Prevalence and Determinants of Speeding in Queensland

Prepared by
Schottler Consulting Pty Ltd for
Transport and Main Roads

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Schottler Consulting Pty Ltd
Level 23, 127 Creek Street
Brisbane 4000 Australia
research@schottler.com.au

Contents

Executive summary

The current survey involved an online panel survey of N=901 licensed motorists in Queensland aged 16 years or older to examine the prevalence and determinants of speeding in Queensland. The purpose of the 2021 survey was to compare the results with a 2020 survey.

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

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

Table 1. Sample sizes and confidence intervals for the 2021 survey sample (N=901) (95% confidence interval at the 95% confidence level)

Sampling Regions	n	Confidence interval (+/-)
South-east	441	+/-4.7
Central	153	+/-7.9
Northern	153	+/-7.9
Southern	154	+/-7.9
Queensland (Total)	901	+/-3.3

Within the sample, 386 participants were were male and 515 were female (42.8% male vs 57.2% female), with a mean age of 46.6 years (Range 15-87 years, SD=17.4).

Use of TMR licensing data for sampling and data weighting

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

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

[1] Pennay D. W., Neiger D., Lavrakas P. J., Borg K. A. (2018), "The Online Panels Benchmarking Study: a Total Survey Error Comparison of Findings Form Probability-Based Surveys and Nonprobability Online Panel Surveys in Australia."

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

Significant differences

Throughout this report, tables are marked with letters to show results that are significantly different at p<.05. As the focus of the 2021 survey is to primarily compare results with 2020, unless otherwise indicated, all significant differences in this report compare 2021 with 2020 results.

If letters are different between 2021 and 2020 within each row, this shows that results are significantly different between the two years. If they are not significantly different, letters are the same. As an example, if letter 'a' is in a 2020 column and 'b' is in a 2021 column, this means that results of these two years are statistically different. Conversely, if the letters are the same (e.g., both are 'a'), results are not statistically different.

MAJOR FINDINGS IN 2021

1. What is the prevalence of speeding in Queensland?

To measure the overall prevalence of speeding in 2021, the speeding behaviour of motorists reporting driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour.

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

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

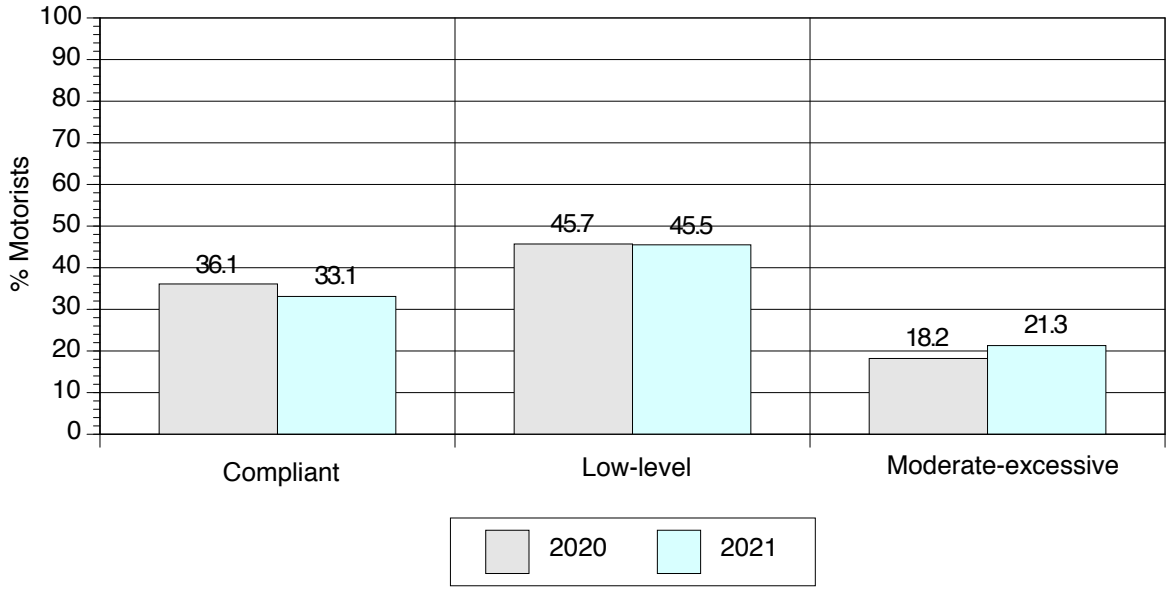
Table 2. How speeding behaviour was analysed to form three speeding segments in Queensland

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

In 2021, the largest segment was the 'Low-level' speed category (45.5%), followed by 'Compliant' (33.1%) and 'Moderate-excessive' (21.3%). No significant differences were identified between results in 2021 compared to 2020. This suggests that the prevalence of self-reported speeding behaviour in Queensland has not changed from 2020 to 2021 (Figure 1).

CSRM & SRC Methods Paper No. 02/2018. Available at http://csrm.cass.anu.edu.au/sites/default/files/docs/2018/12/CSRM_MP2_2018_ONLINE_PANELS.pdf

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



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

Key take away – The size of speeding segments has not changed significantly from 2020 to 2021.

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

In relation to speeding prevalence by gender in 2021, survey results showed that for:

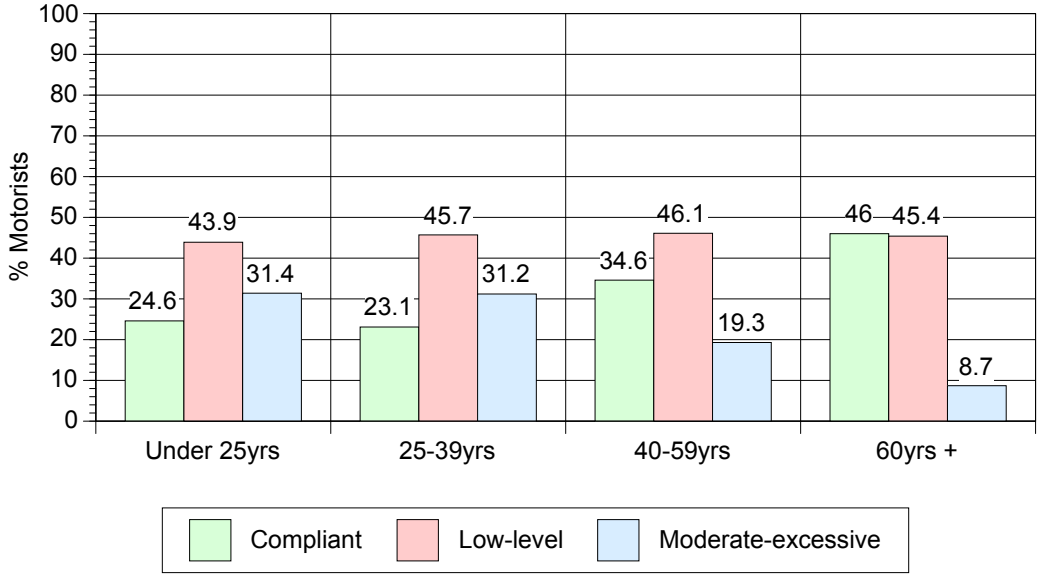
- Males - 29% were in the Compliant segment, 43.5% were in the Low-level segment and 27.5% were in the Moderate-excessive segment.
- Females - 37.5% were in the Compliant segment, 47.7% were in the Low-level segment and 14.8% were in the Moderate-excessive segment.

Percentages by gender in 2021 were not significantly different to 2020 results.

In relation to the prevalence of speeding by age in 2021 (Figure 2), results showed that for:

- Motorists under 25 years - 24.6% were in the Compliant segment, 43.9% were in the Low-level segment and 31.4% were in the Moderate-excessive segment.
- Motorists 25-39 years - 23.1% were in the Compliant segment, 45.7% were in the Low-level segment and 31.2% were in the Moderate-excessive segment.
- Motorists 40-59 years - 34.6% were in the Compliant segment, 46.1% were in the Low-level segment and 19.3% were in the Moderate-excessive segment.
- Motorists 60 years and older - 46% were in the Compliant segment, 45.4% were in the Low-level segment and 8.7% were in the Moderate-excessive segment.

Figure 2. Distribution of speed segments in Queensland by age in 2021 (n=867, May 2021)



Note that segments were developed based on the methodology described in Table 5. Weighted results.

A comparison of 2021 with 2020 findings by age showed only one significant difference. There was a significant decrease in the percentage of motorists aged 40-59 years in the Compliant speed segment (43.1% in 2020 v 34.6% in 2021).

In addition, a range of results for other demographics also increased from 2020 to 2021. Compared to 2020, there was a significantly higher percentage of motorists in 2021 reporting:

- driving a vehicle for paid work (35.7% in 2021 v 27.9% in 2020)
- driving a sports car/coupe (4.2% in 2021 v 2.0% in 2020)
- receiving at least one speeding fine in the past 3 years (26.3% in 2021 v 20.4% in 2020)

Overall significant differences observed for the above trends were mostly attributable to significant changes in the behaviour of the Moderate-excessive speed segment. These differences may reflect that the Moderate-excessive speed segment has changed their driving behaviour in 2021 after the 2020 COVID-19 restrictions.

In 2021, it is additionally noteworthy that the Compliant segment had a significantly lower percentage of males (29%) compared to females (37.5%) and the Moderate-excessive segment had a significantly higher percentage of males (27.5%) compared to females (14.8%). However, there were no significant differences by gender for the Low-level speed segment (43.5% males versus 47.7% females).

The segment of motorists by age in 2021 is also in Table 3. Of particular interest is that there was a significantly higher proportion of motorists in older age groups in the Compliant segment (especially motorists 60 years and older) and a higher proportion of younger motorists in the younger age groups in the Moderate-excessive segment (especially motorists aged under 25 and motorists 25-39 years). Interestingly, however, there were no significant differences for the Low-level speed segment.

Table 3. Percentage of motorists by segment within each age group (N=867, May 2021)

Speed segment	% motorists by speed segment within each age group			
	Under 25yrs	25-39yrs	40-59yrs	60yrs +
Compliant	24.6a,b	23.1a	34.6b	46.0c
Low-level	43.9a	45.7a	46.1a	45.4a
Moderate-excessive	31.4a	31.2a	19.3b	8.7c

Note that segments were developed based on the methodology described in Table 5. Weighted results.

Key take away – There is a lower percentage of motorists aged 40-50 in the Compliant speed segment in 2021 and the percentage of motorists in the Moderate-excessive speed segment receiving at least one speeding fine has increased.

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

In 2021, motorists were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages were reported across different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over).

Roads from 50 km/h to 100 km/h

Results in 2021 showed that for 50 km/h roads, 68.3% travelled at or below the speed limit, 20.6% travelled 1-5 km/h over the speed limit, 6.4% travelled 6-10 km/h over the speed limit, 2.5% travelled 11-20 km/h over the speed limit and 2.1% travelled more than 20 km/h over the speed limit.

For 60 km/h roads, 70.5% travelled at or below the speed limit, 19.2% travelled 1-5 km/h over the speed limit, 6.2% travelled 6-10 km/h over the speed limit, 2.2% travelled 11-20 km/h over the speed limit and 1.9% travelled more than 20 km/h over the speed limit.

For 100 km/h roads, 68.9% travelled at or below the speed limit, 18.1% travelled 1-5 km/h over the speed limit, 8.2% travelled 6-10 km/h over the speed limit, 2.8% travelled 11-20 km/h over the speed limit and 1.9% travelled more than 20 km/h over the speed limit.

Overall, only two overall significant differences were observed in 2021 compared to 2020.

There was a significant increase in the reported percentage of time motorists travelled over the speed limit by more than 20 km/h in both 50 km/h zones (2.1% in 2021 v 1.3% in 2020) and 60km/h zones (1.9% in 2021 v 1.1% in 2020).

Road works zones

In road works zones in 2021, 75.2% travelled at or below the speed limit, 14.2% travelled 1-5 km/h over the speed limit, 6.1% 6-10 km/h over the speed limit, 2.9% travelled 11-20 km/h over the speed limit and 1.7% travelled more than 20 km/h over the speed limit.

Overall results comparing 2021 with 2020 show that there was a significant reduction in the reported percentage of time motorists travelled at or below the speed limit in road works zones from 2020 (78.3%) to 2021 (75.2%).

It is worth noting, however, that the Compliant speed segment reported spending a significantly higher percentage of time at or below the speed limit in road works zones in 2021, compared to 2020 (95.3% in 2020 v 98.2% in 2021).

The Moderate-excessive speed segment additionally reported a significant increase in the percentage of time spent travelling at 11-20 km/h over the speed limit in road works zones in 2021 (13.7%) compared to 2020 (8.0%).

School zones – 2020 v 2021

In school zones in 2021, 85% travelled at or below the speed limit, 8.4% travelled 1-5 km/h over the speed limit, 2.7% travelled 6-10 km/h over the speed limit, 1.9% travelled 11-20 km/h over the speed limit and 1.9% travelled more than 20 km/h over the speed limit.

Similar to the trend observed for road works zones, there were significantly fewer motorists in 2021 reporting that they travelled at or below the speed limit (85% of the time in 2021, compared with 88.7% of the time in 2020).

In school zones, in 2021, it is also noteworthy that the Moderate-excessive segment reported a significantly lower percentage of time travelling at or below the speed limit (56.6%) compared to 2020 (65.2%).

This segment also reported a significantly higher percentage of time travelling at 11-20 km/h over the speed limit (9.2% in 2021 v 5.3% in 2020) and at more than 20km over the speed limit (9% in 2021 v 5.5% in 2020) in school zones.

Key take away – Motorists in 2021 are spending a greater percentage of time travelling over the speed limit by more than 20 km/h in both 50 km/h and 60 km/h zones (although the percentage increase is small). In addition, in both road works and school zones, motorists reported spending less time at or below the speed limit. The change in speeding behaviour in road works and school zones is attributable to the Moderate-excessive speed segment.

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

In 2021, motorists were asked to estimate the percentage of their overall speeding that was accidental in each speed zone (Figure 3).

In 2021, for 50km/h roads, 69.0% of speeding was accidental. For 60 km/h roads, 67.6% of speeding was accidental. For 100 km/h roads, 61.8% of speeding was accidental.

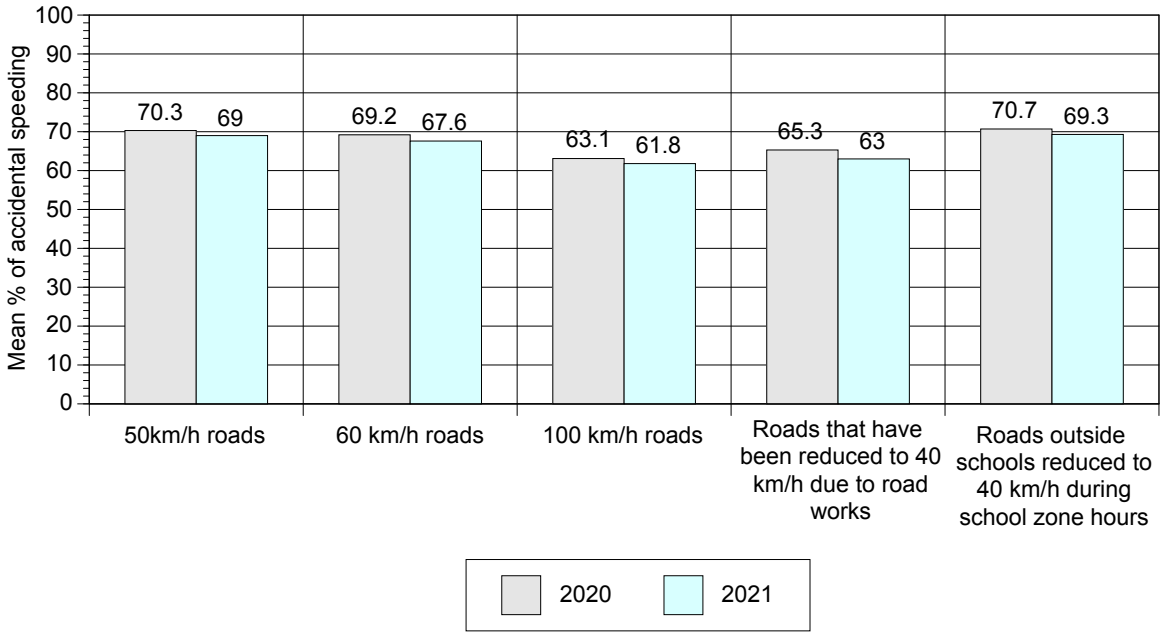
In 2021, for road works zones, 63% of speeding was accidental. For school zones, 69.3% of speeding was accidental.

There were no overall significant differences in reported accidental speeding from 2020 to 2021 across each of the speed zones.

However, motorists in the Moderate-excessive speed segment reported a significantly lower percentage of accidental speeding in 40km/h road works zones in 2021 (54.2%) compared to 2020 (62.1%).

In 2021, it is also noteworthy that there was significantly lower self-reported accidental speeding in 100 km/h zones (mean=61.8), compared to 50 km/h zones (mean=69) and 60 km/h zones (mean=67.6).

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



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

Key take away – No overall changes were observed in the intentionality of speeding behaviour in 2021 compared to 2020. However, the Moderate-excessive speed segment has become more intentional in their speeding in road works zones.

5. What factors increase the likelihood of speeding?

Motorists in 2021 rated the extent to which various factors influenced their likelihood of speeding. Consistent with 2020 results, the top factors in 2021 making motorists more likely to speed were:

- Overtaking another vehicle (mean = 4.0 in 2021) *(also top factor in 2020)*
- Driving down a hill (mean = 3.6 in 2021) *(also second top factor in 2020)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2021) *(also third top factor in 2020)*
- Running late (mean = 3.5 in 2021) *(equal top third factor in 2020)*

Also of note, the top three factors making motorists less likely to speed in 2021 were:

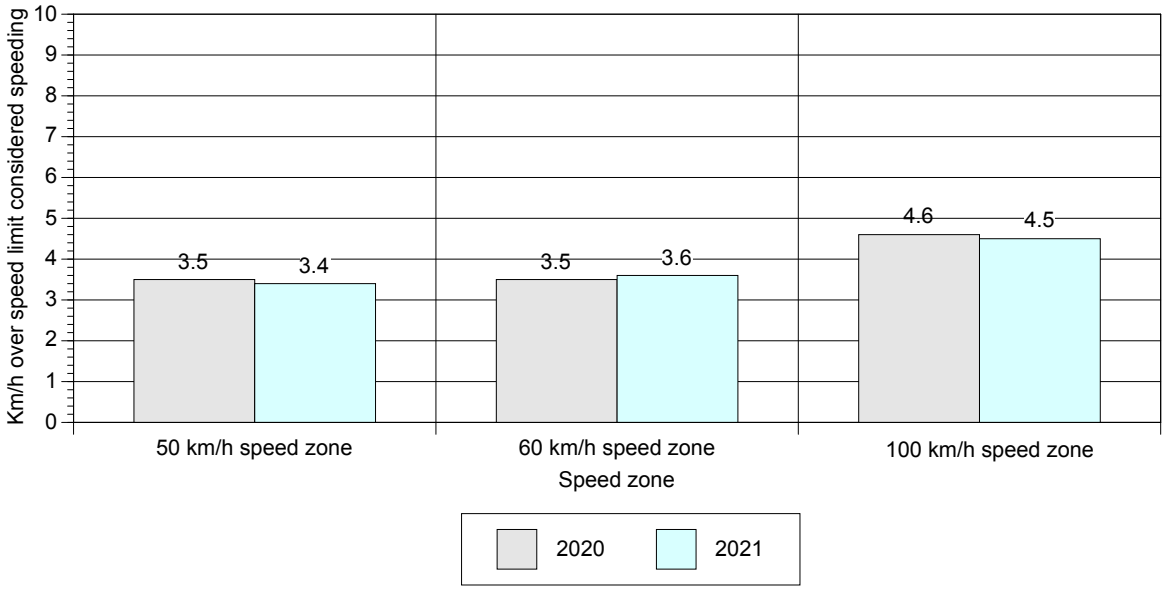
- The roads are wet (mean = 2.0 in 2021) *(also first factor in 2020)*
- Have child passengers in the vehicle (mean = 2.3 in 2021) *(also second factor in 2020)*
- Have adult passengers in the vehicle (mean = 2.7 in 2021) *(fourth factor in 2020)*

Key take away – The top factors that encouraged and discouraged speeding were largely the same in 2021 as in 2020.

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

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

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



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

In 2021, for 50 km/h speed zones, motorists reported that they would have to be travelling at an average of 3.4 km/h over the speed limit to be considered speeding. For 60 km/h speed zone, the same result in 2021 was 3.6 km/h and for 100 km/h speed zones, the same result was 4.5 km/h.

There were no statistically significant differences overall from 2020 to 2021 across each of the speed zones.

Key take away – Motorists have the same broad definition of speeding in 2021 as in 2020. This suggests that travelling at a low-level above the speed limit is perceived to be acceptable and is not considered to be speeding.

7. How have attitudes towards speeding changed in 2021?

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

Results showed that overall, there were significant increases in agreement ratings from 2020 to 2021 on the following items:

- Low-level speeding is socially acceptable (2.8 in 2020 v 2.9 in 2021)
- I keep to the speed limit, as I want to avoid fines (4.0 in 2020 v 4.1 in 2021)
- I keep to the speed limit, as I want to avoid demerit points (4.0 in 2020 v 4.1 in 2021)

The Moderate-excessive speed segment had significantly higher agreement ratings on the following items in 2021 than in 2020:

- If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (3.2 in 2020 v 3.6 in 2021)
- If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (3.5 in 2020 v 3.9 in 2021)
- I keep to the speed limit, as I want to avoid fines (3.7 in 2020 v 3.9 in 2021)
- I keep to the speed limit, as I want to avoid demerit points (3.7 in 2020 v 3.9 in 2021)

Key take away – Small mean increases in agreement with three attitudes occurred in 2021. These related to the social acceptability of speeding and fines and demerit points. Higher agreement with attitudes relating to fine and demerit point avoidance in the Moderate-excessive segment in 2021 may indicate that the segment is more motivated to keep to speed limits to avoid penalties.

In addition, higher agreement ratings of the Moderate-excessive speed segment in 2021, compared to 2020, may indicate that the segment's perception of crash risk has improved since 2020.

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

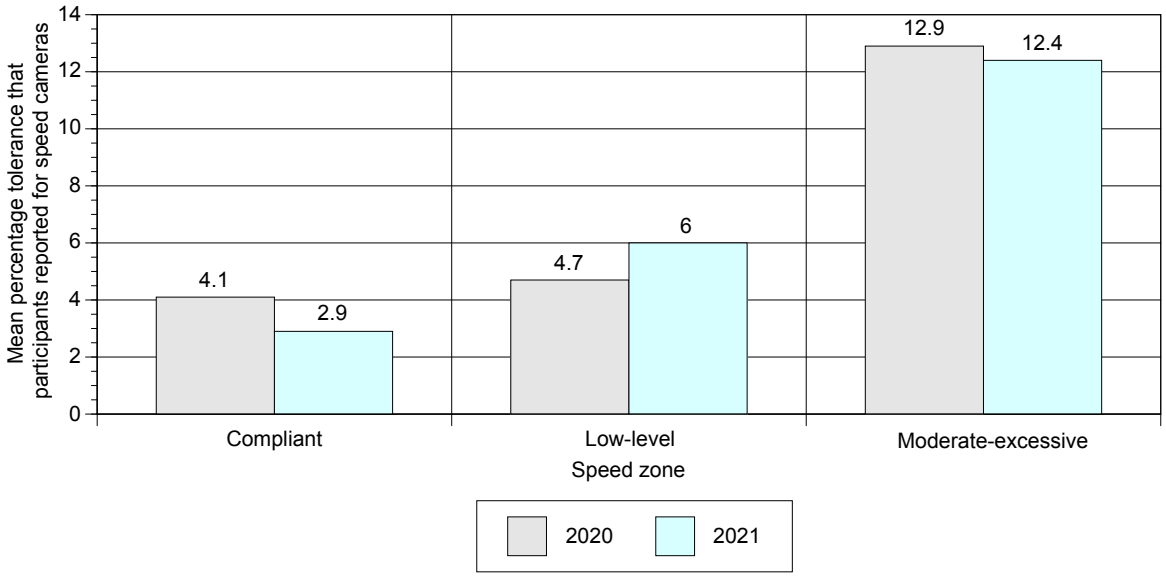
In 2021, the mean perceived speed enforcement tolerance was 6.4%, compared to 5.9% in 2020. There were no significant differences in overall results from 2020 to 2021.

A total of 35.2% of participants knew that fine revenue was used for road safety programs and improvements. Only 12.2% of participants correctly identified the first bracket of a speeding fine as 1-12 km/h. In addition, locations with a history of speed-related crashes were rated as the most important factor for speed camera location (mean = 4.4).

However, a significantly higher percentage of the Moderate-excessive speed segment in 2021 incorrectly answered that the first bracket of a speeding fine was 1-9km over the speed limit (29.2% in 2020 v 43.8% in 2021) (the correct answer was 1-12km/h over the speed limit).

In addition, a significantly lower percentage of the Low-level speed segment selected the correct answer to this question (1-12km) in 2021 (16% in 2020 v 9.3% in 2021).

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



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

Key take away – Views and knowledge about speed tolerances, speeding fines and use of revenue are largely the same in 2021 as in 2020.

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

Speeding fines

To better understand the behaviours of the speeding segments, motorists in 2021 were asked to report the number of speeding fines and crashes they had during the past 3 years. In addition, they were asked to rate how often they had engaged in a range of unsafe driving practices during the past 12 months on a five-point scale (where 1=Never and 5=Always).

Speeding fines less than 13 km/h were most commonly received in 2021 (mean of 2.3 fines, where motorists reported receiving a fine). Overall, compared to 2020 results, motorists in 2021 reported a significantly higher mean number of all types of speeding fines (by speed category) (over the past 3 years).

It should also be recalled from previously presented results that a higher percentage of motorists overall received speeding fines (20.4% in 2020 and 26.3% in 2021).

This highlights that more motorists are getting fines and of motorists with fines, they are getting a higher mean number of fines. This may relate to increased driving in 2021 compared to the 2020 COVID-19 lockdown and restrictions. However, the presence of some outliers in the 2021 data set means that this result should be interpreted with caution.

In this context, it is noteworthy that, during the COVID lockdown, there was an increase in the proportion of motorists who were exceeding the speed limit, especially by excessive amounts. Accordingly, while this increase may have somewhat regressed back to pre-COVID levels, there is still some evidence of poor driving behaviour post-lockdown.

Crashes

Although the overall mean number of crashes reported by motorists doubled from 2020 (mean = 0.3) to 2021 (mean = 0.6), this difference was not statistically significant.

Nevertheless, given that the number of fatalities during the COVID-19 lockdown period remained relatively consistent with the same period in previous years, despite significant reductions in traffic volumes, this finding may have some practical significance.

Unsafe driving practices

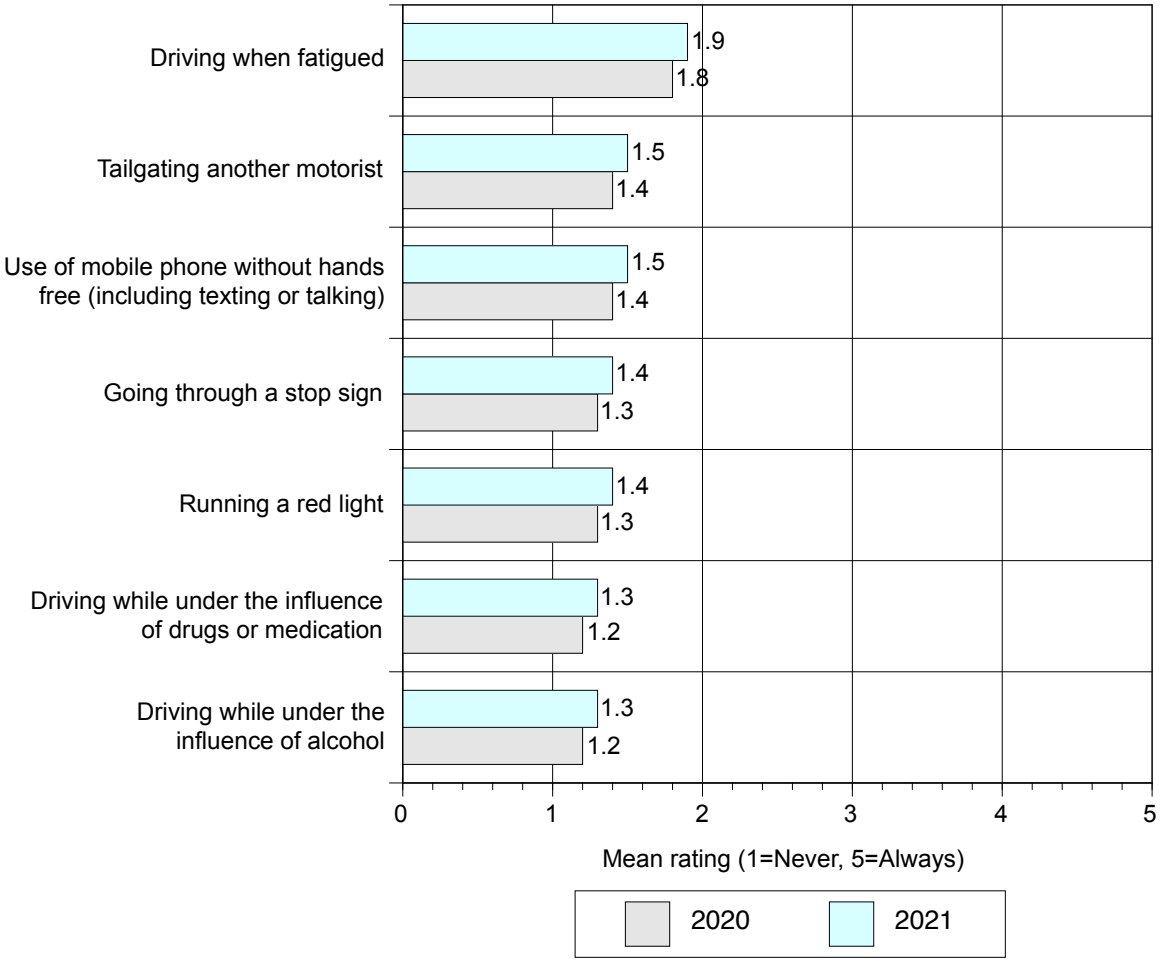
In 2021, driving while fatigued (mean = 1.9), followed by use of mobile phone without hands free (including texting or talking) and tailgating (each mean = 1.5), were the most frequently reported unsafe driving practices.

Overall, while differences were relatively minor and self-reported behaviours very infrequent, motorists reported a significant increase in two unsafe driving practices in 2021, when compared to 2020. These were:

- Use of mobile phone without hands free (including texting or talking) (mean = 1.4 in 2020 v 1.5 in 2021)
- Driving when fatigued (mean = 1.8 in 2020 v 1.9 in 2021)

There were no other significant changes in reported unsafe driving practices either overall, or within the speed segments from 2020 to 2021.

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



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

Self-reported speeding in Queensland

Drivers under 25 years - 24.6% Compliant,
43.9% Low-level speeders, 31.4% Moderate-excessive speeders

Drivers 25-39 years – 23.1% Compliant,
45.7% Low-level speeders, 31.2% Moderate-excessive speeders

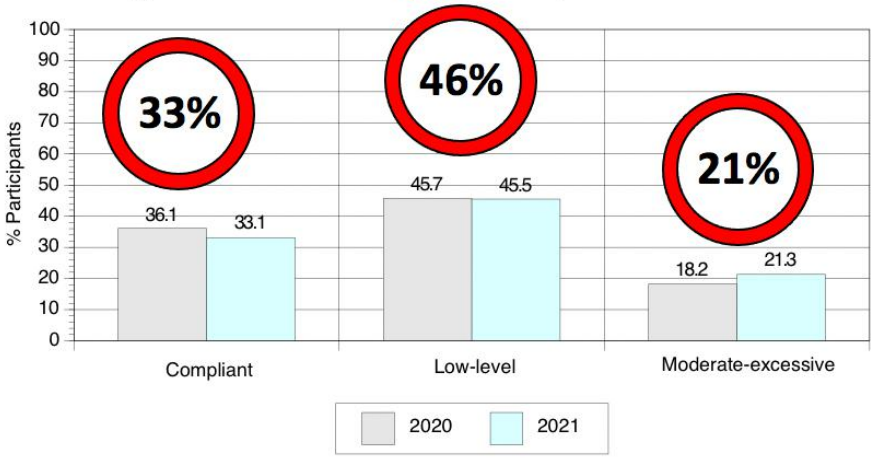
Drivers 40-59 years – 34.6% Compliant,
46.1% Low-level speeders, 19.3% Moderate-excessive speeders

Drivers 60 years or older - 46% Compliant,
45.4% Low-level speeders, 8.7% Moderate-excessive speeders.

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

- Compliant – 103 km/h
- Low-level – 104 km/h
- Moderate-excessive – 105 km/h

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



Top factors likely to increase speeding:

- Overtaking another vehicle (mean = 4.0 in 2021) *(also top factor in 2020)*
- Driving down a hill (mean = 3.6 in 2021) *(also second top factor in 2020)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2021) *(also third top factor in 2020)*
- Running late (mean = 3.5 in 2021) *(equal top third factor in 2020)*

> Moderate-excessive speeders reported driving at or below the speed limit ~40-42% of the time across 50km, 60km and 100km speed zones

> Low-level speeders did this approximately 61-64% of the time

Introduction

The current survey involved conducting an online panel survey of N=901 licensed motorists in Queensland aged 16 years or older to examine the prevalence and determinants of speeding in Queensland. The purpose of 2021 data collection was to compare results with data collected in 2020.

The 2021 data analysis continues with the new direction set for the RSPAT survey during 2020. The attitudinal road safety survey (called the RSPAT survey) had been undertaken for nearly two decades prior to the 2020 changes. The Department of Transport and Main Roads (TMR) saw potential to further improve the design in 2020 to develop a more focused research instrument that could support communications and activities of the Department in the field of road safety.

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

Given the new design, caution should be applied to comparing results in 2021 with RSPAT surveys prior to 2020 (although these are few in number). This is because design improvements were made to the wording of questions and scale anchors to improve measurement (e.g., all relevant items were anchored to the 'past 12 months' in line with good measurement in prevalence studies).

In total, the sample in 2021 included N=901 participants with a motorist's licence. This included n=441 in the South East Region, n=153 in the Central Region, n=153 in the Northern Region and n=154 in the Southern Region.

In total, n=724 participants within the sample had an Open licence, n=177 had a P1, P2, P or L licence and n=153 had a motorbike licence (Learner, RE or R - which also requires an Open car licence).

Approach to reporting

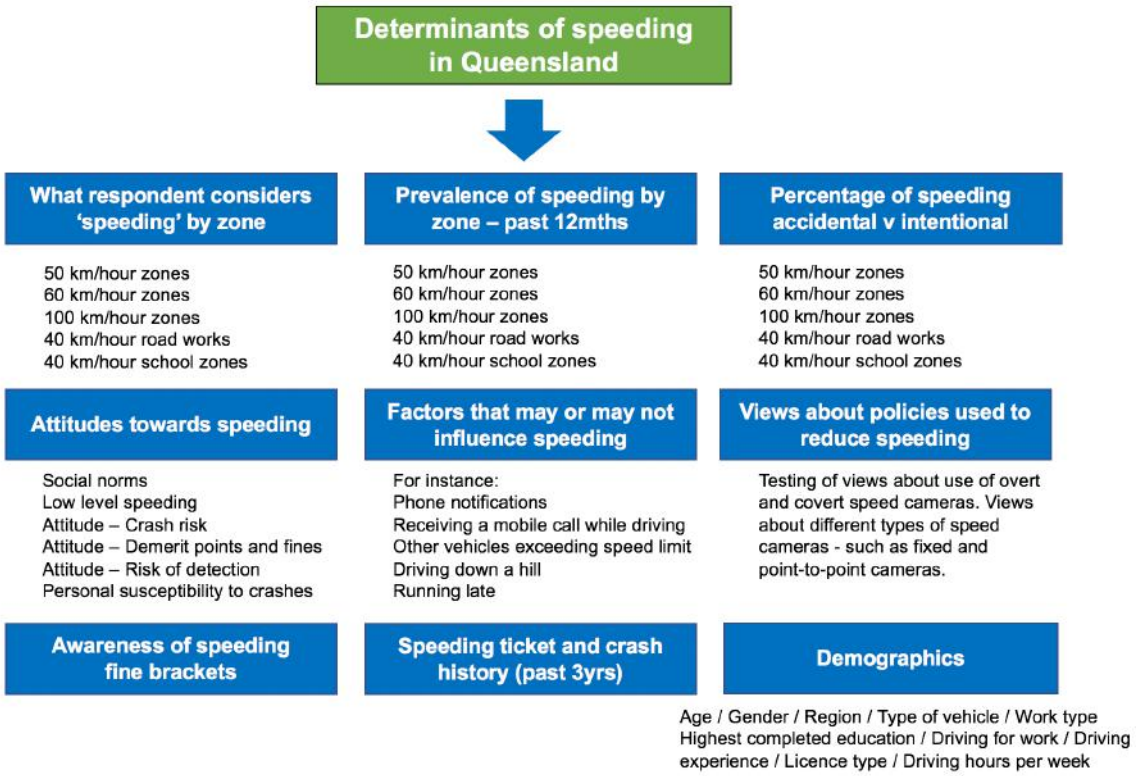
The focus of the current report is on how speeding prevalence has changed in Queensland in 2021 since 2020, as well as key changes in the attitudes and behaviours of different speeding segments over the past year.

Methodology for the new research design

Research design

The 2021 survey retained the same research design and questions as developed in the new research design in 2020. An online survey of N=901 participants was conducted during May 2021. The in-scope population for the survey consisted of licensed motorists aged 16 years or older in Queensland with the survey approximately 20 minutes in length.

A conceptual framework highlighting the measurement constructs developed in the 2020 design refresh (also measured in 2021) is below for reference.



Measurement of the prevalence of speeding

Prevalence surveys have the explicit aim to identify how widespread an event, disease or behaviour is within the population. As prevalence can be studied over time, it is important that prevalence measures have a clear measurement time frame to ensure accurate measurement over time. In this context, questions in the survey were anchored to the past 12 months to ensure that results can be compared annually. As previous survey questions typically had no such phrasing, comparisons should not be made with previous data.

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

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

During 2020 (when the survey design changed), COVID-19 had significantly impacted the level of traffic on Queensland roads and had subsequently influenced driving behaviour. However, in 2021, traffic volumes on roads were reported by TMR to be largely back to normal.

For this reason, the only change to the 2021 survey involved removing the instruction for participants to exclude weeks where COVID-19 had affected their typical driving habits. This included removing the following sentence from the online survey – ***Please exclude weeks in which COVID-19 restrictions affected your typical driving habits.***

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

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

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

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

EXAMPLE

In a 60 km/h zone:

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

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

Description of survey measures

To examine the prevalence and determinants of speeding in Queensland, major survey constructs measured in 2021 included:

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

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

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

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

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

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

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

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

Data collection methodology

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

In total, n=851 participants were recruited from the online panel and n=50 were recruited from a further Queensland face-to-face research panel to form a total sample of N=901.

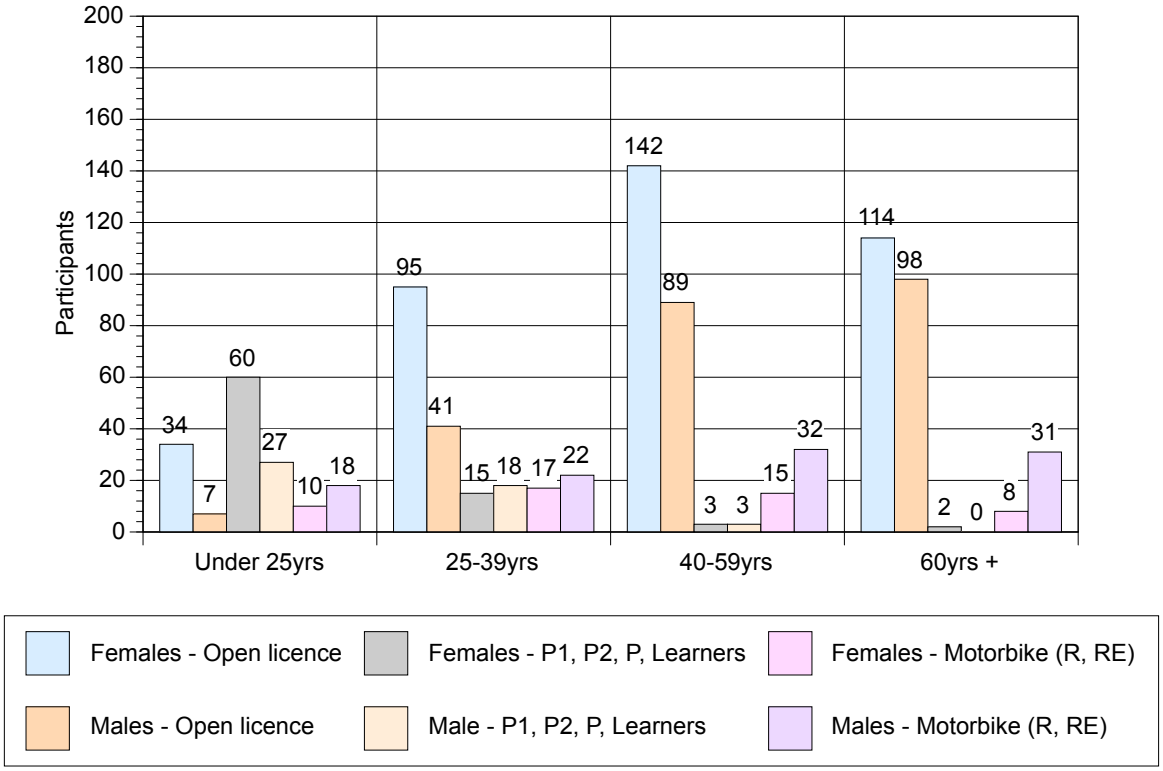
If participants were under age 18, parents were first contacted to assess whether they would give permission for their child to complete the online survey. When permission was achieved, they were emailed the online survey link for completion. The overall purpose of this 'top-up' sample was to provide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

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

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

A profile of participants taking part in the survey by age and gender is provided in Figure 7.

Figure 7. Profile of the online panel sample taking part in the survey (N=901, May 2021)



The margins of error for samples are in Table 4.

Table 4. Sample sizes and confidence intervals for the 2021 survey sample (N=901)
(95% confidence interval at the 95% confidence level)

Sampling Regions	n	Confidence interval (+/-)
South-east	441	+/-4.7
Central	153	+/-7.9
Northern	153	+/-7.9
Southern	154	+/-7.9
Queensland (Total)	901	+/-3.3

Use of TMR licensing data for sampling and data weighting

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

In this context, while sampling by licence type was not possible, selecting panel participants by age and gender within each TMR region was seen as a good way to approximate the likely age, gender and licence type distribution of the population by region.

The reference population used in the survey was provided by TMR based on the same July 2020 driver licensing data (that is, the reference population did not change for the 2021 survey, given that the population of licensed drivers had not significantly changed).

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

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

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

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

A decision was made to weight the overall Queensland data set and analyse regional data unweighted, given the potential large effects of weights on the small regional samples (each are only ~n=150 with only South East over n=400).

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

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

Limitations of the sampling

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

In addition, the limitation of surveying participants on an online panel also needs careful consideration when reviewing and considering the survey findings.

While data weighting helps to correct for some of the sampling bias by age and gender, studies have shown that the bias of online panels cannot be corrected through data weighting (e.g., Pennay et al, 2018[2]).

This is also why major prevalence studies which aim to accurately identify the prevalence of a behaviour in a population use random sampling and CATI methodologies.

As participants can be sampled within the population based on their known probability of selection, if conducted with quality methodologies with excellent rates of response, CATI studies generally provide accurate prevalence estimates.

Moreover, as data is only based on self-report, it is possible that some participants have not remembered or reported their speeding behaviour accurately.

As such, survey results should be considered as indicative rather than definitive.

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

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

Significant differences

Throughout this report, tables are marked with letters to show results that are significantly different at p<.05. As the focus of the 2021 survey is to primarily compare results with 2020, unless otherwise indicated, all significant differences in this report compare 2021 with 2020 results.

If letters are different between 2021 and 2020 within each row, this shows that results are significantly different between the two years. If they are not significantly different, letters are the same.

As an example, if letter ‘a’ is in a 2021 column and ‘b’ is in a 2020 column, this means that results of these two years are statistically different. Conversely, if the letters are the same (e.g., both are ‘a’), results are not statistically different.

Statistically different results imply that there is a very low probability that the results are the same between 2021 and 2020 (i.e., that there were no differences between the results).

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

Major findings - Prevalence and determinants of speeding in Queensland

What is the prevalence of speeding in Queensland? - 2020 v 2021

Results for Queensland – 2020 v 2021

To measure the overall prevalence of speeding in 2021, the speeding behaviour of motorists reporting driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour.

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

The criteria used to classify motorists is provided in Table 5.

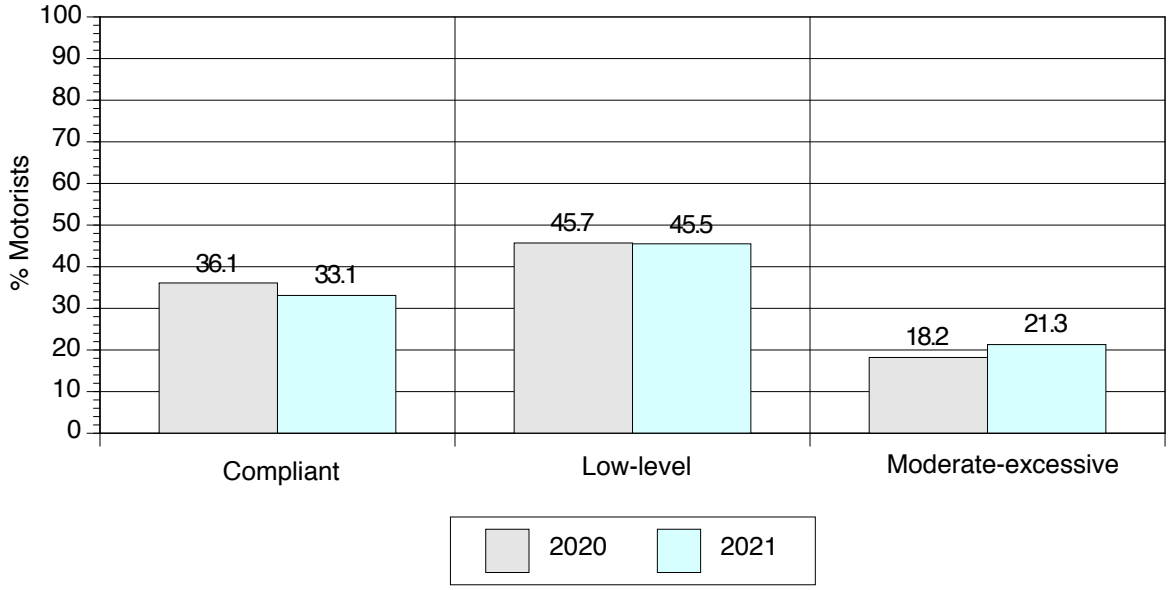
Table 5. How speeding behaviour was analysed to form three speeding segments in Queensland

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

Figure 8 shows the percentage of participants in each speeding segment in 2021, compared to 2020. In 2021, the largest segment was the ‘Low-level’ speed category (45.5%), followed by ‘Compliant’ (33.1%) and ‘Moderate-excessive’ (21.3%). No significant differences were identified between results in 2021 compared to 2020.

Accordingly, findings are consistent with 2020 results and show that approximately one third of Queensland motorists aged 16 and over are largely compliant with speed limits, nearly half engage in ‘low-level’ speeding and just over one in five engage in ‘moderate-excessive’ speeding.

Figure 8. Distribution of speeding segments in Queensland
(n=871 in August-September 2020 and n=867 in May 2021)



Note that segments were developed based on the methodology described in Table 5. Weighted results.

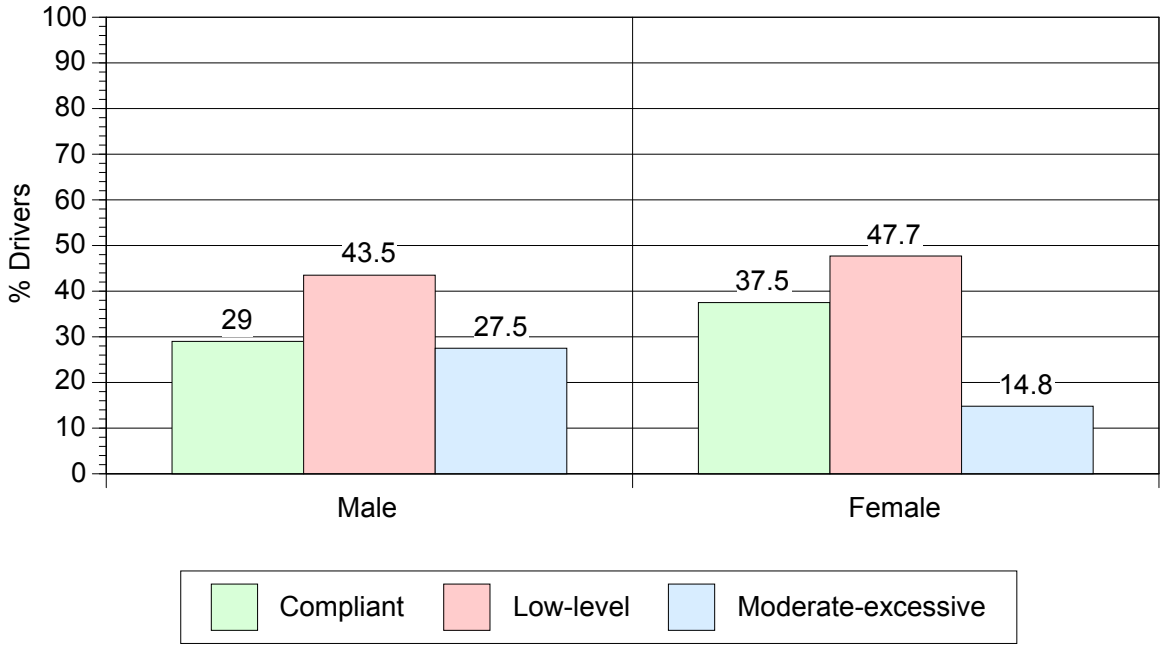
Results by gender – 2020 v 2021

Figure 9 shows the 2021 percentage of participants in each speed segment within each gender. In 2021, within males, 29% were in the Compliant segment, 43.5% were in the Low-level segment and 27.5% were in the Moderate-excessive segment.

In 2021, within females, 37.5% were in the Compliant segment, 47.7% were in the Low-level segment and 14.8% were in the Moderate-excessive segment.

Percentages in 2021 were not significantly different to 2020 results.

Figure 9. Distribution of speeding segments in Queensland by gender in 2021 (n=867, May 2021)



Note that segments were developed based on the methodology described in Table 5. Weighted results.

In 2021, it is additionally noteworthy that the Compliant segment had a significantly lower percentage of males (29%) compared to females (37.5%) and the Moderate-excessive segment had a significantly higher percentage of males (27.5%) compared to females (14.8%). However, there were no significant differences by gender for the Low-level speed segment (43.5% males versus 47.7% females).

Results by age – 2020 v 2021

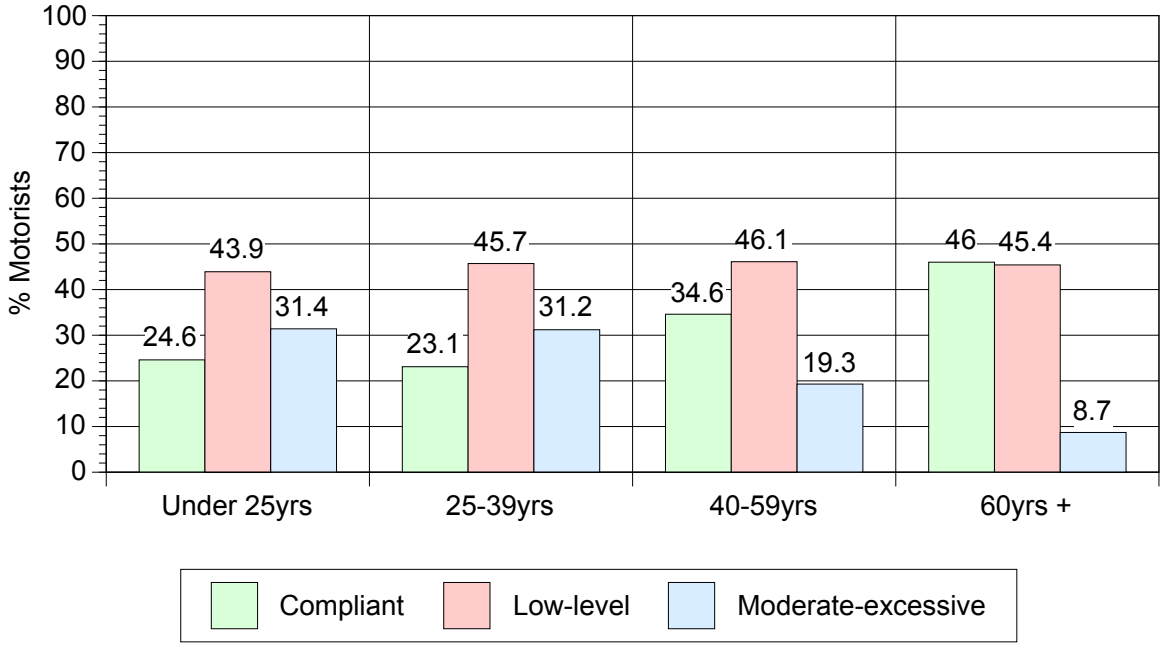
Figure 10 shows the distribution of speed segments in Queensland in 2021 by age. In 2021, the Low-level segment had the highest percentage of participants within all age groups apart from the 60 year and older age group (which had 45.4% low-level motorists and a slightly higher 46% compliant motorists).

By age, findings in 2021 showed that:

- Within motorists under 25 years, 24.6% were in the Compliant segment, 43.9% were in the Low-level segment and 31.4% were in the Moderate-excessive segment.
- Within motorists 25-39 years, 23.1% were in the Compliant segment, 45.7% were in the Low-level segment and 31.2% were in the Moderate-excessive segment.
- Within motorists 40-59 years, 34.6% were in the Compliant segment, 46.1% were in the Low-level segment and 19.3% were in the Moderate-excessive segment.
- Within motorists 60 years and older, 46% were in the Compliant segment, 45.4% were in the Low-level segment and 8.7% were in the Moderate-excessive segment.

A comparison of 2021 with 2020 findings showed only one significant difference. There was a significant decrease in the percentage of motorists aged 40-59 years in the Compliant segment (43.1% in 2020 v 34.6% in 2021).

Figure 10. Distribution of speed segments in Queensland by age in 2021 (n=867, May 2021)



Note that segments were developed based on the methodology described in Table 5. Weighted results.

The segment of motorists by age in 2021 is also in Table 6. Of particular interest is that there was a significantly higher proportion of motorists in older age groups in the Compliant segment (especially motorists 60 years and older) and a higher proportion of younger motorists in the younger age groups in the Moderate-excessive segment (especially motorists aged under 25 and motorists 25-39 years). Interestingly, however, there were no significant differences for the Low-level speed segment.

Table 6. Percentage of motorists by segment within each age group (N=867, May 2021)

Speed segment	% motorists by speed segment within each age group			
	Under 25yrs	25-39yrs	40-59yrs	60yrs +
Compliant	24.6a,b	23.1a	34.6b	46.0c
Low-level	43.9a	45.7a	46.1a	45.4a
Moderate-excessive	31.4a	31.2a	19.3b	8.7c

Note that segments were developed based on the methodology described in Table 5. Weighted results.

Profile of speeding segments in Queensland - 2020 v 2021

The demographic profile of the three speeding segments in 2021 is in Table 7. Results are also presented for 2020 for comparison.

Analysis of the demographic characteristics of the 2021 sample revealed only a few overall differences from the 2020 sample, as denoted by the differing letters in the table (i.e., different letters within the same row denote a statistically significant difference between years).

In terms of overall results for 2021 compared to 2020, there was a significantly higher percentage of motorists in 2021 reporting:

- Driving a vehicle for paid work (35.7% in 2021 v 27.9% in 2020)
- Driving a sports car/coupe (4.2% in 2021 v 2.0% in 2020)
- Receiving at least one speeding fine in the past 3 years (26.3% in 2021 v 20.4% in 2020)

As can be seen in Table 7, these overall significant differences were mostly attributable to statistically significant changes in the behaviour of the Moderate-excessive speed segment.

These differences may reflect that the Moderate-excessive speed segment has changed their driving behaviour after the 2020 COVID-19 restrictions. They may be more likely to be driving for work, have possibly purchased new ‘luxury’ vehicles (as consumer spending has reported to have increased in 2021 due to increased savings associated with COVID-19 restrictions) and are back on the road driving too fast and getting fined.

However, this explanation is of course only speculative. It is also possible that other segments (e.g., Low-level speeding segment) have also changed their driving behaviour since 2020 and have reclassified into the Moderate-excessive segment and are similarly exhibiting the previously reported behaviours (e.g., purchasing luxury vehicles and the like). Further research would thus be needed to better understand the reasons for these changes since 2020.

Reflecting the absence of major lockdown periods during 2021, there was also a significantly lower overall percentage of motorists in 2021 that reported not driving at all (2.3% in 2021 v 4.8% in 2020).

Table 7. Demographic profile of speeding segments in 2021 and 2020
(N=900 in August-September 2020 and N=901 in May 2021)

Measure	Response	2020				2021				Overall change 20-21
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
		% Respondents								
Age	Under 25yrs	7.0a	12.7a	24.8a	13.3a	9.6a	12.4a	18.9a	13.3a	0
	25-39yrs	18.3a	29.5a	35.8a	26.9a	19.0a	27.3a	39.8a	26.7a	-0.2
	40-59yrs	41.1a	32.7a	25.4a	34a	35.4a	34.4a	30.8a	34.1a	+0.1
	60yrs +	33.6a	25.1a	13.9a	25.8a	36.0a	25.9a	10.5a	25.8a	0
		Mean age 2020				Mean age 2021				
	Mean age	51.9a	46.4a	38.7a	46.7a	52.0a	46.4a	38.6a	46.5a	-0.2
		% Participants 2020				% Participants 2021				
Gender	Females	52.8a	52.7a	33.2a	49.3a	55.3a	51.1a	34.0a	49.3a	0
	Male	47.2a	47.3a	66.8a	50.7a	44.7a	48.9a	66.0a	50.7a	0
Highest level of completed education	Less than Year 10	3.3a	3.2a	1.1a	3.1a	4.1a	2.1a	0.7a	2.6a	-0.5
	Year 10	14a	9.1a	9.3a	10.8a	10.7a	7.8a	11.5a	9.5a	-1.3
	Year 11	2.6a	4a	5.4a	3.7a	4.3a	2.6a	4.5a	3.6a	-0.1
	Year 12	16.4a	20.3a	12.0a	17.8a	20.4a	19.9a	15.8a	19.2a	+1.4
	Certificate III, IV or a Diploma	37.3a	35.0a	32.2a	35.4a	36.0a	39.4a	24.0a	34.8a	-0.6
	Undergraduate University degree	18.4a	21.4a	26.1a	20.8a	18.2a	19.2a	22.9a	19.6a	-1.2
	Postgraduate University degree	8.2a	7.1a	13.8a	8.5a	6.3a	9.0a	20.6a	10.7a	+2.2
Licence type (Unique estimates)	Open	78.4a	75.6a	51.1a	71.9a	76.8a	77.9a	52.0a	71.9a	0
	P1, P2, P, L	4.3a	9.9a	16.4a	9.7a	8.0a	7.6a	15.3a	9.7a	0
	R / RE (Motorbike licence)	17.4a	14.5a	32.5a	18.3a	15.2a	14.5a	32.7a	18.3a	0
	Full-time	31.3a	38.3a	50.6a	37.8a	22.7b	39.4a	54.5a	36.9a	-0.9

Measure	Response	2020				2021				Overall change 20-21
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
		% Respondents								
Main type of paid work during the past 12 months	Part-time/casual	17.6a	25.2a	29.9a	23.5a	24.9b	22.5a	24.5a	23.7a	+0.2
	Not in the work force - only studying	3.8a	4.6a	3.9a	4.6a	5.9a	3.8a	2.7a	4.8a	+0.2
	Not in the work force and not studying	47.3a	31.9a	15.5a	34.1a	46.5a	34.3a	18.3a	34.6a	+0.5
Wheth er a vehicle was driven as part of paid work	Percentage	23.6a	28.3a	33.6a	27.9a	24.0a	29.2a	58.6b	35.7b	+7.8
Type of main vehicle driven during the past 12 months	Hatchback	22.7a	27.1a	20.6a	24.1a	22.0a	22.2a	23.6a	22.8a	-1.3
	Sedan	31.6a	25.5a	29.9a	28.4a	36.0a	31.0a	17.9b	29.6a	+1.2
	Sports Car/Coupe	1.5a	2.4a	2.2a	2a	1.1a	4.0a	9.1b	4.2b	+2.2
	Station Wagon	5.3a	2.9a	3.1a	4a	4.0a	3.1a	1.8a	3.3a	-0.7
	SUV	23.0a	26.1a	19.9a	23.5a	19.3a	25.0a	22.9a	22.5a	-1.0
	Minivan	.3a	2.7a	1.5a	1.6a	1.3a	1.5a	2.2a	1.5a	-0.1
	Ute	5.3a	5.6a	9.4a	6.1a	6.3a	5.2a	8.8a	6.1a	0
	4WD	9.2a	6.9a	11.2a	8.8a	8.3a	6.9a	10.1a	7.7a	-1.1
	Motorcycle	0.01	.6a	1.2a	0.5a	.4a	.1a	1.9a	0.6a	+0.1
	Moped/Sco oter	0.01	0.01	0.01	0	0.01	0.01	0.01	0	0
	Bus	0.01	0.01	0.01	0	.3a	0.01	.9a	0.3a	+0.3
	Truck	0.01	0.01	.6a	0.1a	.3a	.8a	0.01	0.5a	+0.4
	Other	1.1a	.1a	.3a	1.0a	.9a	.2a	.7a	1.0a	0
	Not at all	6.0a	2.3a	3.2a	4.8a	.8b	1.5a	1.8a	2.3b	-2.5

Measure	Response	2020				2021				Overall change 20-21
		Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
		% Respondents								
Number of hours per week spent driving	Less than 2 hours a week	25.7a	14.0a	13.8a	17.9a	27.8a	12.0a	10.2a	17.1a	-0.8
	Between 2 and 7 hours a week	38.6a	45.8a	33.7a	40.8a	45.4a	39.8a	41.8a	41.0a	+0.2
	Between 7 and 14 hours a week	22.6a	21.9a	28.5a	22.8a	15.6b	26.1a	26.2a	22.5a	-0.3
	Between 14 and 28 hours a week	5.4a	10.7a	13.1a	9.1a	8.1a	12.5a	12.8a	10.9a	+1.8
	More than 28 hours a week	1.7a	5.2a	7.6a	4.7a	2.3a	8.2a	7.1a	6.1a	+1.4
Received at least one speeding fine in the past 3 years	Percentage of participants	9.8 a	21.4a	41.3a	20.4a	9.5a	25a	56.3b	26.3b	+5.9

Note that segments were developed based on the methodology described in Table 5. Weighted results.

Percentage of the time that Queensland motorists reported speeding in 50, 60 and 100 km/h zones - 2020 v 2021

In 2021, motorists were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages reported were provided in different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over).

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

Table 8 shows the 2021 results compared to 2020 for 50 km/h, 60 km/h and 100 km/h speed zones. Mean percentages are reported for each response bracket (over the speed limit or at or below the speed limit).

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

Results in 2021 showed that for 50 km/h roads:

- 68.3% travelled at or below the speed limit
- 20.6% travelled 1-5 km/h over the speed limit
- 6.4% travelled 6-10 km/h over the speed limit
- 2.5% travelled 11-20 km/h over the speed limit and;
- 2.1% travelled more than 20 km/h over the speed limit.

For 60 km/h roads:

- 70.5% travelled at or below the speed limit
- 19.2% travelled 1-5 km/h over the speed limit
- 6.2% travelled 6-10 km/h over the speed limit
- 2.2% travelled 11-20 km/h over the speed limit and;
- 1.9% travelled more than 20 km/h over the speed limit.

For 100 km/h roads:

- 68.9% travelled at or below the speed limit
- 18.1% travelled 1-5 km/h over the speed limit
- 8.2% travelled 6-10 km/h over the speed limit
- 2.8% travelled 11-20 km/h over the speed limit and;
- 1.9% travelled more than 20 km/h over the speed limit.

Overall, only two significant differences were observed in 2021 compared to 2020.

There was a significant increase in the reported percentage of time that motorists travelled over the speed limit by more than 20km/h in both 50km/h zones (2.1% in 2021 v 1.3% in 2020) and 60km/h zones (1.9% in 2021 v 1.1% in 2020).

However, it is noteworthy that no significant increases from 2020 to 2021 were observed for any of the three individual speed segments. This suggests that differences are likely to be small and were only apparent once all speed segment differences were combined.

Table 8. Percentage of the time that Queensland motorists reported speeding in 50, 60 and 100 km/h zones (n=807-846 in August-September 2020 and n=808-843 in May 2021)

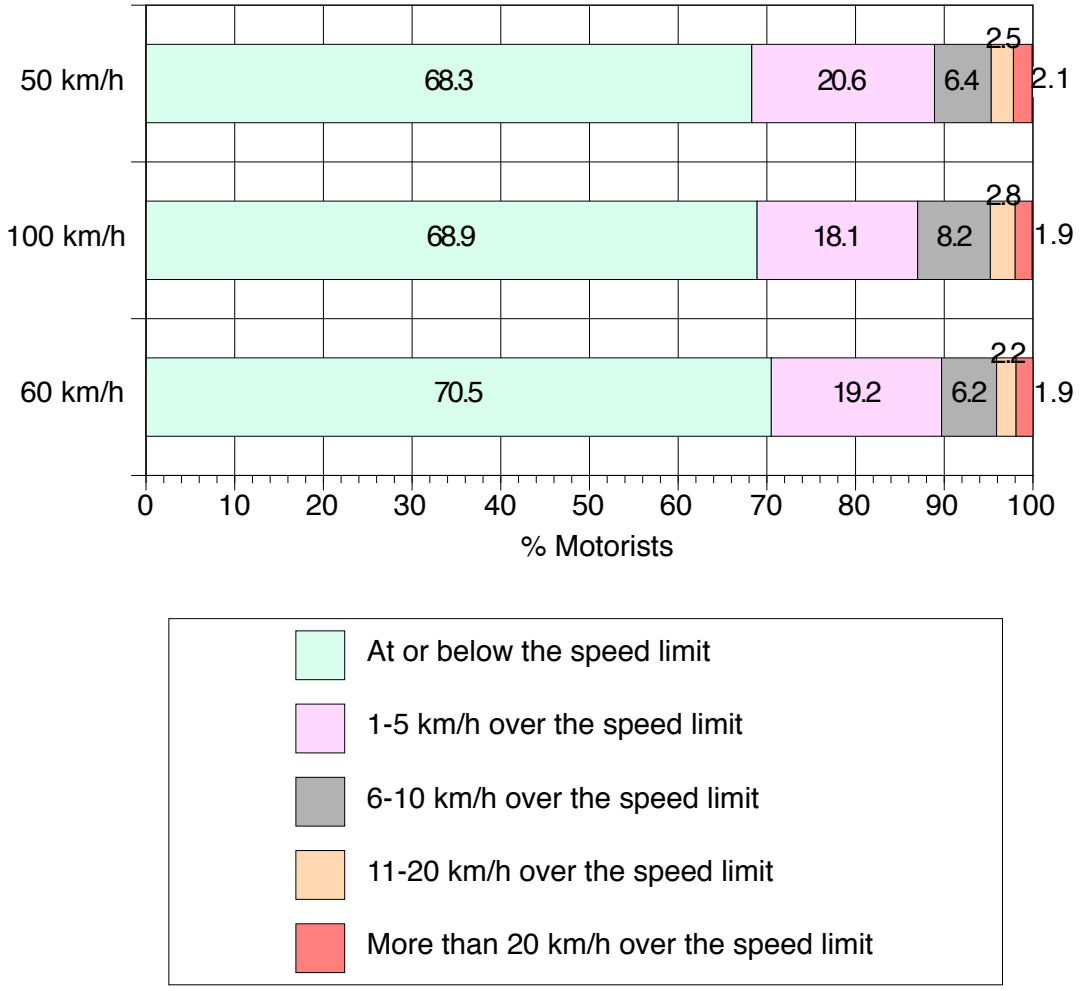
Measure	2020				2021				Overall change 20-21
	Compliant (n=292-317)	Low-level (n=380-395)	Moderate-excessive (n=129-134)	Overall (n=807-846)	Compliant (n=259-281)	Low-level (n=364-381)	Moderate-excessive (n=179-185)	Overall (n=808-843)	
	Mean percentage								
For 50 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?									
At or below the speed limit	96.4a	64.2a	40.4a	71.3a	96.6a	61.4a	39.7a	68.3a	-3.0
1-5 km/h over the speed limit	3.3a	29.4a	26.9a	19.7a	3.2a	32.2a	21.9b	20.6a	+0.9
6-10 km/h over the speed limit	0.2a	6.1a	16.2a	5.9a	0.2a	6.1a	16.8a	6.4a	+0.5
11-20 km/h over the speed limit	0.0a	.3a	9.6a	1.9a	0.0	.2a	11.5a	2.5a	+0.6
More than 20 km/h over the speed limit	0.0	0.0	6.9a	1.3a	0.0	0.01	10.0a	2.1b	+0.8
For 60 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts									
At or below the speed limit	96.6a	66.3a	42.6a	73.1a	97.0a	64.1a	41.8a	70.5a	-2.6
1-5 km/h over the speed limit	3.2a	27.4a	23.4a	17.9a	2.8a	29.9a	21.9a	19.2a	+1.3
6-10 km/h over the speed limit	0.3a	6.0a	16.5a	5.8a	.2a	5.7a	17.0a	6.2a	+0.4
11-20 km/h over the speed limit	0.0	0.3a	11.2a	2.1a	0.0	0.2a	10.2a	2.2a	+0.1
More than 20 km/h over the speed limit	0.0	0.0	6.2a	1.1a	0.0	0.01	9.0a	1.9b	+0.8
For 100 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?									
At or below the speed limit	96.8a	65.8a	39.2a	71.8a	97.4a	63.0a	39.4a	68.9a	-2.9
1-5 km/h over the speed limit	2.8a	25.7a	20.2a	16.7a	2.2b	27.9a	20.8a	18.1a	+1.4

Measure	2020				2021				Overall change 20-21
	Compliant (n=292-317)	Low-level (n=380-395)	Moderate-excessive (n=129-134)	Overall (n=807-846)	Compliant (n=259-281)	Low-level (n=364-381)	Moderate-excessive (n=179-185)	Overall (n=808-843)	
	Mean percentage								
6-10 km/h over the speed limit	.3a	8.2a	19.0a	7.4a	.3a	8.9a	18.2a	8.2a	+0.8
11-20 km/h over the speed limit	.0a	.3a	12.0a	2.4a	.0a	0.2a	12.6a	2.8a	+0.4
More than 20 km/h over the speed limit	.0a	0.0	9.5a	1.8a	0.0	0.0	8.9a	1.9a	+0.1

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

Results for 2021 are also presented graphically in Figure 11. Findings showed that, the older the motorist, the significantly higher proportion of time the motorist spent at or below the speed limit across all speed zones. In relation to gender, however, there was only one small but significant finding. Males spent a significantly lower proportion of time at or below the speed limit in 50 km/h speed zones than females, although while significant the effect was not large (r=-.07). No statistically significant differences were found by gender for other speed zones.

Figure 11. Percentage of the time that Queensland motorists reported speeding in 50, 60 and 100 km/h zones (n=808-843 in May 2021)



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

Percentage of the time that Queensland motorists reported speeding in road works or school zones – 2020 v 2021

Speeding behaviour was also examined in 2021 for road works zones and school zones limited to 40 km/h. Table 9 and Figure 12 show the mean percentage of time that motorists engaged in speeding by different amounts for these locations in 2021, with 2020 results alongside for comparison. Once again, this was based on self-reported speeding behaviour.

Road works zones – 2020 v 2021

In road works zones in 2021, 75.2% travelled at or below the speed limit, 14.2% travelled 1-5 km/h over the speed limit, 6.1% 6-10 km/h over the speed limit, 2.9% travelled 11-20 km/h over the speed limit and 1.7% travelled more than 20 km/h over the speed limit.

Overall results comparing 2021 with 2020 show that there was a significant reduction in the reported percentage of time motorists travelled at or below the speed limit in road works zones from 2020 (78.3%) to 2021 (75.2%).

It is worth noting, however, that the Compliant speed segment reported spending a significantly higher percentage of time at or below the speed limit in road works zones in 2021, compared to 2020 (95.3% in 2020 v 98.2% in 2021).

The Moderate-excessive speed segment additionally reported a significant increase in the percentage of time spent travelling at 11-20 km/h over the speed limit in road works zones in 2021 (13.7%) compared to 2020 (8.0%).

School zones – 2020 v 2021

In school zones in 2021, 85% travelled at or below the speed limit, 8.4% travelled 1-5 km/h over the speed limit, 2.7% travelled 6-10 km/h over the speed limit, 1.9% travelled 11-20 km/h over the speed limit and 1.9% travelled more than 20 km/h over the speed limit.

Similar to the trend observed for road works zones, there were significantly fewer motorists in 2021 reporting that they travelled at or below the speed limit (85% of the time in 2021, compared with 88.7% of the time in 2020).

In school zones, in 2021, it is also noteworthy that the Moderate-excessive segment reported a significantly lower percentage of time travelling at or below the speed limit (56.6%) compared to 2020 (65.2%).

This segment also reported a significantly higher percentage of time travelling at 11-20 km/h over the speed limit (9.2% in 2021 v 5.3% in 2020) and at more than 20 km/h over the speed limit (9% in 2021 v 5.5% in 2020) in school zones.

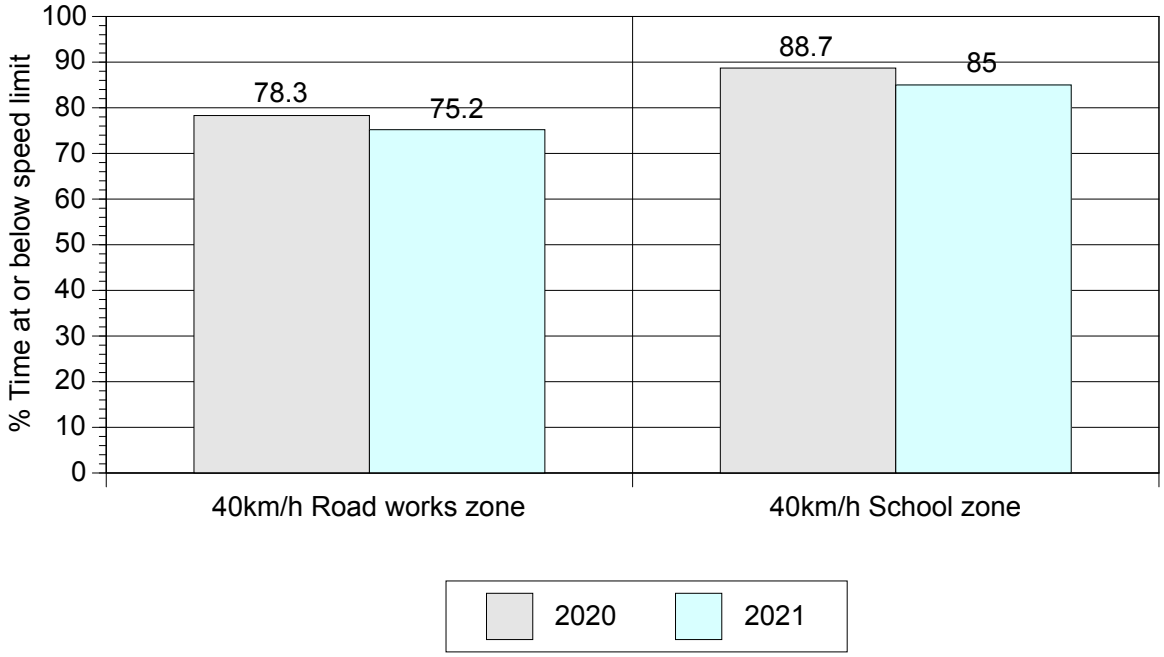
Accordingly, moderate-excessive speeding behaviour appears to have increased in both road works zones and school zones from 2020 to 2021. This may be due to road user behaviour returning back to normal in 2021 following the COVID-19 disruptions in 2020 (although a range of other unknown factors may also be at play).

Table 9. Percentage of the time that Queensland motorists reported speeding in road works or school zones (n=780-783 in August-September 2020 and n=779-805 in May 2021)

Measure	2020				2021				Overall change 20-21
	Compliant (n=286-290)	Low-level (n=369-374)	Moderate-excessive (n=120-124)	Overall (n=780-783)	Compliant (n=257-259)	Low-level (n=352-371)	Moderate-excessive (n=170-175)	Overall (n=779-805)	
	Mean percentage								
For roads that have been reduced to 40 km/h due to **road works:** During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?									
At or below the speed limit	95.3a	76.1a	50.3a	78.3a	98.2b	73.0a	44.8a	75.2b	-3.1
1-5 km/h over the speed limit	3.6a	17.4a	19.2a	12.9a	1.8b	21.4b	17.2a	14.2a	+1.3
6-10 km/h over the speed limit	1.1a	5.1a	16.3a	5.6a	.1b	5.6a	16.3a	6.1a	+0.5
11-20 km/h over the speed limit	0.1a	1.2a	8.0a	2a	.0a	.1b	13.7b	2.9b	+0.9
More than 20 km/h over the speed limit	0.0	0.2a	6.2a	1.2a	0.01	.0a	8.0a	1.7a	+0.5
For roads outside schools reduced to 40 km/h during **school zone** hours: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?									
At or below the speed limit	98.7a	90.5a	65.2a	88.7a	99.2a	87.8a	56.6b	85.0b	-3.7
1-5 km/h over the speed limit	1.2a	7.5a	14.6a	6.6a	.8a	10.9b	15.3a	8.4b	+1.8
6-10 km/h over the speed limit	0.1a	1.8a	9.3a	2.6a	.0a	1.3a	10.0a	2.7a	+0.1
11-20 km/h over the speed limit	0.0a	.2a	5.3a	1.1a	.0a	.0a	9.2b	1.9b	+0.8
More than 20 km/h over the speed limit	0.0	.0a	5.5a	1.0a	0.01	.0a	9.0b	1.9b	+0.9

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

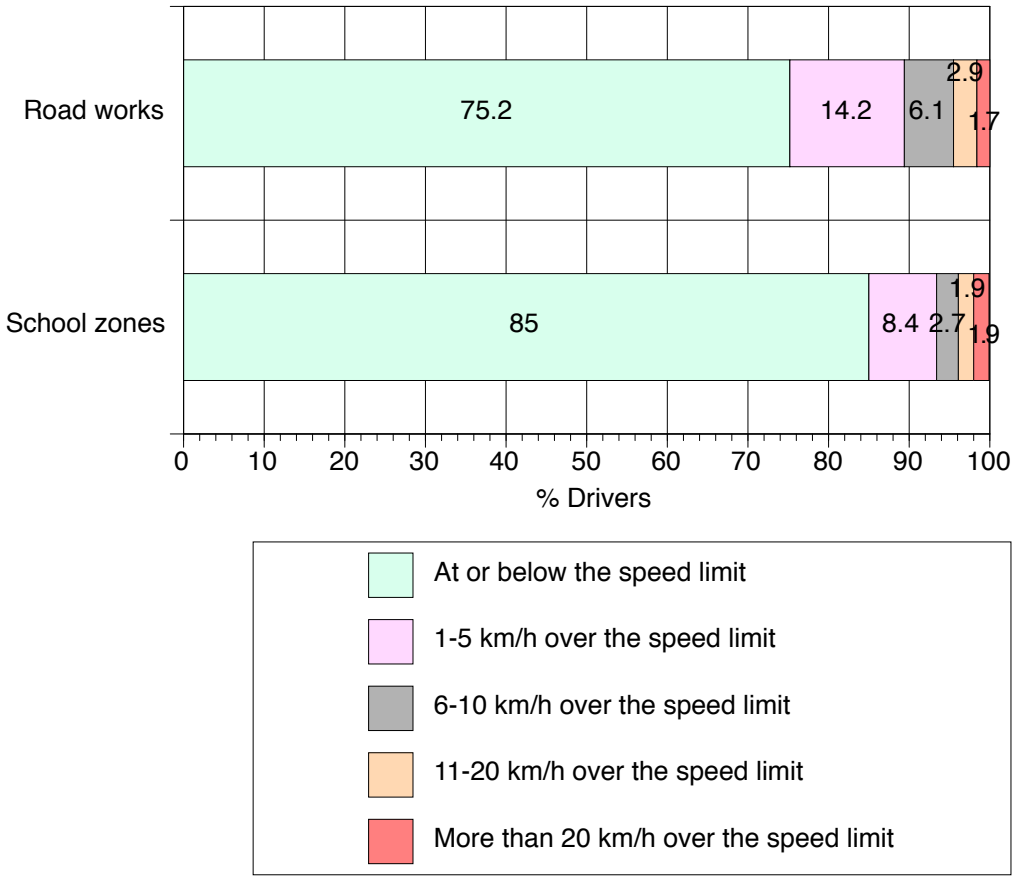
Figure 12. Percentage of the time that Queensland motorists reported travelling at or below the speed limit in road works zones or in school zones (n=780-783 in August-September 2020 and n=779-805 in May 2021)



Question: Now please answer in the same way for these special types of roads: Full the full question wording that preceded this question, see Table 9 (Base: All participants). (Base: All participants reporting driving in zones with Ns indicated above). Weighted data.

Results for 2021 are also presented graphically in Figure 13. Findings also showed that, the older the motorist, the significantly higher proportion of time the motorist spent at or below the speed limit for road works zones, however, no significant association was obtained for school zones. Findings also showed again that males were less likely to drive at or below the speed limit than females in road works zones, but this gender difference did not emerge for school zones.

Figure 13. Percentage of the time that Queensland motorists reported travelling at or below the speed limit in road works zones or in school zones (n=779-805 in May 2021)



Question: Now please answer in the same way for these special types of roads: Full the full question wording that preceded this question, see Table 9 (Base: All participants). (Base: All participants reporting driving in zones with Ns indicated above). Weighted data.

The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and in school zones - 2020 v 2021

In 2021, motorists were asked to estimate the percentage of their overall speeding that was accidental in each speed zone. This was to examine the percentage of time that motorists believed that they were speeding intentionally versus accidentally.

Results for 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones are presented in Table 10 and Figure 14. Mean percentages are reported.

In 2021, for 50km/h roads, 69.0% of speeding was accidental. For 60 km/h roads, 67.6% of speeding was accidental. For 100 km/h roads, 61.8% of speeding was accidental.

In 2021, for road works zones, 63% of speeding was accidental. For school zones, 69.3% of speeding was accidental.

There were no overall significant differences in reported accidental speeding from 2020 to 2021 across each of the speed zones.

However, motorists in the Moderate-excessive speed segment reported a significantly lower percentage of accidental speeding in 40km/h road works zones in 2021 (54.2%), compared to 2020 (62.1%). Interestingly, however, the same trend was not observed for the speeding behaviour of this segment in school zones.

This suggests that the Moderate-excessive speed segment has become more intentional in their speeding in road works zones in 2021.

In 2021, it is also noteworthy that there was significantly lower self-reported accidental speeding in 100 km/h zones (mean=61.8), compared to 50 km/h zones (mean=69) and 60 km/h zones (mean=67.6).

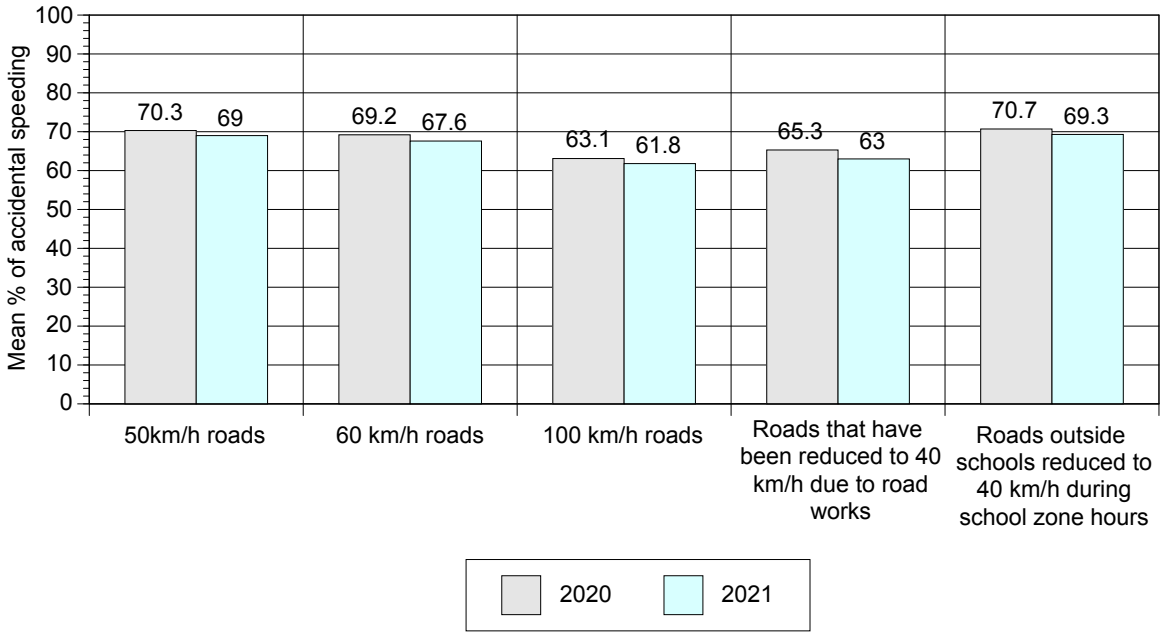
While speculative, it is plausible that the Moderate-excessive segment is potentially reporting increased speeding in road works zones due to higher road works activity in Queensland in 2021. The increased tendency to speed in road works zones may similarly be due to the absence of people in such zones (unlike school zones where there is frequently children nearby). In addition, the lower tendency to speed in school zones may be due to general motorist concern about the risks of speeding around children and schools (given the need to protect young children).

Table 10. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (n=315-696 in August-September 2020 and n=337-690 in May 2021)

What percentage of your overall speeding on this type of road was accidental?	2020				2021				Overall change 20-21
	Compliant (n=53-181)	Low-level (n=170-3820	Moderate-excessive (n=92-133)	Overall (n=315-696)	Compliant (n=39-156)	Low-level (n=159-357)	Moderate-excessive (n=139-181)	Overall (n=337-690)	
	Mean percentage								
50km/h roads	76.8a	70.4a	62.4a	70.3a	76.2a	70.8a	58.7a	69.0a	-1.3
60 km/h roads	76.0a	69.3a	60.6a	69.2a	77.4a	69.0a	55.8a	67.6a	-1.6
100 km/h roads	74.4a	62.6a	52.4a	63.1a	74.2a	60.9a	54.7a	61.8a	-1.3
Roads that have been reduced to 40 km/h due to **road works**	76.1a	62.5a	62.1a	65.3a	73.0a	65.4a	54.2b	63.0a	-2.3
Roads outside schools reduced to 40 km/h during **school zone** hours	81.9a	71.2a	64.5a	70.7a	74.3a	72.5a	64.0a	69.3a	-1.4

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

Figure 14. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones
(n=315-696 in August-September 2020 and n=337-690 in May 2021)



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

Mean self-reported accidental speeding by segment in 2021 also highlighted a range of interesting trends. Results are in Table 11. Most notably, results showed that the Moderate-excessive segment was significantly less likely to report accidental speeding, than both the Compliant segment and Low-level segment across all zones, apart from School zones.

This arguably highlights that speeding of the Moderate-excessive segment is generally very much intentional (while other segments don't always mean to speed).

Table 11. Mean self-reported accidental speeding by segment in 2021 (May 2021)

Speed zone	Mean self-reported accidental speeding		
	Compliant (n=39-156)	Low-level (n=159-357)	Moderate-excessive (N=139-181)
50 km/h roads	76.2a	70.8a	58.7b
60 km/h roads	77.4a	69.0b	55.8c
100 km/h	74.2a	60.9b	54.7c
Road works zones	73.0a	65.4a	54.2b
School zones	74.3a,b	72.5a	64.0b

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

Factors reported to increase the likelihood of speeding in Queensland – 2020 v 2021

Motorists in 2021 were asked to rate the extent to which various factors influenced their likelihood of speeding. Table 12 shows the factors influencing speeding behaviour using mean ratings from a scale of 1-5 (1= Much less likely, 5=Much more likely).

Consistent with 2020 results, the top factors in 2021 making motorists more likely to speed were:

- Overtaking another vehicle (mean = 4.0 in 2021) *(also top factor in 2020)*
- Driving down a hill (mean = 3.6 in 2021) *(also second top factor in 2020)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2021) *(also third top factor in 2020)*
- Running late (mean = 3.5 in 2021) *(equal top third factor in 2020)*

Also of note, the top three factors making motorists less likely to speed in 2021 were:

- The roads are wet (mean = 2.0 in 2021) *(also first factor in 2020)*
- Have child passengers in the vehicle (mean = 2.3 in 2021) *(also second factor in 2020)*
- Have adult passengers in the vehicle (mean = 2.7 in 2021) *(fourth factor in 2020)*

Thus, the top factors increasing and decreasing the likelihood of speeding in 2021 were fairly consistent with 2020 findings.

However, the third factor making motorists less likely to speed in 2020 was ‘At night’ rather than ‘Having adult passengers in the vehicle’.

Interestingly, there were no significant differences in mean results for the Moderate-excessive speed segment on any of the factors from 2020 to 2021.

The Low-level speed segment had a significantly higher mean rating for ‘You are alone in the vehicle’ in 2021 (mean = 3.3) compared to 2020 (mean = 3.2).

It is also noteworthy that the Compliant segment had significantly higher mean ratings for:

- Overtaking another vehicle (mean = 3.7 in 2021 v 3.6 in 2020)
- You think the speed limit for the road is too low (mean = 3.0 in 2021 v 2.9 in 2020)

However, while significant, it should also be noted that observed differences are not large.

The top factors increasing the likelihood of speeding in 2021 for the three speed segments were as follows. It is noteworthy that running late was the second most important factor for the Moderate-excessive speed segment, highlighting the potential for communications about running late to assist in reducing speeding behaviour for this segment particularly.

Compliant	Low-level	Moderate-excessive
• Overtaking another vehicle (mean=3.7) • Driving down a hill (mean=3.4) • Most other vehicles in the traffic flow are exceeding the speed limit (mean=3.1) • Running late (mean=3.1)	• Overtaking another vehicle (mean=4.1) • Driving down a hill (mean=3.8) • Most other vehicles in the traffic flow are exceeding the speed limit (mean=3.7) • Running late (mean=3.6)	• Overtaking another vehicle (mean=4.0) • Running late (mean=3.9) • Driving down a hill (mean=3.8) • Most other vehicles in the traffic flow are exceeding the speed limit (mean=3.8)

Table 12. Factors reported to increase the likelihood of speeding in Queensland
(n=640-879 in August – September 2020 and n=653-685 in May 2021)

Measure	2020				2021				Overall change 20-21
	Compliant (n=205-313)	Low-level (n=299-402)	Moderate-excessive (n=114-139)	Overall (n=640-879)	Compliant (n=179-271)	Low-level (n=278-387)	Moderate-excessive (n=172-191)	Overall (n=653-685)	
	Mean agreement (1= much less likely, 5= much more likely)								
Receiving a notification on your phone (e.g., a SMS, social media update)	2.8a	2.7a	2.7a	2.8a	2.7a	2.8a	2.8a	2.8a	0
Receiving a mobile call while driving	2.8a	2.7a	2.7a	2.7a	2.8a	2.7a	2.9a	2.8a	+0.1
Most other vehicles in the traffic flow are exceeding the speed limit	3.0a	3.7a	3.7a	3.5a	3.1a	3.7a	3.8a	3.5a	0
Driving down a hill	3.4a	3.7a	3.7a	3.6a	3.4a	3.8a	3.8a	3.6a	0
Running late	3.0a	3.6a	3.6a	3.5a	3.1a	3.6a	3.9a	3.5a	0
In a negative mood	2.9a	3.2a	3.2a	3.1a	2.9a	3.2a	3.4a	3.1a	0
Overtaking another vehicle	3.6a	4.1a	4.1a	3.9a	3.7b	4.1a	4.0a	4.0a	+0.1
You are approaching a traffic light that just turned amber (orange)	2.9a	3.2a	3.2a	3.1a	2.9a	3.2a	3.4a	3.1a	0
Driving on a familiar road	2.9a	3.3a	3.3a	3.2a	3.0a	3.4a	3.7a	3.3a	+0.1
There is light traffic on the road	2.8a	3.1a	3.1a	3.0a	2.9a	3.1a	3.3a	3.1a	+0.1
At night	2.5a	2.6a	2.6a	2.6a	2.5a	2.7a	2.9a	2.7a	+0.1
The roads are wet	1.9a	1.9a	1.9a	2.0a	1.9a	1.9a	2.4a	2.0a	0
Have adult passengers in the vehicle	2.7a	2.7a	2.7a	2.7a	2.7a	2.7a	2.9a	2.7a	0
Have child passengers in the vehicle	2.4a	2.2a	2.2a	2.3a	2.3a	2.2a	2.6a	2.3a	0
You are alone in the vehicle	2.9a	3.2a	3.2a	3.2a	2.9a	3.3b	3.6a	3.2a	0
You think the speed limit for the road is too low	2.9a	3.2a	3.2a	3.2a	3.0b	3.3a	3.5a	3.2a	0
You don't think there are any speed cameras in the area	2.8a	3.1a	3.1a	3.1a	2.9a	3.1a	3.4a	3.1a	0

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

Findings in 2021 additionally highlighted that the Moderate-excessive speed segment was significantly more likely to report that all factors influenced their speeding, compared to the Compliant speed segment, with the exception of only two factors (where there were no statistically significant differences between the two segments). These related to:

- Receiving a notification on your phone (e.g., a SMS, social media update)
- Receiving a mobile call while driving.

In 2021, the Low-level speed segment was also more likely to report that all factors influenced their speeding, with the exception of the following factors:

- Receiving a notification on your phone (e.g., a SMS, social media update)
- Receiving a mobile call while driving
- At night
- The roads are wet
- Have adult passengers in the vehicle
- Have child passengers in the vehicle.

How many kilometres over the speed limit was considered to be speeding by Queensland motorists? – 2020 v 2021

As part of the survey, motorists were asked how many kilometres per hour they would need to be driving before they personally considered themselves to be 'speeding' across 50 km/h, 60 km/h and 100 km/h speed zones. Table 13 and Figure 15 show the mean number of kilometres per hour over the speed limit that participants considered to be 'speeding' in 2021, compared to 2020.

In 2021, for 50 km/h speed zones, motorists reported that they would have to travel 3.4 km/h over the speed limit to consider that they were speeding. For the 60 km/h and 100 km/h speed zones, they reported that they would have to travel 3.6 km/h and 4.5 km/h over the speed limit, respectively, to consider that they were speeding.

There were no statistically significant differences overall from 2020 to 2021 across each of the speed zones.

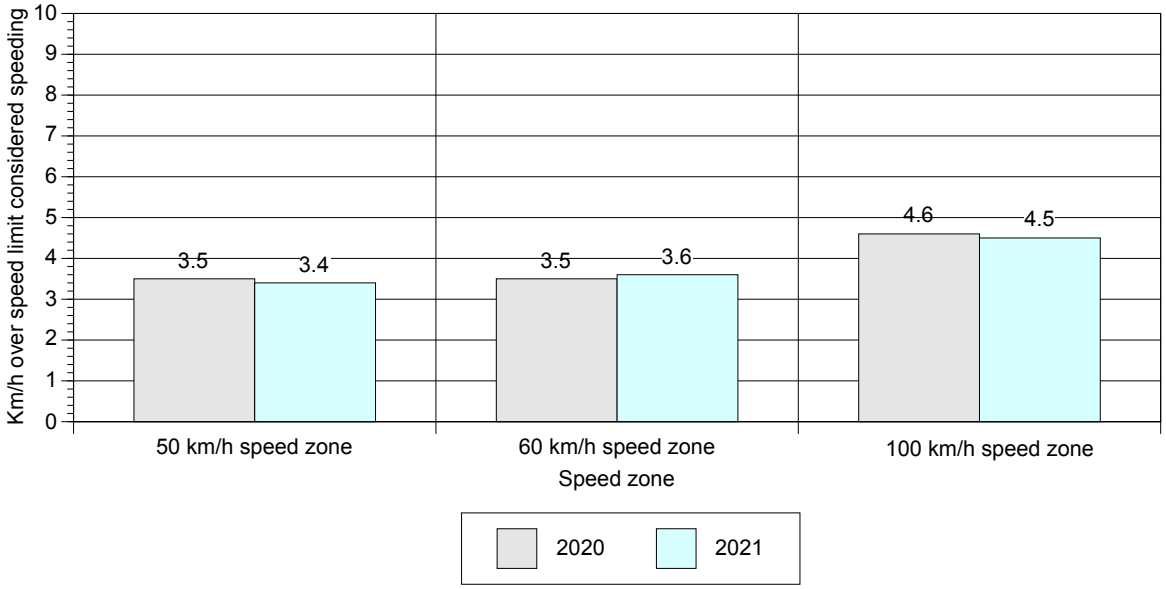
The Moderate-excessive speed segment did, however, report a significantly lower number of kilometres per hour for the 100 km/h speed zone in 2021 (7.0 km/h), compared to 2020 (8.4 km/h). While the reason for this is unclear, it may be due to a greater level of traffic on highways in 2021, than compared to 2020.

Table 13. How many kilometres over the speed limit was considered to be speeding by Queensland motorists (N=900 in August - September 2020 and N=901 in May 2021)

Speed zone	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
	Mean km/h over speed limit								
50 km/h speed zone	2.1a	3.7a	5.8a	3.5a	2.2a	3.5a	5.0a	3.4a	-0.1
60 km/h speed zone	2.1a	3.7a	5.6a	3.5a	2.2a	3.7a	5.4a	3.6a	+0.1
100 km/h speed zone	2.7a	4.7a	8.4a	4.6a	2.7a	4.7a	7.0b	4.5a	-0.1

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

Figure 15. How many kilometres over the speed limit was considered to be speeding by Queensland motorists (N=900, August – September 2020 and N=901, May 2021)



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

In 2021, relative to the Compliant speed segment, findings also highlighted that the Moderate-excessive speed segment reported that they would have to travel a greater mean number of kilometers over the speed limit in the following zones to consider that they were speeding:

- 50 km/hr zones – 5.0 km/h (compared to 2.2 km/h for the Compliant speed segment)
- 60 km/hr zones – 5.4 km/h (compared to 2.2 km/h for the Compliant speed segment)
- 100 km/hr zones – 7.0 km/h (compared to 2.7 km/h for the Compliant speed segment)

In addition, in 2021, relative to the Compliant speed segment, the Low-level speed segment similarly reported that they would have to travel a greater mean number of kilometers over the speed limit in the following zones to consider that they were speeding:

- 50 km/hr zones – 3.5 km/h (compared to 2.2 km/h for the Compliant speed segment)
- 60 km/hr zones – 3.7 km/h (compared to 2.2 km/h for the Compliant speed segment)
- 100 km/hr zones – 4.7 km/h (compared to 2.7 km/h for the Compliant speed segment)

This suggests that the Compliant speed segment has a far narrower definition of speeding than the other speed segments.

Attitudes towards speeding and the risks of speeding in Queensland – 2020 v 2021

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a range of statements about speeding or the risks of speeding. Table 14 and Figure 16 show motorist attitudes towards speeding for the three segments, presented as means.

Results showed that overall, there were significant mean increases in agreement ratings from 2020 to 2021 on the following items:

- Low-level speeding is socially acceptable (2.8 in 2020 v 2.9 in 2021)
- I keep to the speed limit, as I want to avoid fines (4.0 in 2020 v 4.1 in 2021)
- I keep to the speed limit, as I want to avoid demerit points (4.0 in 2020 v 4.1 in 2021)

The Moderate-excessive speed segment had significantly higher mean agreement ratings on the following items in 2021 than in 2020:

- If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (3.2 in 2020 v 3.6 in 2021)
- If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (3.5 in 2020 v 3.9 in 2021)
- I keep to the speed limit, as I want to avoid fines (3.7 in 2020 v 3.9 in 2021)
- I keep to the speed limit, as I want to avoid demerit points (3.7 in 2020 v 3.9 in 2021)

While it is unclear why the Moderate-excessive segment showed higher mean agreement for the crash risk attitudinal statements in 2021 compared to 2020, higher mean results for attitudes relating to fine and demerit point avoidance tend to suggest that the segment is somewhat more motivated to keep to speed limits to avoid penalties.

Moreover, the increases in perceptions of risk associated with crashing at low speeds over the limit among the Moderate-excessive segment might be associated with the increased reporting of crash involvement by the overall sample (average of 0.3 in 2020 vs 0.6 in 2021). While not statistically significant, this increased crash experience may have had an influence on risk perceptions.

It is also noteworthy that the Low-level speed segment had a significantly lower agreement rating in 2021 compared to 2020 for ‘If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit’ (4.2 in 2020 v 4.0 in 2021).

While not significantly changing from 2020 to 2021, a number of other findings are worth noting. Specifically, despite the significant increase in attitudes that low-level speeding is socially acceptable, the majority of participants continued to believe that speeding is unsafe in most cicrumstances (3.9 in 2020 v 4.0 in 2021). The majority of participants also agreed that speeding increases the likelihood and severity of a crash. However, participants were more polarised regarding whether low-level speeding is socially acceptable and whether it is a major contributor to crashes.

Particpants also remained relatively polarised with regards to their agreement that the government uses speed camera fine revenue for road safety programs and improvements (2.9 in 2020 v 2.8 in 2021). Encouragingly, the majority of respondents perceived themselves as being likely to be caught when speeding, either by police or a speed camera, and this remained stable from 2020 to 2021.

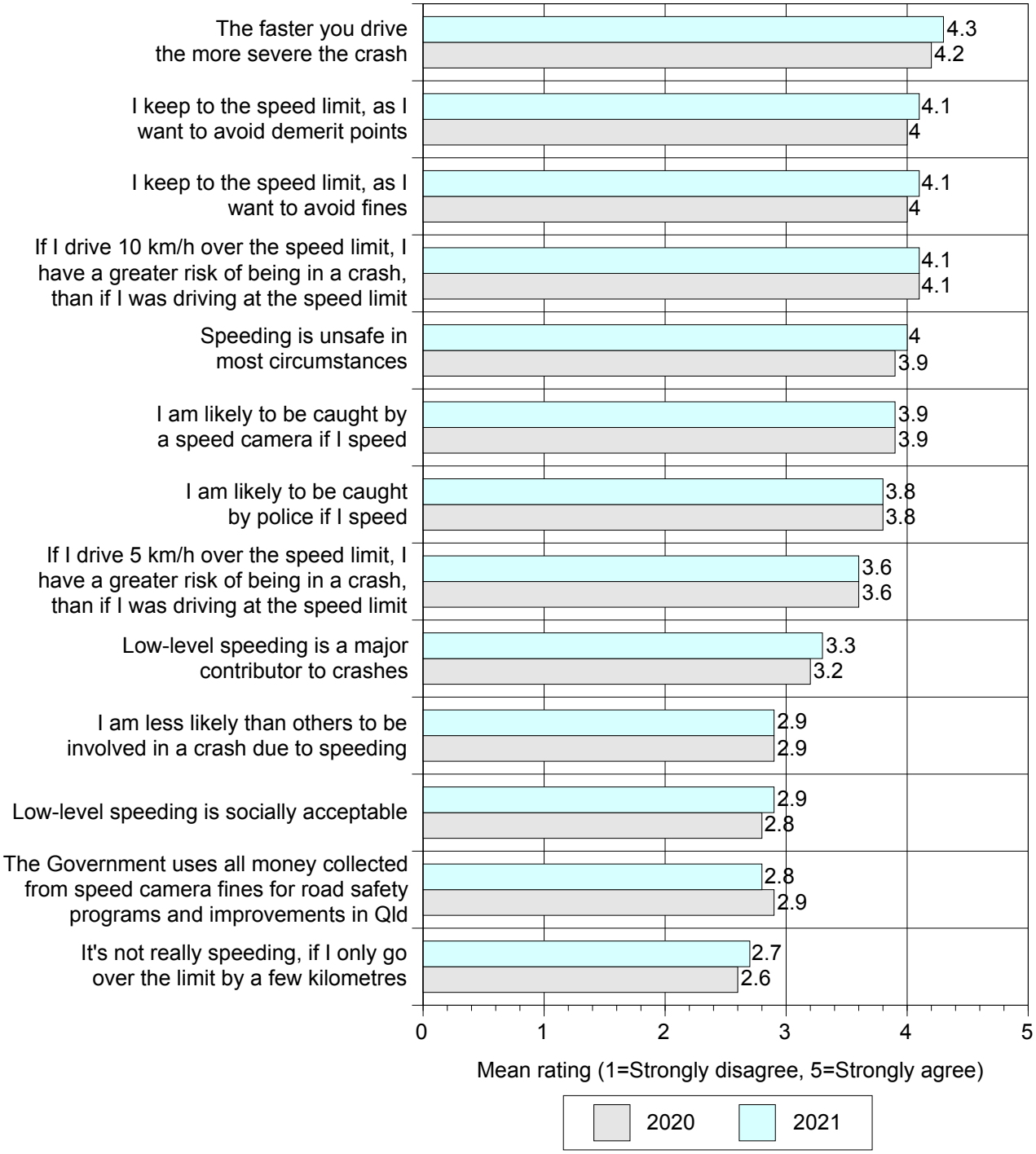
Table 14. Attitudes towards speeding and the risks of speeding in Queensland
(N=900 in August – September 2020 and N=901 in May 2021)

Attitudes towards speeding	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
	Mean (1=Strongly disagree, 5=Strongly agree)								
Social norms									
Low-level speeding is socially acceptable	2.2a	3.0a	3.3a	2.8a	2.4a	3.0a	3.4a	2.9b	+0.1
Low-level speeding risk awareness									
Low-level speeding is a major contributor to crashes	3.4a	3.2a	3.0a	3.2a	3.4a	3.2a	3.2a	3.3a	+0.1
Speeding is unsafe in most circumstances	4.2a	3.9a	3.5a	3.9a	4.2a	3.9a	3.6a	4.0a	+0.1
It's not really speeding, if I only go over the limit by a few kilometres	2.1a	2.8a	3.4a	2.6a	2.2a	2.8a	3.3a	2.7a	+0.1
Crash risk awareness									
The faster you drive, the more severe the crash	4.4a	4.2a	4.0a	4.2a	4.4a	4.2a	4.1a	4.3a	+0.1
If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	3.8a	3.5a	3.2a	3.6a	3.8a	3.4a	3.6b	3.6a	0
If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	4.2a	4.2a	3.5a	4.1a	4.3a	4.0b	3.9b	4.1a	0
Attitudes towards demerit points and fines									
I keep to the speed limit, as I want to avoid fines	4.2a	4.1a	3.7a	4a	4.3a	4.1a	3.9b	4.1b	+0.1
I keep to the speed limit, as I want to avoid demerit points	4.2a	4.0a	3.7a	4a	4.3a	4.1a	3.9b	4.1b	+0.1
The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland	3.0a	2.8a	2.8a	2.9a	2.9a	2.7a	3.0a	2.8a	-0.1
Attitudes towards the risk of detection									
I am likely to be caught by police if I speed	3.9a	3.8a	3.6a	3.8a	3.9a	3.8a	3.6a	3.8a	0
I am likely to be caught by a speed camera if I speed	4.0a	3.9a	3.7a	3.9a	4.0a	3.9a	3.8a	3.9a	0
Personal susceptibility towards crashes									

Attitudes towards speeding	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
	Mean (1=Strongly disagree, 5=Strongly agree)								
I am less likely than others to be involved in a crash due to speeding	2.9a	2.8a	3.0a	2.9a	2.9a	2.9a	3.0a	2.9a	0

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

Figure 16. Attitudes towards speeding and the risks of speeding in Queensland (N=900 in August – September 2020 and N=901 in May 2021)



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

In 2021, compared to the Compliant speed segment, findings also showed that the Moderate-excessive speed segment had significantly higher agreement with the following attitudes:

- Low-level speeding is socially acceptable (mean=3.4 v 2.4)
- It's not really speeding, if I only go over the limit by a few kilometres (mean=3.3 v 2.2)

In 2021, compared to the Compliant speed segment, findings also showed that the Moderate-excessive speed segment had significantly lower agreement with the following attitudes, generally highlighting more negative attitudes towards speeding:

- Low-level speeding is a major contributor to crashes (mean=3.2 v 3.4)
- Speeding is unsafe in most circumstances (mean=3.6 v 4.2)
- The faster you drive, the more severe the crash (mean=4.1 v 4.4)
- If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (mean=3.6 v 3.8)
- If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (mean=3.9 v 4.3)
- I keep to the speed limit, as I want to avoid fines (mean=3.9 v 4.3)
- I keep to the speed limit, as I want to avoid demerit points (mean=3.9 v 4.3)
- I am likely to be caught by police if I speed (mean=3.6 v 3.9)

In 2021, compared to the Low-level speed segment, the Moderate-excessive speed segment also had higher agreement with the following attitudes:

- Low-level speeding is socially acceptable (mean=3.4 v 3.0)
- It's not really speeding, if I only go over the limit by a few kilometres (mean=3.3 v 2.8)
- The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland (mean=3.0 v 2.7)

In 2021, compared to the Low-level speed segment, the Moderate-excessive speed segment also had lower agreement with the following attitudes:

- Speeding is unsafe in most circumstances (mean=3.6 v 3.9)
- I keep to the speed limit, as I want to avoid fines (mean=3.9 v 4.1)
- I keep to the speed limit, as I want to avoid demerit points (mean=3.9 v 4.1)

Attitudes towards speed cameras and the enforcement of speeding in Queensland – 2020 v 2021

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a set of statements about speed camera enforcement. Table 15 and Figure 17 show the level of support for speed camera enforcement for each segment.

Results showed that there were no significant differences in overall attitudes towards speed cameras and enforcement of speeding from 2020 to 2021. It is important to note however, that levels of support remained high. Specifically, in 2021, 80.2% of respondents agreed or strongly agreed that supported the use of overtly operated mobile speed cameras. Support was also high for cameras used to detect mobile phone use while driving (80.5%), fixed speed cameras (77.5%) and combined red-light speed cameras (74.5%), with slightly lower levels of support for average speed cameras (60.5%) and covert mobile speed cameras (56%).

That said, there were some differences within the groups. The Moderate-excessive speed segment had significantly higher agreement ratings for the following items in 2021 compared to 2020:

- I support the use of covert (unmarked) speed camera vans in Queensland (3.3 in 2021 v 3.0 in 2020)
- I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras) (3.5 in 2021 v 3.2 in 2020)

The Low-level speed segment had a significantly lower agreement rating in 2021 for 'I support the use of covert (unmarked) speed camera vans in Queensland' compared to 2020 (3.2 in 2021 v 3.5 in 2020). This segment also had a significantly higher rating in 2021 for 'I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera' (2.5 in 2021 v 2.4 in 2020).

The Compliant speed segment had a significantly lower agreement rating in 2021 for 'Speed cameras are there to raise revenue for Government' compared to 2020 (3.3 in 2021 v 3.5 in 2020).

Together, results show there was a favourable shift in attitudes towards speed camera enforcement within the Moderate-excessive and Compliant speed segments, but an unfavourable shift in attitude for the Low-level speed segment from 2020 to 2021.

While not significantly changing from 2020 to 2021, a number of other findings are worth highlighting. For example, there remains evidence of paradoxical attitudes regarding the purpose of speed cameras, with respondents equally likely to believe they are used to raise revenue for the Government and reduce the road toll (53.9% of respondents agreed or strongly agreed with each statement in 2021).

The general deterrence impact of speed cameras was evident, with 60.7% of respondents suggesting they slow down in areas where they have seen or heard of speed cameras operating. However, There was also some evidence of punishiment avoidance strategies, with 21.7% of respondents suggesting they slow down in the immediate vicinity of a speed camera before speeding back up again and 24% suggesting they flash their headlights to warn other motorists of speed cameras.

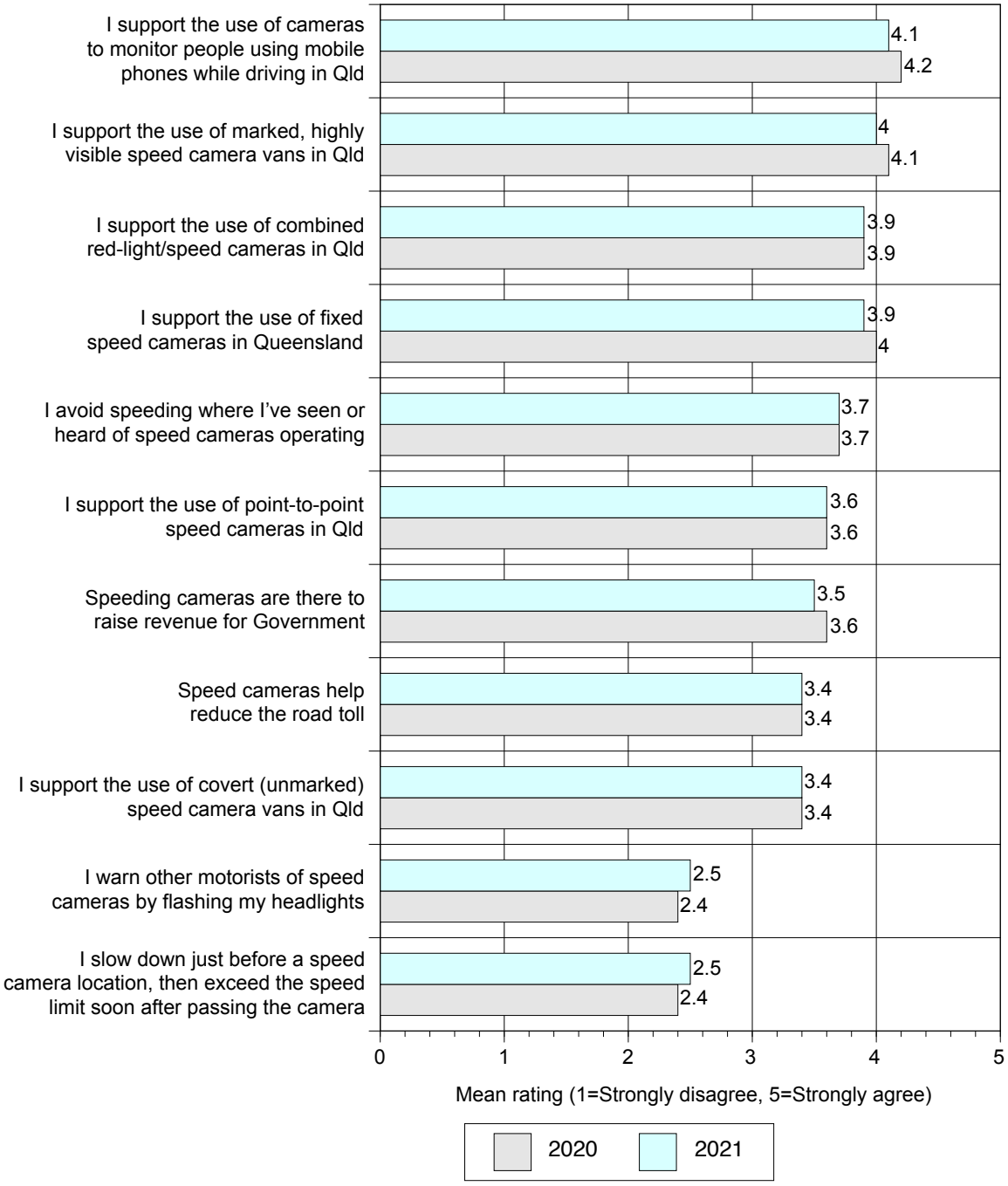
Table 15. Attitudes towards speed cameras and the enforcement of speeding in Queensland
(N=900 in August – September 2020 and N=901 in May 2021)

Measure	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
	Mean agreement (1= strongly disagree, 5=strongly agree)								
Support for speed camera enforcement									
I support the use of covert (unmarked) speed camera vans in Queensland	3.6a	3.5a	3.0a	3.4a	3.6a	3.2b	3.3b	3.4a	0
I support the use of marked, highly visible speed camera vans in Queensland	4.2a	4.1a	3.9a	4.1a	4.2a	4.0a	3.9a	4.0a	-0.1
I support the use of fixed speed cameras in Queensland	4.1a	4.0b	3.7a	4.0a	4.1a	3.9a	3.8a	3.9a	-0.1
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	3.9a	3.5a	3.2a	3.6a	3.8a	3.5a	3.5b	3.6a	0
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	4.1a	4.0a	3.6a	3.9a	4.1a	3.9a	3.6a	3.9a	0
I support the use of cameras to monitor people using mobile phones while driving in Queensland	4.4a	4.2a	4.0a	4.2a	4.3a	4.1a	3.9a	4.1a	-0.1
Other attitudes relating to speed camera enforcement									
Speed cameras are there to raise revenue for Government	3.5a	3.5a	3.7a	3.6a	3.3b	3.5a	3.9a	3.5a	-0.1
Speed cameras help reduce the road toll	3.6a	3.4a	3.3a	3.4a	3.5a	3.3a	3.4a	3.4a	0
Motorist responses to speed camera enforcement									
I avoid speeding where I've seen or heard of speed cameras operating	3.6a	3.8a	3.8a	3.7a	3.5a	3.8a	3.8a	3.7a	0

Measure	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (n=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (n=901)	
	Mean agreement (1= strongly disagree, 5=strongly agree)								
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	2.1a	2.4a	3.2a	2.4a	2.0a	2.5b	3.3a	2.5a	0.1
I warn other motorists of speed cameras by flashing my headlights	2.1a	2.4a	3.0a	2.4a	2.0a	2.5a	3.2a	2.5a	0.1

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

Figure 17. Attitudes towards speed cameras and the enforcement of speeding in Queensland (N=900, August – September 2020 and N=901, May 2021)



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

In 2021, compared to the Compliant segment, the Moderate-excessive speed segment was higher in agreement on the following attitudes:

- Speeding cameras are there to raise revenue for Government (mean=3.9 v 3.3)
- I avoid speeding where I've seen or heard of speed cameras operating (mean=3.8 v 3.5)
- I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera (mean=3.3 v 2.0)
- I warn other motorists of speed cameras by flashing my headlights (mean=3.2 v 2.0)

In 2021, compared to the Compliant segment, the Moderate-excessive speed segment was lower in agreement on the following attitudes:

- I support the use of marked, highly visible speed camera vans in Queensland (Mean=3.9 v 4.2)
- I support the use of fixed speed cameras in Queensland (Mean=3.8 v 4.1)
- I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras) (Mean=3.5 v 3.8)
- I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland (Mean=3.6 v 4.1)
- I support the use of cameras to monitor people using mobile phones while driving in Queensland (Mean=3.9 v 4.3)

In 2021, compared to the Compliant segment, the Low-level speed segment was higher in agreement on the following attitudes:

- Speeding cameras are there to raise revenue for Government (Mean=3.9 v 3.5)
- I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera (Mean=3.3 v 2.5)
- I warn other motorists of speed cameras by flashing my headlights (Mean=3.2 v 2.5)

In 2021, compared to the Compliant segment, the Low-level speed segment was lower in agreement on the following attitudes:

- I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland (Mean=3.6 v 3.9)
- I support the use of cameras to monitor people using mobile phones while driving in Queensland (Mean=3.9 v 4.1).

Other attitudes relating to speed camera tolerances, speeding fines and use of revenue – 2020 v 2021

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

Results are provided in Table 16 and Figure 18. In 2021, the mean perceived speed tolerance was 6.4%. This is relatively consistent with perceptions of what constitutes speeding that were reported earlier and is consistent with prior research that suggests that some motorists drive up to the perceived tolerance over the limit.

Overall, 35.2% of participants knew that fine revenue was used for road safety programs and improvements. This highlights a potential area for future communications about how speed enforcement revenue is spent in order to enhance public perceptions.

Only 12.3% of participants correctly identified the first bracket of a speeding fine as 1-12 km/h over the speed limit. In contrast, 72.2% believed the first enforcement bracket as being lower (i.e., 1-6 km/h or 1-9 km/h over the limit). Such a finding has important practical implications and suggests that the first enforcement bracket could be shifted with minimal opposition from the public.

Locations with a history of speed-related crashes was rated as the most important factor for speed camera locations (mean = 4.4). This is encouraging given that is accurately reflects how sites are chosen, despite the regular media attention given to claims of revenue raising.

There were no significant differences in overall results from 2020 to 2021.

However, a significantly higher percentage of Moderate-excessive speed segment motorists in 2021 incorrectly answered that the first bracket of a speeding fine was 1-9km over the speed limit (29.2% in 2020 v 43.8% in 2021) (the correct answer was 1-12km/h over the speed limit).

In addition, a significantly lower percentage of Low-level speed group motorists selected the correct answer to this question (1-12km) in 2021 (16% in 2020 v 9.3% in 2021).

Overall, in 2021, results show that 87.7% of all motorists still don’t know the first bracket of a speeding fine and there was largely the same level of awareness in 2020 (i.e., with no statistically significant changes observed).

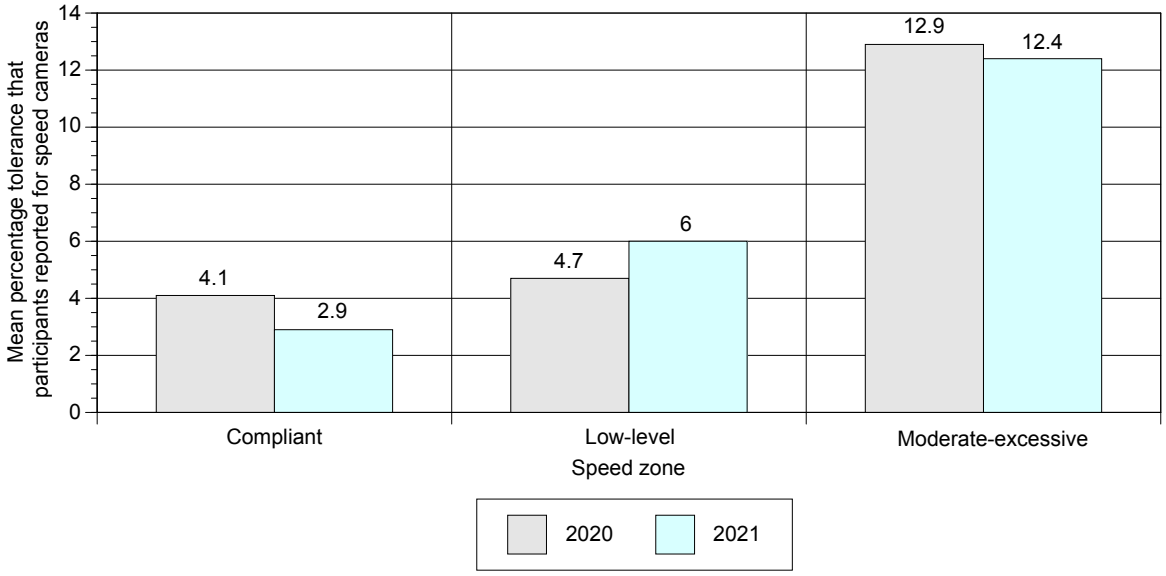
Table 16. Other attitudes relating to speed camera tolerances, speeding fines and use of revenue (N=900, August – September 2020 and N=901, May 2021)

Measure	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (N=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (N=901)	
	Mean								
Beliefs about speed camera tolerances (Mean percentage)									
What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)?	4.1a	4.7a	12.9a	5.9a	2.9a	6.0a	12.4a	6.4a	+0.5
How important do you think the following factors are for choosing how speed camera locations are selected? Mean score (1=not at all important, 5=very important)									
Locations where the most fines are issued	3.7a	3.6a	3.5a	3.6a	3.6a	3.5a	3.6a	3.6a	0
Roads where a lot of motorists exceed the speed limit	4.4a	4.2a	3.8a	4.2a	4.3a	4.1a	3.8a	4.1a	-0.1
Locations that have a history of speed-related crashes	4.5a	4.5a	4.2a	4.4a	4.5a	4.4a	4.2a	4.4a	0
Where the public complain about speeding drivers	4.2a	4.1a	3.8a	4.1a	4.3a	4.0a	3.9a	4.1a	0
Knowledge of use of fine revenue									
	Percentage in 2020				Percentage in 2021				
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland? (% Aware)	33.3a	27.5a	46.9a	33.2a	32.3a	29.2a	51.3a	35.2a	+2.0
Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? (brackets provided) (correct answer 1-12 km/h)									
	Percentage in 2020				Percentage in 2021				
1-6 km/h over the speed limit	52.3a	40.7a	27.1a	42.1a	51.9a	42.3a	20.7a	41.1a	-1
1-9 km/h over the speed limit	24.6a	28.3a	29.2a	27.1a	23.3a	32.0a	43.8b	31.1a	4
1-12 km/h over the speed limit	7.5a	16a	22.7a	14.2a	7.5a	9.3b	24.8a	12.3a	-1.9
1-15 km/h over the speed limit	2.4a	4a	13.9a	5.3a	2.7a	6.3a	7.7a	5.3a	0

Measure	2020				2021				Overall change 20-21
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (N=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (N=901)	
	Mean								
Don't know	13.2a	11a	7.1a	11.3a	14.7a	10.0a	3.0a	10.2a	-1.1

Refer table for questions (Base: All participants) Weighted data.

Figure 18. Motorist perceptions of speed camera enforcement tolerances (amount above the speed limit before fines are issued) (n=871 in August – September 2020 and n=867 in May 2021)



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

In 2021, compared to the Compliant speed segment, the Moderate-excessive speed segment was significantly:

- More likely to be aware that the first bracket of a speeding fine was 1-12 km/h (24.8% v 7.5%)
- More aware that Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland (51.3% v 32.3%) and;
- Reported a higher mean speed tolerance for for speed cameras before someone is fined (Reported mean of 12.4% v 2.9%)

In 2021, compared to the Low-level speed segment, the Moderate-excessive speed segment was significantly:

- More likely to be aware that the first bracket of a speeding fine was 1-12 km/h (24.8% v 9.3%)
- More aware that Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland (51.3% v 29.3%) and;
- Reported a higher mean speed tolerance for for speed cameras before someone is fined (Reported mean of 12.4% v 6%)

This may reflect that the Moderate-excessive speed segment has more experience with fines.

Comparisons with 2015-2019 RSPAT survey results

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

These comparisons showed that overall, the percentage of respondents that are aware of the use of revenue from speed and red light camera fines has remained fairly consistent over the past six years. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 35.2% in 2021 (and 33.2% in 2020).

The item relating to motorist knowledge of the first bracket of a speeding fine has only been part of the RSPAT survey since 2018. The overall percentage of respondents that selected the correct answer (1-12km/h over the speed limit) has remained fairly consistent from 2018 to 2021 (ranging from 11.2% to 14.2% from 2018 to 2019 and 14.2% in 2020 to 12.3% in 2021).

Across the four years, the bracket most commonly selected was 1-6km/h over the speed limit (ranging from 42.1% – 43.3% from 2018 to 2020 and 41.1% in 2021. It is worth noting that the wording of the question from 2020 onwards was more concise and did not include reference to the fine and demerit point amounts, however the response scale remained the same.

For a more detailed description of results comparing 2015-2019 to 2020-2021, see Table 22 in Appendix B.

Speeding fines, crashes and unsafe driving behaviours reported by speeding segments – 2020 v 2021

To better understand the behaviours of the speeding segments, motorists in 2021 were asked to report the number of speeding fines and crashes they had during the past 3 years. In addition, they were asked to rate how often they had engaged in a range of unsafe driving practices during the past 12 months on a five-point scale (where 1=Never and 5=Always). Results are in Table 17 and Figure 19.

Speeding fines – 2020 v 2021

In 2021, to avoid mean speeding fine scores very close to zero, mean fines over the previous three years were recalculated to be based on the mean of ONLY motorists with fines.

In 2021, 26.3% of motorists reported having received a speeding fine in the past three years, which represents a significant increase from 20.4% in 2020. Where motorists received a fine for a specific speeding category, they typically received between 1 and 2 fines. However, given that many outliers were present in the data, caution should be applied to the interpretation of the reported fines.

Overall, compared to 2020 results, motorists in 2021 reported a significantly higher mean number of all types of speeding fines (by speed category, over the past 3 years). Interestingly, these increases appear to be largely attributable to speeding amongst the Moderate-excessive segment, with no significant changes in the mean number of fines observed for the Compliant and Low-level speed segments.

This highlights that more motorists are getting fines, and of motorists with fines, they are getting a higher mean number of fines. This may relate to increased driving in 2021 compared to the 2020 COVID-19 lockdown and restrictions.

This significant increase is attributed to the behaviour of the Moderate-excessive speed segment, with the segment receiving a significantly higher number of each type of fine in 2021, compared to 2020.

Crashes – 2020 v 2021

Although the overall mean number of crashes reported by motorists doubled from 2020 (mean = 0.3) to 2021 (mean = 0.6), this difference was not statistically significant.

Similarly, while there was a higher mean number of crashes reported by motorists in the Moderate-excessive speed segment in 2021 compared to 2020 (mean = 1.3 in 2020 v 2.2 in 2021), this difference was not statistically significant.

There were no significant changes in the number of crashes reported by motorists in the Compliant and Low-level speed segments.

Unsafe driving practices – 2020 v 2021

In 2021, driving while fatigued (mean = 1.9), followed by use of a mobile phone without hands free (including texting or talking), and tailgating (each mean = 1.5), were the most frequently reported unsafe driving practices.

Overall, while differences were relatively minor and the frequency of all behaviours was very low, motorists reported a significant increase in two unsafe driving practices in 2021, when compared to 2020. These were:

- Use of a mobile phone without hands free (including texting or talking) (mean = 1.4 in 2020 v 1.5 in 2021)
- Driving when fatigued (mean = 1.8 in 2020 v 1.9 in 2021)

There were no other significant changes in reported unsafe driving practices either overall, or within the speed segments from 2020 to 2021.

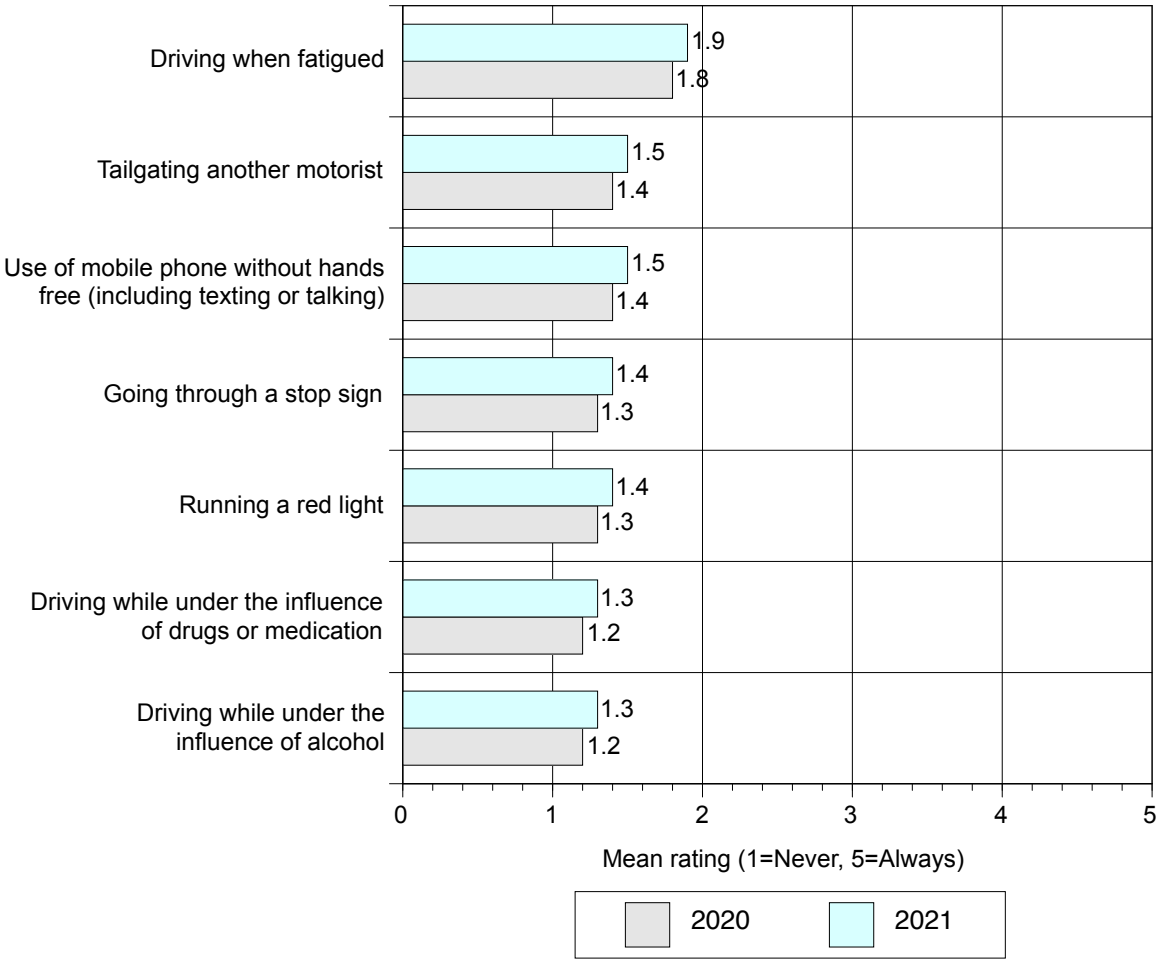
Table 17. Speeding fines, crashes and unsafe driving behaviours reported by speed segments
(n=176-900, August – September 2020 and n=239-901, May 2021)

Measure	2020				2021				Overall change 20-21
	Compliant (n=30)	Low-level (n=86)	Moderate-excessive (n=59)	Overall (n=176)	Compliant (n=26)	Low-level (n=98)	Moderate-excessive (n=112)	Overall (n=239)	
	Mean								
How many speeding fines have you received during the past 3 years for the following? (Mean number of speeding fines) **(Rebased in 2021 - ONLY motorists reporting at least one speeding fine - 2020 data also updated)**									
Speeding less than 13 km/h over the speed limit	1.1a	1.2a	1.1a	1.2a	1.0a	1.3a	3.5b	2.3b	+1.1
Speeding between 13 km/h and 20 km/h over the speed limit	.1a	.2a	.9a	.4a	.1a	.5a	3.4b	1.7b	+1.3
Speeding between 20 km/h and 30 km/h over the speed limit	0	.0a	.3b	.1a	0	.3a	3.8b	1.9b	+1.8
Speeding between 30 km/h and 40 km/h over the speed limit	0ab	0a	.2b	.1a	0a	.1a	3.3b	1.5b	+1.4
Speeding over 40 km/h and over the speed limit	.0a	.0a	.3b	.1a	0a	.2a	3.2b	1.5b	+1.4
Measure	**2020**				**2021**				**Overall change 20-21**
	Compliant (n=325)	Low-level (n=406)	Moderate-excessive (n=140)	Overall (N=900)	Compliant (n=286)	Low-level (n=388)	Moderate-excessive (n=193)	Overall (N=901)	
	Mean								
During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (mean number of crashes) (Base: All participants)									
Mean number of crashes	.1a	.1a	1.3a	0.3a	.1a	.2a	2.2a	.6a	+0.3
During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score - 1=Never, 5=Always) (Base: All participants)									
Use of mobile phone without hands free (including texting or talking)	1.1a	1.4a	2.1a	1.4a	1.1a	1.4a	2.4a	1.5b	+0.1
Running a red light	1.1a	1.2a	1.9a	1.3a	1.1a	1.2a	2.0a	1.4a	+0.1
Going through a stop sign	1.1a	1.2a	2.0a	1.3a	1.1a	1.3a	2.1a	1.4a	+0.1
Driving while under the influence of alcohol	1.1a	1.1a	1.8a	1.2a	1.1a	1.1a	2.0a	1.3a	+0.1
Driving while under the influence of drugs or medication	1.0a	1.1a	1.8a	1.2a	1.0a	1.1a	1.9a	1.3a	+0.1

Measure	2020				2021				Overall change 20-21
	Compliant (n=30)	Low-level (n=86)	Moderate-excessive (n=59)	Overall (n=176)	Compliant (n=26)	Low-level (n=98)	Moderate-excessive (n=112)	Overall (n=239)	
	Mean								
Driving when fatigued	1.5a	1.9a	2.4a	1.8a	1.5a	1.9a	2.6a	1.9b	+0.1
Tailgating another motorist	1.1a	1.4a	2.1a	1.4a	1.2a	1.4a	2.2a	1.5a	+0.1

Refer table for questions. Weighted data.

Figure 19. Unsafe driving behaviours reported by motorists – Overall results
(N=900 in August – September 2020 and N=901 in May 2021)



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

In 2021, compared to the Compliant speed segment, it is also noteworthy that the Moderate-excessive speed segment reported undertaking all behaviours more frequently:

- Use of mobile phone without hands free (including texting or talking) (Mean=2.4 v1.1)
- Running a red light (Mean=2.0 v 1.1)
- Going through a stop sign (Mean=2.1 v 1.1)
- Driving while under the influence of alcohol (Mean=2.0 v 1.1)
- Driving while under the influence of drugs or medication (Mean=1.9 v 1.0)
- Driving when fatigued (Mean=2.6 v 1.5)
- Tailgating another motorist (Mean=2.2 v 1.2)

In 2021, compared to the Low-level speed segment, it is also noteworthy that the Moderate-excessive speed segment reported undertaking all behaviours more frequently:

- Use of mobile phone without hands free (including texting or talking) (Mean=2.4 v 1.4)
- Running a red light (Mean=2.0 v 1.2)
- Going through a stop sign (Mean=2.1 v 1.3)
- Driving while under the influence of alcohol (Mean=2.0 v 1.1)
- Driving while under the influence of drugs or medication (Mean=1.9 v 1.1)
- Driving when fatigued (Mean=2.6 v 1.9)
- Tailgating another motorist (Mean=2.2 v 1.4)

Once again, while the Moderate-excessive segment performed these behaviour more frequently in 2021, they were generally also not performed at a high frequency.

Summary of major findings

Context

The current online survey conducted in 2021 is a replication of the 2020 speeding prevalence survey re-designed in 2020 to investigate the prevalence and determinants of speeding in Queensland. The 2021 survey involved an online panel survey of N=901 licensed motorists in Queensland aged 16 years or older (including a n=50 top-up sample of young people 17-20 years with Learner, P1 or P2 licences).

Major findings

In 2021, the largest speeding segment was the 'Low-level' speed segment (45.5%), followed by 'Compliant' (33.1%) and 'Moderate-excessive' (21.3%) segments. No significant differences were identified between results in 2021 compared to 2020. This suggests that the prevalence of self-reported speeding behaviour by segment in Queensland has not changed from 2020 to 2021.

In addition, the gender and age profile of speed segments in 2021 remained largely the same as 2020.

In 2021, it is additionally noteworthy that the Compliant segment had a significantly lower percentage of males (29%) compared to females (37.5%) and the Moderate-excessive segment had a significantly higher percentage of males (27.5%) compared to females (14.8%). However, there were no significant differences by gender for the Low-level speed segment (43.5% males versus 47.7% females).

Also of interest is that there was a significantly higher proportion of motorists in older age groups in the Compliant segment (especially motorists 60 years and older) and a higher proportion of younger motorists in the younger age groups in the Moderate-excessive segment (especially motorists aged under 25 and motorists 25-39 years). Interestingly, however, there were no significant differences for the Low-level speed segment.

In relation to speeding, two important overall significant differences were observed in 2021, compared to 2020. There was a significant increase in the reported percentage of time motorists travelled over the speed limit by more than 20 km/h in both 50 km/h zones (2.1% in 2021 v 1.3% in 2020) and 60km/h zones (1.9% in 2021 v 1.1% in 2020).

Overall results comparing 2021 with 2020 similarly showed that there was a significant reduction in the reported percentage of time motorists travelled at or below the speed limit in road works zones from 2020 (78.3%) to 2021 (75.2%). A similar overall trend was reported for school zones, with significantly fewer motorists in 2021 reporting they travelled at or below the speed limit (85% of the time, compared with 88.7% in 2020).

In school zones, in 2021, it is also noteworthy that the Moderate-excessive segment reported a significantly lower percentage of time travelling at or below the speed limit (56.6%) compared to 2020 (65.2%).

This segment also reported a significantly higher percentage of time travelling at 11-20 km/h over the speed limit (9.2% in 2021 v 5.3% in 2020) and at more than 20km over the speed limit (9% in 2021 v 5.5% in 2020) in school zones.

Together, such results may suggest that speeding behaviour increased in 2021, compared to 2020 and that the increase may be due to the behaviour of the Moderate-excessive speed segment.

In terms of the factors increasing the likelihood of speeding, the top factors in 2021 were largely consistent with 2020 and included:

- Overtaking another vehicle (mean = 4.0 in 2021) *(also top factor in 2020)*
- Driving down a hill (mean = 3.6 in 2021) *(also second top factor in 2020)*
- Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.5 in 2021) *(also third top factor in 2020)*
- Running late (mean = 3.5 in 2021) *(equal top third factor in 2020)*

There were no statistically significant differences overall from 2020 to 2021 in the number of kilometers per hour that motorists reported when they considered themselves to be 'speeding' (these ranged between 3-5 km/h depending on the speed zone). This may suggest that perceptions of 'speeding' have largely remained the same as 2020.

In relation to attitudes about speeding, three notable significant increases occurred in agreement ratings from 2020 to 2021. These were:

- Low-level speeding is socially acceptable (2.8 in 2020 v 2.9 in 2021)
- I keep to the speed limit, as I want to avoid fines (4.0 in 2020 v 4.1 in 2021)
- I keep to the speed limit, as I want to avoid demerit points (4.0 in 2020 v 4.1 in 2021)

It is also noteworthy that the Moderate-excessive speed segment had significantly higher agreement ratings on the last two items relating to a desire to avoid fines and demerit points, despite reporting a preference to exceed the speed limit by large amounts at times.

There were also no significant differences from 2020 to 2021 in the crashes reported in the past three years, however, a higher percentage of motorists overall received speeding fines (26.3% in 2021 v 20.4% in 2020). There was also a significant increase in the mean number of speeding fines (However, given that many outliers were present in the data, caution should be applied to the interpretation of the reported fines).

In this context, it is noteworthy that, during the COVID lockdown, there was an increase in the proportion of motorists who were exceeding the speed limit, especially by excessive amounts. Accordingly, while this increase may have somewhat regressed back to pre-COVID levels, there is still some evidence of poor driving behaviour post-lockdown.

In addition, while only small, there were significant increases in two unsafe driving behaviours:

- Use of mobile phone without hands free (including texting or talking) (mean = 1.4 in 2020 v 1.5 in 2021)
- Driving when fatigued (mean = 1.8 in 2020 v 1.9 in 2021)

Overall, only approximately one-third of participants knew that fine revenue was used for road safety programs and improvements, highlighting a potential area for future communications to enhance public perceptions. In addition, only 12.3% of participants correctly identified the first bracket of a speeding fine as 1-12 km/h over the speed limit, with almost three-quarters believing the first bracket was lower. This finding has important practical implications and suggests that the first enforcement bracket could be shifted with minimal opposition from the public.

Conclusion

Findings overall highlight that, while speeding segments in 2021 are proportionally not statistically different from 2020, the speeding behaviour of the Moderate-excessive segment has shown signs of becoming worse in 2021. Of particular concern is the finding that the Moderate-excessive segment was observed as having worsening behaviour in high-risk driving scenarios, such as in school zones and road works zones.

Increases in the proportion of motorists reporting that they received speeding fines, and in the mean number of speeding fines, also reinforce this trend. These changes are likely to be due to road usage returning to normal in 2021 after the 2020 COVID-19 lockdowns and restrictions.

From this perspective, findings in 2021 highlight the potential for the Moderate-excessive speed segment in particular to receive further communications about the risks of speeding and communications generally to reduce the extent to which speeding is perceived to be socially acceptable.

Further research may assist in identifying the factors contributing to the increases in already unsafe speeding and driving behaviours, to potentially interrupt an upward trend and to more closely examine the behaviours, attitudes and contributing factors to the speeding behaviour of the Moderate-excessive speed segment.

Appendix

Appendix A – Survey instrument

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

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

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

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

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

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

Definition of speeding

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

Your feedback will help improve road safety in Queensland.

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

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

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

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

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

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

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

Speeding prevalence estimates – past 12 months

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

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

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

EXAMPLE

In a 60 km/h zone:

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

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

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

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

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

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

Factors that make you more or less likely to speed

(All participants to complete)

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

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

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

Attitudes that may predict speeding behaviour

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

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

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

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

Speed enforcement tolerance

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

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

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

EXAMPLE

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

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

Queensland Government enforcement of speeding – Policy issues

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

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

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

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

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

Awareness of penalties for speeding in Queensland

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

(SELECT ONE ANSWER ONLY)

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

Speeding and speeding fines

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

Demographics

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

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

Appendix B – Detailed reference tables

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

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

Attitudes towards speeding – Results by region – 2020 v 2021

Table 18. Attitudes towards speeding – Results by region
(N=900 in August-September 2020 and N=901 in May 2021)

Attitudes towards speeding	Rating	2020					2021					Overall change 20-21
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Low-level speeding is socially acceptable	Strongly disagree	17	17.4	12.8	21.4	15.5	14.4	11.8	11.1	14.3	11.3	-4.2
	Disagree	26.8	27.1	26.5	26	25.6	32.7	27.5	27.7	27.3	28.1	+2.5
	Neutral	20.3	30.3	29.2	27.3	27.9	24.2	26.1	25.9	32.5	26.7	-1.2
	Agree	30.7	23.9	29	20.8	27.7	25.5	24.2	29.3	20.1	27.6	-0.1
	Strongly agree	5.2	1.3	2.5	4.5	3.3	3.3	10.5	6.1	5.8	6.3	+3.0
Low-level speeding is a major contributor to crashes	Strongly disagree	7.2	5.2	5.5	5.2	5.4	4.6	4.6	6.1	3.2	5.9	+0.5
	Disagree	16.3	15.5	13.9	16.9	15.5	17	17.6	18.6	16.9	16.2	+0.7
	Neutral	35.9	34.2	40.2	33.8	37.4	29.4	35.3	29.7	29.2	30.7	-6.7
	Agree	34.6	36.1	34	33.1	34	39.2	34.6	37	42.2	38.9	+4.9
	Strongly agree	5.9	9	6.4	11	7.6	9.8	7.8	8.6	8.4	8.3	+0.7
Speeding is unsafe in most circumstances	Strongly disagree	3.3	1.9	2.5	4.5	2.9	3.9	0.7	2	2.6	2.7	-0.2
	Disagree	3.9	7.1	5.3	6.5	6.3	5.2	8.5	7.5	3.2	6.6	+0.3
	Neutral	12.4	16.8	15.1	14.3	15.4	10.5	14.4	17.7	15.6	15.4	0
	Agree	49.7	35.5	44.3	45.5	44	41.8	41.2	40.4	46.8	41.9	-2.1
	Strongly agree	30.7	38.7	32.9	29.2	31.4	38.6	35.3	32.4	31.8	33.5	+2.1
	Strongly disagree	16.3	16.8	14.6	18.2	15.8	17	11.8	12.9	19.5	14.3	-1.5

Attitudes towards speeding	Rating	2020					2021					Overall change 20-21
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
It's not really speeding, if I only go over the limit by a few kilometres	Disagree	34	35.5	34.5	37	33.1	36.6	32.7	32.2	34.4	32.7	-0.4
	Neutral	19	29	26	24.7	25.4	24.2	26.1	25.9	23.4	25.3	-0.1
	Agree	28.1	17.4	20.5	14.9	21.5	19	21.6	24.7	18.8	22.4	+0.9
	Strongly agree	2.6	1.3	4.3	5.2	4.1	3.3	7.8	4.3	3.9	5.2	+1.1
The faster you drive, the more severe the crash	Strongly disagree	2	1.9	2.3	2.6	2	3.9	0.7	0.7	4.5	1.5	-0.5
	Disagree	2.6	1.3	3.2	1.3	2.4	2.6	4.6	4.5	3.9	4.4	+2.0
	Neutral	9.8	11.6	12.8	13	13.9	8.5	8.5	12	10.4	10.8	-3.1
	Agree	31.4	35.5	34.7	33.8	34.8	32	34	32.4	35.1	33.8	-1.0
	Strongly agree	54.2	49.7	47	49.4	46.9	52.9	52.3	50.3	46.1	49.5	+2.6
If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	Strongly disagree	3.3	1.9	3.2	4.5	3.4	3.9	2	2.3	3.9	2.8	-0.6
	Disagree	9.8	8.4	7.8	8.4	9.2	14.4	9.2	11.6	9.7	11.7	+2.5
	Neutral	33.3	29.7	27.6	26	27.9	24.2	26.1	27	22.7	26.2	-1.7
	Agree	44.4	41.3	46.3	42.2	43.4	38.6	42.5	43.3	43.5	42.2	-1.2
	Strongly agree	9.2	18.7	15.1	18.8	16.1	19	20.3	15.9	20.1	17.1	+1.0
If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	Strongly disagree	2	1.3	2.3	2.6	2.2	3.9	0	0.9	0.6	1.6	-0.6
	Disagree	3.9	3.2	3.9	4.5	4.6	3.3	4.6	4.5	3.9	4.1	-0.5
	Neutral	13.7	12.3	14.8	12.3	15.2	10.5	12.4	14.3	16.2	14.5	-0.7
	Agree	49.7	41.3	39.7	42.2	40.5	48.4	46.4	44.9	40.3	45.5	+5.0
	Strongly agree	30.7	41.9	39.3	38.3	37.4	34	36.6	35.4	39	34.3	-3.1
I keep to the speed limit, as I want to avoid fines	Strongly disagree	3.9	0.6	1.4	3.2	2	2	0.7	0.5	0.6	0.8	-1.2
	Disagree	3.3	1.9	3.9	2.6	3.2	3.9	2.6	2	7.1	3.3	+0.1
	Neutral	14.4	18.7	17.8	13	17.3	14.4	19	16.1	11	15.1	-2.2
	Agree	47.1	40.6	40.4	40.9	43	44.4	41.8	41.7	44.2	43.3	+0.3
	Strongly agree	31.4	38.1	36.5	40.3	34.5	35.3	35.9	39.7	37	37.5	+3.0

Attitudes towards speeding	Rating	2020					2021					Overall change 20-21
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
I keep to the speed limit, as I want to avoid demerit points	Strongly disagree	5.2	0.6	1.6	3.2	2.2	2	0	0.7	0.6	0.8	-1.4
	Disagree	3.3	1.9	3.9	3.2	3	3.3	4.6	2.9	3.9	3.8	+0.8
	Neutral	11.1	20	20.3	16.2	19.2	13.1	16.3	16.1	11.7	14.9	-4.3
	Agree	50.3	41.3	40	38.3	42.9	43.1	41.8	42.4	50.6	43.6	+0.7
	Strongly agree	30.1	36.1	34.2	39	32.6	38.6	37.3	37.9	33.1	37	+4.4
The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland	Strongly disagree	15.7	13.5	14.2	18.2	15.2	20.9	12.4	15.6	14.3	16.2	+1.0
	Disagree	19.6	20	14.2	18.8	16.4	18.3	20.3	17.2	20.8	18.9	+2.5
	Neutral	36.6	40.6	40.9	35.1	39.9	37.9	35.9	36.5	39	37.1	-2.8
	Agree	20.3	19.4	22.1	23.4	21.7	17.6	22.9	20.9	14.3	19.7	-2.0
	Strongly agree	7.8	6.5	8.7	4.5	6.8	5.2	8.5	9.8	11.7	8.1	+1.3
I am likely to be caught by police if I speed	Strongly disagree	2	1.3	1.8	5.2	2.2	0	2	1.8	1.3	1.7	-0.5
	Disagree	5.2	5.8	6.6	6.5	5.8	7.2	5.2	8.8	1.9	6.9	+1.1
	Neutral	22.9	22.6	25.6	19.5	24.2	19	17.6	24	29.9	22.8	-1.4
	Agree	54.9	54.2	48.2	45.5	50.2	53.6	56.9	46.9	44.8	49.9	-0.3
	Strongly agree	15	16.1	17.8	23.4	17.7	20.3	18.3	18.4	22.1	18.7	+1.0
I am likely to be caught by a speed camera if I speed	Strongly disagree	2	0.6	1.6	4.5	2	0.7	1.3	2	2.6	2.1	+0.1
	Disagree	3.9	3.2	3.4	5.2	3.9	5.2	5.2	5.7	2.6	5.4	+1.5
	Neutral	19.6	15.5	18.5	17.5	19	15	16.3	19	21.4	18	-1.0
	Agree	54.9	58.7	54.6	46.8	53.4	52.3	54.9	51	49.4	52.1	-1.3
	Strongly agree	19.6	21.9	21.9	26	21.7	26.8	22.2	22.2	24	22.5	+0.8
I am less likely than others to be involved in a crash due to speeding	Strongly disagree	14.4	14.2	13.2	18.8	13.5	12.4	17.6	16.1	17.5	15.8	+2.3
	Disagree	19.6	26.5	21.2	20.1	21.3	20.3	18.3	21.5	22.7	21	-0.3
	Neutral	31.4	34.2	33.6	31.8	33.3	32	24.2	30.6	35.1	31.5	-1.8
	Agree	26.1	14.8	22.8	17.5	22.8	22.9	26.8	20.4	19.5	21.7	-1.1

Attitudes towards speeding	Rating	2020					2021					Overall change 20-21
		Central (n=153)	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Strongly agree	8.5	10.3	9.1	11.7	9	12.4	13.1	11.3	5.2	10	+1

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

Attitudes towards speed enforcement – Results by region – 2020 v 2021

Table 19. Support for speed camera enforcement – Results by region
(N=900 in August-September 2020 and N=901 in May 2021)

Measure	Rating	2020					2021					Overall change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted	
I support the use of covert (unmarked) speed camera vans in Queensland	Strongly disagree	9.8	11	9.4	11.7	10.5	12.4	12.4	15.9	11.7	13.6	+3.1
	Disagree	13.1	12.9	12.6	11	13.1	9.2	10.5	10.9	12.3	11.8	-1.3
	Neutral	18.3	16.8	21.2	20.1	19.8	19.6	19	18.8	18.2	18.6	-1.2
	Agree	41.8	35.5	36.5	29.9	36.2	37.9	31.4	36.1	37	36.2	0
	Strongly agree	17	23.9	20.3	27.3	20.3	20.9	26.8	18.4	20.8	19.8	-0.5
I support the use of marked, highly visible speed camera vans in Queensland	Strongly disagree	3.3	3.2	1.6	2.6	2.5	4.6	3.3	2.9	0.6	2.9	+0.4
	Disagree	3.3	3.2	4.1	1.3	3.2	3.3	5.9	6.3	4.5	4.7	+1.5
	Neutral	7.2	9	12.3	9.1	11.4	8.5	12.4	15	11	12.2	+0.8
	Agree	62.1	46.5	46.6	45.5	49	52.9	40.5	44.4	47.4	46.9	-2.1
	Strongly agree	24.2	38.1	35.4	41.6	33.9	30.7	37.9	31.3	36.4	33.3	-0.6
I support the use of fixed speed cameras in Queensland	Strongly disagree	3.9	5.2	1.8	3.2	3	5.2	2.6	2.9	2.6	3.6	+0.6
	Disagree	3.3	4.5	2.7	4.5	3.7	2.6	5.9	6.1	2.6	4	+0.3
	Neutral	13.1	14.8	15.1	15.6	15.8	15.7	11.1	16.1	16.9	15	-0.8
	Agree	55.6	43.2	51.1	39.6	48.6	49.7	44.4	48.8	51.3	50.4	+1.8
	Strongly agree	24.2	32.3	29.2	37	28.9	26.8	35.9	26.1	26.6	27.1	-1.8
	Strongly disagree	4.6	7.1	6.2	7.1	6.6	5.9	7.2	5.2	5.2	5.7	-0.9
	Disagree	9.8	12.3	8.9	7.8	9.8	9.8	13.1	8.4	7.8	10.3	+0.5
	Neutral	32	21.9	22.6	23.4	24.8	22.2	28.1	24	22.7	23.6	-1.2
	Agree	36.6	36.8	38.8	33.8	36.9	41.2	26.1	42	41.6	39.1	+2.2

Measure	Rating	2020					2021					Overall change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted	
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	Strongly agree	17	21.9	23.5	27.9	21.9	20.9	25.5	20.4	22.7	21.4	-0.5
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	Strongly disagree	2	4.5	3	3.9	3.4	2	3.3	3.2	2.6	3.5	+0.1
	Disagree	5.2	3.2	3.7	2.6	4.1	2.6	5.9	5.2	3.9	4.3	+0.2
	Neutral	13.7	15.5	18.9	13.6	16.9	15	17	20.4	16.9	17.8	+0.9
	Agree	57.5	45.2	46.8	44.2	48.3	51.6	42.5	46.5	49.4	48.5	+0.2
	Strongly agree	21.6	31.6	27.6	35.7	27.3	28.8	31.4	24.7	27.3	25.9	-1.4
I support the use of cameras to monitor people using mobile phones while driving in Queensland	Strongly disagree	1.3	3.9	2.3	3.9	2.8	2	2.6	3.2	1.3	3	+0.2
	Disagree	1.3	2.6	4.1	3.2	3.1	4.6	2.6	2.9	4.5	3.2	+0.1
	Neutral	13.1	12.3	14.6	10.4	13.9	7.8	7.2	17.2	12.3	12.9	-1
	Agree	35.3	28.4	37	29.2	34.7	40.5	37.9	35.1	37.7	37.9	+3.2
	Strongly agree	49	52.9	42	53.2	45.5	45.1	49.7	41.5	44.2	42.9	-2.6
Speed cameras are there to raise revenue for Government	Strongly disagree	5.2	5.2	3.7	7.8	4.5	6.5	8.5	4.8	3.2	5.4	+0.9
	Disagree	9.8	16.8	10	11	12	17.6	11.8	11.3	13.6	12.2	+0.2
	Neutral	27.5	31	30.4	22.7	27.9	29.4	32	27.4	27.9	28.5	+0.6
	Agree	38.6	26.5	34.5	37	34.6	28.8	23.5	32.7	37.7	31.6	-3
	Strongly agree	19	20.6	21.5	21.4	21.1	17.6	24.2	23.8	17.5	22.3	+1.2
	Strongly disagree	3.9	7.7	6.6	7.8	6.9	5.2	2.6	8.6	8.4	7.3	+0.4

Measure	Rating	2020					2021					Overall change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted	
Speed cameras help reduce the road toll	Disagree	12.4	16.1	10.3	15.6	12.1	13.7	13.7	11.3	11.7	12.3	+0.2
	Neutral	29.4	23.2	29.2	26.6	28.8	28.1	22.2	29	24.7	26.5	-2.3
	Agree	34.6	32.3	36.5	29.2	34.1	35.3	35.3	37.4	38.3	37.8	+3.7
	Strongly agree	19.6	20.6	17.4	20.8	18.1	17.6	26.1	13.6	16.9	16.1	-2
I avoid speeding where I've seen or heard of speed cameras operating	Strongly disagree	5.9	5.2	2.3	3.9	3.4	2.6	2.6	3.4	3.2	3	-0.4
	Disagree	6.5	3.9	4.8	2.6	4.7	8.5	5.9	6.3	5.8	6.9	+2.2
	Neutral	32	31	30.8	33.1	31.4	28.8	24.2	30.4	33.1	29.4	-2
	Agree	37.9	36.8	40.9	39	39.7	37.9	35.9	37.2	35.1	37.2	-2.5
	Strongly agree	17.6	23.2	21.2	21.4	20.9	22.2	31.4	22.7	22.7	23.5	+2.6
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	Strongly disagree	22.2	25.2	18.9	27.9	21.6	28.1	21.6	20.4	21.4	21.4	-0.2
	Disagree	38.6	32.9	37	36.4	35.4	29.4	33.3	32.7	33.8	33.4	-2
	Neutral	21.6	24.5	25.8	21.4	25.1	23.5	19	25.6	23.4	23.5	-1.6
	Agree	12.4	12.3	14.2	9.7	13.6	13.7	13.7	15	16.2	14.9	+1.3
	Strongly agree	5.2	5.2	4.1	4.5	4.4	5.2	12.4	6.3	5.2	6.8	+2.4
I warn other motorists of speed cameras by flashing my headlights	Strongly disagree	21.6	25.8	31.3	32.5	27.9	26.8	26.1	27.2	26.6	26.3	-1.6
	Disagree	28.8	32.9	27.2	33.1	28.4	24.8	29.4	28.3	24.7	27.6	-0.8
	Neutral	26.8	21.3	22.6	18.2	23.7	24.8	17	21.5	28.6	22.1	-1.6
	Agree	19	12.3	14.6	11.7	15.1	18.3	15.7	17.5	16.9	17.9	+2.8
	Strongly agree	3.9	7.7	4.3	4.5	4.9	5.2	11.8	5.4	3.2	6.1	+1.2

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

Beliefs about speed camera locations – Results by region – 2020 v 2021

Table 20. Participant beliefs about speed camera locations, speeding fine brackets and use of fine revenue – Results by region (N=900 in August-September 2020 and N=901 in May 2021)

Measure	Rating	2020					2021					Overall Change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
How important do you think the following factors are for choosing how speed camera locations are selected?												
Locations where the most fines are issued	Not at all important	10.5	7.7	5.7	7.1	6.7	10.5	5.9	8.4	10.4	8	1.3
	Not very important	6.5	8.4	7.3	4.5	7	6.5	7.8	7	9.1	6.4	-0.6
	Important	32	29.7	34	27.3	32.2	31.4	26.1	32.4	32.5	31.6	-0.6
	Quite important	21.6	23.9	30.1	26	27.9	24.8	30.1	27	25.3	27.8	-0.1
	Very important	29.4	30.3	22.8	35.1	26.2	26.8	30.1	25.2	22.7	26.2	0
Roads where a lot of motorists exceed the speed limit	Not at all important	2	1.3	1.8	1.9	1.7	3.3	0.7	1.6	1.3	1.7	0
	Not very important	2.6	2.6	2.5	0.6	2.3	5.9	4.6	5.2	4.5	5	2.7
	Important	17.6	13.5	18.3	17.5	18.1	13.1	15	20.4	13.6	16.7	-1.4
	Quite important	29.4	32.3	35.6	25.3	33.2	25.5	30.7	31.5	35.1	32.8	-0.4
	Very important	48.4	50.3	41.8	54.5	44.7	52.3	49	41.3	45.5	43.8	-0.9
Locations that have a history of speed-related crashes	Not at all important	0.7	1.3	1.4	1.9	1.3	2	0	0.9	1.3	1.1	-0.2
	Not very important	0.7	3.2	2.1	1.9	2.1	2	1.3	2	0.6	1.7	-0.4
	Important	9.8	7.7	11.9	7.8	10.7	11.1	9.2	17.7	16.2	15	4.3
	Quite important	24.8	18.7	25.1	21.4	24	19.6	20.9	23.6	18.8	21.7	-2.3

Measure	Rating	2020					2021					Overall Change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Very important	64.1	69	59.6	66.9	61.9	65.4	68.6	55.8	63	60.5	-1.4
Where the public complain about speeding drivers	Not at all important	2	1.9	2.5	2.6	2.2	2	0	3.4	1.3	2.3	0.1
	Not very important	2	3.9	3.9	4.5	3.9	3.9	5.9	3.2	3.2	4.5	0.6
	Important	17	14.2	21.5	16.9	20.2	17	14.4	20	18.8	17.9	-2.3
	Quite important	30.1	23.9	32.9	22.7	29.4	28.1	24.2	35.8	33.1	32.3	2.9
	Very important	49	56.1	39.3	53.2	44.3	49	55.6	37.6	43.5	43	-1.3
Knowledge of use of fine revenue												
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Aware	32.7	31.6	32	34.4	33.2	34.6	33.3	34.9	39	35.2	2
	Not aware	67.3	68.4	68	65.6	66.8	65.4	66.7	65.1	61	64.8	-2
Knowledge of first bracket of a speeding fine												
Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?	1-6 km/h over the speed limit	45.1	48.4	40.6	42.9	42.1	44.4	47.7	39.9	41.6	41.1	-1
	1-9 km/h over the speed limit	28.8	27.7	27.6	25.3	27.1	33.3	25.5	32.7	31.8	31.1	4
	1-12 km/h over the speed limit	9.8	5.8	16.7	13.6	14.2	12.4	13.7	11.6	7.8	12.3	-1.9
	1-15 km/h over the speed limit	5.9	6.5	3.9	5.8	5.3	3.3	5.2	5.7	6.5	5.3	0

Measure	Rating	2020					2021					Overall Change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
	Don't know	10.5	11.6	11.2	12.3	11.3	6.5	7.8	10.2	12.3	10.2	-1.1

For questions, see table (Base for all questions: All participants)

Unsafe driving behaviours – Results by region – 2020 v 2021

Table 21. Unsafe driving behaviours reported by participants – Results by region
(N=900 in August-September 2020 and N=901 in May 2021)

Measure	Rating	2020					2021					Overall change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
During the past 12 months, how often have you done the following when driving on Queensland roads?												
Use of mobile phone without hands free (including texting or talking)	Never	77.8	73.5	74.9	80.5	75	68.6	69.9	69.6	76.6	69.1	-5.9
	Rarely	11.8	20.6	13.5	13	14	24.8	17.6	16.8	12.3	18.4	+4.4
	Sometimes	7.2	3.2	6.6	3.2	6.6	5.2	5.2	7.5	5.8	6.6	0
	Often	2.6	1.9	3.9	2.6	3.2	1.3	2.6	4.5	1.9	3.6	+0.4
	Always	0.7	0.6	1.1	0.6	1.1	0	4.6	1.6	3.2	2.3	+1.2
Running a red light	Never	77.8	83.2	81.1	88.3	80.9	79.7	75.8	76.4	77.3	77.5	-3.4
	Rarely	17.6	13.5	11.9	9.1	12.6	15.7	15.7	15.6	15.6	14.6	+2.0
	Sometimes	3.3	1.9	4.8	1.3	3.8	3.9	2.6	3.9	2.6	3.8	0
	Often	1.3	0.6	1.4	0.6	1.5	0.7	3.9	3.4	4.5	3.5	+2.0
	Always	0	0.6	0.9	0.6	1.1	0	2	0.7	0	0.7	-0.4
Going through a stop sign	Never	82.4	82.6	78.5	85.7	79.2	78.4	75.8	72.8	82.5	76.2	-3
	Rarely	11.8	13.5	12.8	11.7	13.4	15.7	11.8	16.3	10.4	13.1	-0.3
	Sometimes	3.9	2.6	4.8	1.9	3.9	4.6	7.2	6.3	4.5	6.2	+2.3
	Often	1.3	0.6	2.7	0	2.5	1.3	3.3	3.9	2.6	3.6	+1.1
	Always	0.7	0.6	1.1	0.6	1	0	2	0.7	0	0.9	-0.1
Driving while under the influence of alcohol	Never	86.3	92.3	87.9	93.5	87.4	87.6	80.4	83.7	88.3	85.8	-1.6
	Rarely	9.2	2.6	6.2	3.9	6.2	8.5	9.2	6.3	6.5	5.9	-0.3
	Sometimes	2	3.9	2.5	1.3	2.5	3.3	4.6	4.1	1.9	3.6	+1.1
	Often	2	0	3	1.3	2.9	0.7	4.6	5	1.3	3.8	+0.9
	Always	0.7	1.3	0.5	0	1	0	1.3	0.9	1.9	0.9	-0.1

Measure	Rating	2020					2021					Overall change 20-21
		Central (n=)153	Northern (n=155)	South East (n=438)	Southern (n=154)	Queensland (N=900)	Central (n=153)	Northern (n=153)	South East (n=441)	Southern (n=154)	Queensland (N=901)	
		% participants (unweighted)				% participants (weighted)	% participants (unweighted)				% participants (weighted)	
Driving while under the influence of drugs or medication	Never	88.9	95.5	90.4	94.8	90.5	92.8	83.7	84.6	90.3	87.9	-2.6
	Rarely	6.5	1.3	3.4	2.6	3.4	3.3	5.2	4.1	3.9	3.9	+0.5
	Sometimes	0.7	2.6	3	0.6	2.5	3.9	4.6	7	2.6	4.2	+1.7
	Often	1.3	0	2.3	0.6	2	0	3.9	1.8	2.6	2	0
	Always	2.6	0.6	0.9	1.3	1.5	0	2.6	2.5	0.6	2	+0.5
Driving when fatigued	Never	49.7	40.6	43.8	55.8	45.5	34.6	43.8	42.4	37.7	41.4	-4.1
	Rarely	30.7	37.4	34.7	28.6	33.1	35.9	33.3	32.2	41.6	33.7	+0.6
	Sometimes	17	17.4	17.6	12.3	16.8	20.9	11.8	16.6	16.2	17.4	+0.6
	Often	2.6	3.2	3.4	2.6	3.7	8.5	7.2	8.4	3.9	6.5	+2.8
	Always	0	1.3	0.5	0.6	0.9	0	3.9	0.5	0.6	1	+0.1
Tailgating another motorist	Never	73.2	71.6	71.2	79.9	71.6	71.9	67.3	66.7	72.1	68.9	-2.7
	Rarely	19.6	20	18.9	16.2	18.7	20.3	15.7	20	17.5	19.3	+0.6
	Sometimes	5.2	6.5	6.2	2.6	5.9	5.2	7.8	7.3	7.8	7.2	+1.3
	Often	1.3	1.3	3	1.3	3.2	2	6.5	4.3	1.9	2.7	-0.5
	Always	0.7	0.6	0.7	0	0.6	0.7	2.6	1.8	0.6	1.9	+1.3

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

Comparison of results of similar items from 2015-2019 to 2021

Table 22 provides a comparison of the results of nine items that were carried over from the previous survey from 2015-2019.

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

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

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

For this reason, the range of results from 2015 to 2019 (the former RSPAT surveys) are generally compared with the 2021 result to see if major changes occurred.

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

Table 22. Comparison of results of carry-over items from 2015-2019 to 2021

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
I think that I am likely to be caught by police if I speed	Agree strongly	78	36.1	32.8	29.8	33.2	I am likely to be caught by police if I speed	Strongly agree	17.7	18.7
	Agree slightly		47.9	49.1	48.1	50.6		Agree	50.2	49.9
	All agreement responses	78	84	81.9	77.9	83.8		*All agreement responses*	67.9	68.6
	Disagree slightly		11.5	14.4	18.8	12.1		Disagree	5.8	6.9
	Disagree strongly		4.4	3.7	3.4	4.1		Strongly disagree	2.2	1.7
								Neutral (mid point)	24.2	22.8

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
	In 2021, 68.6% of motorists agreed or strongly agreed with the statement: *I am likely to be caught by police if I speed.* This compares with 77.9% to 84% of motorists in 2015-2019. It is consistent with the result of 67.9 in 2020. The lower results in 2020 and 2021 are possibly due to the response scale changing in 2020 from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'. There was also a slight change in the wording of the item in 2020 to exclude the words 'I think that', but this is unlikely to have changed the underlying premise of the question.									

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
Speed cameras are there to raise revenue for the government	Agree strongly	71	34.7	35.2	29.8	29.5	Speed cameras are there to raise revenue for Government	Strongly agree	21.1	22.3
	Agree slightly		39.7	36.9	40.9	37.5		Agree	34.6	31.6
	All agreement responses	71	74.4	72.1	70.7	67		*All agreement responses*	55.7	53.9
	Disagree slightly		16.6	17.6	21.4	18.9		Disagree	12.0	12.2
	Disagree strongly		9	10.2	7.9	14.1		Strongly disagree	4.5	5.4
								Neutral (mid point)	27.9	28.5
	In the current survey, 53.9% of motorists agreed or strongly agreed that *Speed cameras are there to raise revenue for Government*. In the 2015-2019 surveys, this result ranged from 67%-74.4%. It is consistent with the result of 55.7% in 2020, which suggests that the lower results in 2020 and 2021 may be attributable to the introduction of a 'neutral' category in the response scale in 2020 which increased the points in the scale from 4 to 5. The wording of the response scale also changed in 2020 from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree'; and 'disagree slightly' to 'disagree'.									
Speed cameras help reduce the road toll	Agree strongly	66	31.3	27.3	23.8	29.1	Speed cameras help reduce the road toll	Strongly agree	18.1	16.1
	Agree slightly		37.2	35.8	40.4	40.2		Agree	34.1	37.8
	All agreement responses	66	68.5	63.1	64.2	69.3		*All agreement responses*	52.2	53.9
	Disagree slightly		19.9	20.2	18.7	17.1		Disagree	12.1	12.3
	Disagree strongly		11.5	16.7	17.1	13.5		Strongly disagree	6.9	7.3

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

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Yes	31	31.3	31.6	31.9	34.2	Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Yes	33.2	35.2
	No	54	53	54.4	53	52.5		No	66.8	64.8
	Not sure	15	15.6	14	15.1	13.3				
	The percentage of motorists that are aware of the use of revenue from speed and red light camera fines has remained fairly consistent since 2015. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 33.2% in 2020 and 35.2% in 2021. The wording of this item has not changed, however the response scale from 2020 onwards no longer contains a 'not sure' response.									
	1-6 km/hr over the speed limit	0	0	0	43.3	43.2	Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?	1-6 km/h over the speed limit	42.1	41.1
	1-9 km/hr over the speed limit	0	0	0	29.4	31.4		1-9 km/h over the speed limit	27.1	31.1
	1-12 km hr over the speed limit	0	0	0	13.7	11.2		1-12 km/h over the speed limit	14.2	12.3
	1-15 km/hr over the speed limit	0	0	0	3.6	3.4		1-15 km/h over the speed limit	5.3	5.3
	Don't know	0	0	0	10	10.8		Don't know	11.3	10.2

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
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?	This item has only been part of the RSPAT survey since 2018. The overall percentage of motorists that selected the correct answer (1-12 km/h over the speed limit) has remained fairly consistent from 2018 to 2021 (13.7% in 2018, 11.2% in 2019 ,14.2% in 2020 and 12.3% in 2021). Across the four years, the bracket most commonly selected was 1-6 km/h over the speed limit (43.3% in 2018, 43.2% in 2018, 42.1% in 2020 and 41.1% in 2021). It should be noted that the wording of the item in 2020 changed to be more concise, and as a result, does not include reference to the fine and demerit point amounts. This exclusion, however, does not appear to have affected participant responses I. 2020 and 2021. The response scale has remained the same.									

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
I think speeding is a major contributor to crashes	Agree strongly	86	58.2	49.3	47.7	56.8	Low-level speeding is a major contributor to crashes	Strongly agree	7.6	8.3
	Agree slightly		29.5	33	35.3	30.7		Agree	34.0	38.9
	All agreement responses	86	87.7	82.3	83	87.5		*All agreement responses*	41.6	47.2
	Disagree slightly		9.1	11.8	11.9	8.8		Disagree	15.5	16.2
	Disagree strongly		3.2	6	5	3.8		Strongly disagree	5.4	5.9
								Neutral (mid point)	37.4	30.7
	This result shows that 47.2% of respondents in 2021 agreed or strongly agreed that low-level speeding is a major contributor to crashes, compared to 41.6% in 2020. In the 2015-2019 surveys, results showed that a higher percentage of motorists agreed slightly/agreed strongly that speeding is a major contributor to crashes (ranging from 82.3% to 87.5%). These items, however, cannot be directly compared, as from 2020 onwards, the question specifies low-level speeding, whereas the previous surveys referred to speeding in general. Also in 2020, a 'neutral' category was introduced in the response scale of the survey which changed the scale from 4 to 5 points. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.									
The possibility of getting a fine is an important factor in my decision about whether to speed or not	Agree strongly	76	52.8	47.7	46.4	52	I keep to the speed limit, as I want to avoid fines	Strongly agree	34.5	37.5
	Agree slightly		32	37.2	36.6	32.6		Agree	43.0	43.3
	All agreement responses	76	84.8	84.9	83	84.6		*All agreement responses*	77.5	80.8
	Disagree slightly		6.3	7.4	10.8	8.2		Disagree	3.2	3.3
	Disagree strongly		8.9	7.6	6.3	7.2		Strongly disagree	2.0	0.8
								Neutral (mid point)	17.3	15.1
	In 2021, 80.8% of motorists agreed/strongly agreed with the statement: I keep to the speed limit as I want to avoid fines. This is fairly consistent with the 2020 result of 77.5%. From 2015-2019, 76%-84.9% of motorists agreed slightly/agreed strongly that 'the possibility of getting a fine is an important factor in my decision about whether to speed or not'. Whilst these items are not directly comparable due to the change in wording, it shows that the threat of fines has consistently been a factor in most motorists' decisions about speeding over the past 6 years. The response scale from 2020 onwards also increased from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.									

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	Measures from 2020 onwards	Scales from 2020 onwards	2020	2021
		%							%	
The possibility of getting demerit points is an important factor in my decision about whether to speed or not	Agree strongly	70	46.6	36.6	36.1	40.6	I keep to the speed limit, as I want to avoid demerit points	Strongly agree	32.6	37
	Agree slightly		34.5	42.5	44.3	37.1		Agree	42.9	43.6
	All agreement responses	70	81.1	79.1	80.4	77.7		*All agreement responses*	75.5	80.6
	Disagree slightly		9.1	10.8	10.6	10.8		Disagree	3.0	3.8
	Disagree strongly		9.8	10.1	9	11.5		Strongly disagree	2.2	0.8
	Total agree		0	0	0	0		Neutral (mid point)	19.2	14.9
	In 2021, 80.6% of motorists agreed/strongly agreed with the statement*: I keep to the speed limit as I want to avoid demerit points. The same result in 2020 was 75.5%.* From 2015-2019, 70%-81.1% of motorists agreed slightly/agreed strongly that *'the possibility of getting demerit points is an important factor in my decision about whether to speed or not'.* Whilst these items are not directly comparable due to the change in wording, it shows that the threat of demerit points has consistently been a factor in most motorists' decisions about speeding, over the past 6 years. It is also worth noting that the response scale from 2020 onwards increased from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.									
I only avoid speeding where I've seen or heard of speed cameras operating	Agree strongly	25	7.3	7.3	8.5	7.1	I avoid speeding where I've seen or heard of speed cameras operating	Strongly agree	20.9	23.5
	Agree slightly		12.2	17.1	19.1	14.5		Agree	39.7	37.2
	All agreement responses	25	19.5	24.4	27.6	21.6		*All agreement responses*	60.6	60.7
	Disagree slightly		23.3	26.4	24.6	23.4		Disagree	4.7	6.9
	Disagree strongly		57.2	49.2	47.8	55		Strongly disagree	3.4	3
								Neutral (mid point)	31.4	29.4
	In 2021, 60.7% of motorists agreed/strongly agreed with the statement: *I avoid speeding where I've seen or heard of speed cameras operating', which is consistent with the result of 60.6% in 2020.* From 2015-2019, 19.5%-27.6% of motorists agreed strongly/agreed slightly with the statement: *I only avoid speeding where I've seen or heard of speed cameras operating.* These items, however, cannot be directly compared due to the removal of the word 'only' in the survey from 2020 onwards, which increases the likelihood that motorists will respond in the affirmative. The response scale from 2020 onwards also increased from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.									

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