

RSPAT Survey 2018

Draft report on survey measures related to Speed

Department of Transport and Main Roads

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TABLE OF CONTENTS

INTRODUCTION	6
SUMMARY	8
METHOD	16
SPEED	21
1.0 SPEEDING/SPEED LIMITS	22
1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)	22
1.1.2 Do you think speeding is.....? (S2)	22
1.1.3 In what situations would you be likely to exceed the speed limit? (S14)	23
1.1.4 How strongly do you agree or disagree with each statement (about speed)? (S1)	24
2.0 SPEED ENFORCEMENT	28
2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)	28
2.1.2 Thinking about 60 km/hr speed zones in URBAN areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4)	28
2.1.3 Thinking about 60 km/hr speed zones in RURAL areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4b)	29
2.1.4 Thinking about 100 km/hr speed zones, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S5)	29
2.2.1 Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which types of speed enforcement are in use in Queensland? (S32)	33
2.3.1 Which types of speed enforcement are in use in Queensland? (S32)	35
2.4.1 How strongly do you support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)? (S33)	35
3.0 PERCEIVED DANGER OF SPEEDING RELATIVE TO DRINK DRIVING/RIDING	36
3.1.1 Do you think that speeding is as dangerous as drink driving/riding? (S6)	36
4.0 AWARENESS OF HOW REVENUE FROM SPEED AND RED LIGHT/SPEED CAMERAS IS SPENT AND SUPPORT FOR THESE DEVICES	37
4.1.1 Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a)	37
5.0 RISK OF CRASHING	39
5.1.1 Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c)	39
5.1.2 Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d)	39
6.0 ATTITUDES TOWARDS SPEEDING	41
6.1.1 How strongly do you agree or disagree with each statement? (S12)	41
7.0 SPEED CAMERA ACTIVITY	44
7.1.1 How strongly do you agree or disagree with each statement (about speed cameras)? (S1)	44
7.2.1 How do you think locations for speed cameras are selected? (S8bc)	45
8.0 SUPPORT FOR SPEED CAMERA USE	47
8.1.1 How strongly do you support or oppose the use of fixed speed cameras in Queensland? (S19)	47
8.1.2 How strongly do you support or oppose speed camera vehicles in Queensland being UNMARKED? (S17)	47
8.1.3 How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (S20)	47

8.1.4	<i>Red light/speed cameras are used at intersections to detect red light running and also speeding on any light phase. Red light/speed cameras can operate automatically 24 hours a day, 7 days a week. How strongly do you support or oppose the use of these cameras in Queensland? (S11)</i>	48
8.1.5	<i>How strongly do you support or oppose the use of point-to-point speed cameras in Queensland? (S18)</i>	48
9.0	SPEED DETECTION	51
9.1.1	<i>Remembering that your answers are confidential, in the last six months when driving/riding in Queensland, how many times have you been caught for speeding? (S25)</i>	51
9.1.2	<i>For the most recent speeding offence, were you aware that you were speeding when you were caught? (S28)</i>	51
9.1.3	<i>Do you know anyone who has been caught speeding in the last six months? (S10)</i>	51
9.2.1	<i>For the most recent speeding offence, how was your speeding detected? (S27)</i>	54
9.2.2	<i>How was their speeding detected? (S36)</i>	54
9.3.1	<i>There is in-vehicle technology available to advise drivers of what speed zone they are travelling in while they are driving. How likely would you be to use a service like this if it were available in Queensland? (S37)</i>	57
9.3.2	<i>Do you currently use in-vehicle speed advisory technology? (S38)</i>	57
	ROADWORKS	59
10.0	ROADWORKS	60
10.1.1	<i>How often do you exceed the reduced roadworks speed limit? (RW1)</i>	60
10.1.2	<i>What would encourage you to slow down at roadwork sites? (RW3)</i>	60
10.1.3	<i>To what extent do you agree or disagree with the following statements? (RW2)</i>	61
	ROAD USER BEHAVIOURS	65
11.0	ROAD USER BEHAVIOURS	66
11.1.1	<i>How risky do you rate the following behaviours? (R1)</i>	66
	SCHOOL TRANSPORT SAFETY	67
12.0	SCHOOL ZONE SAFETY	68
12.1.1	<i>To what extent do you agree or disagree with the following statements? (ST11)</i>	68
12.1.2	<i>How often do you perform the following behaviours while driving? (ST12)</i>	68
13.0	DRIVING BEHAVIOUR DURING SCHOOL ZONE TIMES	71
13.1.1	<i>How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)</i>	71
13.1.2	<i>How often do you travel over the speed limit in a standard (non-flashing) school zone during school zone times? (ST3a)</i>	71
13.1.3	<i>How often do you travel over the speed limit in a school zone with children present during school zone times? (ST3c)</i>	71
14.0	CONSEQUENCES FOR SPEEDING IN SCHOOL ZONES	74
14.1.1	<i>Do you think that FINES for speeding within a school zone should be ...? (ST13)</i>	74
14.1.2	<i>Do you think that DEMERIT POINTS for speeding within a school zone should be...? (ST14)</i>	74
15.0	SPEED LIMITS IN SCHOOL ZONES	76
15.1.1	<i>What do you think is the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h? (ST15)</i>	76
15.1.2	<i>Have you seen police enforcing the reduced speed limit in a school zone? (ST16)</i>	76

APPENDICES	78
APPENDIX A – QUESTIONNAIRE	79
APPENDIX B – OTHER RESPONSES	98
APPENDIX C – FIELDWORK REPORT	99
APPENDIX D – SAMPLING ERROR CHART	100



Introduction

Background and Objectives

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

The 2018 survey tracks many of the measures that have been taken in previous years. Where relevant, results of previous waves of research have been compared to the current research. This document outlines the findings for all questions included in the survey. The survey questions included in 2018 pertain to the subject areas of speed and speeding behaviour, roadworks, road user behaviours and school zone safety.



Summary

Speed

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

28% of drivers/riders in 2018 say they sometimes, mostly or always drive/ride over the speed limit, a result consistent with 2017.

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

Respondents most commonly perceive speeding as being any speed over the limit (61%) (an increase since 2017 – 54%). Regarding responses that attempt to define the point at which speeding occurs, 15% of respondents select from 6 km/hr to 10 km/hr over the speed limit, 10% select up to 5 km/hr over the speed limit, while 5% define speeding as travelling 11 km/hr to 15 km/hr over the speed limit.

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

The most frequent justifications for speeding are because drivers/riders are overtaking another vehicle (61%), they are driving/riding down a hill (45%), because they are driving/riding during fine conditions in daylight hours (30%) or there are no other cars on the road/the road is quiet (30%). These results are consistent with 2017 data.

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

Most drivers/riders agree that they are responsible for the speed they drive (95%), that there can be serious consequences for others when people speed (91%) or that speeding is a major contributor to crashes (82%). These results are consistent with 2017 results.

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

In a continuing trend, 39% of drivers/riders believe that it is usually possible to travel up to 5 km/hr over the limit without being booked, while 38% report that people cannot drive any speed over the speed limit without being penalised. 10% believe that travelling up to 10 km/hr over the limit is unlikely to attract a speeding ticket (an increase since 2017 – 7%).

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

In keeping with results of previous years, approximately one in two drivers/riders (55%) feels that people are generally allowed to drive/ride to the speed limit in a 60 km/hr speed zone in urban areas in order to avoid being booked. 32% feel that people can travel over the limit by up to 5 km/hr without being penalised while 6% believe travelling up to 10 km/hr over the speed limit will not result in a penalty.

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

46% of drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 60km/hr speed zone in rural areas without being booked for speeding. 35% feel that travelling over the limit by up to 5 km/hr would be tolerated, while 10% suggest that an even higher threshold of 10 km/hr over the speed limit would be allowed without penalty. These results are consistent with the 2017 results.

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

45% of drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 100 km/hr speed zone in order to avoid being booked. 33% feel that travelling over the limit by up to 5 km/hr would not result in a penalty while 13% feel that travelling 10 km/hr over the limit would be penalty-free. These results are consistent with the 2017 results.

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

85% of drivers/riders perceive the most common type of speed enforcement used in Queensland to be police officers using hand held laser devices, a result consistent with 2017. This is followed by red light/speed cameras (75%), fixed speed cameras (71%, a decrease since 2017 - 77%), marked mobile speed cameras (65%), unmarked mobile speed cameras (65%), moving mode radar (radar device attached to a police vehicle) (61%) and unattended speed cameras fixed to a trailer (59%).

Increasingly, respondents incorrectly believe that other types of speed cameras such as speed cameras attached to guardrails or other fixed road infrastructure (40%) or other hidden speed

cameras (35%) are also incorrectly perceived to be in use in Queensland.

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

73% of drivers/riders are in slight or strong support of reduced speed limits in areas with vulnerable road users, a result consistent with 2017. 17% of respondents are slightly or strongly opposed to reduced speed limits on such roads.

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

In a continuing trend, 62% of drivers/riders regard speeding to be as dangerous as drink driving/riding.

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

In a consistent result over the past eight years, 32% of drivers/riders in 2018 are aware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

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

Of those initially unaware of how government spends speed/red light camera revenue, one in two drivers/riders (50%) report that knowing the money is used for road safety programs and improvements makes them more supportive of the use of speed and red light cameras on Queensland roads. This result is consistent with 2017 results.

Of those already aware of how red light/speed camera revenue is used by government, 57% say this knowledge makes them more supportive of the use of speed and red light/speed cameras in Queensland.

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

48% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash, a result that has remained stable over the past six years.

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

In a result consistent with 2017, 78% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

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

In a continuing trend, safety concerns out-rate all other factors as the most influential factor in a person's decision of whether to exceed the speed limit or not. When deciding whether to speed or not, the driver's personal safety (84%), the safety of other road users (84%) or passenger safety (84%) are all important considerations. These results are consistent with 2017 results.

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

68% of drivers/riders believe that speed cameras are there to raise revenue for the government. 62% believe that speed cameras help reduce the road toll, while 39% are confident they know where they can expect to see speed cameras in use. 27% agree they only avoid speeding where they've seen or heard of speed cameras operating. These results are consistent with 2017 results.

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

Drivers/riders are most likely to believe that speed cameras are placed in areas where there has been a history of crashes (64%), where motorists are always speeding (64%), where the most tickets are issued (50%) or at locations where the public complain about speeding drivers (48%). These results are consistent with 2017 results.

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

74% of drivers/riders are in support of the use of fixed speed cameras in Queensland, consistent with 2017.

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

54% of drivers/riders support the use of unmarked speed camera vehicles in Queensland. These findings are consistent with the 2017 survey result.

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

Consistent with 2017 results, in 2018, 78% of drivers/riders support the use of marked mobile speed camera vehicles in Queensland.

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

Three quarters of drivers/riders in Queensland support the use of red light/speed cameras at intersections (74%), (a decrease since 2017 – 79%).

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

59% of drivers/riders in 2018 support the use of point-to-point speed cameras (a decrease since 2017 – 65%).

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

In line with the 2017 survey, 13% of drivers/riders report they have been caught by police for speeding in the last six months. Most commonly drivers/riders report being caught speeding two or more times (8%) with the balance reporting they have been caught once (7%).

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

39% of drivers/riders who have been caught speeding in the last six months report they were aware they were speeding when they were caught. These results are consistent with 2017 results.

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

In a continuing trend, among drivers/riders caught speeding in the last six months, the most commonly reported method of detection was an unmarked mobile speed camera (29%). The next most common methods of detection were a police officer using a hand held laser device (19%), a moving mode radar (12%), a fixed speed camera (11%) or a marked mobile speed camera (11%). 15% of respondents don't know which method was used to detect their speeding.

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

In a stable result, 28% of drivers/riders report they know someone who has been caught speeding in the last six months.

How was their speeding detected? (S36)

Among drivers/riders who know someone else who was caught speeding in the last six months, the most commonly reported method of detection was a police officer using a hand held laser device (22%), followed by an unmarked mobile speed camera (18%), then a fixed speed camera (17%). These results are consistent with 2017 results.

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

Reflecting the 2017 result, 72% of drivers/riders report they would be quite or very likely to use in-vehicle technology to advise them of speed zones while driving if this was available in Queensland.

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

19% of drivers/riders report they currently use in-vehicle speed advisory technology, a comparable result to 2017.

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 \$168 fine and a loss of 1 demerit point? (S39)

Only 14% of drivers/riders correctly believe that the first bracket speed offence that attracts a \$168 fine, and the loss of one demerit point is 1-12 km/hr over the speed limit. Many more drivers/riders believe that the first bracket is 1-6 km/hr over the speed limit (43%) or 1-9 km/hr over the speed limit (29%).

Roadworks

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

At roadworks people are most likely to exceed the speed limit (at least occasionally) when there are no road workers present (70%). To a lesser extent the speed limit is exceeded (at least occasionally) when other drivers/riders are exceeding the reduced speed limit as well as at roadwork sites that drivers/riders are familiar with (63%, up from 57% in 2017).

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

Among those who exceed the reduced roadworks speed limit at least occasionally, the presence of road workers is the most common factor that would encourage them to slow down (45% - a decrease from 2017 results of 52%). 43% of drivers/riders agree that they would be encouraged to slow down if there was more signage throughout the roadworks site to remind them to do so.

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

67% of drivers/riders agree that it is sometimes difficult to determine the speed limit throughout a roadworks site, 62% believe if you speed at a roadworks site you are likely to be caught by the police, while 50% feel the speeds of other vehicles on the road influences their speed choice at roadworks sites. These findings are consistent with 2017 results.

Road User Behaviours

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

92% of drivers/riders perceive that travelling more than 10 km/hr over the speed limit is a risky driving behaviour, while 90% of drivers/riders perceive that travelling up to 10 km/hr over the speed limit is a risky driving behaviour. These findings are consistent with 2017 results.

School Transport Safety

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

In line with 2017 findings, 94% of drivers/riders agree that flashing school zone signs help to determine when lower speed limits apply. Agreement is found among 86% of drivers/riders that other road users are more compliant with reduced speed limits in school zones that have flashing lights compared to zones with standard (non-flashing) signs.

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

Consistent with the results in 2017, the majority of drivers/riders agree they always/sometimes slow down in school zones when children are present (98%), when they see standard (non-flashing) school zone signs during school zone times (97%) or when they see flashing school zone signs in operation (96%).

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

13% of drivers/riders report sometimes or always travelling over the speed limit during school zone times in a school zone with flashing school zone signs. 23% say they rarely travel over the speed limit in these circumstances, while 60% claim to never speed in this situation. These findings are consistent with 2017 results.

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

In similar results to previous years, 13% of drivers/riders say they sometimes or always travel over the speed limit in a standard (non-flashing) school zone during school zone times. 30% say they rarely travel over the speed limit in this situation, while 54% report never doing this. The proportion of drivers/riders saying they never travel over the speed limit in a standard school zone (54%) is lower than the proportion who report that they refrain from doing so in a zone with flashing school zone signs (60%).

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

9% of drivers/riders say they sometimes or always travel over the speed limit in a school zone when children are present. 16% say they rarely travel over the speed limit in these circumstances, while 72% report that they never do this. These results are consistent with the 2017 survey wave.

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

49% of drivers/riders agree that speeding fines should be the same, whether in a school zone or other sections of road. 47% agree that fines for speeding within a school zone should be higher than fines for speeding offences on other sections of road, while 4% agree that fines should be lower in school zones than on other sections of road. These results are consistent with the 2017 results.

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

Consistent with 2017 results, 56% of respondents believe that demerit points for speeding within a school zone should be the same as demerit points for other sections of road. 39% agree the penalty should be higher when caught speeding in school zones while 4% say it should be lower.

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

Reflecting the 2017 results, the majority of drivers/riders (68%) report that 40 km/hr is an appropriate speed limit within school zones. 14% regard 30 km/hr to be an appropriate speed, while 8% nominate 50 km/hr. Only 4% believe the normal speed limit, 60 km/hr, would be appropriate in a school zone.

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

57% of respondents report they have seen police enforcing reduced speed limits in a school zone. 34% of respondents report they have not seen police enforcing reduced speed limits in school zones, while 8% don't know. These results are consistent with 2017 data.

Key trends – Speed

Younger drivers/riders (< 25 years)

More likely than average to:

- consider 6 km/hr to 10 km/hr over the speed limit to be speeding
- report speeding when they:
 - need to overtake
 - are in a hurry
 - want to get through an amber light
 - are on a rural road
 - feel they are unlikely to get caught
 - are driving/riding at night
 - need to blow off steam
 - are on a winding road or
 - feel like a thrill
- agree that they only avoid speeding where they've seen or heard of speed cameras operating
- be encouraged to slow down when there is more enforcement that would increase the chances of being caught speeding
- feel that people are generally allowed to drive/ride without being booked for speeding up to 70 km/hr in a 60 km/hr speed zone in rural areas.

Less likely than average to:

- agree that there can be serious consequences for others when people speed.

Drivers/riders aged 25-39 years

More likely than average to:

- report a greater propensity to speed
- consider 11 km/hr to 15 km/hr over the speed limit to be speeding
- feel that people are generally allowed to drive/ride without being booked for speeding up to 115 km/hr in a 100 km/hr speed zone
- disagree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash
- report being caught speeding once in the last six months

Less likely than average to:

- be more supportive of speed and red light/speed cameras in light of knowing how revenue is used.

Drivers/riders aged 40-59 years

More likely than average to:

- consider speeding to be any speed over the speed limit
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in urban areas without being booked
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in rural areas without being booked
- be aware of marked and unmarked mobile speed cameras and hand held laser devices mounted on a tripod
- be aware of the widest range of speed enforcement methods in use in Queensland
- consider that speed cameras are there to raise revenue for the government
- support the use of marked mobile speed camera vehicles in Queensland
- agree that driving/riding 5 km/hr over the speed limit increases your risk of having a crash
- consider the safety of other road users and the possibility of damage to their vehicle as important factors in the decision to exceed the speed limit or not.

Less likely than average to:

- report knowing someone who has been caught speeding within the last six months.

Older drivers/riders (60+ years)

More likely than average to:

- report speeding to keep up with traffic
- believe that any speed over the speed limit is speeding
- agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in urban areas without being booked
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in rural areas without being booked
- be aware that the government is required to use money collected from speed and red light/speed camera fines for

road safety programs and improvements to Queensland roads

- perceive that speed cameras are placed in areas that have a history of crashes, on roads where motorists are always speeding, where the public complain about speeding drivers or in areas subject to road works
- support reduced speed limits in areas with vulnerable road users
- support the use of fixed cameras in Queensland
- support the use of unmarked speed cameras in Queensland
- support the use of marked mobile speed camera vehicles in Queensland
- support the use of point-to-point speed cameras in Queensland
- be encouraged to slow down when:
 - reduced limits are understandable based on the prevailing road conditions
 - there is more distinctive signage
 - they encounter changes in the road (i.e. lanes closed, traffic diversions)
- perceive that travelling up to or more than 10 km/hr over the speed limit is a risky driving behaviour
- believe that unattended speed cameras fixed to trailers are used to enforce speed limits in Queensland
- agree that speeding is a major contributor to crashes
- agree they are likely to be caught by police if they speed.

Male drivers/riders

Males are more likely than females to:

- report a greater propensity to speed
- consider speeding to be more than 20 km/hr over the speed limit
- think that what constitutes speeding depends on the speed limit
- disagree that driving/riding 5 km/hr or 10 km/hr over the speed limit increases their risk of crashing
- disagree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash
- agree that speeding can be safe in some circumstances

- consider that speed cameras are there to raise revenue for the government
- feel that people can travel up to 15 km/hr over the limit in urban areas without being penalised
- feel that driving/riding up to 12 km/hr over the speed limit is a first bracket offence
- feel confident that they know where they can expect to see speed cameras
- agree that they only avoid speeding where they've seen or heard of speed cameras operating
- believe speed cameras are placed at locations convenient for police or on roads where there are a lot of hills
- oppose the use of fixed cameras in Queensland
- oppose unmarked mobile speed camera vehicles in Queensland
- oppose the use of marked mobile speed camera vehicles in Queensland
- oppose the use of red light/speed cameras at intersections in Queensland
- oppose the use of point-to-point speed cameras in Queensland.

Female drivers/riders

Females are more likely than males to:

- consider speeding to be any speed over the speed limit
- feel that speeding causes crashes or to agree that it's time speeding was considered socially unacceptable
- agree that speeding is as dangerous as drink driving
- feel that driving/riding 1-6 km/hr over the speed limit is a first bracket offence
- report being aware of fixed speed cameras and red light cameras
- support reduced speed limits in areas with vulnerable road users
- be supportive of the use of speed and red light/speed cameras in light of learning about how fine revenue is put to use
- agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash

- agree that penalties for speeding are genuinely intended to deter people from speeding
- report that the possibility of a fine affects their decision of whether to speed or not
- agree that possible damage to their vehicle deters them from speeding
- agree that speed cameras help reduce the road toll
- believe that speed cameras are placed in areas that have a history of crashes
- support the use of fixed cameras in Queensland
- support the use of unmarked speed cameras in Queensland
- support the use of marked mobile speed camera vehicles in Queensland
- support the use of point-to-point speed cameras in Queensland
- support red light/speed cameras at intersections
- report they have not been caught speeding in the last six months
- agree that driving/riding 5 km/hr over the speed limit increases your risk of having a crash
- be unaware of how the speeding of others was detected
- perceive that travelling up to or more than 10 km/hr over the speed limit is a risky driving behaviour.

Northern region residents

More likely than average to:

- exceed the speed limit when they are driving a powerful vehicle
- feel that 1 km/hr -9 km/hr over the speed limit represents a first bracket offence
- support reduced speed limits in areas with vulnerable road users
- perceive that speed cameras are placed in areas that have a history of crashes or on roads where motorists are always speeding
- be encouraged to slow down when speed limits are understandable based on prevailing road conditions or reduced speed limits are explained (e.g. signage)

- perceive that travelling up to or more than 10 km/hr over the speed limit is a risky driving behaviour.

Central region residents

More likely than average to:

- report speeding when they need to overtake
- perceive speed cameras to be placed in a convenient location for police
- disagree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

Southern region residents

More likely than average to:

- consider any speed over the speed limit as speeding
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in urban areas without being booked
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in rural areas without being booked
- report being aware of police officers using a hand held laser device
- consider the safety of themselves, their passengers or other road users when deciding whether or not to speed
- agree that penalties for speeding are genuinely intended to deter people from speeding
- agree that the possibility of getting demerit points or the possibility of damage to their vehicle affects their decision of whether to speed or not
- support the use of marked mobile speed camera vehicles in Queensland
- be in support of red light/speed cameras at intersections
- report they have not been caught speeding in the last six months.

Less likely than average to:

- be aware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

South Eastern region residents

More likely than average to:

- feel that speeding is up to 5km/hr over the speed limit
- speed when wanting to get through an amber light, when they feel unlikely to be caught or when driving on wet or winding roads
- feel that people are generally allowed to drive/ride without being booked for speeding up to 115 km/hr in a 100 km/hr speed zone
- feel that driving/riding up to 12 km/hr over the speed limit is a first bracket offence
- report awareness of the use of unattended speed cameras fixed to a trailer or point-to-point speed cameras
- be confident of knowing where they can expect to see speed cameras
- agree that they only avoid speeding where they've seen or heard of speed cameras operating
- oppose unmarked mobile speed camera vehicles in Queensland
- oppose the use of marked mobile speed camera vehicles in Queensland
- know someone who has been caught speeding in the last six months
- report currently using in-vehicle speed advisory technology.

Sub-open licence holders

More likely than average to:

- report speeding when they:
 - are in a hurry
 - are on a rural road
 - feel they are unlikely to get caught
 - driving/riding at night
 - need to blow off steam or
 - are on a winding road
- feel that people can travel up to 10km/hr over the limit in rural areas without being booked
- feel that people are generally allowed to drive/ride without being booked for speeding up to 70 km/hr in a 60 km/hr speed zone in rural areas

- feel confident knowing where they can expect to see speed cameras
- agree that they only avoid speeding where they've seen or heard of speed cameras operating
- agree that speed cameras help reduce the road toll.

Open licence holders

More likely than average to:

- consider speeding to be any speed over the speed limit
- report being aware of police officers using a hand held laser device, fixed speed cameras, red light speed cameras, moving mode radar, point-to-point camera or other hidden speed cameras
- be aware of the widest range of speed enforcement methods in use in Queensland
- feel that people cannot exceed the speed limit in 60 km/hr speed zones in rural areas without being booked
- agree that speeding is as dangerous as drink driving
- consider that speed cameras are there to raise revenue for the government
- support the use of marked mobile speed camera vehicles in Queensland
- support the use of point-to-point speed cameras in Queensland
- perceive that speed cameras are placed in areas subject to road works
- believe that unattended speed cameras fixed to trailers are used to enforce speed limits in Queensland
- report being likely to use in-vehicle speed advisory technology, if available.

Key trends – Roadworks

Younger drivers/riders (< 25 years)

More likely than average to:

- agree that reduced speed limits at roadworks only apply when workers are present and reduced speed limits at roadworks are not enforceable.

Drivers/riders aged 25-39 years

More likely than average to:

- report exceeding the reduced speed limit in a variety of circumstances at roadwork sites.

Older drivers/riders (60+ years)

More likely than average to:

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

Male drivers/riders

More likely than average to:

- agree that the speeds of other vehicles on the road influences their speed choice at roadworks sites
- agree that they drive at a speed that is safe for the prevailing conditions
- agree that reduced speed limits at roadworks only apply when workers are present and reduced speed limits at roadworks are not enforceable.

Female drivers/riders

More likely than average to:

- report that they would be encouraged to slow down when there is more signage to remind them of the speed limit throughout the roadworks
- report that they would be encouraged to slow down when there is more distinctive signage (e.g. flashing speed limit signs)
- report that they would be encouraged to slow down when other drivers are complying with the speed limit or when there are changes in the road (e.g. lane closures, traffic diversions).

Sub-open licence holders

More likely than average to:

- agree that reduced speed limits at roadworks only apply when workers are present and reduced speed limits at roadworks are not enforceable.

Open licence holders

More likely than average to:

- agree that they would be encouraged to slow down at roadworks sites by the presence of road workers or when the reduced speed limits are explained (e.g. signage).

Key trends – School Transport Safety

Drivers/riders aged 25-39 years

More likely than average to:

- report sometimes/always travelling over the speed limit in a standard (non-flashing) school zone during school zone times
- believe that higher fines should apply for school zones than other sections of road
- believe that demerit points for speeding in school zones should be lower than speeding offences on other sections of road
- report that 40 km/hr is an appropriate speed limit within school zones.

Drivers/riders aged 40-59 years

More likely than average to:

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

Older drivers/riders (60+ years)

More likely than average to:

- agree that other road users are more compliant in school zones with flashing lights compared to those with standard (non-flashing) signs
- report that 40 km/hr is an appropriate speed limit within school zones
- believe that fines and demerit point penalties should be higher for school zones than other sections of road.

Male drivers/riders

More likely than average to:

- report always travelling over the speed limit in a school zone with children present during school zone times.

Female drivers/riders

More likely than average to:

- slow down when they see flashing school zone signs in operation
- report that 40 km/hr is an appropriate speed limit within school zones.

Central region residents:

More likely than average to:

- agree that other road users are more compliant with reduced speeds in school zones with flashing lights compared to those with standard (non-flashing) signs
- slow down when they see standard (non-flashing) school zone signs during school zone times
- slow down during school zone times where children are present.

Southern region residents:

More likely than average to:

- report that 40 km/hr is an appropriate speed limit within school zones
- consider the normal speed limit (60km/hr) as the appropriate speed limit within school zones
- report they have seen police enforcing reduced speed limits in school zones.

South Eastern region residents

More likely than average to:

- slow down when they see flashing school zone signs in operation.

Northern region residents

More likely than average to:

- report that 30 km/hr is an appropriate speed limit within school zones.

Open licence holders

More likely than average to:

- agree that flashing school zone signs help them to determine when lower speed limits apply
- agree that other road users are more compliant with reduced speeds in school zones with flashing lights compared to those with standard (non-flashing) signs
- slow down when they see standard (non-flashing) school zone signs during school zone times.

Sub-open licence holders

More likely than average to:

- report sometimes/always travelling over the speed limit in a school with flashing school zone signs in operation during zone times
- report sometimes/always travelling over the speed limit in a school zone with children present during school zone times.



Method

Method	<p>The 2018 method comprised an online self-completion survey using the ORU research panel. Where relevant, results from the 2018 survey have been paired with data from previous waves of research for comparison.</p> <p>Prior to 2008, the survey was conducted using the CATI (computer assisted telephone interview) methodology but was changed in subsequent years to an online panel format.</p>
Universe	The geographic sampling population for this survey was the state of Queensland. Those eligible to be surveyed were people aged 16 years and over who hold, or who have ever held a driver's/rider's (motorcycle, scooter or moped) licence.
Sample size	Best practice sampling was used to collect the respondent group: the sample was deployed as random in controlled batches, with reminders, activity/category filtering and over sampling conducted as necessary. Anyone who had taken part in a survey on the topic of road safety in the past six months was excluded from the invitation process.
Weighting	Post enumeration the data were weighted up to statistics on the total number licences on record in Queensland.
Dates of fieldwork	The fieldwork dates for the survey were from the 6 th – 27 th April, 2018. Appendix C contains the fieldwork report which details the results of contact with all potential respondents.
Fieldwork partner	MCR's panel supplier, ORU, generated the sample and distributed the self-completion survey to its Queensland panellists for this study. ORU own and manage the largest research-only panel in Australia (with over 300,000 members) and have QSOAP (Quality Standard for Online Access Panels) 'Best Practice' Level 2 accreditation. They have a unique "by-invitation-only" strategy which ensures greater quality of respondents.
Data analysis	<p>At the completion of fieldwork, the survey results were analysed using Q research software. The analysis took the form of frequency counts for each question and cross analysis of responses to all questions by selected demographic and behavioural factors (cross tabulations).</p> <p>In addition to these analyses, the data were subjected to Z-tests to detect significant differences between the average and sub-group results. Statistics that are significantly different to the average (of this wave) have been identified throughout the report through the use of bolding. In addition, ↑↓ (in charts) and A and B (in tables) indicates a significant difference between the 2017 and 2018 results. The average calculation is based on the responses of all respondents to a question. It should be noted that where a key result differs significantly from the average (and is referred to in the report's commentary), it is not necessarily the group with the highest percentage (small cell sizes mean sometimes there is a group with a higher percentage, however this does not differ significantly from the average after taking sampling error into account).</p> <p>To assess sampling error associated with survey results, the reader is referred to the sampling error chart at Appendix D.</p>
Questionnaire	<p>The questionnaire used for the current wave of interviewing is appended to this report as Appendix A. The questionnaire consists predominantly of closed-ended questions where response options have been pre-coded. A listing of responses that did not fall within the prescribed response codes within the questionnaire can be found at Appendix B.</p> <p>At the request of Department of Transport and Main Roads (DTMR), changes have been made to the questionnaire between each wave of interviewing. New questions have been introduced and past questions deleted.</p>
Definitions	<p>Throughout the report a number of abbreviations and labels have been used, the definitions of which are provided below:</p> <p>Sub-open – Learner, Provisional and Probationary licences</p> <p>Sth Eastern – South Eastern</p> <p>km/hr – kilometres per hour</p> <p>Jun - June</p> <p>Jul – July</p> <p>Apr - April</p> <p>M/C – Motorcycle</p> <p>60+ – people aged 60 years and older</p> <p><25 – people aged 16-24 years</p> <p>n – sample.</p>

Quotas

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

		Gender		Age				Region				Licence Type*		
		Male	Female	<25	25-39	40-59	60+	Central	Northern	South-East	Southern	Open	Sub-Open	Motorcycle
Overall Survey	No.	322	317	81	178	220	160	48	63	452	76	572	58	63
	%	50	50	13	28	34	25	8	10	71	12	90	9	10
Sub Groups														
Gender (%)	Male	100		11	28	35	26	7	9	72	11	90	9	16
	Female		100	14	28	34	24	8	11	6	12	89	9	3
Age (%)	<25	46	54	100				7	8	75	11	46	53	14
	25-39	50	50		100			8	11	70	11	91	7	14
	40-59	51	49			100		10	12	67	10	99	1	8
	60+	52	48				100	6	9	70	14	98		3
Region (%)	Central	48	52	17	23	44	17	100				90	10	19
	Northern	46	54	11	24	41	24		100			87	11	8
	South-East	52	48	13	29	35	24			100		89	10	10
	Southern	49	51	12	28	21	39				100	96	4	7
Licence Type (%)	Open	51	49	6	28	38	28	7	10	70	13	100		9
	Sub-Open	50	50	74	22	3		7	12	74	7		100	24
	Motorcycle	84	16	17	49	28	6	14	8	70	8	78	22	100
	None		100		100									

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

Publication of Information

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

MCR has ISO 20252 quality assurance accreditation.



Disclaimer

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



Findings



Speed

1.0 Speeding/speed limits

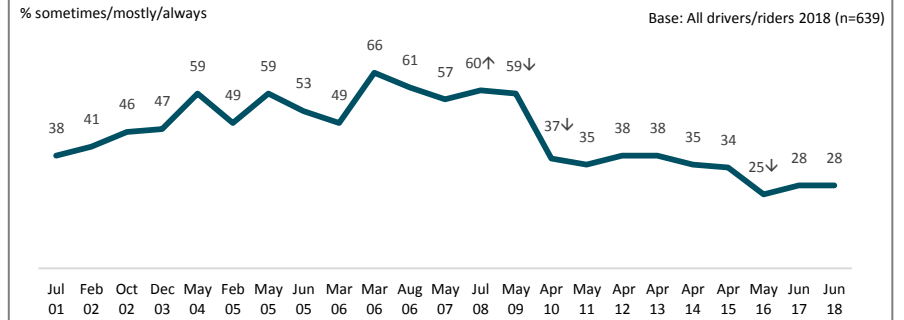
1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

In a result consistent with 2017, 28% of drivers/riders in 2018, report they sometimes, mostly or always drive/ride over the speed limit.

Key sub-group differences

Male drivers/riders or those aged between 25-39 years are more likely than average to report a greater propensity to speed.

Frequency of exceeding the speed limit (S13)



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

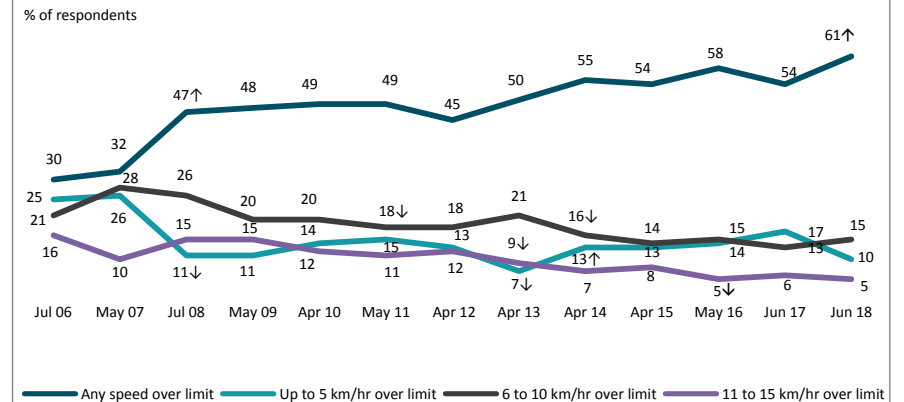
Respondents most commonly perceive speeding as being any speed over the limit (61%, an increase from 2017, 54%). Regarding responses that attempt to define the point at which speeding occurs, 15% of respondents select from 6 km/hr to 10 km/hr over the speed limit, 10% select up to 5 km/hr over the speed limit, while 5% define speeding as travelling 11 km/hr to 15 km/hr over the speed limit.

Key sub-group differences

Female drivers/riders, those aged 40-59 years, residents of the Southern region or open licence holders are more likely than average to consider speeding to be any speed over the speed limit.

Male drivers/riders are more likely than average to consider speeding to be more than 20 km/hr over the speed limit or to think that what constitutes speeding depends on the speed limit. Drivers/riders under the age of 25 years are more likely than average to consider 6 km/hr to 10 km/hr over the speed limit to be speeding, while those aged 25-39 years are more likely than average to consider speeding to be 11 km/hr to 15 km/hr over the speed limit. Those from the South Eastern region are more likely than average to consider speeding to be travelling up to 5 km/hr over the speed limit.

Perceptions of what constitutes speeding (S2) - Top 4 responses (2018)



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

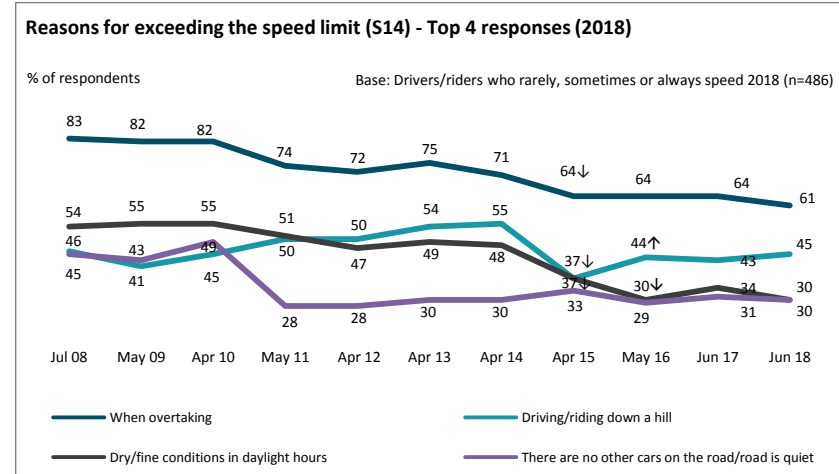
The most frequent justifications for speeding are because drivers/riders are overtaking another vehicle (61%), because they are driving/riding down a hill (45%), they are driving/riding during fine conditions in daylight hours (30%) or there are no other cars on the road/the road is quiet (30%). These results are consistent with previous years.

Key sub-group differences

Compared to average, drivers/riders aged under 25 years report a wider range of reasons for exceeding the speed limit. These include when they are: needing to overtake, in a hurry, wanting to get through an amber light, on a rural road, feeling unlikely to get caught, driving/riding at night, feeling the need to blow off steam, on a winding road, when feeling like a thrill. In a continuing trend, those aged 60+ years are more likely than average to report they speed to keep up with traffic.

Drivers/riders with a sub-open licence report they are more likely to exceed the speed limit when they are on a rural road, in a hurry, feel unlikely to get caught, at night, on a winding road or when needing to blow off steam.

Central region residents are more likely than average to report speeding when they need to overtake. Northern region residents more commonly exceed the speed limit when they are driving a powerful vehicle. South Eastern region residents are more likely than average to speed to get through an amber light, when they feel unlikely to be caught or when driving on wet or winding roads.



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

Most drivers/riders agree that they are responsible for the speed they drive (95%), that there can be serious consequences for others when people speed (91%) or that speeding is a major contributor to crashes (82%). The majority of respondents also agree that they are likely to be caught by police if they speed (75%) or that it's time that speeding was considered socially unacceptable (73%). 66% of respondents agree that they drive/ride at or under the speed limit no matter what.

Key sub-group differences

Older drivers/riders aged 40+ years are more likely than average to believe they are responsible for the speed they drive, to agree there are serious consequences for others when people speed or that no matter what, they always drive/ride under the speed limit. Additionally, drivers/riders aged 60+ years are more likely than average to agree that speeding is a major contributor to crashes and that they are likely to be caught by police if they speed.

Those aged under 25 years are less likely than average to agree that there can be serious consequences for others when people speed. Female drivers/riders are more likely than males to feel that speeding causes crashes or to agree that it's time speeding was considered socially unacceptable.

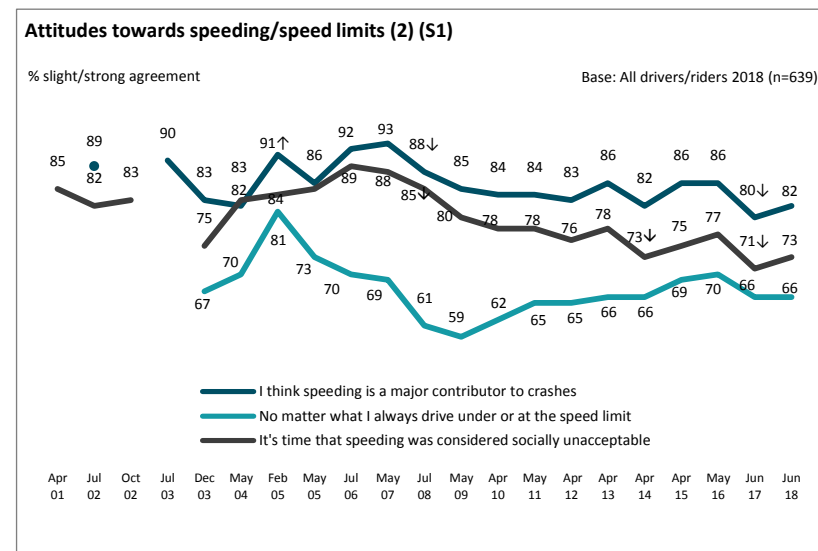
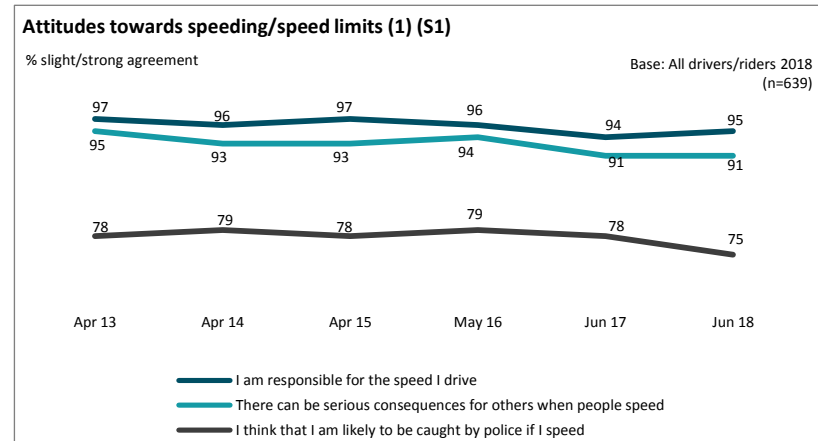


Table 1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Always	3	3	4	4	1	2	3	8	4	5	2	2	1		2			5	4	3	4	2	3	5	6	8	13	
Most occasions (90% of the time)	9	8	11	10	7	6	16	11	13	15	4	6	3	1	15	5	6	14	7	9	9	7	7	18	17	27	24	
Sometimes (about half the time)	16	17	18	17	14	16	14	19	17	20	16	15	8	15	9	18	26	13	6	21 a	17	16	17	18	9	11	23	13
Just occasionally (less than 10% of the time)	50	53	45	52	55	55	44	44	46	43	54	57	58	66	52	43	52	53	50	47	49	56 a	52	55	41	45	31	33
Never	23	19	23	17	23	21	23	18	20	18	24	20	30 b	18	24	32	16	20	31	18	22 b	16	22	18	26	21	11	17
TOTAL sometimes/most/always	28	28	33	31	22	25	34	38	35	39	22	24	12	16	24	25	32	27	18	34 a	29	27	26	27	32	34	58	50
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Any speed over the speed limit	61 b	54	56	52	65 b	57	55	40	52	50	67	60	68	60	57	63	57	54	86 b	62	57	52	63 b	57	50	40	44	51
Up to 5 km/h over the speed limit	10	17 A	9	18 a	12	16	13	20	12	16	9	15 a	15	20	6	13	8	9	2	10 a	13	20 a	9	17 A	17	20	18	10
From 6-10 km/h over the speed limit	15	13	15	12	15	15	23	19	16	15	12	10	8	12	22	12	21	22	8	7	14	14	13	12	22	23	12	11
From 11-15km/h over the speed limit	5	6	6	8	4	5	3	5	10	8	3	8	1	3	6	7	7	4		10 a	5	6	6	6	3	7	11	15
From 16-20km/h over the speed limit	1	1	2	1	1	1	1	2	2	1	1	1	1					2	<1	1	2	1	1	2	1	4	4	
More than 20km/h over the speed limit	2	1	3	1	<1	1	4	5	2	1	1	<1			5			2			2	1	1	1	6	2	3	5
Depends on the speed limit	5	6	7	7	3	4	2	6	7	6	5	6	8	5	1	3	8	7	4	9	6	5	6	6	1	5	8	4
Don't know	1	1	1	1	1	1	1	3		2	2	1			3	2					1	2	1	1		1	1	2
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE							
	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17		
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =		
Base: All drivers/riders who exceed the speed limit	486	505	248	252	238	253	63	51	143	146	168	178	112	130	48	46	41	43	57	55	340	361	441	456	41	43	55	43		
	% of respondents																													
I need to overtake	61	64	59	68	63	59	73 b	47	52	63	62	67	68	70	71	74	80	85	63	71	57	58	60	66	68	48	50	55		
I am driving/riding down a hill	45	43	42	44	48	41	43	29	42	41	47	46	53	47	24	36	40	33	54	38	47	46	46	45	41	24	27	30		
Dry/fine road conditions in daylight hours	30	34	36	40	24	28	30	32	27	33	32	34	31	36	42	44	38	31	29	41	27	32	30	34	29	32	29	20		
There are no other cars on the road/the road is quiet	30	31	27	33	33	29	34	30	30	29	29	29	29	37	32	34	32	23	24	36	31	30	30	31	32	23	15	22		
To keep up with traffic	27	29	27	32	26	25	27	25	18	17	31	30	38	43	24	31	17	26	24	23	28	30	26	29	29	20	19	14		
To avoid a crash/an accident	29	25	31	26	26	24	33	26	18	16	34	24	27	37	34	23	13	18	21	31	31	26	28	26	33	25	24	27		
I am confident I am not putting anyone in danger	23	23	25	26	21	20	31	18	15	16	25	24	25	32	29	24	32	15	27	37	21	21	22	23	31	18	13	20		
I am on a straight road	25	25	27	28	23	22	24	34	28	27	24	22	17	24	24	38	26	20	14	24	26	25	25	26	26	25	22	22		
I know the road very well	19	21	22	22	16	20	27	28	19	20	15	21	9	19 a	25	18	24	16	17	26	17	21	18	21	24	25	19	22		
In a hurry to get to destination/running late for something	19	17	14	15	23	18	36	25	20	19	11	16	5	9	28	20	13	4	9	13	19	18	16	17	34 b	13	13	25		
I am on a multi-lane road	13	12	17	15	9	10	20	11	11	7	12	13	14	18	16	14	15	10	12	9	13	13	11	13	22	8	8	16		
I am alone	15	13	19	15	12	10	16	12	19	17	14	9	6	15 a	25	20	17	18	12	13	14	12	16	14	14	8	10	18		
I want to get through an amber traffic light	15	13	16	11	14	16	26	13	14	17	12	12	6	10	8	8	4	4	11	10	18	16	13	14	26 b	10	8	19		
I am on a rural road	14	12	14	13	14	11	36 b	18	12	11	8	11	10	12	19	18	19	14	7	17	14	10	10	11	39 b	19	20	15		
I think I am very unlikely to get caught	11	8	9	7	12	10	20	19	12	8	7	7	8	3	8	9	9	5	<1	8	13	9	9	7	22	15	5	7		
At night	7	5	9	6	5	4	20	10	6	9	2	3		1	6	2	7	3	2	2	8	6	5	5	19	5	9	11		
I don't like to travel behind other vehicles	6	6	8	8	5	3	8	4	4	7	7	4	6	8	2	4	2	11	6	7	8	5	7	6	6	3	4	7		
I am driving/riding a powerful vehicle	6	5	8	6	3	3	7	10	4	7	7 b	2	1	5	19	9	2		3	5	5	5	5	4	8	12	9	5		
The roads are wet	2	1	3	1	1	1	5		3	4	1	1			2								3	1	2	1	5	4	7	6
I am on a winding road	3 b	1	2	2	4 b		10 b		3	3						2				2	4 b	1	1	1	13 b		15	5		
I feel like a thrill	2	2	4	3		1	8	6	1	4	<1	1				2	3	2	2		3	3	1	2	7	5	5	17		
I want to impress others	1	1	1	2	1	<1		2	4	4		1				5	2			1	2	1	1	1	1	7	8	7		
I need to 'blow off steam'	4 b	2	5	2	3	1	18 b	4	2	4		<1			11	4	2	2		2	4	2	1	1	19	7	2	10		
I have passengers	<1	<1	<1	<1	<1				1					1		2						1		<1	<1			2		
Other	2	6 A	1	5 a	2	6 a	1	6	3	4	1	7 a	4	5	<1	2		2	2	12	2	5 a	2	6 a	1	5				
Don't know	4	3	3	4	5 b	2	2		4	5	5	4	3	1	<1	6	3	5	7	4	4	3	5	3	1	5	4	5		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Table 1.1.4 Attitudes towards speeding/speed limits (S1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18 n =	17 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents (total slight/strong agreement)</i>																												
I am responsible for the speed I drive	95	94	94	93	96	95	91	87	94	92	97	96	99	99	91	95	94	90	99	92	95	95	96	96	91	83	84	88
There can be serious consequences for others when people speed	91	91	89	88	92	93	84	81	89	88	94	93	97	97	91	93	84	89	98	91	90	91	93	93	82	78	74	77
I think speeding is a major contributor to crashes	82	80	78	73	87	88	80	74	78	77	85	81	91	86	76	83	80	76	82	74	84	82	83	82	79	67	57	69
I think I am likely to be caught by police if I speed	75	78	73	75	76	81	73	70	75	77	74	79	84	81	80	72	62	81 a	70	73	76	79	75	79	72	73	70	80
It's time that speeding was considered socially unacceptable	73	71	70	63	78	79	69	63	68	71	78	70	81	76	72	80	60	67	80 b	60	74	72	74	72	69	66	43	74 A
No matter what I always drive/ride under or at the speed limit	66	66	63	62	69	71	53	64	62	63	72	68	83 b	69	59	73	66	69	62	56	67	67	68	67	52	64	59	78 a
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
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 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

2.0 Speed enforcement

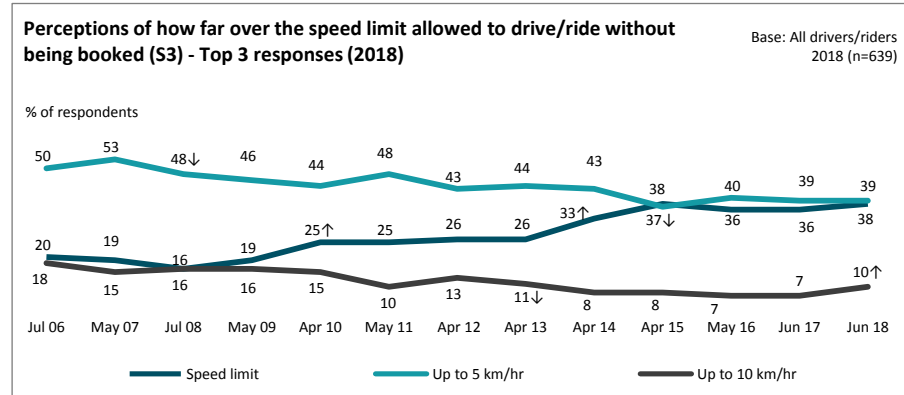
2.1 Expectations of speed enforcement (urban & rural areas)

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

In a continuing trend, 39% of drivers/riders believe it is usually possible to travel up to 5 km/hr over the speed limit without being booked, while 38% report that people cannot drive any speed over the speed limit without being penalised. 10% believe that travelling up to 10 km/hr over the limit is unlikely to attract a speeding ticket (an increase from 2017, 7%).

Key sub-group differences

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

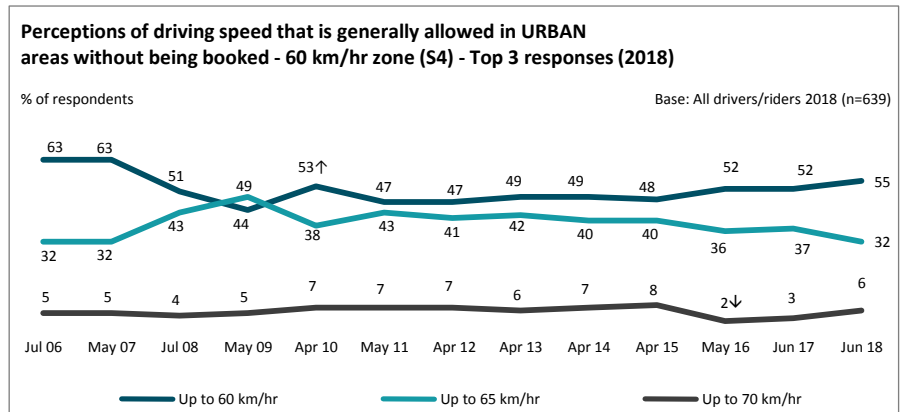


2.1.2 Thinking about 60 km/hr speed zones in URBAN areas, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S4)

In keeping with results of previous years, approximately one in two drivers/riders (55%) feels that people are generally allowed to drive/ride to the speed limit in a 60 km/hr speed zone in urban areas in order to avoid being booked. 32% feel that people can travel over the limit by up to 5 km/hr without being penalised, while 6% believe travelling up to 10 km/hr over the speed limit will not result in a penalty.

Key sub-group differences

Older drivers/riders (40+ years) or residents of the Southern region are more likely than average to feel that people cannot exceed the speed limit in 60 km/hr speed zones in urban areas without being booked. Males are more likely than females to feel that people can travel up to 15 km/hr over the limit in urban areas without being penalised, while those with sub-open licences are more likely than average to feel that people can travel up to 10 km/hr over the limit in these areas without being booked.



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

In 2018, 46% of drivers/riders feel that people are generally allowed to drive/ride to the speed limit in a 60 km/hr speed zone in rural areas without being booked for speeding. 35% feel that travelling over the limit by up to 5 km/hr would be tolerated, while 10% suggest an even higher threshold of 10 km/hr over the speed limit would be allowed without penalty. These results are consistent with the 2017 results.

Key sub-group differences

Drivers/riders aged 40+ years, those with an open licence or residents of the Southern region are more likely than average to feel that people cannot exceed the speed limit in 60 km/hr speed zones in rural areas without being booked.

Drivers/riders under 25 years or those with a sub-open licence are more likely than average to feel that people are generally allowed to drive/ride without being booked for speeding up to 70 km/hr in a 60 km/hr speed zone in rural areas.

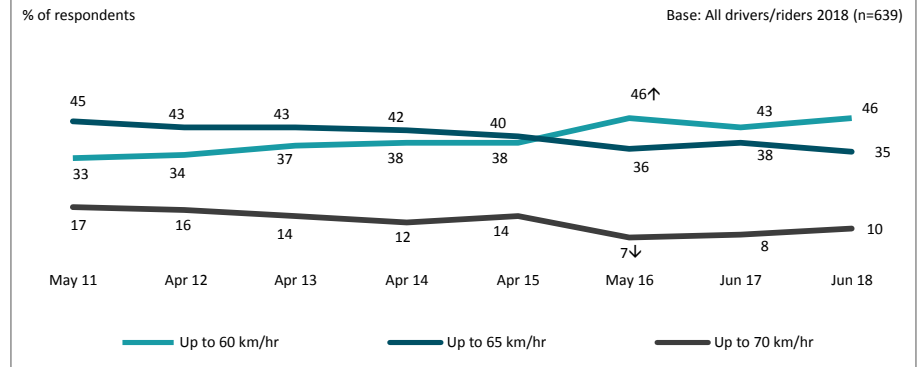
2.1.4 Thinking about 100 km/hr speed zones, how fast do you think people are generally allowed to drive/ride without being booked for speeding? (S5)

45% of drivers/riders in 2018 feel that people are generally allowed to drive/ride to the speed limit in a 100 km/hr speed zone. 33% feel that travelling over the limit by up to 5 km/hr would not result in a penalty, while 13% feel that travelling 10 km/hr over the speed limit would not result in penalty. These results are consistent with the 2017 results.

Key sub-group differences

Drivers/riders aged 25-39 years or those living in the South Eastern region are more likely than average to feel that people are generally allowed to drive/ride without being booked for speeding up to 15 km/hr over the speed limit in a 100 km/hr speed zone.

Perceptions of driving speed that is generally allowed in RURAL areas without being booked - 60 km/hr zone (S4b) - Top 3 responses (2018)



Perceptions of driving speed that is generally allowed without being booked - 100km/hr zone (S5) - Top 3 responses (2018)

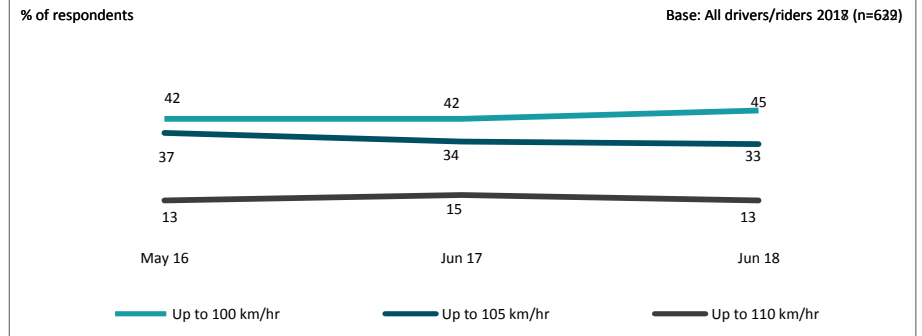


Table 2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents</i>																												
No speed over the speed limit	38	36	39	37	37	36	36	25	32	28	41	41	51	46	44	41	22	39	51	40	37	35	38	37	38	31	34	33
Up to 5km/h over the speed limit	39	39	37	35	42	42	37	48	40	38	40	38	37	36	40	35	46	32	33	39	40	40	40	38	35	39	25	22
Up to 10 km/h over the speed limit	10 b	7	10	8	10	6	16	7	12	11	7	6	1	4	11	8	16	11	6	5	10	7	9	7	14	9	20	13
Up to 15km/h over the speed limit	2	2	2	2	1	1	1	5	5	3	<1	<1		1	2		2	2			2	3	1	1	3	6	11	14
Up to 20km/h over the speed limit	<1	1	1	1		<1	1	2	1	1											<1	1		<1	2	4	1	5
More than 20km/h over the speed limit	<1	1	1	<1	<1	1		3	2	1											1	1	<1	<1		2	3	2
Depends on the speed limit	4	5	4	6	4	3	1	3	7	6	3	6	3	3	3	6	4	9		6 a	4	4	4	5	2	3	4	4
Other (Type in)	1	2	2	2	<1	2 a		1	1	1	1	2	1	2			2		<1	3	1	2	1	2				2
Don't know	6	8	6	8	6	8	9	6	3	11 a	6	7	6	9	<1	11 a	7	7	11	7	6	8	6	8	7	5	1	6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents</i>																												
Up to 60km/h	55	52	54	52	55	53	46	40	48	44	61	57	71	61	58	62	66	55	77 b	58	49	49	57	52	46	53	51	36
Up to 65km/h	32	37	31	37	34	36	35	44	34	39	31	35	25	32	28	31	22	34	14	38 A	38	38	33	37	30	32	12	33 a
Up to 70km/h	6	3	6	4	5 b	2	12 b	1	7	9	2	2	1		11 b	2	4	3	4		5	4	3	3	16	7	21	20
Up to 75km/h	1	<1	2	1			1	2	2	1	<1						4				1	1	1	<1	2	2	7	3
Up to 80km/h	1	1	1	1	<1	1		5	2	1	<1										1	1	1	1	1	2	4	5
More than 80km/h	<1		1						1												<1		<1				1	
Don't know	5	7	5	5	5	8	6	9	6	6	5	6	4	7	3	6	4	7	5	4	6	7	5	7	5	3	3	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
	% of respondents																											
Up to 60km/h	46	43	48	47	43	39	30	32	41	37	54	47	63 b	51	44	45	46	50	61	47	43	41	49 b	43	29	44	43	35
Up to 65km/h	35	38	32	36	38	41	39	42	36	34	33	41	30	37	35	44	39	35	24	42 a	36	37	34	39	41	33	30	25
Up to 70km/h	10	8	11	9	10	7	21 b	6	14	17	5	4	2	4	16 b	3	8	5	4	4	11	10	8	8	19	8	19	22
Up to 75km/h	2	1	1	<1	3	1	4	3	2	2	1		1				3	4			2	1	1	<1	5	5	4	5
Up to 80km/h	<1	1 a		2 a	<1	1		3	1	2		1		1		1	2					2 a	<1	1		3	2	9
More than 80km/h	<1		1					1			1					2					<1	1					1	
Don't know	6	8	6	7	6	10 a	7	14	6	9	6	7	4	8	5	7	4	5	7	6	7	9	7	9	5	7	1	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
	% of respondents																											
Up to 100km/h	45	42	42	41	47	43	39	40	39	34	50	43	57	50	50	48	39	35	56	44	43	41	46	41	39	50	42	30
Up to 105km/h	33	34	33	34	34	34	30	25	36	32	33	37	37	35	30	30	32	40	32	34	34	33	33	36	31	19	20	21
Up to 110km/h	13	15	13	15	13	15	15	19	13	22 a	12	13	5	8	11	11	21	20	7	12	13	15	13	15	11	15	27	26
Up to 115km/h	1	1	2	2	1	1		1	3	3	1	1		1		3				1	2	1	1	1	1	6	6	7
Up to 120km/h	2	1	4	2	<1		5	2	3	2	1	<1			8 b		2				2	1	1	1	6	2	3	7
More than 120km/h	<1	<1	1	<1			1	2	1												1	<1	<1		1	2	1	3
Don't know	5	7	6	6	5	8	10	11	5	7	4	6	2	6	2	7	5	5	5	9	6	7	4	7 a	11	5	1	6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

2.2 Awareness of the first bracket of the speed offence range

2.2.1 Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a \$168 fine and a loss of 1 demerit point? (S39)

Only 14% of drivers/riders correctly believe that the first bracket speed offence that attracts a \$168 fine, and the loss of one demerit point is 1-12 km/hr over the speed limit. Many more drivers/riders believe that the first bracket is 1-6 km/hr over the speed limit (43%) or 1-9 km/hr over the speed limit (29%). 4% think 15 km/hr over the speed limit represents the upper limit of a first bracket speed offence.

Key sub-group differences

Females are more likely than males to feel that driving/riding 1-6 km/hr over the speed limit is a first bracket offence. Those from the Northern region are more likely than average to feel that 1-9 km/hr over the speed limit represents a first bracket offence. Males or those from the South Eastern region are more likely than average to correctly believe that driving/riding up to 12 km/hr over the speed limit is a first bracket offence.

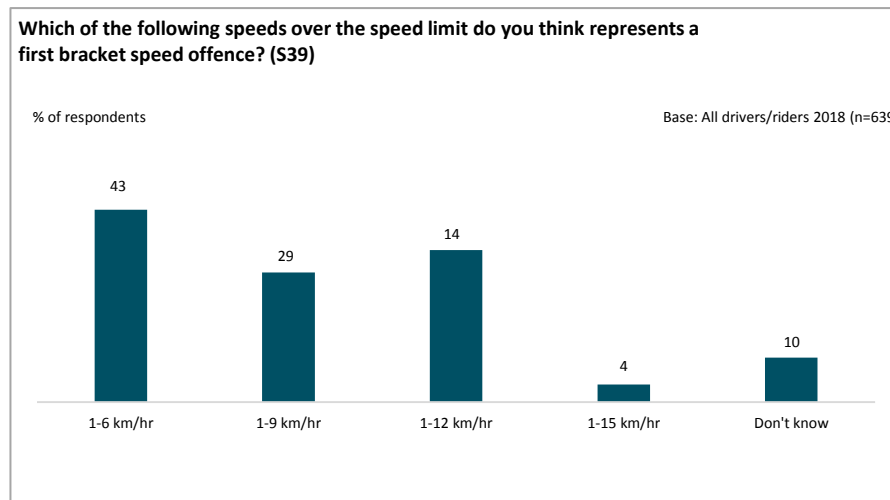


Table 2.2.1 Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a \$168 fine and a loss of 1 demerit point? (S39)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	<25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
Base: All drivers/riders	2018 n=639	n=322	n=317	n=81	n=178	n=220	n=160	n=63	n=48	n=76	n=158	n=527	n=58	n=63
<i>% of respondents</i>														
1-6 km/hr over the speed limit	43	38	49	39	42	46	46	37	38	46	44	44	41	38
1-9 km/hr over the speed limit	29	31	28	31	29	29	29	42	34	32	27	29	31	26
1-12 km/hr over the speed limit	14	17	10	11	18	13	6	6	16	8	16	15	9	26
1-15 km/hr over the speed limit	4	4	3	2	2	5	2	2	4	4	4	4	2	1
Don't know	10	10	10	17	9	8	17	14	8	10	10	9	17	9

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

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

New question in 2018.

2.3 Types of speed enforcement used in Queensland

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

Consistent with the 2017 result, 85% of respondents in 2018 perceive the most common type of speed enforcement used in Queensland to be police officers using hand held laser devices. This is followed by red light/speed cameras (75%), fixed speed cameras (71% - a decrease since 2017), marked mobile speed cameras (65%), unmarked mobile speed cameras (61%) and moving mode radar (59%). 45% believe that hand held laser devices mounted on a tripod are currently in use in Queensland, while 44% believe that point-to-point speed cameras are being used.

Some respondents incorrectly believe that other types of speed cameras are also in use in Queensland such as speed cameras attached to guardrails or other fixed road infrastructure (40%) or other hidden speed cameras (35%).

Key sub-group differences

Females are more likely than males to believe that fixed speed cameras and red light cameras are in use in Queensland.

Older drivers/riders (aged 40+ years) or open licence holders are more likely than average to report that police officers use hand held laser devices in Queensland. Fixed speed cameras, red light/speed cameras, moving mode radars, point-to-point cameras or other hidden speed cameras are also commonly reported by these segments as being used in Queensland. Those aged 40-59 years are more likely than average to report the use of marked and unmarked mobile speed cameras, as well as and hand held laser devices mounted on a tripod.

Those aged 60+ years or open licence holders tend to believe that unattended speed cameras fixed to trailers are used to enforce speed limits in Queensland.

Considering results by region, respondents from the Southern region are more likely than average to report that Queensland police officers use hand held laser devices, while those from the South Eastern region are more likely than average to report the use of unattended speed cameras fixed to a trailer or point-to-point speed.

Open licence holders or those age 40-59 years are aware of the widest range of speed enforcement methods in use in Queensland.

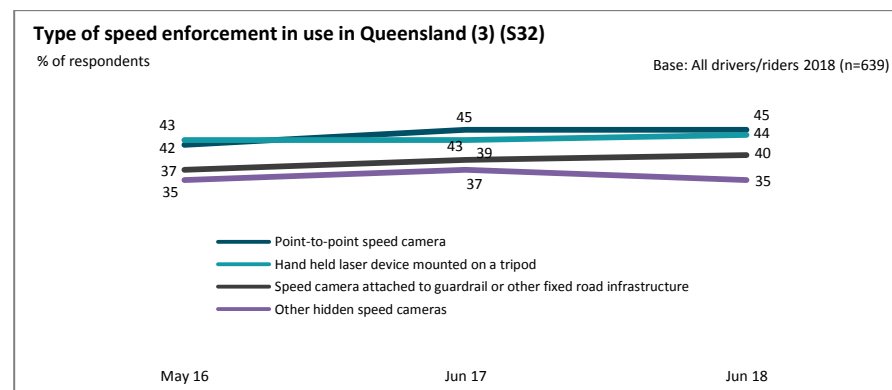
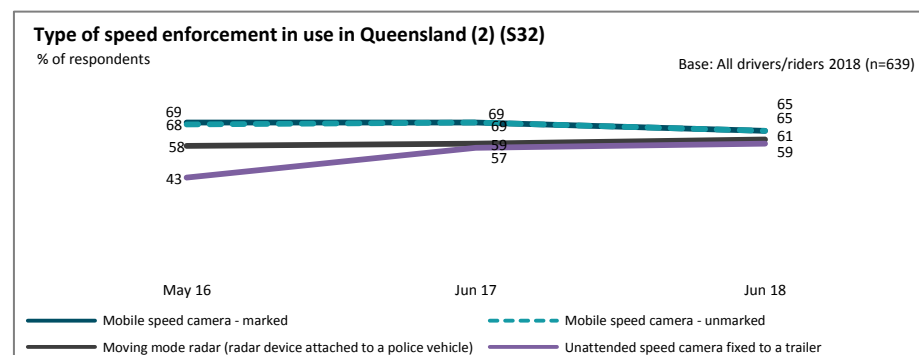
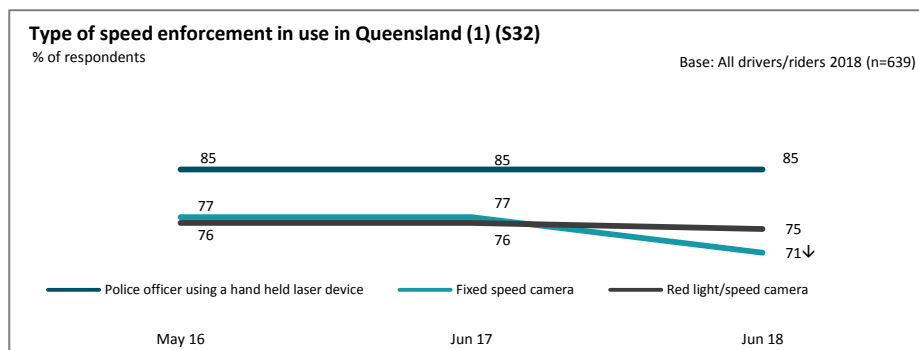


Table 2.3.1 Which types of speed enforcement are in use in Queensland? (S32)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents</i>																												
Police officer using a hand held laser device	85	85	84	88	85	83	77	72	79	78	90	90	93	95	83	81	80	86	92	93	84	84	87	89	73	61	62	66
Fixed speed camera	71	77 a	67	80 A	76	75	57	71	64	71	81	78	83	87	62	72	67	71	75	84	73	78	74	80 a	57	57	47	64
Red light/speed camera	75	76	69	76 a	81	75	64	66	67	70	82	79	85	83	67	82	79	82	80	72	74	74	77	79	62	54	54	53
Mobile speed camera - marked	65	69	67	73	63	65	49	45	57	66	76	76	69	76	55	70	67	70	68	72	66	68	70	73	43	44	52	55
Mobile speed camera - unmarked	65	69	65	74 a	65	65	47	47	57	65	76	75	71	78	58	68	75	72	71	72	64	69	70	72	40	49	56	54
Moving mode radar (radar device attached to a police vehicle)	61	59	62	63	60	55	39	35	55	52	72 b	63	75	74	55	59	64	59	65	70	61	57	66	64	39 b	22	61	51
Unattended speed camera fixed to a trailer	59	57	58	61	60	53	51	45	59	59	62	60	74 b	58	50	42	42	52	53	57	63	60	61	59	47	47	58	64
Hand held laser device mounted on a tripod	45	43	48	46	43	41	40	42	34	39	54	45	49	46	46	31	33	35	44	45	47	46	46	45	42	36	40	45
Point-to-point speed camera	44	45	46	53	42	37	27	28	37	42	54 b	44	57	60	27	37	37	47	39	39	48	47	48	47	23	29	38	53
Speed camera attached to guardrail or other fixed road infrastructure	40	39	37	44	43 b	34	38	34	34	33	44	42	43	45	36	26	29	40	52	43	40	40	40	41	37	29	28	35
Other hidden speed cameras	35	37	33	38	36	35	32	32	27	31	40	34	46	50	36	38	35	33	32	46	35	35	35	38	31	30	24	28
Don't know	7	6	7	5	7	8	10	13	6	7	6	6	4	2	15	10	8	6	8	4	5	6	6	5	10	14	6	6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

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

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

73% of drivers/riders in 2018 are in slight or strong support of reduced speed limits in areas with vulnerable road users. 17% of respondents are slightly or strongly opposed to reduced speed limits on such roads. These findings are consistent with the 2017 results.

Key sub-group differences

Female respondents, those aged 60+ years or those residing in the Northern region are more likely than average to support reduced speed limits in areas with vulnerable road users.

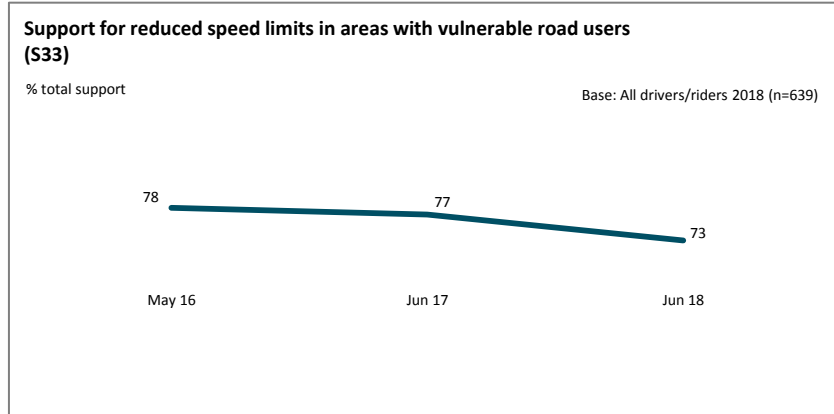


Table 2.4.1 How strongly do you support or oppose reduced speed limits in areas where there are lots of vulnerable road users (such as bicycle riders and pedestrians)? (S33)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n = 639	17 n = 622	18 n = 322	17 n = 302	18 n = 317	17 n = 320	18 n = 81	17 n = 62	18 n = 178	17 n = 179	18 n = 220	17 n = 222	18 n = 160	17 n = 159	18 n = 63	17 n = 69	18 n = 48	17 n = 54	18 n = 76	17 n = 66	18 n = 452	17 n = 433	18 n = 572	17 n = 558	18 n = 58	17 n = 54	18 n = 63	17 n = 51
	% of respondents																											
TOTAL support	73	77	65	72	82	82	64	63	73	72	77	79	85	86	83	84	68	78	69	82	73	74	75	79	65	59	66	64
Strongly support	43	42	34	36	52	49	33	21	36	35	51	50	57	51	48	52	37	37	42	49	43	40	44	44	38	25	28	23
Slightly support	30	35	31	36	29	33	32	42	37	26	29	28	35	35	32	32	41	26	33	30	35	31	35	27	34	38	40	
TOTAL oppose	17	17	25	23	9	12	15	25	18	18	18	16	14	13	3	9	26	19	18	16	18	19	18	16	16	32 a	25	28
Slightly oppose	10	10	14	12	7	9	9	16	12	10	10	10	11	7	2	3	10	17	11	8	11	11	11	9	7	19	7	12
Strongly oppose	7	7	11	11	2	3	6	10	6	8	8	6	2	6	1	6	16 b	2	7	7	7	8	6	6	9	13	18	17
Don't know	10 b	6	10 b	5	9	7	20	11	9	10	6	5	1	1	14	7	5	3	13 b	2	9	7	8	6	19	9	8	8
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): $p < \text{or} = 0.001$, Lowercase letter (a or b): $p > 0.001$
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

3.0 Perceived danger of speeding relative to drink driving/riding

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

In a continuing trend, 62% of drivers/riders consider speeding to be as dangerous as drink driving/riding.

Key sub-group differences

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

Drivers/riders with open licences are also more likely than average to agree that speeding is as dangerous as drink driving.

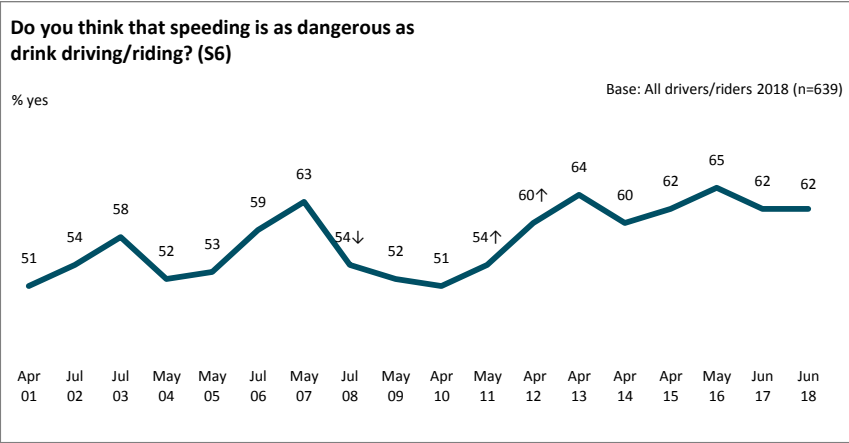


Table 3.1.1 Do you think that speeding is as dangerous as drink driving/riding? (S6)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n = 639	17 n = 622	18 n = 322	17 n = 302	18 n = 317	17 n = 320	18 n = 81	17 n = 62	18 n = 178	17 n = 179	18 n = 220	17 n = 222	18 n = 160	17 n = 159	18 n = 63	17 n = 69	18 n = 48	17 n = 54	18 n = 76	17 n = 66	18 n = 452	17 n = 433	18 n = 572	17 n = 558	18 n = 58	17 n = 54	18 n = 63	17 n = 51
	% of respondents																											
Yes	62	62	55	54	69	71	51	54	63	66	65	65	67	58	76	65	50	65	57	61	62	61	64	63	49	56	50	57
No	31	29	40	37	22	20	42	35	32	26	26	26	23	32	19	23	41	29	35	36	31	28	29	28	43	37	45	40
Not sure	7	9	6	9	9	10	7	11	5	8	9	9	10	9	5	12	10	5	9	3	7	11	7	10	8	7	4	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

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

In a result consistent with the past eight years, 32% of drivers/riders in 2018 are aware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.

Key sub-group differences

Drivers/riders aged 60+ years are more likely than average to be aware of this fact. Residents of the Southern region are less likely than average to be aware of this.

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

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

In a continuing trend, one in two drivers/riders (50%), initially unaware of how government spends speed camera revenue, report they are now more supportive of speed and red light/speed cameras in light of knowing how revenue is used.

Key sub-group differences

Drivers/riders aged 25-39 years are less likely than average to be more supportive of speed and red light/speed cameras in the light of this knowledge.

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

Of those already aware of how the government uses speed and red light/speed camera revenue, 57% report that knowing this information make them more supportive of the use of red light/speed cameras in Queensland.

Key sub-group differences

Of those already aware of how the government uses red light/speed camera revenue, female drivers/riders or those aged 60+ years are more likely than average to be supportive of the use of speed and red light/speed cameras on Queensland roads.

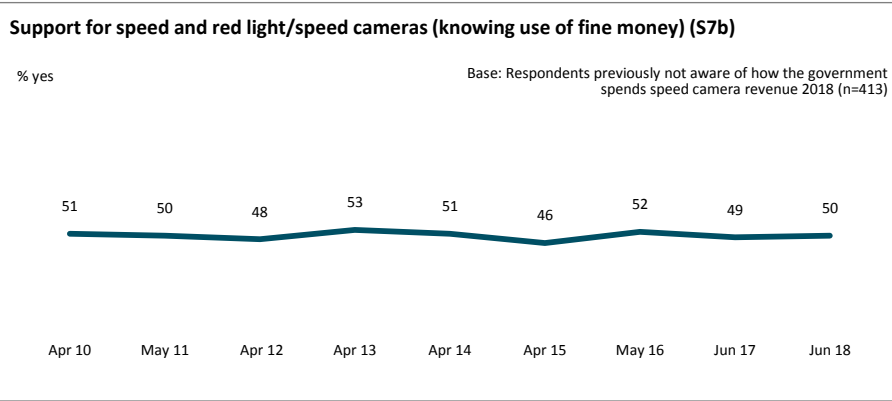
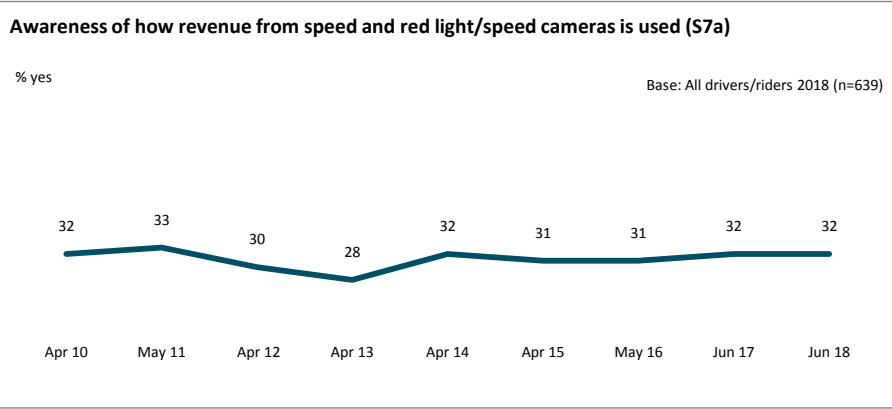


Table 4.1.1 Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18	17	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Yes	32	32	34	34	30	29	33	19	34	30	30	34	45	39	40	30	38	30	19	21	32	34	32	34	35 b	18	40	45
No	53	54	52	50	54	59	53	70 a	58	56	51	52	41	46	32	51 a	42	50	69	59	55	55	53	53	49	68 a	50	42
Not sure	15	14	13	16	17	12	14	11	8	14	20	14	14	15	28	19	20	20	12	20	13	11	15	14	16	14	10	13
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

Base: All drivers/riders not aware of government collection and spending of speed cameras	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18	17	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =
	413	421	199	196	214	225	56	50	118	126	151	147	88	98	39	48	28^	38	52	52	294	283	368	368	38	44	37	28^
% of respondents																												
Yes	50	49	47	43	52	54	52	51	46	44	51	45	56	59	49	54	61	53	59	50	47	47	49	49	52	47	19	28
No	32	31	35	38	28	23	26	24	40	34	30	35	27	25	18	28	30	29	32	33	34	31	33	30	26	33	67	58
Not sure	18	21 a	17	19	19	23	22	25	13	22 a	20	20	17	16	33	17	9	18	9	17	19	22	18	20 a	21	19	14	14
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

Base: All drivers/riders not aware of government collection and spending of speed cameras	TOTAL		SEX		AGE				TMR REGION				LICENCE TYPE		
	18	17	Male	Female	<25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	n=2018	n=226	n=123	n=103	n=25^	n=60	n=69	n=72	n=24^	n=20^	n=24^	n=158	n=204	n=20^	n=26^
% of respondents															
Yes	57	49	67	51	64	55	72	60	52	88	55	59	50	67	
No	33	44	20	25	30	40	20	40	37	11	34	36	24	32	
Not sure	9	7	13	24	7	5	8		11	1	12	6	26	<1	

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

^ Caution small cell size

5.0 Risk of crashing

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

48% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash, a result that has remained stable over the past six years.

Key sub-group differences

Females or those age 40-59 years are more likely than males to agree that driving/riding 5 km/hr over the speed limit increases your risk of having a crash.

In a continuing trend, males are more likely than females to disagree that driving/riding 5 km/hr or 10 km/hr over the speed limit increases their risk of crashing.

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

In a consistent result, 78% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

Key sub-group differences

Females or those aged 60+ years are more likely than average to agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash. Males, drivers/riders aged 25-39 years or those from the Central region are more likely than average to disagree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

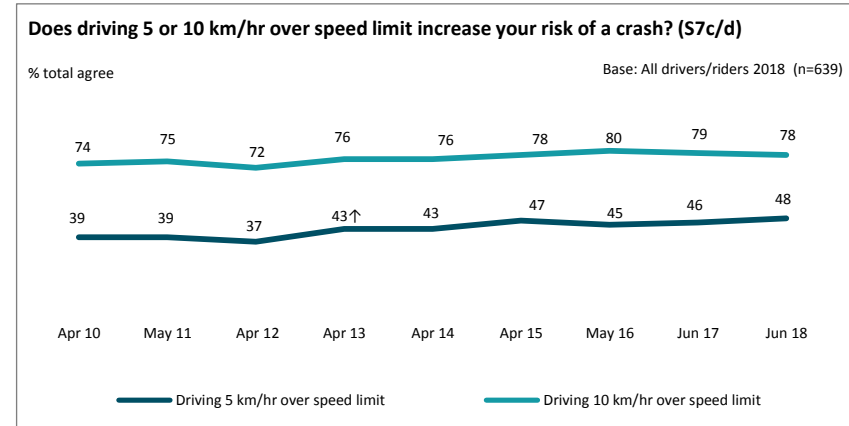


Table 5.1.1 Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =		
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Yes	48	46	42	43	55	48	40	42	46	42	53	50	54	45	47	51	33	52	48	49	50 b	43	50	45	41	46	46	44
No	38	38	45	44	31	33	42	41	39	42	36	34	30	39	41	37	47 b	25	32	32	37	42	37	39	42	34	48	52
Not sure	14	16	13	13	15	19	18	17	15	16	12	16	17	16	12	12	20	23	20	19	13	15	13	16	17	20	7	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): $p < 0.001$, Lowercase letter (a or b): $p > 0.001$
Blue figures are those significantly higher than the average (of that wave) at least the 95% confidence level.
Red figures are those significantly lower than the average (of that wave) at least the 95% confidence level.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
	<i>% of respondents</i>																											
Yes	78	79	72	75	84	83	77	79	72	76	81	80	88	81	76	87	56	71	85	76	79	79	79	80	73	74	60	62
No	15	13	21	17	8	9	17	13	21	18	10	12	5	10	13	10	29	18	11	14	14	13	13	12	24	18	35	34
Not sure	8	8	7	8	8	8	5	8	7	6	9	9	7	9	10	3	14	11	5	9	7	8	9	8	3	8	5	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2016 and 2017. Uppercase letter (A or B): $p < \text{or} = 0.001$, Lowercase letter (a or b): $p > 0.001$
Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

6.0 Attitudes towards speeding

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

In a continuing trend, safety concerns out-rate all other factors as the most influential factor in a person's decision of whether to exceed the speed limit or not. When deciding whether to speed or not, the driver's personal safety (84%), the safety of other road users (84%) or passenger safety (84%) are all important considerations. The influence of factors that relate to penalties has also remained consistent since 2017. The possibility of getting a fine (78%) or losing demerit points (74%) are important factors that influence a decision to speed. Furthermore, 78% agree that penalties for speeding are genuinely intended to deter people from speeding. Factors relating to vehicle considerations have also remained consistent with the 2017 results; 77% of drivers/riders consider potential damage to their vehicle and 37% consider their vehicle's capability when deciding whether or not to speed. 49% of drivers/riders consider speeding to be safe in some circumstances, while 24% consider the benefits of speeding when deciding whether to speed or not.

Key sub-group differences

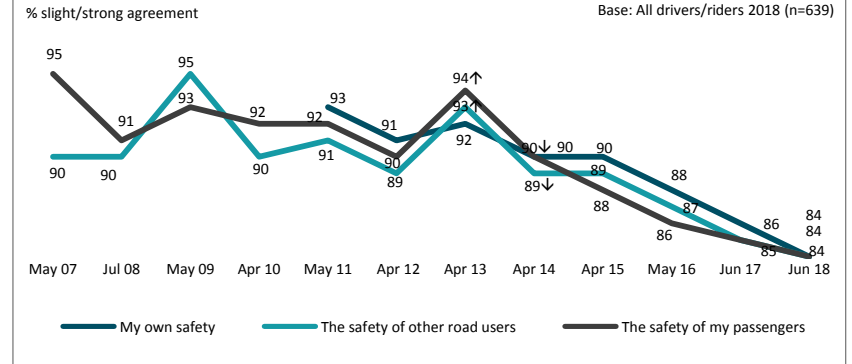
As found in 2017, agreement that penalties for speeding are genuinely intended to deter people from speeding is more common among females than among males, whereas males are more likely to agree that speeding can be safe in some circumstances.

In addition, females are more likely than males to consider their personal safety, damage to their vehicle or the possibility of a fine as affecting their decision of whether to speed or not.

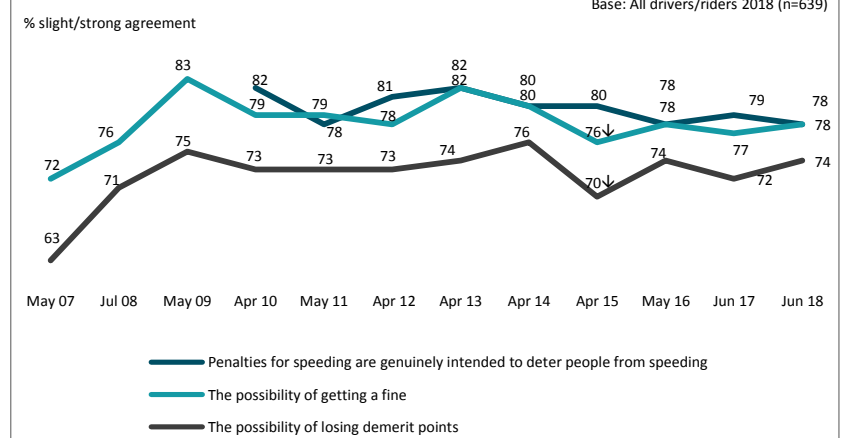
Drivers/riders aged 40+ years are more likely than average to consider their own safety in decisions about whether or not to speed. Those aged 40-49 years are more likely than average to consider the safety of other road users and the possibility of damage to their vehicle as important factors in the decision to exceed the speed limit or not.

Those in the Southern region are more likely than average to consider the safety of themselves, their passengers or other road users when deciding whether or not to speed. In addition, in 2018, they are more likely than average to agree that penalties for speeding are genuinely intended to deter people from speeding, that the possibility of getting demerit points affects their decision to speed or not or the possibility of damage to their vehicle influences their decision to speed or not.

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



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



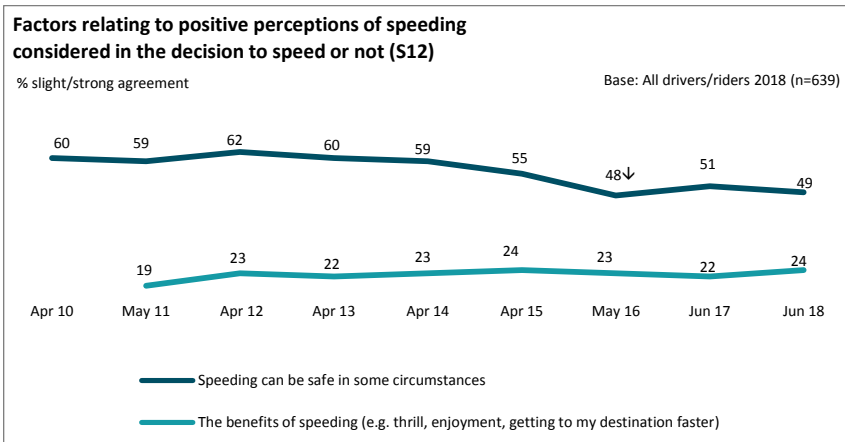
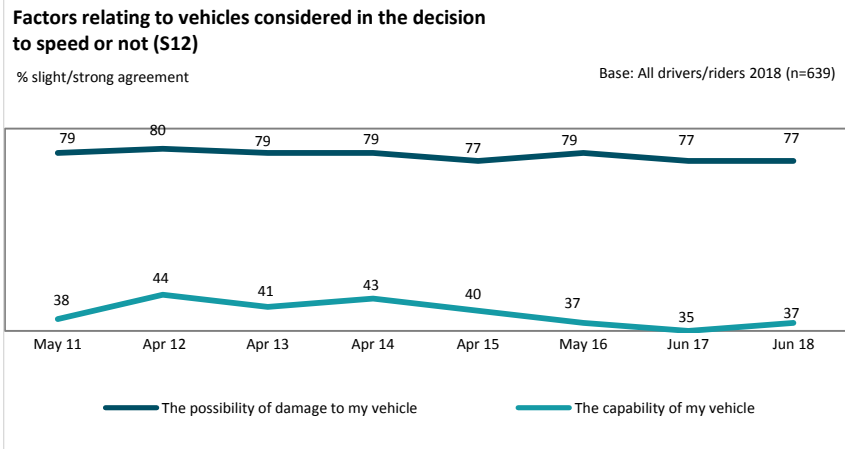


Table 6.1.1 How strongly do you agree or disagree with each statement? (S12)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents (total slight/strong agreement)</i>																												
My own safety is an important factor in my decision about whether to exceed the speed limit or not	84	86	81	84	88	88	76	72	82	84	88	87	91	94	81	84	74	89	92	89	84	85	86	88	77	71	57	78 a
The safety of other road users is an important factor in my decision about whether to exceed the speed limit or not	84	85	82	84	86	86	74	72	82	85	89	86	89	92	81	81	84	83	92	89	83	85	86	87	72	71	67	82
The safety of my passengers is an important factor in my decision about whether to exceed the speed limit or not	84	85	83	84	85	86	81	76	81	87	86	85	86	89	81	84	87	91	93	85	82	85	86	87	76	75	68	82
The possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not	77	77	73	75	80	79	70	68	72	79	82	76	81	81	74	77	69	79	87	74	76	77	78	78	71	71	59	72
Penalties for speeding are genuinely intended to deter people from speeding	78	79	74	74	83	84	73	76	77	78	81	80	87	80	77	81	64	80	88 b	74	79	79	80	80	69	72	55	68
The possibility of getting a fine is an important factor in my decision about whether to speed or not	78	77	73	76	83	79	78	69	76	73	79	81	78	82	82	80	64	80	86	73	78	78	78	79	77	63	61	67
The possibility of getting demerit points is an important factor in my decision about whether to speed or not	74	72	72	71	77	74	75	69	71	68	76	76	72	73	74	72	65	80	85 b	65	73	73	75	73	72	66	68	71
Speeding can be safe in some circumstances	49	51	55	55	43	46	53	49	47	50	50	52	37	49 a	49	46	49	45	51	50	49	52	49	52	50	43	49	56
The capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not	37	35	41	38	34	33	48	38	38	37	33	33	25	36 a	42	34	50 b	28	39	38	35	36	36	35	46	38	56	46
The benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not	24	22	27	25	21	19	34	24	30	32	18	22	7	11	39 b	16	22	26	20	12	23	24	22	22	34	26	40	38
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

7.0 Speed camera activity

7.1 Attitudes towards speed cameras and speed detection

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

68% of drivers/riders believe that speed cameras are there to raise revenue for the government. 62% believe that speed cameras help reduce the road toll, while 39% are confident they know where they can expect to see speed cameras in use. 27% agree they only avoid speeding where they've seen or heard of speed cameras operating. These results are consistent with 2017 results.

Key sub-group differences

Males, those aged 40-59 years or open licence holders are more likely than average to consider speed cameras are there to raise revenue for the government. Females or those with sub-open licences are more likely than average to agree that speed cameras help reduce the road toll. Road user segments such as males, those aged under 40 years, sub-open licence holders or those from the South Eastern region are more confident than average of knowing where they can expect to see speed cameras. Males, those aged under 25 years, those in the South Eastern region or with a sub-open licence are more likely than average to agree that they only avoid speeding where they've seen or heard of speed cameras operating.

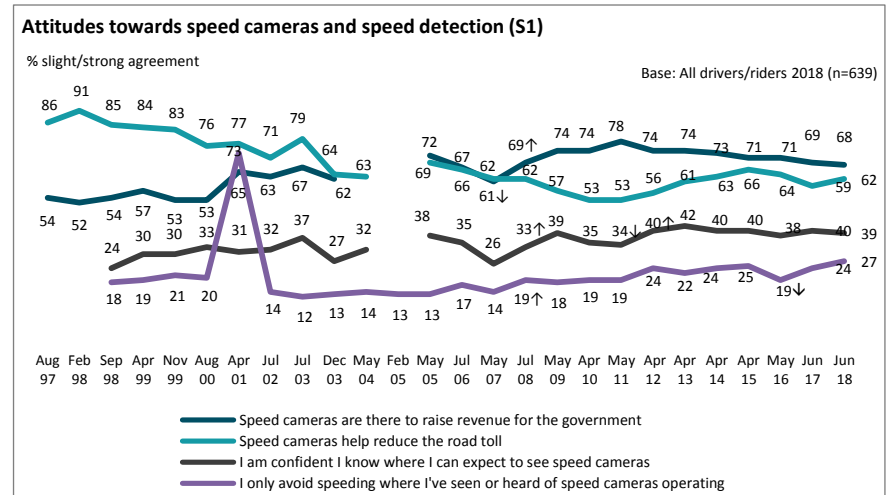


Table 7.1.1 How strongly do you agree or disagree with each statement (about speed cameras)? (S1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17	18	17
Base: All drivers/riders	n = 639	n = 622	n = 322	n = 302	n = 317	n = 320	n = 81	n = 62	n = 178	n = 179	n = 220	n = 222	n = 160	n = 159	n = 63	n = 69	n = 48	n = 54	n = 76	n = 66	n = 452	n = 433	n = 572	n = 558	n = 58	n = 54	n = 63	n = 51
% of respondents (total slight/strong agreement)																												
Speed cameras are there to raise revenue for the government	68	69	73	73	64	65	56	65	66	66	75	71	59	71 a	57	62	73	71	74	66	69	70	71	71	55	57	71	69
Speed cameras help reduce the road toll	62	59	56	57	67	61	69	63	56	58	61	55	69	64	61	63	63	61	56	46	63	61	59	59	73	60	46	57
I am confident I know where I can expect to see speed cameras	39	40	44	44	33	36	51	55	48	49	30	35	29	31	44	32	29	44	17	39 a	43	41	35	39	57	52	67	54
I only avoid speeding where I've seen or heard of speed cameras operating	27	24	34	27	20	20	41	31	27	31	23	23	12	13	19	20	34	22	14	18	30	26	24	23	44	27	48	46
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

7.2 Speed camera locations

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

Drivers/riders are most likely to believe that speed cameras are placed in areas where there has been a history of crashes (64%), where motorists are always speeding (64%), where the most tickets are issued (50%), or locations where the public complain about speeding drivers (48%). These results are consistent with 2017.

Key sub-group differences

Females are more likely than males to believe that speed cameras are placed in areas that have a history of crashes, on roads where motorists are always speeding or where the public complain about speeding drivers. Males by comparison are more likely than females to believe speed cameras are placed in a convenient location for police or on roads where there are a lot of hills.

Older drivers/riders (60+ years) are more likely than average to perceive that speed cameras are placed in areas that have a history of crashes, on roads where motorists are always speeding, where the public complain about speeding drivers or in areas subject to road works.

Open licence holders are more likely than average to perceive that speed cameras are placed in areas subject to road works.

Those in the Northern region are more likely than average to perceive that speed cameras are placed in areas that have a history of crashes or on roads where motorists are always speeding. Those who reside in the Central region are more likely than average to perceive speed cameras to be placed in a convenient location for police.

How speed camera locations are thought to be selected (S8bc)
- Top 4 responses (2018)

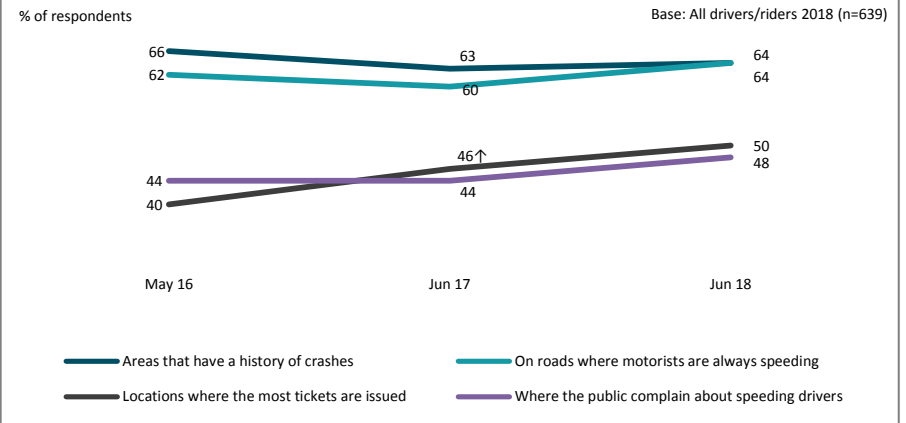


Table 7.2.1 How do you think locations for speed cameras are selected? (S8bc)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents</i>																												
Areas that have a history of crashes	64	63	57	58	70	68	69	58	53	58	67	58	77	77	77	69	52	73 a	73	65	61	60	63	64	67	58	36	47
On roads where motorists are always speeding	64	60	56	58	72 b	62	63 b	46	59	58	67 b	57	73	76	76 b	56	61	57	60	59	63	62	65	63	58	45	39	53
Where the public complain about speeding drivers	48	44	41	42	55 b	46	47 b	30	35	36	55 b	43	62	62	54	52	44	42	56	44	46	43	49	45	43	36	23	33
Locations where the most tickets are issued	50	46	53	50	47	42	56	44	45	41	51	48	45	49	56 b	31	52	43	42	46	50	48	50	46	52	48	49	40
Convenient location for police	27	27	32	34	21	19	21	19	33	24	26	27	26	34	34	30	41 b	22	31	31	23	26	27	28	23	21	45	35
Areas subject to road works	24	24	26	25	22	23	16	19	14	17	32 b	22	47	40	30	23	28	23	27	17	22	26	27	26	14	13	9	21
On roads where there are a lot of hills	22	21	26	22	18	20	19	21	20	18	24	21	24	26	17	12	31	18	19	24	23	23	23	22	18	19	25	16
Don't know	6	10 a	5	10 a	7	11	5	10	8	12	6	11 a	9	8	4	12	8	11	14	8	5	10 a	7	10 a	5	8	7	10
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

8.0 Support for speed camera use

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

74% of drivers/riders are in support of the use of fixed speed cameras in Queensland. This finding is consistent with the 2017 result.

Key sub-group differences

Females or drivers/riders aged 60+ years are more likely than average to support the use of fixed cameras in Queensland. Males are more likely than average to oppose the use of fixed cameras in Queensland.

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

54% of drivers/riders support the use of unmarked mobile speed camera vehicles in Queensland. This finding is similar to the 2017 survey wave.

Key sub-group differences

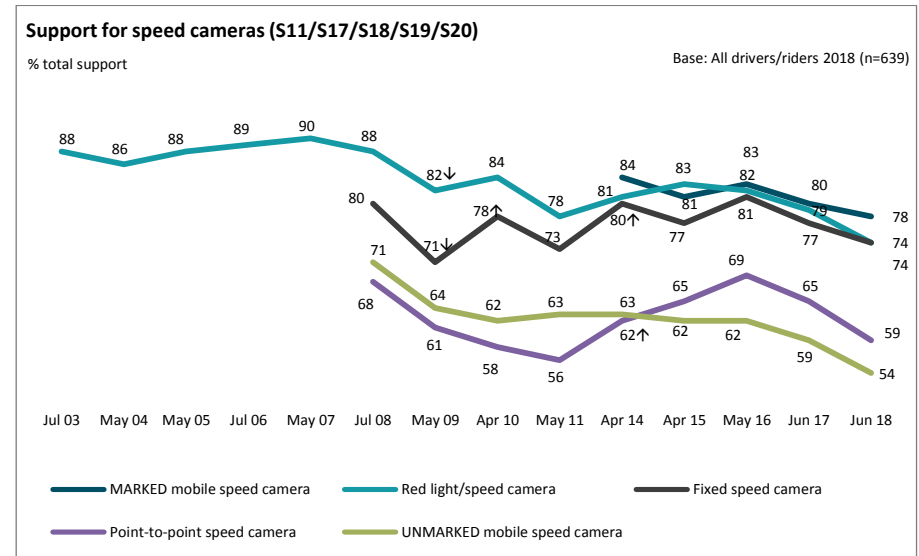
Females or drivers/riders aged 60+ years are more likely than average to support the use of unmarked speed cameras in Queensland. Males or those in the South Eastern region are more likely than average to oppose unmarked mobile speed camera vehicles in Queensland.

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

78% of drivers/riders support the use of marked mobile speed camera vehicles in Queensland. This result consistent with the 2017 result.

Key sub-group differences

Females, those aged 40+ years, those from the Southern region or those with an open licence are more likely than average to support the use of marked mobile speed camera vehicles in Queensland, whereas males or those in the South Eastern region are more likely than average to oppose the use of marked mobile speed camera vehicles in Queensland.



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

Three quarters of drivers/riders in Queensland support the use of red light/speed cameras at intersections (74%), a decrease from the 2017 result (79%). 20% of drivers/riders oppose the use of red light/speed cameras at intersections, an increase from 2017 (14%).

Key sub-group differences

Females, drivers/riders aged 60+ years or those from the Southern region are more likely than average to be in support of red light/speed cameras at intersections. Males are more likely than average to oppose the use of red light/speed cameras at intersections in Queensland.

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

Fewer drivers/riders in 2018 support the use of point-to-point speed cameras (59%) than in previous years (65% in 2017, 69% in 2016).

Key sub-group differences

Females, drivers/riders aged 60+ years or those with an open licence are more likely than average to support the use of point-to-point speed cameras in Queensland. Males are more likely than average to oppose the use of point-to-point speed cameras in Queensland.

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18	17	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
	% of respondents																											
TOTAL support	74	77	69	72	78	83	70	73	74	74	74	75	93	87	74	81	66	67	77	80	74	78	75	79	66	67	66	60
Strongly support	42	43	39	37	45	50	32	30	44	41	44	45	62 b	49	41	49	33	31	48	54	42	41	43	44	37	32	36	32
Slightly support	32	34	30	35	33	34	38	44	30	33	30	30	30	38	33	32	34	36	29	25	31	36	32	35	29	35	30	28
TOTAL oppose	20	16	25	22	15	11	18	16	22	18	20	18	5	13 a	21	13	21	21	15	15	20	17	20	15	22	20	33	34
Slightly oppose	11	9	11	10	11	8	12	11	12	10	11	11	3	5	14	9	8	17	8	4	12	9	10	8	14	12	13	15
Strongly oppose	9	7	14	11	4	3	6	5	10	8	10	7	2	8 a	8	5	12	4	7	11	9	7	9	7	7	8	20	19
Don't know	7	6	6	6	7	6	12	11	5	8	6	7	2	1	4	6	13	12	8	5	6	6	5	5	12	13	1	6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
TOTAL support	54	59	49	52	60	65	48	49	52	59	58	59	71	63	59	66	61	45	64	71	51	57	55	60	49	44	45	52
Strongly support	29	32	24	27	33	37	20	24	27	26	31	36	49 b	35	35	37	20	25	49	48	25	29	30	33	22	22	12	25
Slightly support	26	27	24	26	27	28	27	25	24	33	26	22	22	28	24	29	41 b	20	15	22	26	28	25	28	27	22	33	26
TOTAL oppose	38	35	43	42	33	27	39	40	43 b	31	36	35	28	35	36	27	33	42	27	24	41	37	39	34	38	43	49	45
Slightly oppose	19	17	21	19	17	15	29	24	20 b	12	15	18	12	16	24	16	15	20	14	7	20	18	17	16	29	23	21	22
Strongly oppose	19	18	22	23	16	13	10	16	23	19	20	17	16	19	13	11	18	21	14	17	21	19	21	18	9	19	29	22
Don't know	7	7	9	6	6	8	13	11	6	10	6	7	1	2	4	7	5	13	9	5	8	6	6	6	13	13	5	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
TOTAL support	78	80	74	76	83	85	67	75	76	77	83	81	93 b	85	84	87	84	75	87	83	75	80	81	81	65	73	63	65
Strongly support	43	44	36	37	51	52	23	35	40	34	52	49	66 b	53	50	54	31	35	61	63	41	40	47	46	27	35	19	33
Slightly support	35	36	38	40	32	33	44	40	37	43	31	32	26	32	34	33	54	40	26	20	34	39	34	35	37	38	44	32
TOTAL oppose	15	13	20	17	11	8	19	14	18	14	13	12	5	13 a	12	8	13	13	3	10	18	14	14	13	22	15	36	31
Slightly oppose	9 b	6	10	8	8 b	4	14 b	3	10	7	7	7	3	3	10	3	8	9	3	3	10 b	6	8	6	14	6	24	14
Strongly oppose	6	7	10	10	2	5	5	11	8	7	6	5	2	10 a	2	5	4	4		8 a	8	8	6	7	8	8	12	18
Don't know	6	7	6	6	7	7	14	11	6	9	4	7	2	2	4	6	3	12	9	7	7	6	5	6	13	12	1	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
TOTAL support	74	79 a	68	76 a	81	83	71	69	71	77	78	79	87	90	69	88 a	79	75	84	85	73	78	76	81 a	67	67	63	67
Strongly support	46	47	43	44	50	50	35	32	43	40	51	47	66	63	51	49	32	49	55	55	46	45	47	49	41	32	26	35
Slightly support	28	33	26	32	31	33	35	37	27	36	26	32	21	27	18	39 a	47 b	26	29	30	27	33	28	32	26	35	37	32
TOTAL oppose	20 b	14	26 b	20	13	9	18	16	24	16	19	16	9	9	28 B	6	16	13	13	11	20	17	20 b	14	20	19	31	29
Slightly oppose	12 b	7	15 b	9	9 b	5	16 b	4	13 b	6	10	10	7	4	24 B	3	8	8	4	1	13 b	8	11 b	7	18	7	10	4
Strongly oppose	8	7	11	11	4	4	1	11 a	11	10	9	6	2	5	5	3	8	6	9	9	8	8	9	7	3	13	21	25
Don't know	6	6	5	5	6	8	12	16	6	7	3	5	4	1	3	6	5	12	3	4	6	6	4	5	12	14	5	4
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
TOTAL support	59	65 a	54	61	65	69	50	59	61	66	62	62	79	71	67	68	60	59	64	70	58	64 a	62	66	48	59	46	50
Strongly support	34	35	28	31	40	39	21	27	30	32	41	35	52	42	36	40	24	32	35	43	35	33	36	36	24	25	29	30
Slightly support	25	30	26	30	25	30	29	33	30	34	21	27	27	28	31	28	36	27	28	27	23	31 a	26	30	23	34	17	20
TOTAL oppose	31 b	26	37	32	25	19	33	20	31	24	31	29	15	25 a	27	21	35	28	26	21	32	27	31	26	33	18	50	42
Slightly oppose	18 b	14	19	15	18	14	26	14	17	14	17	16	11	12	13	14	13	16	15	10	20 b	15	16	15	27 b	12	26	20
Strongly oppose	13	11	18	17	7	5	7	6	14	10	15	13	4	12 a	14	7	22	12	11	11	12	12	14	12	7	6	24	22
Don't know	9	10	8	7	10	12	18	20	8	10	7	9	6	4	6	10	5	13	10	8	10	9	7	8	19	23	4	8
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

9.0 Speed detection

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

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

Consistent with the 2017 survey, 15% of drivers/riders report they have been caught by police for speeding in the last six months. Most commonly drivers/riders report being caught speeding two or more times (8%), with the balance reporting they have been caught once (7%).

Key sub-group differences

Females, older respondents (40+ years) or residents of the Southern region are more likely than average to report they have not been caught speeding in the last six months, while those aged 25-39 years are more likely than average to report being caught speeding once in the same time period.

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

39% of drivers/riders who have been caught speeding in the last six months report they were aware they were speeding when they were caught. Significantly fewer drivers/riders in 2018 (48%) than in 2017 (66%) report they were *not* aware they were speeding when they were caught.

Key sub-group differences

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

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

In a stable result, 28% of drivers/riders report they know someone who has been caught speeding in the last six months.

Key sub-group differences

Residents of the South Eastern region are more likely than average to know someone who has been caught speeding in the last six months, whereas drivers/riders aged 40-59 years are less likely than average to report knowing someone who has been caught speeding within this time frame.

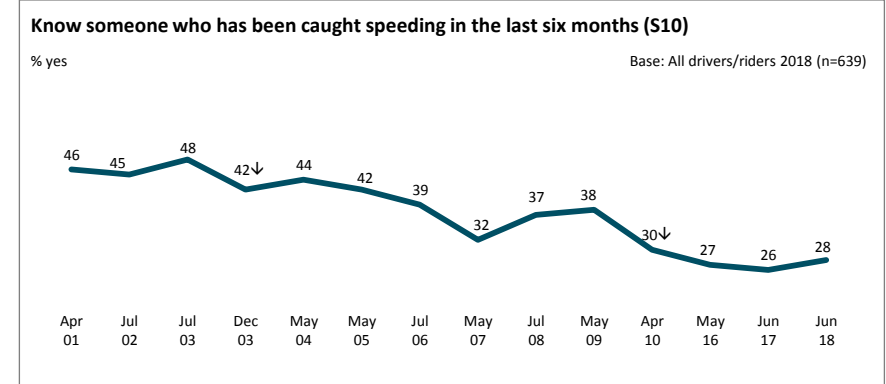
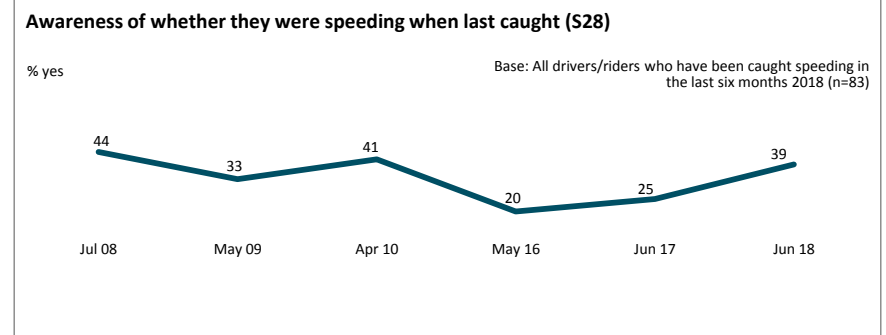
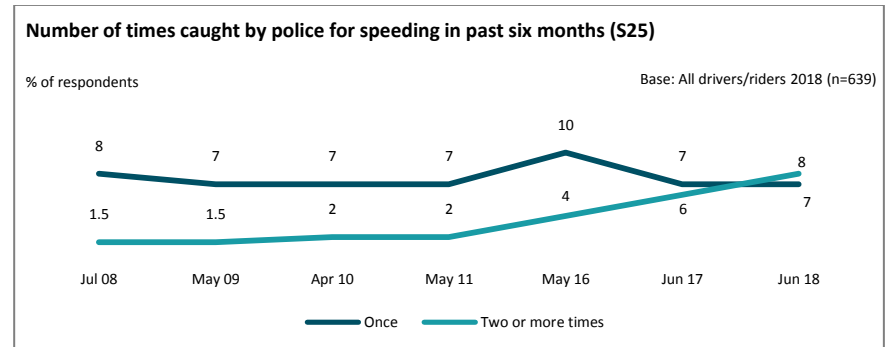


Table 9.1.1 Remembering that your answers are confidential, in the last six months when driving/riding in Queensland, how many times have you been caught for speeding? (S25)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Never	86	88	81	86	90	90	83	79	76	84	91	91	96	92	80	90	88	84	94	93	85	87	87	90	79	76	59	66
Once	7	7	9	8	6	6	3	5	12	9	6	5	4	8	14	9	2	9	5	5	7	7	8	7	3	5	8	7
Twice	5	3	5	3	4	3	7	8	7	4	2				6	1	6	5	2		5	3	4 b	2	8	8	22	12
Three	1	1	2	1	<1	1	1	1	3	1		1						2			1	1	1	1	2	3	6	6
Four	<1	<1	1	1			1	2	1	1											<1	1	<1		1	4	3	5
Five		1		1				2		1		<1										1						5
Six or more	2	<1	2 b		1	1	5	3	1		1						4			2	2 b	<1	<1		7	4	2	
# Means	0.29	0.23	0.41	0.26	0.17	0.20	0.54	0.61	0.41	0.26	0.14	0.15	0.04	0.08	0.26	0.12	0.37	0.25	0.08	0.18	0.33	0.25	0.21	0.17	0.69	0.70	0.90	0.89
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

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

Base: All drivers/riders who have been caught speeding at least once in the last six months	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	83	73	54	41	29^	32	15^	13^	42	28^	20^	20^	6^	12^	10^	7^	6^	9^	6^	4^	61	53	66	57	16^	14^	25^	17^
% of respondents																												
Yes	39	25	39 b	19	39	32	39	22	42	36	34	20		9	46	46	18	65	22		40 b	17	37	23	41	26	42	35
No	48	66 a	44	70 a	56	59	23	54	50	56	63	74	81	91	46	54	68	35	54	44	47	74 a	57	74 a	24	35	55	55
Don't remember / Unsure	13	10	17	10	6	9	37	24	7	7	3	6	19		8		14		25	56	13	9	6	2	35	38	4	11
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

^ Caution: small cell size.

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents</i>																												
Yes	28	26	27	27	29	26	33	36	33	32	23	27	24 b	15	26	29	18	33	22	27	31	25	29	25	25	40	33	38
No	72	74	73	73	71	74	67	64	67	68	77	73	76	85 a	74	71	82	67	78	73	69	75	71	75	75	60	67	62
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

^ Caution: small cell size.

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

9.2 Method of detection when caught speeding

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

In a continuing trend, drivers/riders caught speeding in the last six months most commonly report that an unmarked mobile speed camera was the method of detection (29%). The next most common methods of detection were a police officer using a hand held laser device (19%), a moving mode radar (12%), a fixed speed camera (11%) or a marked mobile speed camera (11%). 15% of respondents don't know which method was used to detect their speeding.

Key sub-group differences

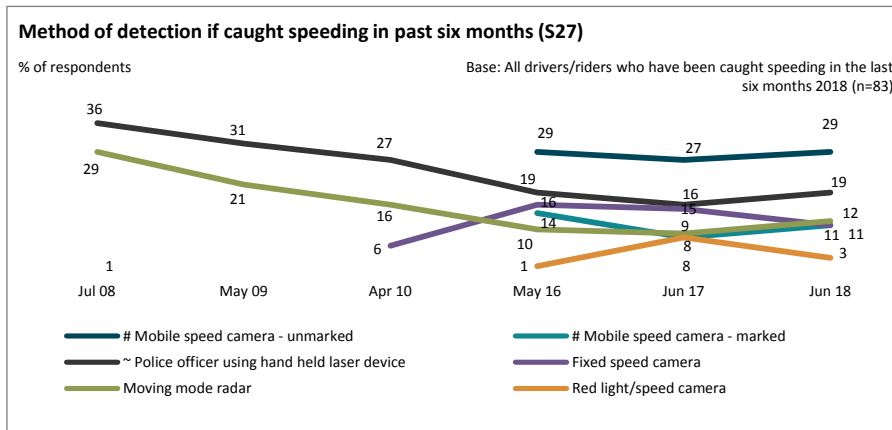
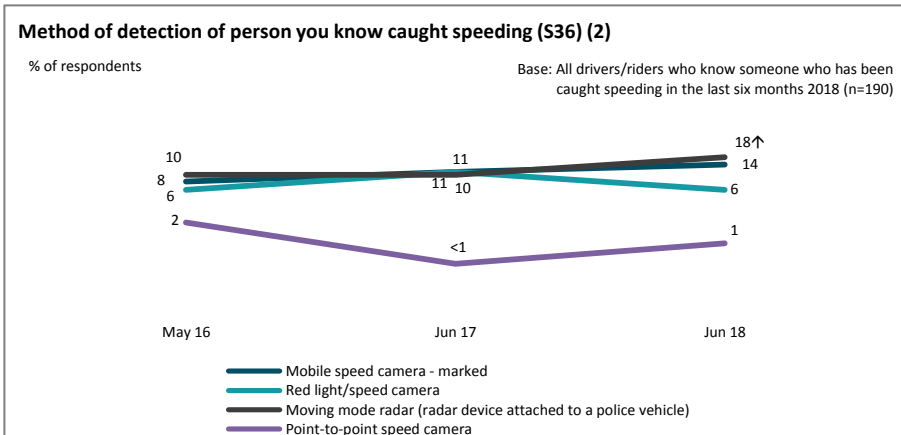
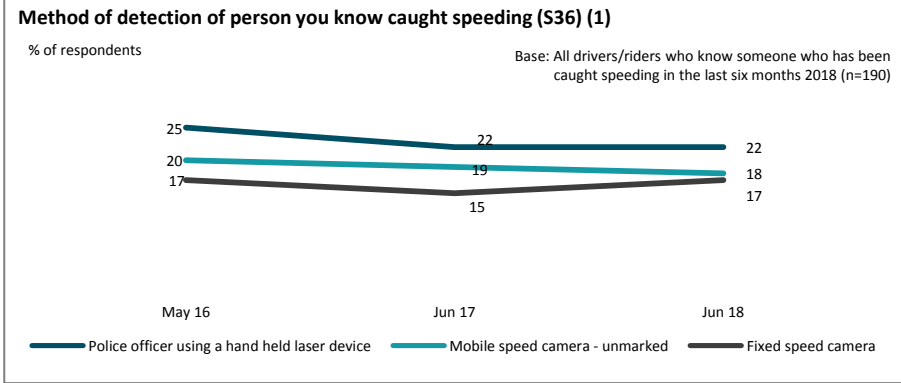
There are no key sub-group differences evident on this issue.

9.2.2 How was their speeding detected? (S36)

Among drivers/riders who know someone else who was caught speeding in the last six months, the most commonly reported method of detection was a police officer using a hand held laser device (22%), followed by an unmarked mobile speed camera (18%) or a moving mode radar (18% an increase from 10% in 2017), then a fixed speed camera (17%).

Key sub-group differences

Females are more likely than average to not know how the speeding of others was detected.



2010 measure 'mobile speed camera' split into 'marked' and 'unmarked' measures in 2016
 ~ 2010 measure 'hand held laser device' changed wording to 'police officer using hand held laser device' in 2016

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

Base: All drivers/riders who have been caught speeding at least once in the last six months	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE							
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C			
	18 n = 83	17 n = 73	18 n = 54	17 n = 41	18 n = 29 ^A	17 n = 32	18 n = 15 ^A	17 n = 13 ^A	18 n = 42	17 n = 28 ^A	18 n = 20 ^A	17 n = 20 ^A	18 n = 6 ^A	17 n = 12 ^A	18 n = 10 ^A	17 n = 7 ^A	18 n = 6 ^A	17 n = 9 ^A	18 n = 6 ^A	17 n = 4 ^A	18 n = 61	17 n = 53	18 n = 66	17 n = 57	18 n = 16 ^A	17 n = 14 ^A	18 n = 25 ^A	17 n = 17 ^A		
% of respondents																														
Mobile speed camera - unmarked	29	27	29	29	30	24	38	15	31	32	20	37	47	18	17	44	52	45		22	32	23	24	27	42	33	45	30		
Police officer using a hand held laser device	19	16	16	14	23	18	8	7	12	17	36	26	38	9	38	14		23	5	25	17	14	22	20	7		6	5		
Fixed speed camera	11	15	10	15	12	14	4	14	12	22	14	5		16				11	25		13	19	13	14	3	19	20	22		
Mobile speed camera - marked	11	8	11	9	12	7	8	7	17	7	6	5		17	8	18	34			22	11	7	13	9	8	6	24	17		
Moving mode radar (radar device attached to a police vehicle)	12	9	14	10	9	8		8	19	11	11	9	15	8	38	12		12	26		7	9	15	11	4	6	4			
Red light/speed camera	3	8	1	7	6	9	4	23	2	3	3			8		12					4	9	3	3	4	26		13		
Don't know	15	17	18	15	9	19	38	25	7	7	10	18		24			14	10	44	31	16	19	10	17	31	10		14		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

Table 9.2.2 How was their speeding detected? (S36)

Base: All drivers/riders who know someone who has been caught speeding in the last six months	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	
	190	160	101	80	89	80	36	22 ^A	59	56	57	58	38	24 ^A	20 ^A	19 ^A	12 ^A	17 ^A	19 ^A	18 ^A	139	106	169	135	18 ^A	21 ^A	22 ^A	20 ^A
<i>% of respondents</i>																												
Police officer using a hand held laser device	22	22	22	27	23	16	22	23	26	25	21	21	13	13	25	29	23	30	35	21	21	19	22	21	26	24	21	34
Mobile speed camera - unmarked	18	19	18	21	18	17	16	18	21	24	17	18	21	12	18	11		10	16	22	20	21	19	19	9	23	25	16
Fixed speed camera	17	15	21	15	14	15	12	22	20	18	19	10	15	13	16	16			8	10	20	18	19	14	9	23	4	5
Moving mode radar (radar device attached to a police vehicle)	18 b	10	21 b	8	15	13	25	9	16	14	15	7	25	13	14	16	21	22	42	16	15 b	6	16	10	23	9	41	15
Mobile speed camera - marked	14	11	16	13	12	8	4	5	17	12	18	15	5	4	16	11	12	5	14	6	14	13	16	11	4	9	18	14
Red light/speed camera	6	11	6	7	6	15	4	17	7	7	6	10		13	5	21		17	7	5	6	9	7	12		5		15
Point-to-point speed camera	1	<1	1		1	1			3	2											1	1	1	1				
Don't know	19	20	13	18	24	24	24	19	22	9	14	24	21	40	17	20	44	16	8	19	19	22	17	20	31	20		16
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

^ Caution: small cell size.

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

9.3 In-vehicle speed advisory technology

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

Consistent with the 2017 result, 72% of drivers/riders in 2018 report they would be quite or very likely to use in-vehicle technology to advise them of speed zones while driving if this was available in Queensland.

Key sub-group differences

Those with an open licence are more likely than average to report being likely (very or quite) to use in-vehicle speed advisory technology if available.

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

19% of drivers/riders report they currently use in-vehicle speed advisory technology. This result is consistent with the 2017 result.

Key sub-group differences

South Eastern residents are more likely than average to report currently using in-vehicle speed advisory technology.

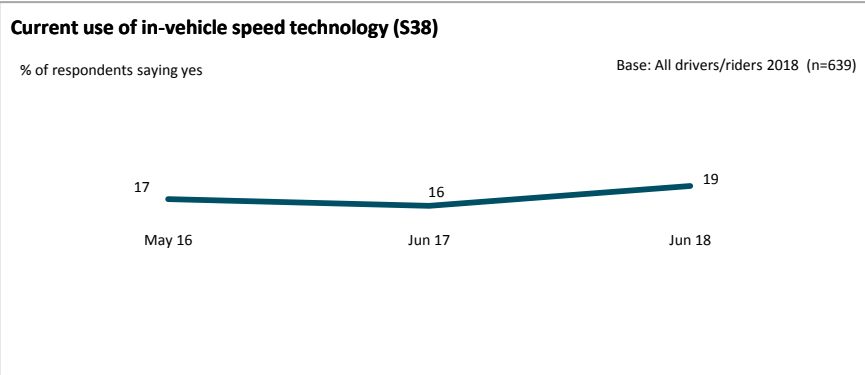
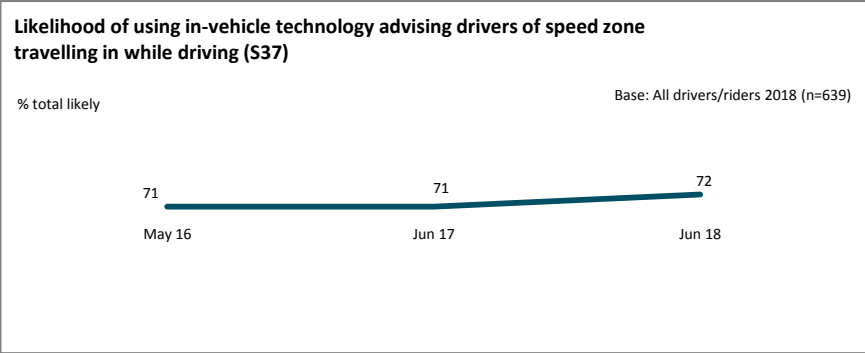


Table 9.3.1 There is in-vehicle technology available to advise drivers of what speed zone they are travelling in while they are driving. How likely would you be to use a service like this if it were available in Queensland? (S37)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18 n =	17 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
% of respondents																												
TOTAL likely	72	71	71	71	73	71	67	66	74	67	72	71	71	79	72	77	67	63	71	59	72	73	74	72	60	66	56	57
Very likely	36	39	37	41	34	37	22	29	37	40	40	35	44	50	42	39	40 b	19	40	37	34	42 a	40	40	19	33	24	37
Quite likely	36	32	34	30	38	33	45	37	37 b	27	32	35	27	28	30	38	27	44	31	22	39 b	31	35	31	41	32	21	
TOTAL unlikely	16	18	19	20	14	16	16	24	17	21	16	18	18 b	10	5	12	20	21	13	27 a	18	17	15	17	21	23	34	37
Quite unlikely	9	12	8	11	10	13	14	19	10	15	7	10	9	6	5	9	4	17 a	11	15	10	11	8	11	16	19	15	28
Very unlikely	7	6	11	9	3	3	2	5	7	6	9	8	9	4	<1	3	16 b	4	2	12 a	8	6	7	7	5	4	19	9
Don't know	12	11	10	9	14	13	18	10	9	12	12	11	11	11	23	11	12	16	16	14	10	10	10	11	19	12	10	6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18 n =	17 n =	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
			18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
% of respondents																												
Yes	19	16	21	18	16	13	26	16	18	18	16	12	15	18	18	11	11	17	12	6	21	18	17	15	28	26	25	28
No	81	84	79	82	84	87	74	84	82	82	84	88	85	82	82	89	89	83	88	94	79	82	83	85	72	74	75	72
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001.
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 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Roadworks

10.0 Roadworks

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

At roadworks people are most likely to exceed the speed limit (at least occasionally) when there are no road workers present (70%). To a lesser extent the speed limit is exceeded (at least occasionally) when other drivers/riders are exceeding the reduced speed limit (64%) or when drivers/riders are at familiar roadwork sites (63%, up from 57% in 2017).

Key sub-group differences

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

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

Among those who exceed the reduced roadworks speed limit at least occasionally, the presence of road workers (45%) is the most common factor that would encourage them to slow down. This represents a decrease from the 2017 result. 43% of drivers/riders agree that they would be encouraged to slow down if there was more signage throughout the roadworks site to remind them to do so. 38% agree that reduced speed limits that are understandable based on the prevailing road conditions, would encourage them to slow down.

Key sub-group differences

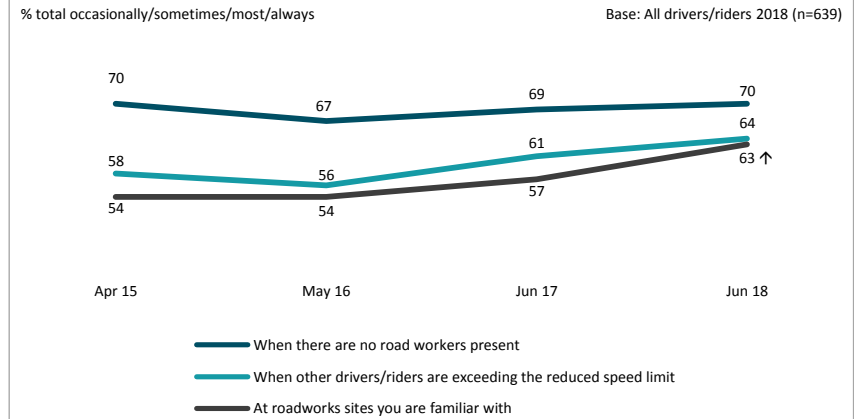
Females are more likely than males to be encouraged to slow down when there is more signage to remind them of the speed limit throughout the roadworks, more distinctive signage (e.g. flashing speed limit signs), when other drivers are complying with the speed limit or there are changes in the road (e.g. lane closures, traffic diversions). People aged under 25 years are more likely than average to be encouraged to slow down when there is more enforcement that would increase the chances of being caught speeding. Older drivers/riders aged 40+ years are more likely to slow down in the presence of road workers, when there is more signage indicating the speed limit and the reduced limits are explained (e.g. signage).

Those aged 60+ years are also encouraged to slow down due to reduced limits that are understandable based on the prevailing road conditions, when there is more distinctive signage, and when they encounter changes in the road (i.e. lanes closed, traffic diversions).

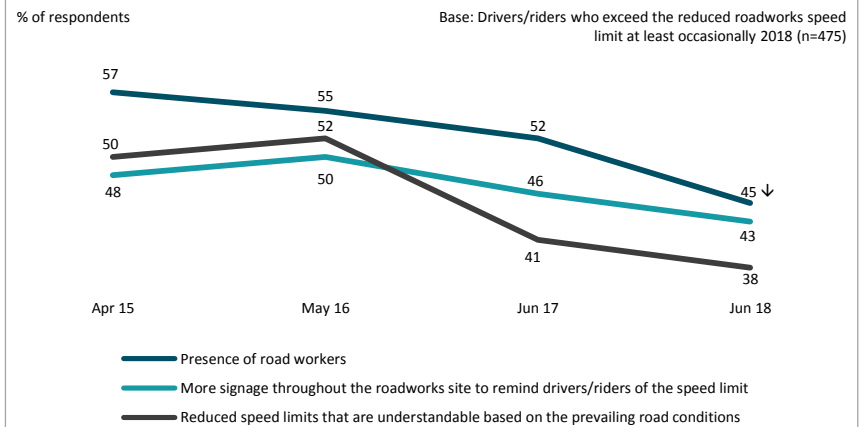
Open licence holders are more likely than average to agree they would be encouraged to slow down at roadworks sites by the presence of road workers or when the reduced speed limits are explained (e.g. signage). Northern region residents report that they would be

encouraged to slow down when speed limits are understandable based on prevailing road conditions or reduced speed limits are explained (e.g. signage).

Frequency of exceeding the reduced roadworks speed limit (RW1) - Top 3 responses (2018)



Factors that would encourage drivers/riders to slow down at roadwork sites (RW3) - Top 3 responses (2018)



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

67% of drivers/riders agree that it is sometimes difficult to determine the speed limit throughout a roadworks site, 62% believe if you speed at a roadworks site you are likely to be caught by the police, while 50% feel the speeds of other vehicles on the road influences their speed choice at roadworks sites. 44% of respondents report they drive at a speed that is safe for prevailing road conditions, even if it is higher than the reduced limit, 24% agree that reduced speed limits at roadworks are not enforceable (an increase on 2017, 16%), while 22% believe reduced limits only apply when road workers are present.

Key sub-group differences

Males are more likely than females to agree that the speeds of other vehicles on the road influences their speed choice at roadworks sites, they drive at a speed that is safe for the prevailing conditions, reduced speed limits at roadworks only apply when workers are present and reduced speed limits at roadworks are not enforceable.

Drivers/riders aged under 25 years or those with sub-open licences are more likely than average to agree that reduced speed limits at roadworks only apply when workers are present and reduced speed limits at roadworks are not enforceable.

Older drivers/riders (60+ years) are more likely than average to agree that if you speed at roadworks sites you are likely to be caught by police.

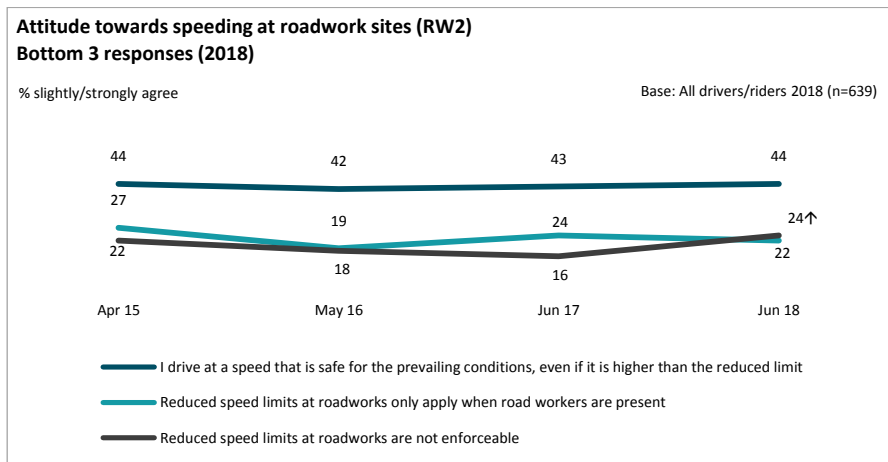
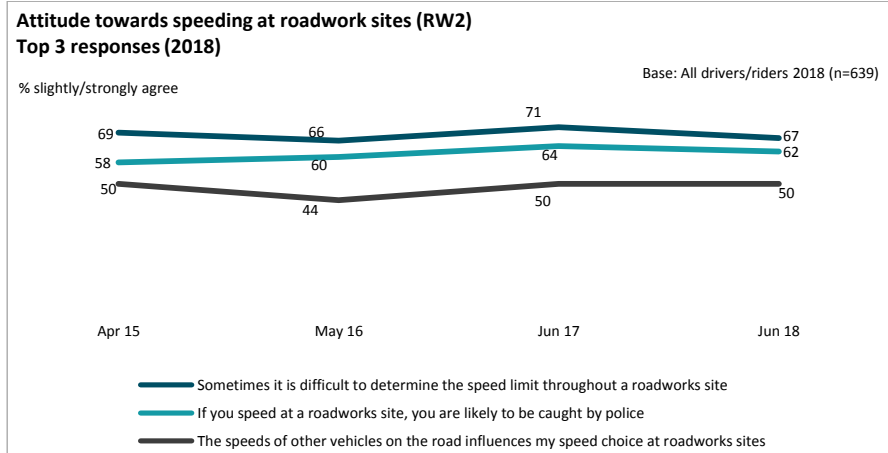


Table 10.1.1 How often do you exceed the reduced roadworks speed limit? (RW1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents (total occasionally/sometimes/most/always)</i>																												
When there are no road workers present	70	69	68	68	72	70	71	70	73	73	69	66	61	69	65	59	83	69	63	61	71	72	71	69	68	69	84 b	65
When other drivers/riders are exceeding the reduced speed limit	64	61	63	61	64	60	65	64	65	71	63	56	49	55	57	56	71 b	49	57	51	65	65	64	61	63	59	73	66
At roadworks sites you are familiar with	63 b	57	63	57	63	56	68	59	67	65	60	55	41	49	51	56	75 b	53	55	46	65	59	62	57	67	55	78 b	58
In short roadworks sites (less than 1km stretch of road)	60	57	61	58	60	56	58	62	69	67	57	56	42	45	49	52	73 b	50	52	48	62	60	61	56	55	66	80	68
In long roadworks sites (more than 1km stretch of road)	60	58	61	59	60	57	63	59	65	69	57	55	47	50	60	56	71 b	52	57	49	60	61	61	59	62	56	78	64
When road workers are present	56	54	54	55	58	52	62	50	62	64	50	54	42	43	42	41	63	48	44	41	59	59	55	54	59	52	77	63
At roadworks sites you are not familiar with	45	42	48	41	42	42	43	45	55	52	41	38	29	35	45	39	61 b	39	39	30	44	45	46	42	40	34	67	53
When other drivers/riders are complying with the reduced speed limit	41	38	45	42	37	35	38	42	49	49	39	35	27	29	35	34	52	33	35	25	42	42	42	38	40	36	69	61
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

Base: Drivers/riders who exceed the reduced roadworks speed limit at least occasionally	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n = 475	17 n = 475	18 n = 244	17 n = 232	18 n = 231	17 n = 243	18 n = 63	17 n = 48	18 n = 144	17 n = 143	18 n = 163	17 n = 165	18 n = 105	17 n = 119	18 n = 42	17 n = 45	18 n = 40	17 n = 40	18 n = 56	17 n = 45	18 n = 337	17 n = 345	18 n = 427	17 n = 426	18 n = 44	17 n = 42	18 n = 58	17 n = 41
% of respondents																												
Presence of road workers	45	52 a	44	50	46	54	29	43	37	43	57	53	62	65	51	49	49	56	48	69 a	44	49	50	54	23	38	28	29
Reduced speed limits that are understandable based on the prevailing road conditions	38	41	38	37	38	45	43	36	27	35	42	41	51	53	64	45	48	30	36	36	33	43 a	37	43	39	32	33	35
More signage throughout the roadworks site to remind drivers/riders of the speed limit	43	46	35	45 a	50	47	35	30	37	39	48	47	59	62	51	47	48	39	38	60 a	41	44	44	46	33	42	40	40
Reduced speed limits are explained (e.g. signage)	36	39	35	40	37	38	22	36	36	35	41	39	48	47	62	49	50	34	33	41	31	38	38	39	24	40	42	26
More distinctive signage (e.g. variable speed limit signs, flashing speed limit signs)	35	38	28	35	43	41	37	27	26	28	39	40	51	54	43	44	44	37	29	48	34	36	36	39	33	35	22	21
Other drivers/riders complying with the speed limit	37	41	30	38 a	45	44	42	38	31	34	39	40	44	54	47	38	28	49 a	45	32	36	42	37	43	37	27	24	24
Changes in the road (e.g. lanes closed, traffic diversions)	33	36	23	30	44	42	30	26	29	34	37	37	47	42	46	44	31	43	32	32	32	34	33	35	35	39	30	27
More enforcement that would increase the chances of being caught speeding	35	31	34	32	35	29	54 b	31	30	25	30	34	31	32	43	27	28	29	35 b	17	34	33	30	31	57 B	22	26	24
Other	3	4	4	5	2	3		2	4	2	4	5	3	4	5	7	3	5	<1	5	4	3	4	4		3	1	7
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents (total slight/strong agreement)</i>																												
Sometimes it is difficult to determine the speed limit throughout a roadworks site	67	71	70	73	64	69	61	66	65	74	70	69	61	72 a	59	72	78	65	66	71	67	71	68	72	60	66	69	69
If you speed at a roadworks site, you are likely to be caught by police	62	64	63	64	61	64	56	59	59	71 a	65	59	82 b	67	69	65	40	64 a	62	71	63	63	64	64	54	64	57	77 a
The speeds of other vehicles on the road influences my speed choice at roadworks sites	50	50	55	55	44	45	58	52	51	59	46	47	38	44	46	48	44	40	49	46	51	53	48	51	56	46	50	50
I drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit	44	43	49	47	39	39	50	50	49	46	39	44	31	35	41	38	68 b	38	35	46	43	44	42	44	50	41	63	47
Reduced speed limits at roadworks only apply when road workers are present	22	24	26	23	18	26 a	31	34	28	33	16	18	15	19	31	17	23	17	11	17	23	28	20	24	36	29	39	38
Reduced speed limits at roadworks are not enforceable	24 B	16	28 B	16	21	16	35 b	21	29 b	20	18	13	16	13	22	22	20	11	28	18	25 B	15	22 b	16	36 b	11	37	25
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

Road user behaviours

11.0 Road user behaviours

11.1 Risky behaviours when driving/riding

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

92% of drivers/riders perceive that travelling more than 10 km/hr over the speed limit is a risky driving behaviour, while 90% perceive that travelling up to 10 km/hr over the speed limit is a risky driving behaviour.

Key sub-group differences

Females, older drivers/riders (60+ years) or residents from the Northern region are more likely than average to perceive that travelling up to or more than 10 km/hr over the speed limit is a risky driving behaviour.

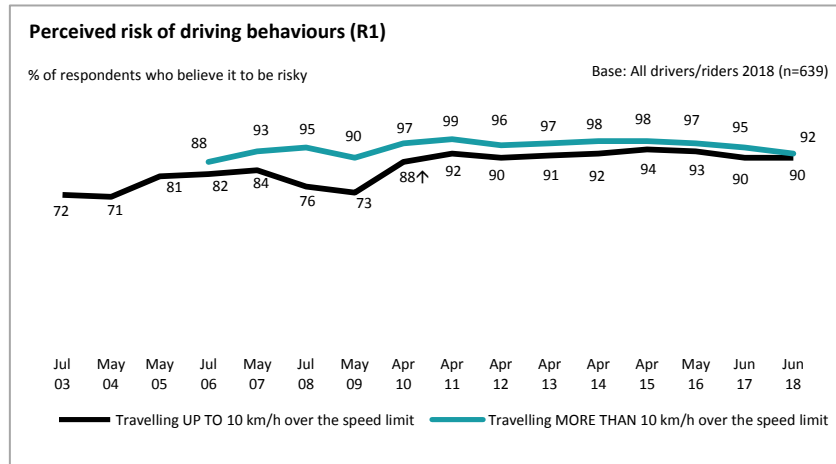


Table 2.1.1 How risky do you rate the following behaviours? (R1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =		
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents (total little/very risky)																												
Travelling MORE THAN 10km/h over the speed limit	92	95	90	94	95	96	95	92	94	93	90	96	98	97	100	98	88	94	93	97	92	94	92	95	94	95	88	93
Travelling UP TO 10km/h over the speed limit	90	90	87	88	92	92	92	87	89	88	89	91	95	93	100	94	84	80	85	90	89	91	89	91	93	87	84	89
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

School transport safety

12.0 School zone safety

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

94% of drivers/riders agree that flashing school zone signs help to determine when lower speed limits apply. 86% of drivers/riders agree that other road users are more compliant with reduced speed limits in school zones that have flashing lights compared to zones with standard (non-flashing) signs.

Key sub-group differences

Drivers/riders with an open licence or those aged 40+ years are more likely than average to agree that flashing school zone signs help them to determine when lower speed limits apply.

Older (60+ years) drivers/riders, those from the Central region or open licence holders are more likely than average to agree that other road users are more compliant with reduced speeds in school zones with flashing lights, compared to those with standard (non-flashing) signs.

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

Consistent with the results in 2017, the majority of drivers/riders agree they always/sometimes slow down in school zones when:

- children are present (98%)
- they see standard (non-flashing) school zone signs during school zone times (97%)
- they see flashing school zone signs in operation (96%).

Key sub-group differences

Females, drivers/riders aged 40+ years or those from the South Eastern region are more likely than average to slow down when they see flashing school zone signs in operation.

Drivers/riders age 40-59 years, those with an open licence or those from the Central region are more likely than average to slow down when they see standard (non-flashing) school zone signs during school zone times.

Driver/riders between 40-59 years or residents of the Central region are more likely than average to slow down during school zone times where children are present.

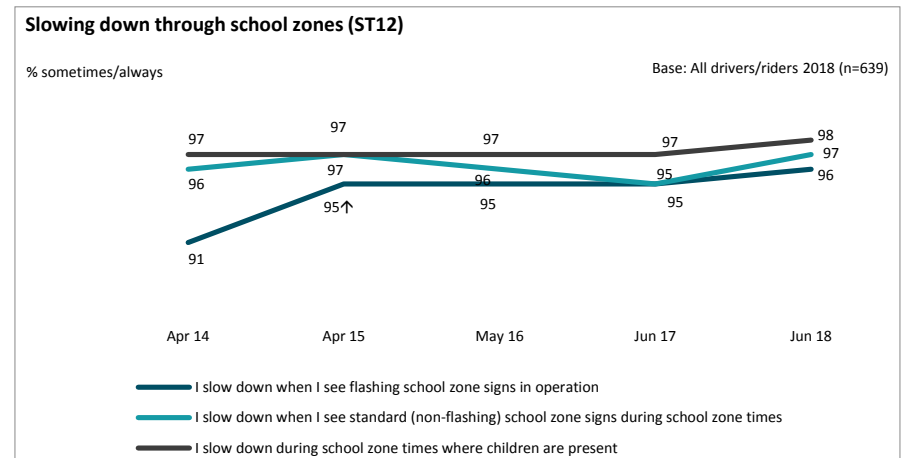
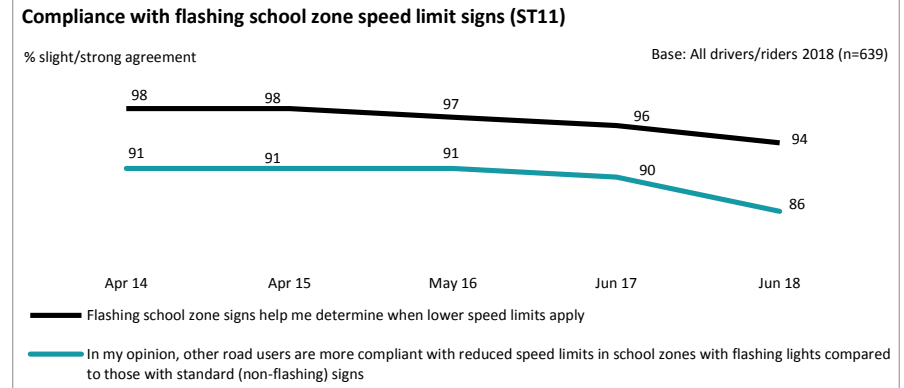


Table 2.1.1 To what extent do you agree or disagree with the following statements? (ST11)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18	17	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Flashing school zone signs help me determine when lower speed limits apply																												
TOTAL agree	94	96	95	96	94	96	81	93 a	95	96	99 b	96	99	98	89	93	98	98	90	94	96	97	98	97	77	90	83	94
Agree strongly	68	75 a	67	76 a	70	73	38	62 a	66	70	80	75	88	88	60	71	68	66	70	82	69	75	77	36	57 a	51	53	
Agree slightly	26 b	21	28 b	20	24	23	42	32	28	26	19	21	11	11	30	23	30	32	21	13	26	21	23	20	42	33	32	41
Disagree slightly	5 b	3	4	3	6 b	2	19 b	5	4	2	1	3	1	2	9	4	2	2	10	3	4	3	2	2	21 b	6	14 b	4
Disagree strongly	<1	1	1	1	<1	2	1	2	1	2		1			2	3				2	<1	1	<1	1	2	4	3	2
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
In my opinion, other road users are more compliant with reduced speed limits in school zones with flashing lights compared to those with standard (non-flashing) signs																												
TOTAL agree	86	90 a	86	89	87	91	78	90 a	89	87	88	91	94	93	88	88	95	91	86	89	85	91 a	89	91	72	87 a	87	82
Agree strongly	44	52 a	45	53 a	44	52 a	28	43	46	50	48	55	63	57	36	34	41	55	52	64	44	53 a	49	54	23	44 a	40	48
Agree slightly	42	38	42	37	43	39	49	47	43	37	39	35	31	36	52	54	54	36	34	25	41	38	40	37	49	43	47	34
Disagree slightly	11 b	7	12	8	10	7	19	8	9	11	9	6	5	4	12	9	2	9	14	10	11 b	6	8	7	24	11	12	12
Disagree strongly	3	3	2	3	4	2	4	2	2	2	3	3	1	3		3	2			2	4	3	3	2	4	2	1	6
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001

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

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

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
	18	17	Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =	n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
I slow down when I see flashing school zone signs in operation																												
TOTAL sometimes/always	96	95	95	96	98 b	95	89	90	97	95	99	96	99	98	97	93	98	94	88	95	98	96	98	96	91	90	98	98
Always	92	91	88	90	95	91	81	80	88	87	98 b	93	98	98	94	92	94	90	86	92	92	90	94	92	79	81	83	70
Sometimes	5	5	7	6	3	3	8	10	9	8	1	3	1		3	1	4	4	2	3	6	6	3	4	12	9	16	28
Rarely	1 b		1		1		2		1		<1						2				1 b		1 b		1		2	
Never	1	1	1	1	<1	1	1	4	1	2	1	<1	1				2	1	2	1	1	1	1	1	1	5		
Don't know	<1	2 a		2 a	1	1	3	1	2		2	1	1	2	3				2		<1	2 a	<1	2				2
Not applicable - have not driven through this type of zone	2	2	3 b	1	<1	3 a	8	3		2		2 a		1	1	4		4	10	2	1	1	<1	2 a	7	6		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
I slow down when I see standard (non-flashing) school zone signs during school zone times																												
TOTAL sometimes/always	97	95	96	94	97	95	90	85	97 b	91	99	99	98	98	96	96	100 b	92	90	96	97 b	95	98	96	90	84	93 b	80
Always	80	82	79	79	81	85	58	63	78	69	89	92	92	91	81	85	77	82	84	84	79	81	83	85	63	56	62	66
Sometimes	17	13	17	15	17 b	11	32	22	19	22	10	7	5	7	15	11	23	11	6	12	18	14	15	11	27	27	31 b	14
Rarely	1	1	1	2	1	1	3	3	1	3					3			2	1		1	2	1	1	1	4	1	8
Never	<1	1	1	<1	<1	1	1	2	1	1			1					2			1	<1	<1	<1	2	2	1	
Don't know	1	3 a	1	3 a	1	2		8 a	1	4	1	1	1	1		3		4			1	3 a	1	2	1	7	4	12
Not applicable - have not driven through this type of zone	1	1	2	1	1	1	7	2		1		<1	1	1	1	1			8	4	<1	<1	<1	1	6	4		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
I slow down during school zone times where children are present																												
TOTAL sometimes/always	98	97	98	97	97	96	94	91	96	96	100	99	99	97	94	97	100	96	97	98	98	96	98	97	96	92	97	93
Always	94	92	92	92	96 b	92	89	81	91	89	97	95	97	97	93	94	96	91	96	96	94	91	95	93	88	86	84	77
Sometimes	4	4	6	4	2	4 a	5	9	5	7	2	3	2		2	3	4	5	2	2	4	5	3	4	8	6	13	16
Rarely	1	1	1	1	1	1	1	2	2	2		<1						2	1		1	1	1	1	2	4	1	5
Never	1	<1	<1	<1	1	1	2	1	1	1			1		3						<1	1	1	1	1	1		
Don't know	<1	2 a	<1	2	<1	2		4	1	1	<1	1		1	1	3		2	2			2 a	<1	1		2		2
Not applicable - have not driven through this type of zone	1	1	1	<1	1	1	3	2	1				1	1	1					2	1	<1	<1	<1	<1	1	2	1
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2016 and 2017. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at least the 95% confidence level.

13.0 Driving behaviour during school zone times

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

13% of drivers/riders report sometimes or always travelling over the speed limit during school zone times in a school zone with flashing school zone signs. 23% say they rarely travel over the speed limit in these circumstances, while 60% claim to never speed in these situations. These results are consistent with 2017 results.

Key sub-group differences

Younger drivers/riders (under 40 years) or those with a sub-open licence are more likely to report sometimes/always travelling over the speed limit in a school with flashing school zone signs in operation during zone times.

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

In a similar result to previous years, 13% of drivers/riders say they sometimes or always travel over the speed limit in a standard (non-flashing) school zone during school zone times. 30% say they rarely travel over the speed limit in this situation. The reported proportion of drivers/riders saying they never travel over the speed limit in a standard school zone (54%) is lower than the proportion who report that they refrain from doing so in a zone with flashing school zone signs (60%).

Key sub-group differences

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

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

9% of drivers/riders say they sometimes or always travel over the speed limit in a school zone when children are present. 16% say they rarely travel over the speed limit in these circumstances while 72% report that they never do this. These results are consistent with the 2017 survey results.

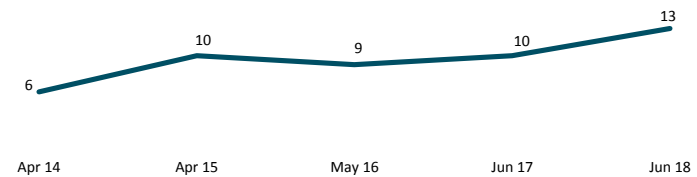
Key sub-group differences

Males, younger drivers/riders (under 40 years) or those with a sub-open licence are more likely than average to report sometimes/always travelling over the speed limit in a school zone with children present during school zone times.

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

% total always/sometimes

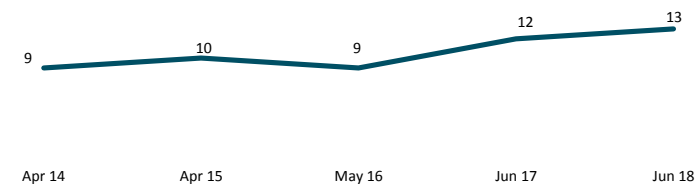
Base: All drivers/riders 2018 (n=639)



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

% total always/sometimes

Base: All drivers/riders 2018 (n=639)



Travelling over the speed limit in a school zone when children are present (ST3c)

% total always/sometimes

Base: All drivers/riders 2018 (n=639)

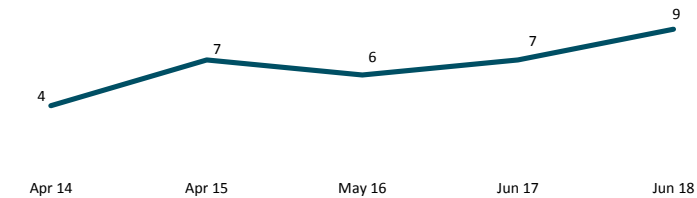


Table 3.1.1 How often do you travel over the speed limit in a school zone with flashing school zone signs in operation during school zone times? (ST3b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	17 n = 51
<i>% of respondents</i>																												
TOTAL sometimes/always	13	10	14	11	13	9	21	22	19	16	7	7	1	1	13	6	14	9	5	4	14	12	10	9	26	19	40	41
Always	7	5	8	6	6	4	15	13	9	9	3	2	1		10	4	4	4	3	2	8	6	5	4	17	11	21	20
Sometimes	6	5	5	5	7	6	6	10	10	7	4	5	1	1	3	2	10	5	1	2	7	7	5	5	10	8	19	21
Rarely	23	21	19	20	27	22	32 b	16	22	25	20	19	10	22 a	14	20	31	16	21	23	23	21	21	22	30	16	16	7
Never	60	65	63	68	58	63	35	54 a	56	56	72	70	88 b	75	71	68	53	71	63	71	59	63	67	67	31	56 a	42	50
Don't know	2	2	2	1	2	2	4	4	2	2	1	2		1		2	2	2	2		2	2	1	1	4	3	3	2
Not applicable - have not driven through this type of zone	2	2	3 b	<1	1	3	8	3	1	1	<1	1	1	1	3	4		2	10	2	1	1	1	1	8	6		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	18 n = 63	17 n = 51
<i>% of respondents</i>																												
TOTAL sometimes/always	13	12	12	13	14	11	20	27	20	19	7	6	2	5	15	15	18	10	12	5	12	13	11	10	21	25	35	34
Always	4	3	4	4	5	3	10	11	6	6	2	1	1		6 a	4	4	2		6	4	3	2	11	12	16	12	
Sometimes	8	9	8	9	9	9	10	16	14	14	5	5	1	5	15	9	14	5	10	5	7	10	8	8	10	13	19	22
Rarely	30	27	27	27	32	27	35 b	17	29	27	28	28	18	30 a	17	16	46 b	23	19	31	32	28	28	28	36 b	18	33 b	17
Never	54	59	57	60	50	57	35	50	47	51	64	64	77 b	64	67	64	35	64 a	60	62	53	56	58	59	32	55 a	29	48 a
Don't know	2	1	1	1	3	2	3	3	3	2	1	1	1		2	2	2	2		2	2	2	1	3		3	2	
Not applicable - have not driven through this type of zone	2	1	3 b		1	2	7	3	1	1	<1	1	2	1	1	4		2	8	2	1	<1	1	1	6	2		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
<i>% of respondents</i>																												
TOTAL sometimes/always	9	7	11	8	6	6	16	16	13	14	3	4	1		13	6	8	6	6	2	8	8	6	6	20	19	33	27
Always	4	3	5	3	3	3	8	8	5	7	2	<1	1		2	3		6	5		5	3	3	2	10	12	15	14
Sometimes	4	4	6	5	3	3	8	8	8	7	1	3			11	3	8 b		1	2	4	5	3	4	10	7	17	14
Rarely	16	15	13	13	20	17	24	18	18	17	13	12	4	14 a	6	12	17	12	17	10	18	16	15	15	24	13	10	11
Never	72	75	73	77	72	73	51	59	67	66	82	82	94 b	85	79	77	73	80	68	83 a	72	73	78	77	46	63	56	57
Don't know	1	2	1	1	1	2	2	5	2	2	1	1		1		2	2		2		1	2	1	1	3	2	1	5
Not applicable - have not driven through this type of zone	2	1	2	1	1	2	7	2		2	<1	1	1	1	1	4		2	8	5	1	<1	<1	1	6	2		
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

14.0 Consequences for speeding in school zones

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

49% of drivers/riders agree that speeding fines should be the same, whether in a school zone or other sections of road. 47% agree that fines for speeding within a school zone should be higher than fines for speeding offences on other sections of road, while 4% agree that fines should be lower in school zones than on other sections of road. These results are generally consistent with the 2017 results, although in 2018 the most popular response is different to 2017 (i.e. that the same fines should apply as on other sections of the road).

Key sub-group differences

Drivers/riders aged 25-39 years or those aged 60+ years are more likely than average to believe that higher fines should apply for school zones than other sections of road.

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

Consistent with 2017 results, 56% of respondents believe that demerit points for speeding within a school zone should be the same as demerit points for other sections of road. 39% agree the penalty should be higher when caught speeding in school zones, while 4% say it should be lower.

Key sub-group differences

Drivers/riders aged 25-39 years are more likely than average to believe that demerit points for speeding in school zones should be lower than speeding offences on other sections of road. Drivers/riders aged 60+ years are more likely than average to believe that demerit point penalties should be higher for school zones than other sections of road.

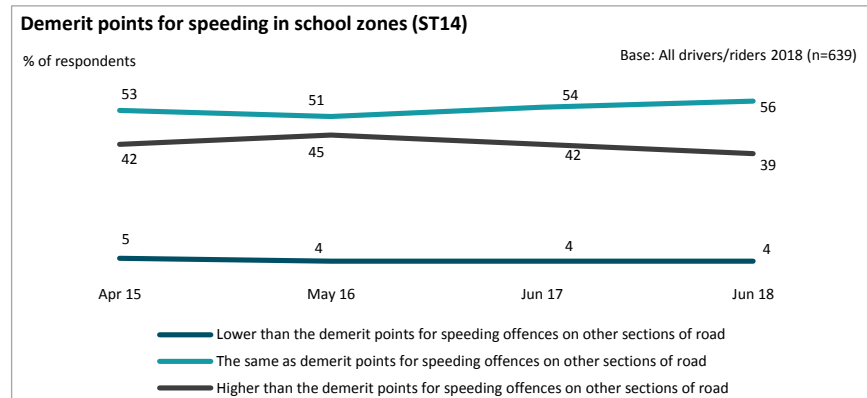
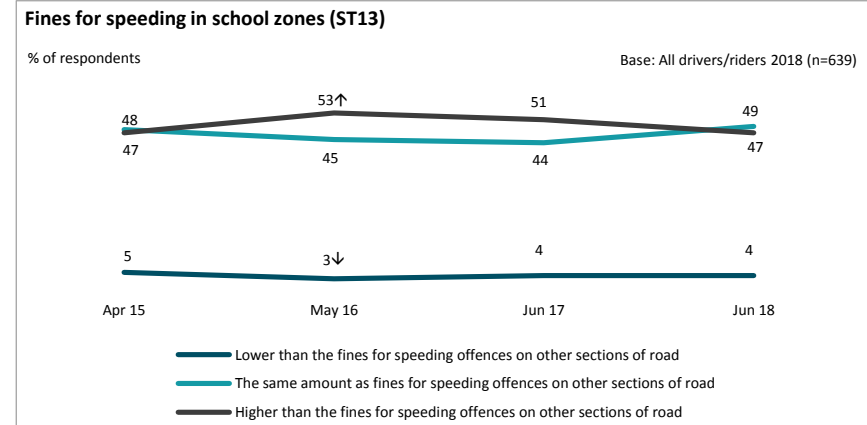


Table 4.1.1 Do you think that FINES for speeding within a school zone should be ...? (ST13)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE						
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51	
<i>% of respondents</i>																													
Lower than the fines for speeding offences on other sections of road	4	4	4	4	4	5	5	14	6	3	3	3	2	3						7	5	5	6	3	3	8	14	5	12
The same amount as fines for speeding offences on other sections of road	49	44	50	45	49	44	55 b	33	39	43	53	50	38	44	50 b	33	46	39	41	35	51	49	49	47	52 b	29	47	39	
Higher than the fines for speeding offences on other sections of road	47	51	46	51	47	51	40	53	55	53	44	47	60	53	50	67 a	54	61	51	59	45	46	48	50	40	57	48	49	
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE						
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	
Base: All drivers/riders	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51	
<i>% of respondents</i>																													
Lower than the demerit points for speeding offences on other sections of road	4	4	3	5	5	3	4	10	7	5	3	2	1	3	2					6	8	5	5	4	3	5	12	8	17
The same as demerit points for speeding offences on other sections of road	56	54	55	52	58	57	65	55	48	50	59	60	45	50	57	47	56	51	57	46	56	57	55	54	63	57	45	40	
Higher than the demerit points for speeding offences on other sections of road	39	42	42	43	37	40	31	35	45	45	39	39	54	48	42	53	44	49	38	46	39	38	41	43	32	31	47	43	
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

15.0 Speed limits in school zones

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

The majority of drivers/riders (68%) report that 40 km/hr is an appropriate speed limit within school zones. 14% regard 30 km/hr to be an appropriate speed, while 8% nominate 50 km/hr. Only 4% believe the normal speed limit, 60 km/hr, would be appropriate in a school zone.

Key sub-group differences

Female drivers/riders, those aged 25-39 years, those aged 60+ years or those from the Southern region are more likely than average to report that 40 km/hr is an appropriate speed limit within school zones. Drivers/riders from the Northern region are more likely than average to report that 30 km/hr is an appropriate speed limit within school zones.

Residents from the Southern region are more likely than average to consider the normal speed limit as the appropriate speed limit within school zones.

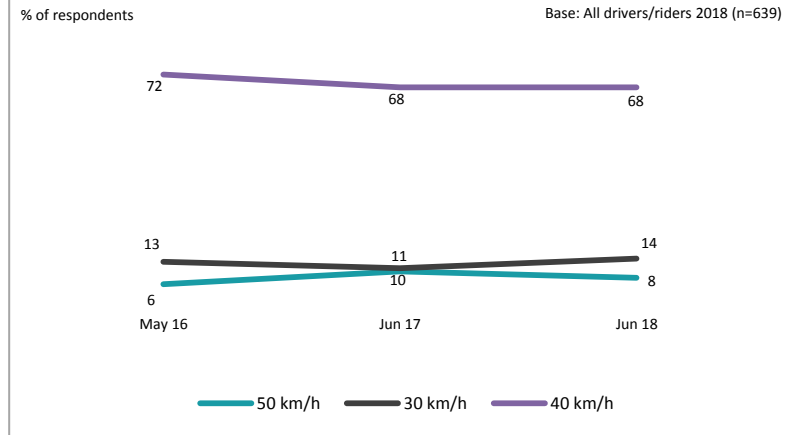
15.1.2 Have you seen police enforcing the reduced speed limit in a school zone? (ST16)

Consistent with 2017 results, 57% of respondents report they have seen police enforcing reduced speed limits in a school zone. 34% of respondents have not seen police enforcing reduced speed limits in school zones, while 8% don't know.

Key sub-group differences

Drivers/riders from the Southern region are more likely than average to report they have seen police enforcing reduced speed limits in school zones.

Perceived appropriate speed within a school zone (ST15) Top 3 responses (2018)



Seen police enforcing reduced speed limit in school zone (ST16)

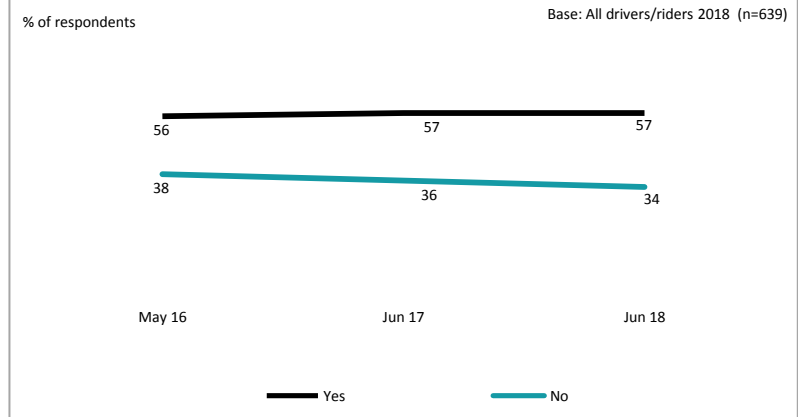


Table 5.1.1 What do you think is the appropriate speed limit within a school zone on a road with a default speed limit of 60 km/h? (ST15)

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
20km/h	7	5	8	6	5	5	6	9	3	3	9	5	5	7	5	13	8	5	2	9	7 b	3	6	4	8	12	10	7
30km/h	14	11	14	12	14	11	16	18	12	10	14	12	12	9	32 b	14	20	13	9	10	11	11	13	11	17	15	12	24
40km/h	68	68	62	65	74	72	67	60	74	69	65	67	77	75	57	55	60	71	77	70	69	70	69	70	65	59	69	51
50km/h	8	10	11	10	4	10 a	7	8	7	13	8	11	4	6	5	10	10	7	1	9 a	9	11	8	10	8	6	5	8
60km/h (normal speed limit)	4	5	5	7	3	2	4	5	3	6	4	6	2	2	2	7	2	4	10 b	2	4	5	4	4	2	8	4	10
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

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

Base: All drivers/riders	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		<25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =	18 n =	17 n =
	639	622	322	302	317	320	81	62	178	179	220	222	160	159	63	69	48	54	76	66	452	433	572	558	58	54	63	51
% of respondents																												
Yes	57	57	57	57	57	57	64 b	44	54	55	57	59	57	63	48	64	48	59	76	65	57	54	57	59	60	45	57	53
No	34	36	35	37	34	36	22	44 a	37	35	38	36	40	33	40	30	39	34	21	29	35	39	36	36	25	41	32	35
Don't know	8	7	8	6	9	8	14	12	9	10	6	5	4	4	12	5	13	7	3	6	8	8	7	6	15	14	11	12
Column Names	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B

A B Indicates a significant difference between 2017 and 2018. Uppercase letter (A or B): p < or = 0.001, Lowercase letter (a or b): p > 0.001
 Blue figures are those significantly higher than the average (of that wave) at at least the 95% confidence level.
 Red figures are those significantly lower than the average (of that wave) at at least the 95% confidence level.

Appendices

Appendix A – Questionnaire

PANEL MODE QUESTIONNAIRE

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

IF YES TO ANY, TERMINATE

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

IF YES, TERMINATE

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

CHECK QUOTAS

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

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

CHECK QUOTAS

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

QUOTA CONTROL QUESTION n=600 of people 16 years or older who hold or have ever held a drivers licence.

IF codes 2-5 at EEa), or, c) display:

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

If codes 2 – 5 at EEb display:

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

QUESTIONNAIRE CONTAINS THE FOLLOWING TOPICS:

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

ROAD USER BEHAVIOUR (R)

DISPLAY TO ALL

R1	How risky do you rate the following behaviours? (SELECT ONE ANSWER FOR EACH STATEMENT)				
	COMPUTER TO ROTATE PRESENTATION OF STATEMENTS	1	2	3	4
		Not at all risky	Little risky	Very risky	Don't know
	a) Driving through a stop sign without stopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	b) Not wearing a seatbelt	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	c) Travelling UP TO 10 km/hr over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	d) Travelling MORE THAN 10 km/hr over the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	e) Driving while tired	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	f) Following another vehicle too closely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	g) Driving while talking on a hand held mobile phone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	h) Driving while texting on a hand held mobile phone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	i) Driving through a give way sign without giving way	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	j) Driving while talking on a hands free mobile phone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	k) Driving through a red light without stopping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	l) Driving when you think you may be over the legal alcohol limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	m) Driving after having an alcoholic drink (but not enough to be over the legal limit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	n) Driving when you are under the influence of illicit drugs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	o) Overloading the vehicle with too many passengers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	p) Driving while using a mobile phone or other hand held device to access the internet, take photographs, use maps or use another application	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

School Transport Safety (ST)

DISPLAY TO ALL

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

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

DISPLAY TO ALL

ST12 (SELECT ONE ANSWER FOR EACH STATEMENT)

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

DISPLAY TO ALL

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

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

- 1. 20km/h
- 2. 30km/h
- 3. 40km/h
- 4. 50km/h
- 5. 60km/h (normal speed limit)

DISPLAY TO ALL

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

- 1. Yes
- 2. No
- 3. Don't know

GO TO NEXT SECTION

SPEEDING ISSUES (S)

DISPLAY TO ALL

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

DISPLAY TO ALL

S1 Below are some statements about speed limits and speeding issues. How strongly do you agree or disagree with each statement?
(SELECT ONE ANSWER FOR EACH STATEMENT)

COMPUTER TO ROTATE PRESENTATION OF STATEMENTS

	1	2	3	4	5
	Agree strongly	Agree slightly	Disagree slightly	Disagree strongly	Don't know
1. Speed cameras help reduce the road toll	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. I am confident I know where I can expect to see speed cameras	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. I think speeding is a major contributor to crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. I only avoid speeding where I've seen or heard of speed cameras operating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. No matter what I always drive/ride under or at the speed limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. It's time that speeding was considered socially unacceptable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Speed cameras are there to raise revenue for the government	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. I think that I am likely to be caught by police if I speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. I am responsible for the speed I drive	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. There can be serious consequences for others when people speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

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

(SELECT ONE ANSWER ONLY)

- 1. No speed over the speed limit
- 2. Up to 5 km/hr over the speed limit
- 3. Up to 10 km/hr over the speed limit
- 4. Up to 15 km/hr over the speed limit
- 5. Up to 20 km/hr over the speed limit
- 6. More than 20 km/hr over the speed limit
- 7. Depends on the speed limit
- 8. Other / Type in.....
- 9. Don't know

DISPLAY TO ALL

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

(SELECT ONE ANSWER ONLY)

- 1. Up to 60 km/hr
- 2. Up to 65 km/hr
- 3. Up to 70 km/hr
- 4. Up to 75 km/hr
- 5. Up to 80 km/hr
- 6. More than 80 km/hr
- 7. Don't know

DISPLAY TO ALL

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

(SELECT ONE ANSWER ONLY)

- 1. Up to 60 km/hr
- 2. Up to 65 km/hr
- 3. Up to 70 km/hr
- 4. Up to 75 km/hr
- 5. Up to 80 km/hr
- 6. More than 80 km/hr
- 7. Don't know

DISPLAY TO ALL

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

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

DISPLAY TO ALL

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

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

DISPLAY TO ALL

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

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

DISPLAY ONLY IF S13 = 1-4

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

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

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

COMPUTER TO ROTATE PRESENTATION OF STATEMENTS

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

DISPLAY TO ALL

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

- | | |
|-------------|--------------------------|
| 1. Yes | <input type="checkbox"/> |
| 2. No | <input type="checkbox"/> |
| 3. Not sure | <input type="checkbox"/> |

DISPLAY TO ALL

S7b	Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (SELECT ONE ANSWER ONLY)	
1.	Yes	<input type="checkbox"/>
2.	No	<input type="checkbox"/>
3.	Not sure	<input type="checkbox"/>

DISPLAY TO ALL

S11	Red light/speed cameras are used at intersections to detect red light running and also speeding on any light phase. Red light/speed cameras can operate automatically 24 hours a day, 7 days a week. How strongly do you support or oppose the use of these cameras in Queensland? (SELECT ONE ANSWER ONLY)	
1.	Strongly support	<input type="checkbox"/>
2.	Slightly support	<input type="checkbox"/>
3.	Slightly oppose	<input type="checkbox"/>
4.	Strongly oppose	<input type="checkbox"/>
5.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S18	Point-to-point (or average) speed camera systems that use a number of cameras over a length of road to measure a vehicle's average speed are used in Queensland. The system uses the time it takes for a vehicle to travel between the two points to calculate the average speed of the vehicle. How strongly do you support or oppose the use of these cameras in Queensland? (SELECT ONE ANSWER ONLY)	
1.	Strongly support	<input type="checkbox"/>
2.	Slightly support	<input type="checkbox"/>
3.	Slightly oppose	<input type="checkbox"/>
4.	Strongly oppose	<input type="checkbox"/>
5.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S17 UNMARKED mobile speed camera vehicles are used in Queensland. How strongly do you support or oppose speed camera vehicles in Queensland being UNMARKED?
(SELECT ONE ANSWER ONLY)

- 1. Strongly support
- 2. Slightly support
- 3. Slightly oppose
- 4. Strongly oppose
- 5. Don't know

DISPLAY TO ALL

S19 A fixed speed camera is a speed camera that is located permanently at the one location along a road. A fixed speed camera can operate automatically 24 hours a day, 7 days a week. How strongly do you support or oppose the use of fixed speed cameras in Queensland? (SELECT ONE ANSWER ONLY)

- 1. Strongly support
- 2. Slightly support
- 3. Slightly oppose
- 4. Strongly oppose
- 5. Don't know

DISPLAY TO ALL

S20 MARKED highly visible mobile speed cameras are used in Queensland. How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (SELECT ONE ANSWER ONLY)

- 1. Strongly support
- 2. Slightly support
- 3. Slightly oppose
- 4. Strongly oppose
- 5. Don't know

DISPLAY TO ALL

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

- 1. Never
- 2. Once
- 3. Twice
- 4. Three
- 5. Four
- 6. Five
- 7. Six or more

DISPLAY IF CODES 2-7 IN QUESTION S25

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

DISPLAY IF CODES 2-7 IN QUESTION S25

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

DISPLAY TO ALL

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

DISPLAY IF CODE 1 IN QUESTION S10

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

DISPLAY TO ALL

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

DISPLAY TO ALL

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

- 1. Yes
- 2. No

DISPLAY TO ALL

S39 Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges

Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a \$168 fine and a loss of 1 demerit point?

(SELECT ONE ANSWER ONLY)

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

ROAD WORKS ISSUES (RW)

DISPLAY TO ALL

RW1 (SELECT ONE ANSWER FOR EACH STATEMENT)

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

DISPLAY TO ALL

RW2 (SELECT ONE ANSWER FOR EACH STATEMENT)

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

DISPLAY IF ANSWER 2-5 FOR ANY ITEM AT RW1

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

DEMOGRAPHICS - DISPLAY TO ALL

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

Demo 1 What is your occupation?

1. Predominantly manual labour job without formal qualifications or with a basic licence

(e.g. general labourer, fruit picker, manufacturing or factory workers, truck/fork-lift driver, machine operator)

2. "On-site" or "hands-on" job, but with a more formal qualification

(TAFE, completed apprenticeship, certificate etc) (e.g. qualified tradespeople such as electricians/plumbers/carpenters/sign-writers, mechanics etc) as well as some smallgoods or services industries (e.g. Butcher, baker, hairdresser, florist etc). Also includes defence force members (non-officer level)

3. Office, or non-manual job, not necessarily requiring qualifications

(e.g. hospitality, retail, administration, sales representative, office clerk etc)

4. A professional job, requiring a completed formal degree

(e.g. accountant, lawyer, engineer, scientist, architect, marketing/advertising, most managers/seniors etc), plus teachers and most health professionals (nurses, physiotherapists, dentists, naturopaths etc)

5. Other (please specify)

.....

Demo 2 What is the highest level of education that you have completed?

(SELECT ONE ANSWER ONLY)

- | | |
|------------------------------------|--------------------------|
| 1. Below Year 10 | <input type="checkbox"/> |
| 2. Year 10 | <input type="checkbox"/> |
| 3. Year 11 | <input type="checkbox"/> |
| 4. Year 12 | <input type="checkbox"/> |
| 5. Certificate or Diploma | <input type="checkbox"/> |
| 6. Undergraduate University degree | <input type="checkbox"/> |
| 7. Postgraduate University degree | <input type="checkbox"/> |

As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants to provide feedback to the Department of Transport and Main Roads on the servicing needs of the Queensland public. Once information processing has been completed, please be assured that your name and contact details will be removed from your responses to this survey. After that time we will no longer be able to identify the responses provided by you. However for the period that your name and contact details remain with your survey responses, which will be approximately one month, you will be able to contact us to request that we delete some or all of your information.

Appendix B – Other responses

SPEED

Question S3- How far over the speed limit are people generally allowed to drive/ride without being booked for speeding?	
Response given	Number of Responses
10%	2
2 kmph	1
3 kmph	1
up to 10%	1

Question S14- In what situations would you be likely to exceed the speed limit?	
Response given	Number of Responses
Anytime	1
I am overtaking a truck I am afraid of	1
I don't	1
I don't notice I have gone over the speed limit	1
I don't realise I have sped up a little	1
I'm getting tailgated	1
Sometimes I don't realise it	1
There are no obstacles on the road (other cars, driveways, possibility of pedestrians), so I naturally drive faster	1
When I am unaware	1
When I don't check my speedometer	1
When slowing to a lower speed limit	1
When someone is tailgating me	1

ROADWORKS

Question RW3- What would encourage you to slow down at roadworks sites?	
Response given	Number of Responses
I was a Traffic Controller seriously injured in a Highway work site	3
A reduced speed sign that tells you what speed you're doing	2
Actual roadworks happening instead of redundant signs with no roadworks in sight.	1
Consistent start and end roadwork signs	1
I always slow down	1
I always slow down. Have a friend who is a traffic controller and she was hit by someone speeding through roadworks and it has wrecked her life. No excuse for speeding in road works areas	1
If road works didn't take 6-12 months to finish	1
If roadworkers were actually on the jobsite. All too often, there is absolutely no reason for slowing down especially on highways. I see roadworks signs set up when the road is under normal conditions. No barricades, no workers, nothing. Silly really	1
If speed limits were not reduced when no workers on site - no unnecessary reduction to speed	1
Limits only applying when workers are present if safe to drive at normal speed when workers aren't present	1
People actually working rather than them all standing around talking. So sites start & than no one present for weeks terrible roads and maintenance crews	1
Police presence	3
Should be lifted when no work is being conducted	1

Appendix C – Fieldwork report

Dates of FW:

Friday 6th April to Thursday 27th April, 2018

No. of invitations issued:

Approx. 14,500 invitations for 1414 responses (639 completes, 74 incompletes, 357 screeners and 344 quota full)

Average survey length:

15.3 mins

Any unusual events or occurrences during fieldwork:

None

Appendix D – Sampling error chart

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

(at the 95% confidence level)

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