	7	3	1	7	13	6	14	4	5	10	14	8	10	11	26	28	40
Always	4	7	6	8	2	6	5	15 a	6	9	4	3	2	1	5	10		4	2	3	5	8	4	5	3	17 a	14	21
Sometimes	5	6	7	5	3	7	9	6	8	10	4	4	1	1	3	3	6	10	2	1	6	7	4	5	7	10	14	19
Rarely	21	23	23	19	19	27	21	32	25	22	17	20	21 b	10	21	14	18	31	13	21	22	23	21	21	20	30	25	16
Never	66	60	62	63	71	58	54	35	61	56	71	72	73	88 a	69	71	66	53	83	63	63	59	68	67	59 b	31	47	42
Don't know	2	2	2	2	2	2	8	4	1	2	1	1					3	2		2	2	2	1	1	8	4		3
Not applicable - have not driven through this type of zone	2	2	1	3	3	1	3	8		1	3	<1	3	1	3	3	7			10	2	1	2 b	1	3	8		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 3.1.2 How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
TOTAL sometimes/always	10	13	13	12	7	14 a	16	20	16	20	8	7	2	2	7	15	10	18	8	12	11	12	9	11	17	21	22	35 a
Always	3	4	4	4	2	5	3	10 a	5	6	3	2	1	1	4			4	2	2	3	6	3	3	6	11	10	16
Sometimes	7	8	9	8	5	9	13	10	11	14	6	5	1	1	4	15	10	14	5	10	7	7	7	8	11	10	12	19
Rarely	26	30	29	27	23	32	24	35	29	29	22	28	29 b	18	23	17	23	46	18	19	28	32	27	28	20	36	31	33
Never	61	54	56	57	67 b	50	51	35	54	47	66	64	68	77	68	67	62	35	74	60	58	53	62	58	54	32	47	29
Don't know	2	2	2	1	2	3	5	3	1	3 a	2	1	1	1				2		2	2	2	1	2	3	3		3
Not applicable - have not driven through this type of zone	2	2	1	3	2	1	5	7	<1	1	2	<1	1	2	1	1	6		1	8	1	1	1	1	5	6		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 3.1.3 How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	19 n =	18 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
TOTAL sometimes/always	6	9	9	11	3	6	11	16	11	13	5	3	1	1	5	13	6	8	2	6	7	8	6	6	9	20 a	22	33
Always	2	4	3	5	2	3	1	8 a	5	5	3	2	1	1	1	2			2	5	3	5	2	3	3	10	14	15
Sometimes	4	4	6	6	2	3	10	8	7	8	3	1			4	11	6	8		1	4	4	4	3	7	10	8	17
Rarely	12	16	14	13	11	20	16	24	14	18	10	13	b	4	10	6	12	17	7	17	14	18	12	15	17	24	12	10
Never	78	72	74	73	83	72	62	51	74	67	82	82	86	94 a	84	79	76	73	90	68	76	72	80	78	64	46	66	56
Don't know	1	1	1	1	1	1	7	2		2	1	1					3	2		2	2	1	1	1	4	3		1
Not applicable - have not driven through this type of zone	2	2	2	2	2	1	5	7	<1		2	<1	1	1	1	1	3		1	8	2	1	1	<1	5	6		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.

Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

14.0 Consequences for speeding in school zones

14.1.1 Do you think that FINES for speeding within a school zone should be ...? (ST13)

56% of drivers/riders agree that fines for speeding within a school zone should be higher than fines for speeding offences on other sections of road. 40% agree that speeding fines should be the same, whether in a school zone or on other sections of road, while 4% agree that fines should be lower in school zones than on other sections of road. These results are consistent with the 2018 results (although in 2019 the most common response is for school zones to attract higher fines than other sections of road, whereas in 2018 the most common response was for school zone fines to be the same amount as for offences on other sections of road).

Key sub-group differences

Female drivers/riders are more likely than males to believe that fines that apply for school zones should be the same as fines that apply for other sections of road.

14.1.2 Do you think that DEMERIT POINTS for speeding within a school zone should be...? (ST14)

49% of drivers/riders agree the demerit point penalty should be higher when caught speeding in school zones than on other sections of road, while 48% of drivers/riders believe that demerit points for speeding within a school zone should be the same as demerit points for other sections of road. 3% believe it should be lower. These results are generally consistent with 2018 (although in 2019 respondents are equally likely to select higher (49%) or same (48%) demerit points for school zones, whereas in 2018, the same demerit points for school zones was the most common response).

Key sub-group differences

Female drivers/riders are more likely than males to believe that demerit points that apply for school zones should be the same as demerit points that apply for other sections of road, while males are more likely than females to believe that higher demerit points should be applied to school zones offences than to offences on other sections of road.

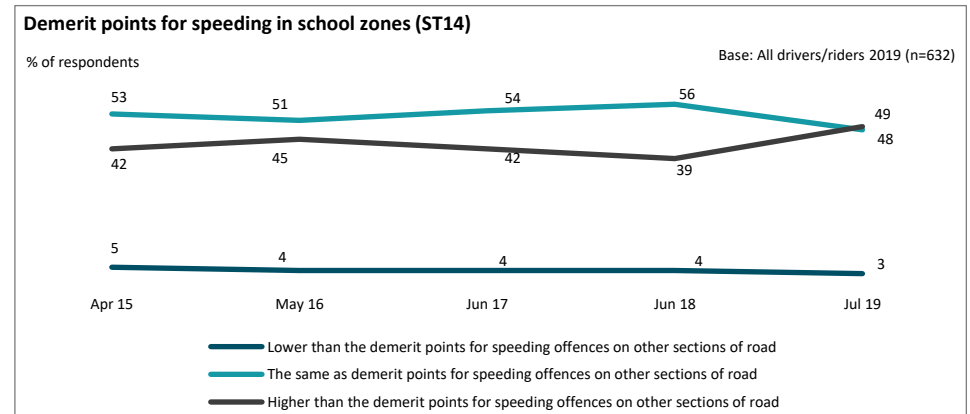
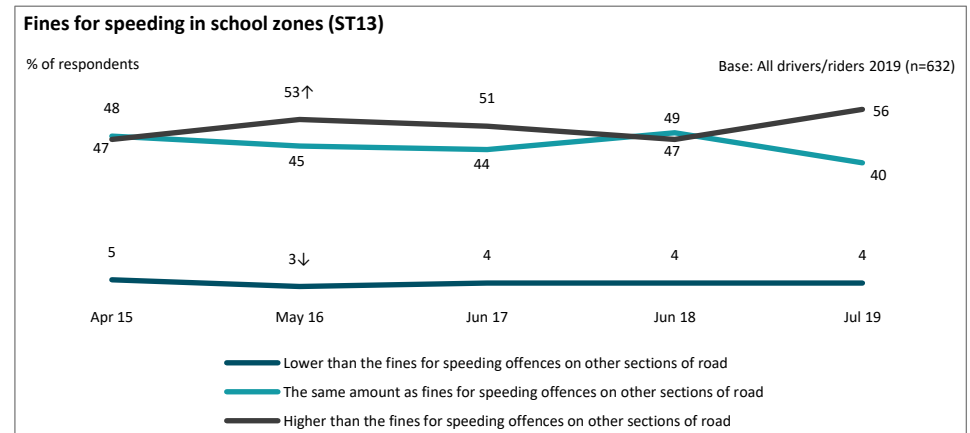


Table 4.1.1 Do you think that FINES for speeding within a school zone should be ...? (ST13)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Lower than the fines for speeding offences on other sections of road	4	4	5	4	2	4	9	5	3	6	4	3	1	2	2		5		1	7	4	5	3	3	11	8	6	5
The same amount as fines for speeding offences on other sections of road	40	49	36	50	44	49	44	55	39	39	42	53	37	38	42	50	28	46	35	41	42	51	40	49	39	52	24	47 a
Higher than the fines for speeding offences on other sections of road	56	47	59	46	54	47	47	40	58	55	54	44	62	60	56	50	67	54	64	51	54	45	57	48	50	40	70 b	48
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 4.1.2 Do you think that DEMERIT POINTS for speeding within a school zone should be...? (ST14)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Lower than the demerit points for speeding offences on other sections of road	3	4	4	3	2	5	6	4	2	7 a	4	3	1	1	2	3				6	4	5	2	4	7	5		8
The same as demerit points for speeding offences on other sections of road	48	56	43	55	54	58	51	65	50	48	47	59	47	45	54	57	41	56	45	57	49	56	48	55	51	63	33	45
Higher than the demerit points for speeding offences on other sections of road	49	39	53	42	45	37	43	31	49	45	49	39	52	54	46	42	56	44	55	38	47	39	49	41	42	32	67 b	47
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

15.0 Speed limits in school zones

15.1.1 What do you think is the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h? (ST15)

The majority of drivers/riders (71%) report that 40 km/hr is an appropriate speed limit within school zones with a default speed limit of 60km/hr. 15% regard 30 km/hr to be an appropriate speed, while 6% nominate 50 km/hr. Only 3% believe the normal speed limit, 60 km/hr, would be appropriate in a school zone.

Key sub-group differences

Those from the Southern region are more likely than average to report that 40 km/hr is an appropriate speed limit within school zones. Males or those from the South Eastern region are more likely than average to report that 50 km/hr is an appropriate speed limit within school zones.

15.1.2 Have you seen police enforcing the reduced speed limit in a school zone? (ST16)

Consistent with 2018 results, 59% of respondents report they have seen police enforcing reduced speed limits in a school zone. 35% of respondents have not seen police enforcing reduced speed limits in school zones, while 6% don't know.

Key sub-group differences

Male drivers/riders, those from the South Eastern region or those on an open licence are more likely than average to report they have seen police enforcing reduced speed limits in school zones.

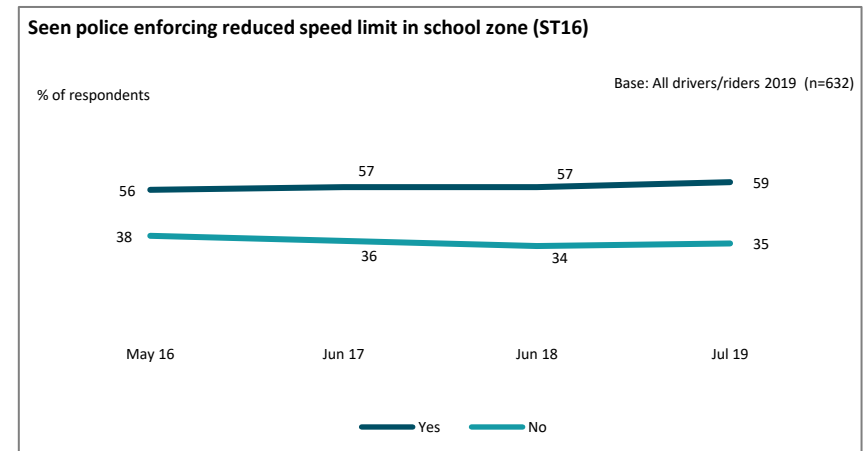
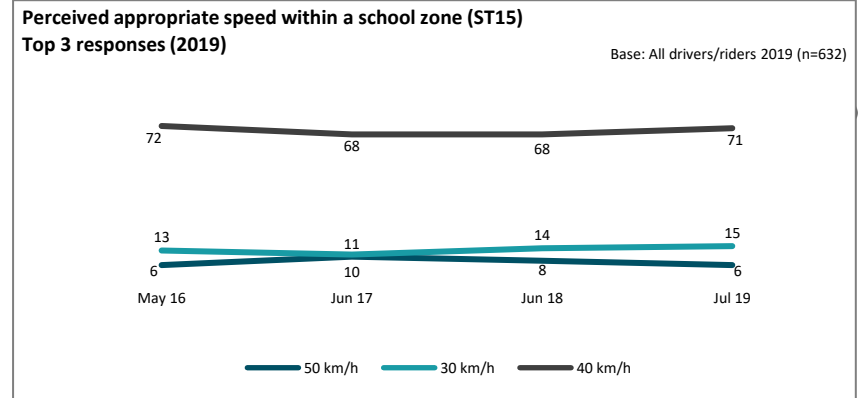


Table 5.1.1 What do you think is the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h? (ST15)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
20km/h	5	7	5	8	6	5	6	6	6	3	5	9	4	5	6	5	8	8	1	2	6	7	5	6	3	8	6	10
30km/h	15	14	16	14	14	14	17	16	13	12	13	14	17	12	22	32	10	20	13	9	14	11	14	13	22	17	18	12
40km/h	71	68	67	62	74	74	60	67	75	74	70	65	73	77	63	57	73	60	80	77	70	69	72	69	60	65	65	69
50km/h	6	8	8	11	4	4	11	7	5	7	7	8	3	4	6	5		10 a	2	1	7	9	6	8	10	8	10	5
60km/h (normal speed limit)	3	4	4	5	3	3	6	4	2	3	5	4	2	2	3	2	8	2	3	10	3	4	3	4	5	2	2	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

Table 5.1.2 Have you seen police enforcing the reduced speed limit in a school zone? (ST16)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =	19 n =	18 n =
Base: All drivers/riders	632	639	317	322	315	317	80	81	195	178	235	220	122	160	66	63	48	48	77	76	441	452	567	572	55	58	50	63
<i>% of respondents</i>																												
Yes	59	57	65	57	53	57	50	64	60	54	61	57	59	57	54	48	56	48	49	76 a	61	57	60	57	47	60	68	57
No	35	34	32	35	39	34	34	22	36	37	33	38	39	40	36	40	42	39	46 b	21	33	35	35	36	35	25	26	32
Don't know	6	8	4	8 a	8	9	16	14	5	9	6	6	2	4	10	12	2	13	6	3	6	8	5	7	18	15	6	11
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B indicates a significant difference between 2018 and 2019. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.



Appendices

Appendix A – Questionnaire

PANEL MODE QUESTIONNAIRE

AA	Do you or any of your close friends or family work in any of the following industries? (SELECT ANY ANSWERS THAT APPLY)	
	1. Advertising	<input type="checkbox"/>
	2. Marketing	<input type="checkbox"/>
	3. Market Research	<input type="checkbox"/>
	4. None of the above	<input type="checkbox"/>

IF YES TO ANY, TERMINATE

BB	Have you done any transport or road safety online or telephone surveys in the last six months? (SELECT ONE ANSWER ONLY)	
	a) Yes	<input type="checkbox"/>
	b) No	<input type="checkbox"/>

IF YES, TERMINATE

CC	To which of the following age categories do you belong? (SELECT ONE ANSWER ONLY)	
	1. under 16 years	TERMINATE
	2. 16 to 17 years	<input type="checkbox"/>
	3. 18 to 24 years	<input type="checkbox"/>
	4. 25 to 29 years	<input type="checkbox"/>
	5. 30 to 34 years	<input type="checkbox"/>
	6. 35 to 39 years	<input type="checkbox"/>
	7. 40 to 44 years	<input type="checkbox"/>
	8. 45 to 49 years	<input type="checkbox"/>
	9. 50 to 54 years	<input type="checkbox"/>
	10. 55 to 59 years	<input type="checkbox"/>
	11. 60 years or over	<input type="checkbox"/>

CHECK QUOTAS

DD	Are you: (SELECT ONE ANSWER ONLY)	
	1. male	<input type="checkbox"/>
	2. female	<input type="checkbox"/>

Demo 5	What is your postcode? (DIRECT TYPE IN)
	What is the name of your suburb or town? (Type in answer below)

CHECK QUOTAS

EE How many hours per week do you use each of the following modes of transport? (SELECT ONE ANSWER ONLY FOR EACH MODE OF TRANSPORT)					
	Not at all Code 1	Less than 1 hour per week (average= 8 mins or less/day) Code 2	Between 1 and 4 hours/wk (average=9 to 34 mins/day) Code 3	More than 4 hours/wk but less than 8 hours/wk (average=35 to 68 mins/day) Code 4	More than 8 hours/wk (average= greater than 68mins/ day) Code 5
1. Drive a car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Ride a motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Ride a moped/scooter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Ride a bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

QUOTA CONTROL QUESTION n=600 of people 16 years or older who hold or have ever held a drivers licence. IF codes 2-5 at EEa), or, c) display:

FFa	What type of motor vehicle licence do you currently hold? (SELECT ONE ANSWER ONLY)
1. Learner	<input type="checkbox"/>
2. Provisional - P1	<input type="checkbox"/>
3. Provisional - P2	<input type="checkbox"/>
4. Probationary	<input type="checkbox"/>
5. Open	<input type="checkbox"/>
6. None	<input type="checkbox"/>

If codes 2 – 5 at EEb display:

FFb	What type of motorcycle licence do you currently hold? (SELECT ONE ANSWER ONLY)
1. Learner	<input type="checkbox"/>
2. RE	<input type="checkbox"/>
3. R	<input type="checkbox"/>
4. None	<input type="checkbox"/>

QUESTIONNAIRE CONTAINS THE FOLLOWING TOPICS:

- **SPEED**
- **SPEED RELATED QUESTIONS IN 'ROAD USER BEHAVIOUR' SECTION**
- **SPEED RELATED QUESTIONS IN 'SCHOOL TRANSPORT SAFETY' SECTION**
- **SPEED RELATED QUESTIONS IN 'ROAD WORKS ISSUES' SECTION**

ROAD USER BEHAVIOUR (R)

DISPLAY TO ALL

R1	How risky do you rate the following behaviours? (SELECT ONE ANSWER FOR EACH STATEMENT)				
		1	2	3	4
		Not at all risky	Little risky	Very risky	Don't know
	a) Travelling UP TO 10 km/hr over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) Travelling MORE THAN 10 km/hr over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

School Transport Safety (ST)

DISPLAY TO ALL

ST11 To what extent do you agree or disagree with the following statements?
(SELECT ONE ANSWER FOR EACH STATEMENT)

	1	2	3	4
	Agree Strongly	Agree Slightly	Disagree Slightly	Disagree Strongly
1. Flashing school zone signs help me determine when lower speed limits apply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. In my opinion, other road users are more compliant with reduced speed limits in school zones with flashing lights compared to those with standard (non-flashing) signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

ST12 (SELECT ONE ANSWER FOR EACH STATEMENT)

	1 Never	2 Rarely	3 Some- times	4 Always	5 Don't know	6 Not applicable – have not driven through this type of zone
How often do you perform the following behaviours while driving?						
1. I slow down when I see flashing school zone signs in operation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. I slow down when I see standard (non-flashing) school zone signs during school zone times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. I slow down during school zone times where children are present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

ST3b Remembering that your answers are confidential, how often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times?
(SELECT ONE ANSWER ONLY)

1. Never	<input type="checkbox"/>
2. Rarely	<input type="checkbox"/>
3. Sometimes	<input type="checkbox"/>
4. Always	<input type="checkbox"/>
5. Don't know	<input type="checkbox"/>
1. Not applicable – have not driven through this type of zone	<input type="checkbox"/>

DISPLAY TO ALL

ST3a	Remembering that your answers are confidential, how often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (SELECT ONE ANSWER ONLY)	
	2. Never	<input type="checkbox"/>
	3. Rarely	<input type="checkbox"/>
	4. Sometimes	<input type="checkbox"/>
	5. Always	<input type="checkbox"/>
	6. Don't know	<input type="checkbox"/>
	7. Not applicable – have not driven through this type of zone	<input type="checkbox"/>

DISPLAY TO ALL

ST3c	Remembering that your answers are confidential, how often do you travel over the speed limit in a school zone with children present during school zone times? (SELECT ONE ANSWER ONLY)	
	1. Never	<input type="checkbox"/>
	2. Rarely	<input type="checkbox"/>
	3. Sometimes	<input type="checkbox"/>
	4. Always	<input type="checkbox"/>
	5. Don't know	<input type="checkbox"/>
	6. Not applicable – have not driven through this type of zone	<input type="checkbox"/>

DISPLAY TO ALL

ST13	Do you think that FINES for speeding within a school zone should be (SELECT ONE ANSWER ONLY)	
	1. The same amount as fines for speeding offences on other sections of road	<input type="checkbox"/>
	2. Higher than the fines for speeding offences on other sections of road	<input type="checkbox"/>
	3. Lower than the fines for speeding offences on other sections of road	<input type="checkbox"/>

DISPLAY TO ALL

ST14	Do you think that DEMERIT POINTS for speeding within a school zone should be (SELECT ONE ANSWER ONLY)	
	1. The same as demerit points for speeding offences on other sections of road	<input type="checkbox"/>
	2. Higher than the demerit points for speeding offences on other sections of road	<input type="checkbox"/>
	3. Lower than the demerit points for speeding offences on other sections of road	<input type="checkbox"/>

DISPLAY TO ALL

ST15	What do you think is the appropriate speed limit within a school zone on a road with a default speed limit of 60km/h? (SELECT ONE ANSWER ONLY)
1.	20km/h <input type="checkbox"/>
2.	30km/h <input type="checkbox"/>
3.	40km/h <input type="checkbox"/>
4.	50km/h <input type="checkbox"/>
5.	60km/h (normal speed limit) <input type="checkbox"/>

DISPLAY TO ALL

ST16	Have you seen police enforcing the reduced speed limit in a school zone? (SELECT ONE ANSWER ONLY)
1.	Yes <input type="checkbox"/>
2.	No <input type="checkbox"/>
3.	Don't know <input type="checkbox"/>

GO TO NEXT SECTION

SPEEDING ISSUES (S)

DISPLAY TO ALL

S2	Do you think that speeding is..... (SELECT ONE ANSWER ONLY)	
	1. Any speed over the speed limit	<input type="checkbox"/>
	2. Up to 5 km/hr over the speed limit	<input type="checkbox"/>
	3. From 6-10 km/hr over the speed limit	<input type="checkbox"/>
	4. From 11-15 km/hr over the speed limit	<input type="checkbox"/>
	5. From 16-20 km/hr over the speed limit	<input type="checkbox"/>
	6. More than 20 km/hr over the speed limit	<input type="checkbox"/>
	7. Depends on the speed limit	<input type="checkbox"/>
	8. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S1	Below are some statements about speed limits and speeding issues. How strongly do you agree or disagree with each statement? (SELECT ONE ANSWER FOR EACH STATEMENT)	1	2	3	4	5
		Agree strongly	Agree slightly	Disagree slightly	Disagree strongly	Don't know
	COMPUTER TO ROTATE PRESENTATION OF STATEMENTS					
	1. Speed cameras help reduce the road toll	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2. I am confident I know where I can expect to see speed cameras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3. I think speeding is a major contributor to crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	4. I only avoid speeding where I've seen or heard of speed cameras operating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	5. No matter what I always drive/ride under or at the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	6. It's time that speeding was considered socially unacceptable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	7. Speed cameras are there to raise revenue for the government	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	8. I think that I am likely to be caught by police if I speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	9. I am responsible for the speed I drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	10. There can be serious consequences for others when people speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

S3	How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (SELECT ONE ANSWER ONLY)	
1.	No speed over the speed limit	<input type="checkbox"/>
2.	Up to 5 km/hr over the speed limit	<input type="checkbox"/>
3.	Up to 10 km/hr over the speed limit	<input type="checkbox"/>
4.	Up to 15 km/hr over the speed limit	<input type="checkbox"/>
5.	Up to 20 km/hr over the speed limit	<input type="checkbox"/>
6.	More than 20 km/hr over the speed limit	<input type="checkbox"/>
7.	Depends on the speed limit	<input type="checkbox"/>
8.	Other / Type in.....	<input type="checkbox"/>
9.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S4	Thinking about 60 km/hr speed zones in urban areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (SELECT ONE ANSWER ONLY)	
1.	Up to 60 km/hr	<input type="checkbox"/>
2.	Up to 65 km/hr	<input type="checkbox"/>
3.	Up to 70 km/hr	<input type="checkbox"/>
4.	Up to 75 km/hr	<input type="checkbox"/>
5.	Up to 80 km/hr	<input type="checkbox"/>
6.	More than 80 km/hr	<input type="checkbox"/>
7.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S4b	Thinking about 60 km/hr speed zones in rural areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (SELECT ONE ANSWER ONLY)	
1.	Up to 60 km/hr	<input type="checkbox"/>
2.	Up to 65 km/hr	<input type="checkbox"/>
3.	Up to 70 km/hr	<input type="checkbox"/>
4.	Up to 75 km/hr	<input type="checkbox"/>
5.	Up to 80 km/hr	<input type="checkbox"/>
6.	More than 80 km/hr	<input type="checkbox"/>
7.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S5 Thinking about **100 km/hr** speed zones, how fast do you think **people** are generally allowed to **drive/ride** without being booked for speeding?
(SELECT ONE ANSWER ONLY)

- 1. Up to 100 km/h
- 2. Up to 105 km/h
- 3. Up to 110 km/h
- 4. Up to 115 km/h
- 5. Up to 120 km/h
- 6. More than 120 km/h
- 7. Don't know

DISPLAY TO ALL

S6 Do you think that speeding is as dangerous as drink driving?
(SELECT ONE ANSWER ONLY)

- 1. Yes
- 2. No
- 3. Not sure

DISPLAY TO ALL

S13 How often do you drive/ride over the speed limit, even by only a few kilometres?
(SELECT ONE ANSWER ONLY)

- 1. Always
- 2. Most occasions (90% of the time)
- 3. Sometimes (about half the time)
- 4. Just occasionally (less than 10% of the time)
- 5. Never

DISPLAY ONLY IF S13 = 1-4

S14	In what situations would you be likely to exceed the speed limit? (SELECT ANY ANSWERS THAT APPLY)	
	a) Dry/fine road conditions in daylight hours	<input type="checkbox"/>
	b) The roads are wet	<input type="checkbox"/>
	c) At night	<input type="checkbox"/>
	d) I need to overtake	<input type="checkbox"/>
	e) I am driving/riding down a hill	<input type="checkbox"/>
	f) I'm in a hurry to get to my destination/running late for something	<input type="checkbox"/>
	g) To keep up with traffic	<input type="checkbox"/>
	h) I feel like a thrill	<input type="checkbox"/>
	i) I need to "blow off steam"	<input type="checkbox"/>
	j) I know the road very well	<input type="checkbox"/>
	k) I have passengers	<input type="checkbox"/>
	l) I am alone	<input type="checkbox"/>
	m) I am driving a powerful vehicle	<input type="checkbox"/>
	n) There are no other vehicles on the road/the road is quiet	<input type="checkbox"/>
	o) I think I am very unlikely to get caught	<input type="checkbox"/>
	p) I am on a winding road	<input type="checkbox"/>
	q) I am on a straight road	<input type="checkbox"/>
	r) I don't like to travel behind other vehicles	<input type="checkbox"/>
	s) I want to impress others	<input type="checkbox"/>
	t) I want to get through an amber traffic light	<input type="checkbox"/>
	u) I am on a rural road	<input type="checkbox"/>
	v) I am confident I am not putting anyone in danger	<input type="checkbox"/>
	w) To avoid a crash	<input type="checkbox"/>
	x) I am on a multi-lane road	<input type="checkbox"/>
	y) Other / type in.....	<input type="checkbox"/>
	z) Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S32	Which types of speed enforcement are in use in Queensland? (SELECT ANY ANSWERS THAT APPLY)	
	1. Police officer using a hand held laser device	<input type="checkbox"/>
	2. Hand held laser device mounted on a tripod	<input type="checkbox"/>
	3. Unattended speed camera fixed to a trailer	<input type="checkbox"/>
	4. Moving mode radar (radar device attached to a police vehicle)	<input type="checkbox"/>
	5. Mobile speed camera – unmarked	<input type="checkbox"/>
	6. Mobile speed camera – marked	<input type="checkbox"/>
	7. Speed camera attached to guardrail or other fixed road infrastructure	<input type="checkbox"/>
	8. Fixed speed camera	<input type="checkbox"/>
	9. Red light/speed camera	<input type="checkbox"/>
	10. Point-to-point speed camera	<input type="checkbox"/>
	11. Other hidden speed cameras	<input type="checkbox"/>
	12. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S33	How strongly do you support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)? (SELECT ONE ANSWER ONLY)	
	1. Strongly support	<input type="checkbox"/>
	2. Slightly support	<input type="checkbox"/>
	3. Slightly oppose	<input type="checkbox"/>
	4. Strongly oppose	<input type="checkbox"/>
	5. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S7c	Do you think driving/riding 5 kilometres per hour over the speed limit increases your risk of having a crash? (SELECT ONE ANSWER ONLY)	
	1. Yes	<input type="checkbox"/>
	2. No	<input type="checkbox"/>
	3. Not sure	<input type="checkbox"/>

DISPLAY TO ALL

S7d	Do you think driving/riding 10 kilometres per hour over the speed limit increases your risk of having a crash? (SELECT ONE ANSWER ONLY)	
	1. Yes	<input type="checkbox"/>
	2. No	<input type="checkbox"/>
	3. Not sure	<input type="checkbox"/>

DISPLAY TO ALL

S8bc	How do you think locations for speed cameras are selected? (SELECT ANY ANSWERS THAT APPLY)	
	1. Locations where the most tickets are issued	<input type="checkbox"/>
	2. On roads where motorists are always speeding	<input type="checkbox"/>
	3. Areas that have a history of crashes	<input type="checkbox"/>
	4. Convenient location for police	<input type="checkbox"/>
	5. On roads where there are a lot of hills	<input type="checkbox"/>
	6. Where the public complain about speeding drivers	<input type="checkbox"/>
	7. Areas subject to road works	<input type="checkbox"/>
	8. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S12 Below are some statements about speed limits and speeding issues. How strongly do you agree or disagree with each statement? (SELECT ONE ANSWER FOR EACH STATEMENT)

IF A STATEMENT IS NOT APPLICABLE TO YOU, SELECT 'NOT APPLICABLE' AS YOUR ANSWER

	1	2	3	4	5	6
	Agree	Agree	Disagree	Disagree	Don't	Not
	strongly	slightly	slightly	strongly	know	applicable
						to me

COMPUTER TO ROTATE PRESENTATION OF STATEMENTS

- | | | | | | | |
|---|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| a) The possibility of getting demerit points is an important factor in my decision about whether to speed or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) The possibility of getting a fine is an important factor in my decision about whether to speed or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Penalties for speeding are genuinely intended to deter people from speeding | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Speeding can be safe in some circumstances | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) The safety of my passengers is an important factor in my decision about whether to exceed the speed limit or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) The safety of other road users is an important factor in my decision about whether to exceed the speed limit or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) My own safety is an important factor in my decision about whether to exceed the speed limit or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h) The possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i) The benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j) The capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

DISPLAY TO ALL

S7a 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 to Queensland roads? (SELECT ONE ANSWER ONLY)

- | | |
|--------|--------------------------|
| 1. Yes | <input type="checkbox"/> |
| 2. No | <input type="checkbox"/> |

3. Not sure

DISPLAY TO ALL

S7b Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras?
(SELECT ONE ANSWER ONLY)

1. Yes

2. No

3. Not sure

DISPLAY TO ALL

S11 Red light/speed cameras are used at intersections to detect red light running and also speeding on any light phase. Red light/speed cameras can operate automatically 24 hours a day, 7 days a week. How strongly do you support or oppose the use of these cameras in Queensland?
(SELECT ONE ANSWER ONLY)

1. Strongly support

2. Slightly support

3. Slightly oppose

4. Strongly oppose

5. Don't know

DISPLAY TO ALL

S18 Point-to-point (or average) speed camera systems that use a number of cameras over a length of road to measure a vehicle's average speed are used in Queensland. The system uses the time it takes for a vehicle to travel between the two points to calculate the average speed of the vehicle. How strongly do you support or oppose the use of these cameras in Queensland? (SELECT ONE ANSWER ONLY)

1. Strongly support

2. Slightly support

3. Slightly oppose

4. Strongly oppose

5. Don't know

DISPLAY TO ALL

S17	UNMARKED mobile speed camera vehicles are used in Queensland. How strongly do you support or oppose speed camera vehicles in Queensland being UNMARKED? (SELECT ONE ANSWER ONLY)
1.	Strongly support <input type="checkbox"/>
2.	Slightly support <input type="checkbox"/>
3.	Slightly oppose <input type="checkbox"/>
4.	Strongly oppose <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>

DISPLAY TO ALL

S19	A fixed speed camera is a speed camera that is located permanently at the one location along a road. A fixed speed camera can operate automatically 24 hours a day, 7 days a week. How strongly do you support or oppose the use of fixed speed cameras in Queensland? (SELECT ONE ANSWER ONLY)
1.	Strongly support <input type="checkbox"/>
2.	Slightly support <input type="checkbox"/>
3.	Slightly oppose <input type="checkbox"/>
4.	Strongly oppose <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>

DISPLAY TO ALL

S20	MARKED highly visible mobile speed cameras are used in Queensland. How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (SELECT ONE ANSWER ONLY)
1.	Strongly support <input type="checkbox"/>
2.	Slightly support <input type="checkbox"/>
3.	Slightly oppose <input type="checkbox"/>
4.	Strongly oppose <input type="checkbox"/>
5.	Don't know <input type="checkbox"/>

DISPLAY TO ALL

S25	Remembering that your answers are confidential, in the last six months when driving/riding in Queensland, how many times have you been caught for speeding? (SELECT ONE ANSWER ONLY)
1.	Never <input type="checkbox"/>
2.	Once <input type="checkbox"/>
3.	Twice <input type="checkbox"/>
4.	Three <input type="checkbox"/>
5.	Four <input type="checkbox"/>
6.	Five <input type="checkbox"/>
7.	Six or more <input type="checkbox"/>

DISPLAY IF CODES 2-7 IN QUESTION S25

S27	For the most recent speeding offence, how was your speeding detected? (SELECT ONE ANSWER ONLY)	
	1. Police officer using a hand held laser device	<input type="checkbox"/>
	2. Moving mode radar (radar device attached to a police vehicle)	<input type="checkbox"/>
	3. Mobile speed camera – unmarked	<input type="checkbox"/>
	4. Mobile speed camera – marked	<input type="checkbox"/>
	5. Fixed speed camera	<input type="checkbox"/>
	6. Red light/speed camera	<input type="checkbox"/>
	7. Point-to-point speed camera	<input type="checkbox"/>
	8. Don't know	<input type="checkbox"/>

DISPLAY IF CODES 2-7 IN QUESTION S25

S28	For the most recent speeding offence, were you aware that you were speeding when you were caught? (SELECT ONE ANSWER ONLY)	
	1. Yes	<input type="checkbox"/>
	2. No	<input type="checkbox"/>
	3. Don't remember/unsure	<input type="checkbox"/>

DISPLAY TO ALL

S10	Do you know anyone who has been caught speeding in the last 6 months? (SELECT ONE ANSWER ONLY)	
	1. Yes	<input type="checkbox"/>
	2. No	<input type="checkbox"/>

DISPLAY IF CODE 1 IN QUESTION S10

S36	How was their speeding detected? (SELECT ANY ANSWERS THAT APPLY)	
	1. Police officer using a hand held laser device	<input type="checkbox"/>
	2. Moving mode radar (radar device attached to a police vehicle)	<input type="checkbox"/>
	3. Mobile speed camera – unmarked	<input type="checkbox"/>
	4. Mobile speed camera – marked	<input type="checkbox"/>
	5. Fixed speed camera	<input type="checkbox"/>
	6. Red light/speed camera	<input type="checkbox"/>
	7. Point-to-point speed camera	<input type="checkbox"/>
	8. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S37	There is in-vehicle technology available to advise drivers of what speed zone they are travelling in while they are driving. How likely would you be to use a service like this if it were available in Queensland? (SELECT ONE ANSWER ONLY)	
	1. Very likely	<input type="checkbox"/>
	2. Quite likely	<input type="checkbox"/>
	3. Quite unlikely	<input type="checkbox"/>
	4. Very unlikely	<input type="checkbox"/>
	5. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S38 Do you currently use in-vehicle speed advisory technology?
(SELECT ONE ANSWER ONLY)

- 1. Yes
- 2. No

DISPLAY TO ALL

S39 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?

(SELECT ONE ANSWER ONLY)

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

ROAD WORKS ISSUES (RW)

DISPLAY TO ALL

RW1 (SELECT ONE ANSWER FOR EACH STATEMENT)

How often do you exceed the reduced roadworks speed limit?	1 Never	2 Just occasionally (less than 10% of the time)	3 Sometimes (about half the time)	4 Most occasions (90% of the time)	5 Always	6 Don't know
a. When road workers are present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. In short roadworks sites (less than 1km stretch of road)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. When there are no road workers present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. At roadworks sites you are familiar with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. When other drivers/riders are exceeding the reduced speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. In long roadworks sites (more than 1km stretch of road)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. At roadworks sites you are not familiar with	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. When other drivers/riders are complying with the reduced speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

RW2 (SELECT ONE ANSWER FOR EACH STATEMENT)

To what extent do you agree or disagree with the following statements?	1 Agree strongly	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know
a. Reduced speed limits at roadworks are not enforceable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Reduced speed limits at roadworks only apply when road workers are present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. If you speed at a roadworks site, you are likely to be caught by police	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Sometimes it is difficult to determine the speed limit throughout a roadworks site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. I drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. The speeds of other vehicles on the road influences my speed choice at roadworks sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY IF ANSWER 2-5 FOR ANY ITEM AT RW1

RW3 What would encourage you to slow down at roadworks sites? (SELECT ANY ANSWERS THAT APPLY)	
1. More enforcement that would increase the chances of being caught speeding	<input type="checkbox"/>
2. Reduced speed limits that are understandable based on the prevailing road conditions	<input type="checkbox"/>
3. Reduced speed limits are explained (e.g. signage)	<input type="checkbox"/>
4. Changes in the road (e.g. lanes closed, traffic diversions)	<input type="checkbox"/>
5. More signage throughout the roadworks site to remind drivers/riders of the speed limit	<input type="checkbox"/>
6. Other drivers/riders complying with the speed limit	<input type="checkbox"/>
7. Presence of road workers	<input type="checkbox"/>
8. More distinctive signage e.g. variable speed limit signs, flashing speed limit signs	<input type="checkbox"/>
9. Other / type in	

DEMOGRAPHICS - DISPLAY TO ALL

And finally just a couple of questions about you which are for statistical purposes only.

Demo 1 What is your occupation?

1. Predominantly manual labour job without formal qualifications or with a basic licence
(e.g. general labourer, fruit picker, manufacturing or factory workers, truck/fork-lift driver, machine operator)

2. "On-site" or "hands-on" job, but with a more formal qualification
(TAFE, completed apprenticeship, certificate etc) (e.g. qualified tradespeople such as electricians/plumbers/carpenters/sign-writers, mechanics etc) as well as some smallgoods or services industries (e.g. Butcher, baker, hairdresser, florist etc). Also includes defence force members (non-officer level)

3. Office, or non-manual job, not necessarily requiring qualifications
(e.g. hospitality, retail, administration, sales representative, office clerk etc)

4. A professional job, requiring a completed formal degree
(e.g. accountant, lawyer, engineer, scientist, architect, marketing/advertising, most managers/seniors etc), plus teachers and most health professionals (nurses, physiotherapists, dentists, naturopaths etc)

5. Other (please specify)
.....

Demo 2 What is the highest level of education that you have completed?
(SELECT ONE ANSWER ONLY)

- 1. Below Year 10
- 2. Year 10
- 3. Year 11
- 4. Year 12
- 5. Certificate or Diploma
- 6. Undergraduate University degree
- 7. Postgraduate University degree

As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants to provide feedback to the Department of Transport and Main Roads on the servicing needs of the Queensland public. Once

information processing has been completed, please be assured that your name and contact details will be removed from your responses to this survey. After that time we will no longer be able to identify the responses provided by you. However for the period that your name and contact details remain with your survey responses, which will be approximately one month, you will be able to contact us to request that we delete some or all of your information.

Appendix B

Subgroup differences

Key trends – Speed

Younger drivers/riders (< 25 years)

More likely than average to:

- report that they speed on most occasions (90% of the time)
- report speeding when they are:
 - alone
 - on a rural road
 - driving/riding at night
- agree that are confident they know where to expect to see speed cameras
- believe that speed cameras are placed in locations where the most tickets are issued
- have been caught for speeding at least once in the last six months
- know someone who has been caught speeding in the last six months.

Less likely than average to:

- agree they are responsible for the speed they drive
- agree there can be serious consequences for others when people speed
- believe that speeding is a major contributor to crashes
- think they are likely to be caught by police if they speed
- believe that any speed over the speed limit is speeding
- to think they will be booked for driving/riding any speed over the limit
- be aware of the use of hand held laser devices, red light/speed cameras, fixed speed cameras, unmarked mobile speed cameras, moving mode radars, or point-to-point speed cameras in Queensland
- support reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)
- be unaware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads
- agree that considerations for their safety or the safety of their passengers is an important factor in their decision to speed

- agree that penalties for speeding are genuinely intended to deter people from speeding
- support the use of speed cameras, marked mobile speed cameras or red light cameras in Queensland
- agree that travelling MORE THAN 10km/h over the speed limit is risky behaviour.

Drivers/riders aged 25-39 years

More likely than average to:

- report that they speed about half of the time
- consider 6 km/hr to 10 km/hr over the speed limit to be speeding
- report they are more likely to exceed the speed limit when they:
 - are in a hurry or running late
 - feel like a thrill
 - are driving/riding a powerful vehicle
- believe that people can travel 5km/hr or 10km/hr over the speed limit without penalty in urban or rural areas
- incorrectly believe that 1-9 km/hr over the speed limit represents a first bracket offence
- think driving/riding 5 km/hr over the speed limit does not increase their risk of having a crash
- agree with the following statement about speeding:
 - the possibility of getting demerit points is an important factor in their decision to speed or not
 - speeding can be safe in some circumstances
 - the capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not
 - the benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not.
- agree that they are confident they know where to expect to see speed cameras
- have been caught speeding at least once in the last six months
- know someone who has been caught speeding in the last six months
- to report that they are likely to use in-vehicle technology (that advises the driver of what speed zone they are travelling in) if it were available in Queensland
- feel that travelling MORE THAN 10km/h over the speed limit is risky.

Less likely than average to:

- believe that any speed over the speed limit is speeding
- believe that moving mode radars are in use in Queensland
- be aware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

Drivers/riders aged 40-59 years

More likely than average to:

- be unsure about what constitutes a first bracket offence
- be unsure whether they support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)
- be unsure whether the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads
- be unsure whether driving/riding 5 km/hr over the speed limit increases the risk of having a crash
- not know anyone who has been caught speeding the last six months
- report that if they've been caught speeding recently it was detected by an unmarked mobile speed camera.

Less likely than average to:

- agree that they sometimes/mostly/always drive/ride over the speed limit, even if only by a few kilometres
- agree that speed cameras are placed
 - in areas that have a history of crashes
 - on roads where motorists are always speeding
 - where the public complain about speeding drivers
 - at locations where the most tickets are issued
- support the use of red light/speed cameras in Queensland
- know someone whose speeding was detected by a fixed speed camera or a moving mode radar
- consider travelling UP TO 10km/h over the speed limit to be risky.

Older drivers/riders (60+ years)

More likely than average to:

- report they never drive/ride over the speed limit, even if only by a few kilometres
- believe that any speed over the speed limit is speeding
- believe that you can be booked for speeding at any speed over the speed limit

- report that if they were to speed, it would be to keep up with traffic or to avoid a crash
- believe they are responsible for the speed they drive
- think that there can be serious consequences for others when people speed
- think speeding is a major contributor to crashes
- agree that it is time that speeding is considered socially unacceptable
- agree that no matter what they always drive/ride under or at the speed limit
- think that driving/riding up to 1-6 km/hr over the speed limit is a first bracket offence
- be aware of the use of the following types of speed enforcement in Queensland:
 - police officer using a hand held laser device
 - red light/speed camera
 - fixed speed camera
 - unmarked mobile speed camera
 - moving mode radar
 - point-to-point speed camera
 - other hidden speed cameras
- support reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)
- be aware that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads
- think that driving/riding 5 km/hr over the speed limit increases the risk of having a crash
- agree that their own safety is an important factor in deciding whether to exceed the speed limit or not
- agree that penalties for speeding are genuinely intended to deter people from speeding
- agree that speed cameras help reduce the road toll
- agree that speed cameras are placed:
 - in areas that have a history of crashes
 - on roads where motorists are always speeding
 - where the public complain about speeding drivers
 - in areas subject to road works
- support the use of fixed cameras in Queensland
- support the use of unmarked speed camera vehicles in Queensland
- support the use of marked mobile speed cameras in Queensland
- support the use of red light/speed cameras in Queensland

- support the use of point-to-point speed cameras in Queensland
- report that in the last six months they have never been caught speeding
- agree that speeding at any speed over the limit is risky.

Less likely than average to:

- know someone who has been caught speeding in the last six months
- feel confident that they know where to expect to see speed cameras
- only avoid speeding where they have seen or heard of speed cameras operating.

Male drivers/riders

Males are more likely than females to:

- think that people are generally allowed to drive/ride 5km/hr over the speed limit in urban or rural areas without being booked
- be aware of the use of the point-to-point speed cameras in Queensland
- oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)
- be aware that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads
- report that knowing that the government spends speed fine revenue on road safety does not make them more supportive of speed and red light cameras
- think that driving/riding 5km/hr or 10km/hr over the limit does not increase the risk of having a crash
- agree with the following statements about speeding:
 - speeding can be safe in some circumstances
 - the capability of my vehicle is an important factor in my decision to exceed the speed limit or not
 - the benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not
- feel they are confident they know where to expect to see speed cameras
- thinks that locations for speed cameras are selected for their convenience to police
- oppose the use of the following in Queensland:
 - fixed cameras

- speed camera vehicles
- marked mobile speed camera
- red light/speed cameras
- point-to-point speed camera.

Female drivers/riders

Females are more likely than males to:

- report they never drive/ride over the speed limit, even if only by a few kilometres
- agree that speeding is any speed over the limit
- report that if they were to exceed the speed limit it would be because they are in a hurry to get to their destination/are running late for something
- believe that speeding is a major contributor to crashes
- think that people are generally not allowed to drive/ride any amount over the speed limit without being booked
- feel that speeding is as dangerous as drink driving
- agree that penalties for speeding are genuinely intended to deter people from speeding
- agree that speed cameras help to reduce the road toll
- agree that travelling UP TO 10km/h over the speed limit is risky.

Northern region residents

More likely than average to:

- believe they are responsible for the speed they drive
- think speeding is a major contributor to crashes
- believe that any speed over the limit in an urban area is speeding
- think that people can be booked for speeding at any speed over the limit
- think that 1-12km/hr over the limit is a first bracket offence
- think that speeding is as dangerous as drink driving
- agree with the following statements about speeding:
 - penalties for speeding are genuinely intended to deter people from speeding
 - the possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not
- report that they have not been caught speeding in the last six months
- report that they do not know anyone who has been caught speeding in the last six months
- report that they would be unlikely to use in-vehicle technology if it were available in Queensland
- report that they do not currently use in-vehicle technology.

Less likely than average to:

- report that they exceed the speed limit sometimes (about half of the time)
- think that people can travel up to 110km/hr in 100km/hr zone without penalty
- be aware of the use of point-to-point speed cameras in Queensland
- agree that the benefits of speeding (e.g. thrill, enjoyment, getting to my destination faster) are important factors in their decision about whether to exceed the speed limit or not
- believe speed cameras are placed on roads where there are a lot of hills.

Central region residents

Less likely than average to:

- believe that unattended speed cameras fixed to trailers are in use in Queensland
- be aware that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

Southern region residents

More likely than average to:

- consider any speed over the speed limit to be speeding
- believe they are responsible for the speed they drive
- think that people can be booked for travelling any speed over the speed limit in rural or urban areas
- be aware of the use of the following types of speed enforcement in Queensland:
 - police officer using a hand held laser device
 - red light/speed camera
 - fixed speed camera
 - moving mode radar (radar device attached to a police vehicle)
- agree that speed cameras are placed:
 - in areas subject to road works
 - on roads where there are a lot of hills.

Less likely than average to:

- report that they would exceed the speed limit if they are in a hurry to get to destination/running late for something
- report that will exceed the speed limit because they don't like to travel behind other vehicles
- report that they are confident they know where to expect to see speed cameras.

South Eastern region residents

More likely than average to:

- report they are more likely to exceed the speed limit when they are:
 - are in a hurry or running late
 - feel like a thrill
 - the roads are wet
- agree that people are allowed to travel 5km/hr or more over the speed limit before they can be booked
- agree that people can travel 10km/hr over the speed limit and not be booked in rural areas
- agree that people can travel up to 110km/hr in a 100km/hr zone without being penalised
- agree that they are confident they know where to expect to see speed cameras
- agree that they only avoid speeding where they have seen or heard of speed cameras operating
- have been caught speeding at least once in the last six months
- know someone who has been caught speeding in the last six months
- report that the person they know who was caught speeding was detected by a point-to-point speed camera
- currently use in-vehicle speed advisory technology
- oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians).

Less likely than average to:

- report they are more likely to exceed the speed limit when they are:
 - confident they are not putting anyone in danger
 - on a rural road
- agree that people can be booked for any speed over the speed limit
- be aware of the use of the following in Queensland:
 - police officer using a hand held laser device
 - red light/speed camera
 - moving mode radar (radar device attached to a police vehicle).

Sub-open licence holders

More likely than average to:

- report they are more likely to exceed the speed limit when they are:
 - alone
 - on a rural road

– driving/riding at night on roads that are wet

- agree that travelling 10km/hr over the speed limit in rural or 100km/hr zones is allowed before you can be booked for speeding
- not be aware that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

Open licence holders

More likely than average to:

- agree that they occasionally (less than 10% of the time) drive/ride over the speed limit, even if only by a few kilometres
- agree there can be serious consequences for others when people speed
- report that they are more likely to exceed the speed limit when driving a powerful vehicle
- agree that in rural areas no speed above the speed limit is allowed
- be aware of the use of the following types of speed enforcement in Queensland:
 - police officer using a hand held laser device
 - red light/speed camera
 - fixed speed camera
 - unmarked mobile speed camera
 - marked mobile speed camera
 - moving mode radar (radar device attached to a police vehicle)
 - point-to-point speed camera
- support reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)
- feel that speeding is not as dangerous as drink driving
- think driving/riding 5 km/hr over the speed limit does not increase the risk of having a crash
- agree that their own safety is an important factor in their decision to exceed the speed limit or not
- think that speed cameras are placed in areas subject to road works
- oppose the use of point-to-point speed cameras in Queensland
- report that they do not know anyone who has been caught speeding in the last six months

- report that the person they know who was caught speeding was detected by a police officer using a hand held laser device.

Less likely than average to:

- Report that they are more likely to exceed the speed limit when:
 - alone
 - on a rural road
 - the roads are wet.

Key trends – Roadworks

Younger drivers/riders (< 25 years)

More likely than average to:

- exceed reduced roadworks speed limits at roadworks sites they are not familiar with.

Less likely than average to:

- feel that more distinctive signage would encourage them to slow down at roadworks sites
- agree that if you speed at a roadworks site, you are likely to be caught by police.

Drivers/riders aged 25-39 years

More likely than average to:

- exceed reduced roadworks speed limits
- agree that they would be encouraged to slow down at roadwork sites if there were more enforcement that would increase the chances of being caught speeding
- agree that the speeds of other vehicles on the road influences their speed choice at roadworks sites
- believe that reduced speed limits at roadworks only apply when road workers are present
- agree that they drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit
- think that speed limits at roadworks are not enforceable.

Less likely than average to:

- agree that more distinctive signage would encourage them to slow down at roadworks.

Drivers/riders aged 40-59 years

More likely than average to:

- agree that at roadworks they drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit.

Less likely than average to:

- agree that they exceed the reduced roadworks limits when:
 - other drivers/riders are exceeding the reduced speed limit
 - they are at roadworks sites they are familiar with
 - road workers are present
 - they are at roadworks sites they are not familiar with
 - other drivers/riders are complying with the reduced speed limit.

Older drivers/riders (60+ years)

More likely than average to:

- agree that they would be encouraged to slow down at roadwork sites if:
 - there were more signage throughout the roadworks site to remind drivers/riders of the speed limit
 - there were more distinctive signage (e.g. variable speed limit signs, flashing speed limit signs)
- agree that if you speed at a roadworks site, you are likely to be caught by police.

Less likely than average to:

- exceed the reduced speed limits at roadworks sites regardless of circumstances.

Male drivers/riders

Males are more likely than females to:

- report that they exceed the reduced roadworks speed limit in the following circumstances:
 - at roadworks sites they are familiar with
 - In long roadworks sites (more than 1km stretch of road)
 - at roadworks sites you are not familiar with
 - when other drivers/riders are complying with the reduced speed limit
- agree that the speeds of other vehicles on the road influences their speed choice at roadworks sites
- agree that they drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit.

Female drivers/riders

Females are more likely than males to:

- agree that they would be encouraged to slow down at roadworks sites if:
 - there were more signage throughout the roadworks site to remind drivers/riders of the speed limit
 - other drivers/riders were complying with the speed limit.

Northern region residents

More likely than average to:

- Feel that more distinctive signage throughout roadworks sites would encourage them to slow down.

Central region residents

More likely than average to:

- agree that more enforcement that would encourage them to slow down at roadworks
- agree that at roadworks they drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit.

Southern region residents

More likely than average to:

- agree that if you speed at a roadworks site, you are likely to be caught by police.

Less likely than average to:

- report that they exceed the reduced roadworks speed limit in the following circumstances:
 - at roadworks sites they are familiar with
 - when road workers are present
 - when other drivers/riders are complying with the reduced speed limit
- agree with the following statements about roadwork speed limits:
 - reduced speed limits at roadworks only apply when road workers are present
 - reduced speed limits at roadworks are not enforceable.

South Eastern region residents

More likely than average to:

- exceed reduced limits at roadworks when other drivers/riders are complying with the reduced speed limit
- agree that more enforcement would encourage them to slow down at roadworks
- agree with the following statements about roadwork speed limits:

- reduced speed limits at roadworks only apply when road workers are present
- reduced speed limits at roadworks are not enforceable.

Open licence holders

More likely than average to:

- agree that the following would encourage them to slow down at roadworks sites:
 - more signage throughout the roadworks site to remind drivers/riders of the speed limit
 - more distinctive signage (e.g. variable speed limit signs, flashing speed limit signs)
- agree that if you speed at a roadworks site, you are likely to be caught by police.

Key trends – School Transport Safety

Younger drivers/riders (< 25 years)

Less likely than average to:

- agree that they sometimes/always slow down when they see standard (non-flashing) school zone signs during school zone times
- report that they never travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times
- report that they never travel over the speed limit in a school zone with children present
- agree that 40km/hr is an appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h.

Drivers/riders aged 25-39 years

More likely than average to:

- agree that flashing school zone signs help determine when lower speed limits apply
- that they sometimes/always travel over the speed limit in school zones with flashing or standard school zone signs (during school zone times)
- that they sometimes/always travel over the speed limit in school zones when there are children present.

Older drivers/riders (60+ years)

More likely than average to:

- report that they always slow down when:
 - they see flashing school zone signs in operation

- they see standard (non-flashing) school zone signs during school zone times
- children are present during school zone times.

Less likely than average to:

- agree that lower fines or lesser demerit points should apply for speeding offences in school zones than speeding offences on other sections of road.

Male drivers/riders

Males are more likely than females to:

- agree that they always/sometimes travel over the speed limit during school zone when:
 - they see flashing school zone signs in operation
 - they see standard (non-flashing) school zone signs during school zone times
 - children are present during school zone times
- think that the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h is 50km/hr
- have seen police enforcing the reduced speed limit in a school zone.

Female drivers/riders

Females are more likely than males to:

- report that they slow down when children are present during school zone times
- agree that fines for speeding within a school zone should be the same amount as fines for speeding offences on other sections of road
- agree that demerit points for speeding within a school zone should be the same amount as demerit points for speeding offences on other sections of road.

Northern region residents

More likely than average to:

- agree that flashing school zone signs help them determine when lower speed limits apply
- agree that they always slow down when they see standard (non-flashing) school zone signs during school zone times.

Central region residents

More likely than average to:

- report that they always slow down when:
 - they see standard (non-flashing) school zone signs during school zone times
 - children are present during school zone times.

Southern region residents

More likely than average to:

- agree that flashing school zone signs help them determine when lower speed limits apply
- agree that they always slow down when they see flashing school zone signs in operation
- agree that they sometimes/always slow down when they see standard (non-flashing) school zone signs during school zone times
- agree that they never travel over the speed limit during school zone when:
 - they see flashing school zone signs in operation
 - they see standard (non-flashing) school zone signs during school zone times
 - children present during school zone times
- think that the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h is 40km/hr
- report that they have not seen police enforcing the reduced speed limit in a school zone.

South Eastern region residents

More likely than average to:

- agree that they sometimes/always travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times
- agree that demerit points for speeding within a school zone should be lower than the demerit points for speeding offences on other sections of road
- think that the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h is 50km/hr
- report that they have seen police enforcing the reduced speed limit in a school zone.

Less likely than average to:

- agree that they sometimes/always slow down when:
 - they see standard (non-flashing) school zone signs during school zone times
 - children present during school zone times
- agree that they never travel over the speed limit in a standard (non-flashing) or flashing school zone during school zone times
- agree that they never travel over the speed limit in a school zone with children present during school zone times.

Open licence holders

More likely than average to:

- agree that they always/sometimes slow down when they see standard (non-flashing) school zone signs during school zone times
- agree that they slow down during school zone times when children are present
- agree that they never travel over the speed limit in a school zone with children present during school zone times
- have seen police enforcing the reduced speed limit in a school zone.

Appendix C – Other responses

SPEED

Question S3 - How far over the speed limit are people generally allowed to drive/ride without being booked for speeding?	
Response given	Number of Responses
Police discretion	1
I believe the legislation allows 1km/hr less than 10%	1
Depends on the accuracy of the measuring device - currently I believe the laser device is 1 km/hr	1
Australian standards allow for 10% inaccuracies	1
8%	1
3km	3
2km	1

Question S14 - In what situations would you be likely to exceed the speed limit?	
Response given	Number of Responses
When I'm not paying enough attention	1
When idiot drivers are tailgating me	1
When another driver is sitting right behind me	1
Unaware that I've speed up slightly	1
To avoid potentially dangerous situations	1
To avoid other vehicles	1
No situation	1
No reason excuses speeding	1
If there is a driver going dangerously slow	1
If general traffic flow is slightly above limit sometimes do not realise and drive to the flow of traffic	1
I prefer to stop or slow if dangerous drivers are around	1
I don't realise my speed	1
Distracted by kids - might go over slightly	1
Distracted	1
By accident	1

ROADWORKS

Question RW3 - What would encourage you to slow down at roadworks sites?	
Response given	Number of Responses
When I can see workers present and work is being carried out	1
Reduced speed limits taken down when not needed	1
More diligence in the application of the speed limits. I have seen reduced speed limits on roads in better condition to those signed 100 km/hr	1
Increasing speed limits because most limits are too slow and unnecessary	1
Increase the limit	1
I don't speed	1
I do	1
Higher fines	1
Clear signage at the end of the roadworks to mark when normal speed limits apply	1
Already do	1
Adjustable speeds for when workers are not present	1
I don't need encouragement to slow down at roadworks, but maybe for others who don't slow down perhaps flashing lights	1

Appendix D – Fieldwork report

Dates of FW:

Wednesday 7th June to Wednesday 12th June 2019

No. of invitations issued:

Approx. 13,500 invitations for 1339 responses (632 completes, 37 incompletes, 370 screeners and 300 quota full)

Average survey length:

20.2 mins

Any unusual events or occurrences during fieldwork:

None

Appendix E – Sampling error chart

All sample surveys and polls, whether or not they use probability sampling, are subject to multiple sources of error which are most often not possible to quantify or estimate, including sampling error, coverage error, error associated with non-response, error associated with question wording and response options and post survey weighting and adjustments. Therefore MCR avoids the words “margin of error” as they are not able to be verified. All that can be calculated are different possible sampling errors with different probabilities of pure, unweighted, random samples with 100% response rates. These are only theoretical because no published surveys come close to this ideal. Respondents for this survey were randomly selected (using probability sampling) from the online panel respondent base. Because the sample is based on those who agreed to be invited to participate in the online panel, accurate estimates of theoretical sampling cannot be definitively calculated. At the absolute minimum, sampling error based on various cell sizes for this survey could fall within the following ranges:

(at the 95% confidence level)

Sample size	10%/90%	20%/80%	30%/70%	40%/60%	50%/50%
5	±27.0	±36.0	±41.0	±44.0	±45.0
10	±19.0	±25.0	±29.0	±31.0	±32.0
15	±15.0	±21.0	±24.0	±25.0	±26.0
20	±13.0	±18.0	±20.0	±22.0	±22.0
25	±12.0	±16.0	±18.0	±19.5	±20.0
30	±11.0	±15.0	±16.7	±17.9	±18.0
35	±10.0	13.5	±15.5	±16.6	±16.9
40	±9.0	±12.6	±14.5	±15.5	±15.8
50	±8.0	±11.3	±13.0	±13.9	±14.1
60	±7.7	±10.3	±11.8	±12.6	±12.9
70	±7.2	±9.6	±11.0	±11.7	±12.0
80	±6.7	±8.9	±10.2	±11.0	±11.1
90	±6.3	±8.4	±9.7	±10.3	±10.5
100	±6.0	±8.0	±9.2	±9.8	±10.0
150	±4.8	±6.5	±7.5	±8.0	±8.2
160	±4.7	±6.3	±7.2	±7.7	±7.9
170	±4.6	±6.1	±7.0	±7.5	±7.7
200	±4.2	±5.6	±6.5	±6.9	±7.0
220	±4.0	±5.4	±6.2	±6.6	±6.7
240	±3.9	±5.2	±5.7	±6.3	±6.5
250	±3.8	±5.1	±5.8	±6.2	±6.3
260	±3.7	±5.0	±5.7	±6.1	±6.2
280	±3.6	±4.8	±5.5	±5.9	±6.0
300	±3.5	±4.6	±5.3	±5.7	±5.8
320	±3.4	±4.5	±5.1	±5.5	±5.6
340	±3.3	±4.3	±5.0	±5.3	±5.4
350	±3.2	±4.3	±4.9	±5.2	±5.3
360	±3.2	±4.2	±4.8	±5.2	±5.3
380	±3.1	±4.1	±4.7	±5.0	±5.1
400	±3.0	±4.0	±4.6	±4.9	±5.0
420	±2.9	±3.9	±4.5	±4.8	±4.9
440	±2.9	±3.8	±4.4	±4.7	±4.8
450	±2.8	±3.8	±4.3	±4.6	±4.7
460	±2.8	±3.7	±4.3	±4.6	±4.7
480	±2.7	±3.7	±4.2	±4.5	±4.6
500	±2.7	±3.6	±4.1	±4.4	±4.5
550	±2.6	±3.4	±3.9	±4.1	±4.3
600	±2.4	±3.3	±3.7	±4.0	±4.1
650	±2.4	±3.1	±3.6	±3.8	±3.9
700	±2.3	±3.0	±3.5	±3.7	±3.8
750	±2.2	±2.9	±3.3	±3.6	±3.7
800	±2.1	±2.8	±3.2	±3.5	±3.5
850	±2.1	±2.7	±3.1	±3.4	±3.4
900	±2.0	±2.4	±3.1	±3.3	±3.3
950	±1.9	±2.6	±3.0	±3.2	±3.2
1000	±1.9	±2.5	±2.9	±3.1	±3.2