

Prevalence and Determinants of Speeding in Queensland

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Transport and Main Roads

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insight from complexity

October, 2020

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Executive summary

The current study involved an online panel survey of N=900 licensed drivers in Queensland aged 16 years or older to examine the prevalence and determinants of speeding in Queensland (850 from an online panel and 50 from a top-up sample of young people with Learner, P1 or P2 licences).

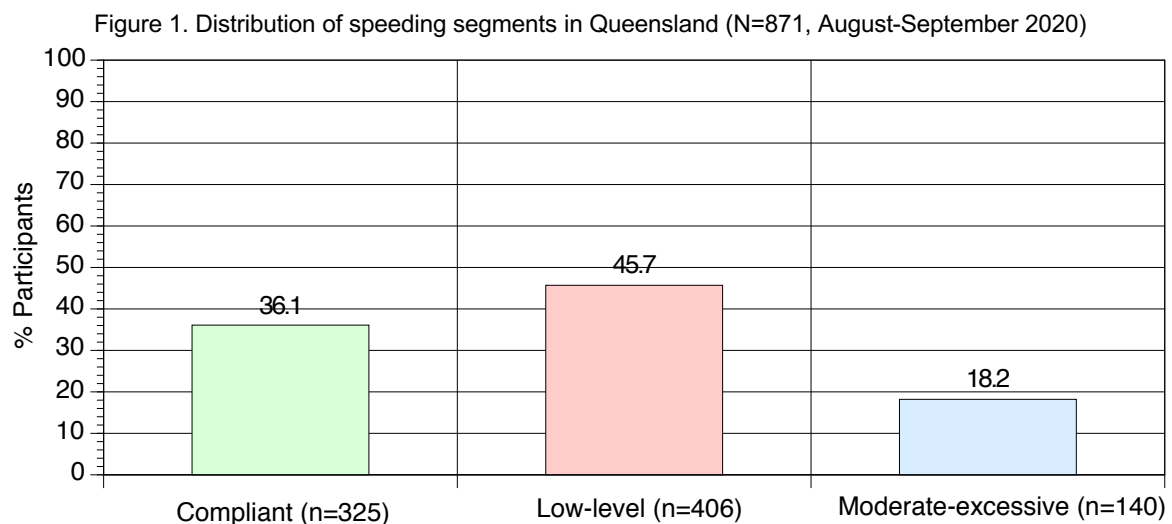
While an attitudinal road safety survey (RSPAT survey) had been undertaken for nearly two decades, the Department of Transport and Main Roads – Queensland (TMR) saw potential to further improve the design in 2020. The aim was to develop a more focused research instrument that could support communications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

Samples by region included 438 respondents from the South East, 154 from the Southern Region, 153 from the Central Region and 155 from the Northern Region. Respondents with probationary licences or who had no current licence were exited from the survey and excluded from sampling.

While a literature review was outside the scope of the study, academic and grey literature was briefly scanned to identify possible constructs for measurement in 2020. Key considerations were made about how best to measure the prevalence of speeding in Queensland and which variables should be included in measurement to identify potential predictors of speeding behaviour.

1. What is the prevalence of speeding in Queensland?

Using various classification criteria for self-reported speeding behaviour (see Table 2), nearly half of all respondents engaged in low-level speeding (45.7%), just over one third were compliant (did not speed) (36.1%) and nearly one in five (18.2%) engaged in moderate-excessive speeding. This highlights that almost two-thirds (63.9%) of participants engaged in relatively frequent speeding, be it low-level or moderate to excessive speeding.



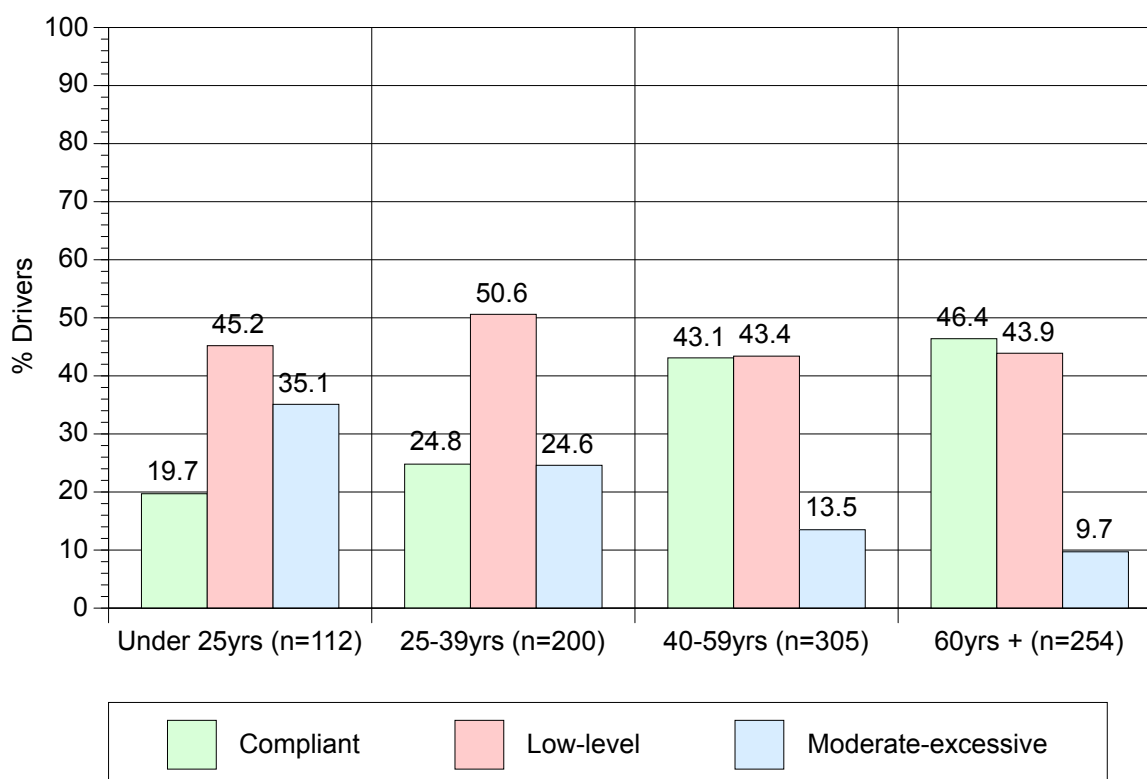
Note that segments were developed based on the methodology described in Table 2. Weighted results.

2. What are the characteristics of drivers who speed in Queensland?

Analysis showed that:

- Compliance increased with age, while moderate-excessive speeding decreased with age, and there were only minor age differences in low-level speeding.
- A significantly higher proportion of males (24%) were in the Moderate-excessive segment, when compared to females (12.3%) ($p < .05$). In particular, 66.8% of drivers in the Moderate-excessive segment were male, while other speeding segments had a relatively more even balance of males and females.
- University educated drivers (undergraduate and postgraduate combined) represented 39% of the Moderate-excessive segment, meaning that having post-graduate education did not reduce a driver's likelihood of engaging in speeding behaviour.
- The Moderate-excessive segment included a higher proportion of drivers who were full-time workers (50.6%) than the Low-level (38.3%) and Compliant (31.3%) segments.
- The Moderate-excessive segment included a higher proportion of drivers with motorbike licences (32.5%) than the Low-level (14.5%) and Compliant segments (17.4%).
- Drivers in the Moderate-excessive and Low-level segments spend more time driving per week than Compliant drivers ($p < .05$). For instance, 20.7% of the Moderate-excessive segment and 15.9% of the Low-level segment drove more than 14 hours per week, compared to only 7.1% of the Compliant segment.

Figure 2. Distribution of speeding segments in Queensland (N=871, August-September 2020)



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

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

On average, drivers in the Moderate-excessive segment reported driving at or below the speed limit approximately 40% of the time across 50 km/h, 60 km/h and 100 km/h speed zones, while the Low-level segment did this approximately 65% of the time.

Drivers in the Moderate-excessive speed group reported driving at or below the speed limit 50.3% of the time in road works zones and 65.2% of the time in school zones.

This highlights that this segment has a higher level of compliance in school and road works zones than in 50 km/h, 60 km/h and 100 km/h speed zones (where they were compliant approximately 40% of the time).

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

Drivers in the Moderate-excessive segment reported a significantly lower percentage of accidental speeding across 50 km/h, 60 km/h and 100 km/h speed zones than drivers in the Low-level and Compliant speed segments (each $p < .05$). This suggests that the Moderate-excessive segment is more intentional in their speeding than the other segments.

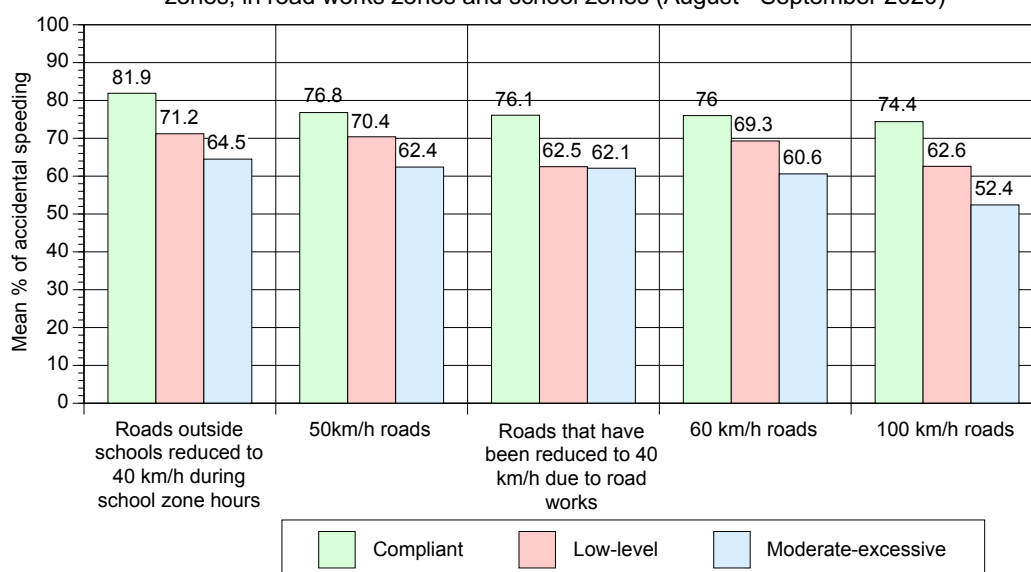
Figure 3 highlights this trend. For instance:

- For 50 km/h roads - The proportion of speeding that was accidental for the Moderate-excessive segment was 62.4%, compared to 76.8% for the Compliant segment
- For 60 km/h roads - The proportion of speeding that was accidental for the Moderate-excessive segment was 60.6%, compared to 76% for the Compliant segment
- For 100 km/h roads - The proportion of speeding that was accidental for the Moderate-excessive segment was 52.4%, compared to 74.4% for the Compliant segment

Reflecting a similar trend, drivers in the Moderate-excessive segment also reported a lower percentage of accidental speeding around road works and school zones than Compliant drivers.

The percentage of reported accidental speeding for drivers in the Moderate-excessive speed segment was lowest in the 100 km/h zone (52.4%). This may suggest that drivers in the Moderate-excessive speed segment are somewhat more intentional in their speeding in 100 km/h zones than in 50 km/h and 60 km/h zones. This suggests that such drivers are intentionally speeding in 100 km/h zones around half of the time.

Figure 3. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (August - September 2020)



Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Ns – 50 km/h (Compliant n=174), (Low-level n=365), Moderate excessive n=128); - 60 km/h (Compliant n=181), (Low-level n=382), Moderate excessive n=133) – 100 km/h (Compliant n=157), (Low-level n=366), Moderate excessive n=130) – Around road works (Compliant n=107), (Low-level n=261), Moderate excessive n=107), – In school zones (Compliant n=53), (Low-level n=366), Moderate excessive n=130). Weighted results.

5. What factors increase the likelihood of speeding?

Drivers were asked to rate the extent to which various factors affected their likelihood of speeding.

The top three factors making drivers in each speed segment *more likely or much more likely* to speed were as follows:

Factors	Compliant	Low-level	Moderate-excessive
Overtaking another vehicle	60.9%	86.1%	82%
Driving down a hill	49.3%	72.8%	75.5%
Most other vehicles in the traffic flow are exceeding the speed limit	24.6%	64.3%	
Running late			73.7%

Interestingly, 45.6% of drivers in the Moderate-excessive segment reported that they would be more likely/much more likely to speed in areas where they don't think there are speed cameras. This compares with only 3.3% of drivers in the Compliant segment and 19.6% in the Low-level segment. This further highlights the intentionality of the speeding behaviour of this segment.

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

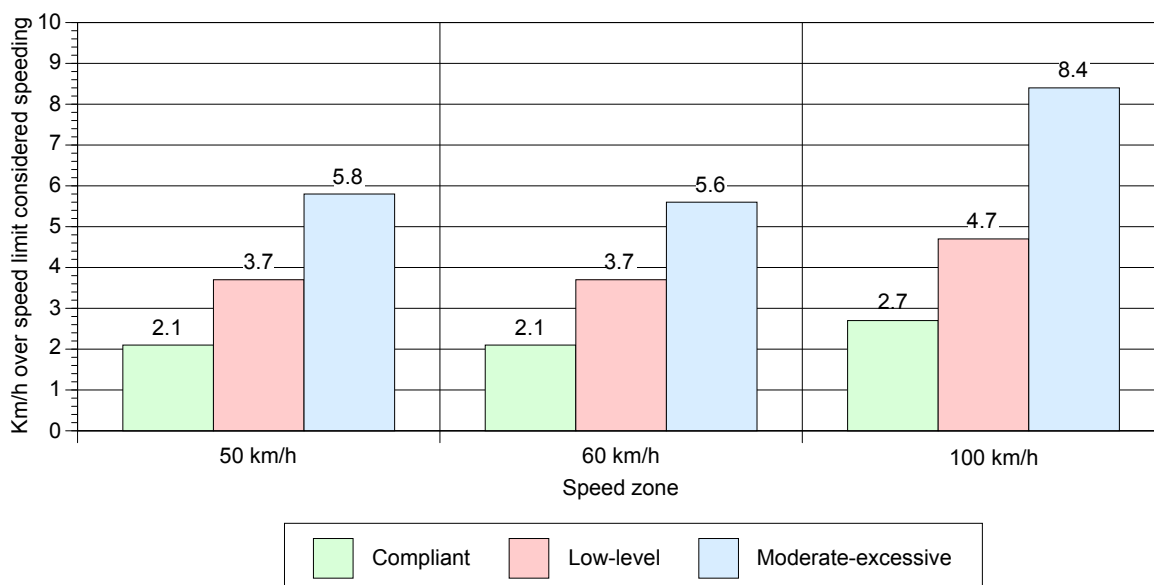
As part of the survey, drivers were asked how many kilometres per hour they would need to be driving before they personally considered themselves to be 'speeding' in 50 km/h, 60 km/h and 100 km/h speed zones.

As can be seen in Figure 4, on average, drivers in the Moderate-excessive segment reported a significantly higher number of kilometres per hour for each of the three speed zones than drivers in the Low-level and Compliant segments (each $p < .05$).

For example, in 100 km/h speed zones, drivers in the Moderate-excessive segment considered themselves to be speeding at an average of 8.4 km/h over the speed limit, compared to 2.7 km/h and 4.7 km/h for drivers in the Compliant and Low-level segments, respectively.

Responses for drivers in the Low level segment were also significantly higher than drivers in the Compliant segment for each of the speed zones (each $p < .05$).

Figure 4. How many kilometres over the speed limit was considered to be speeding by Queensland drivers (N=871, August – September 2020)



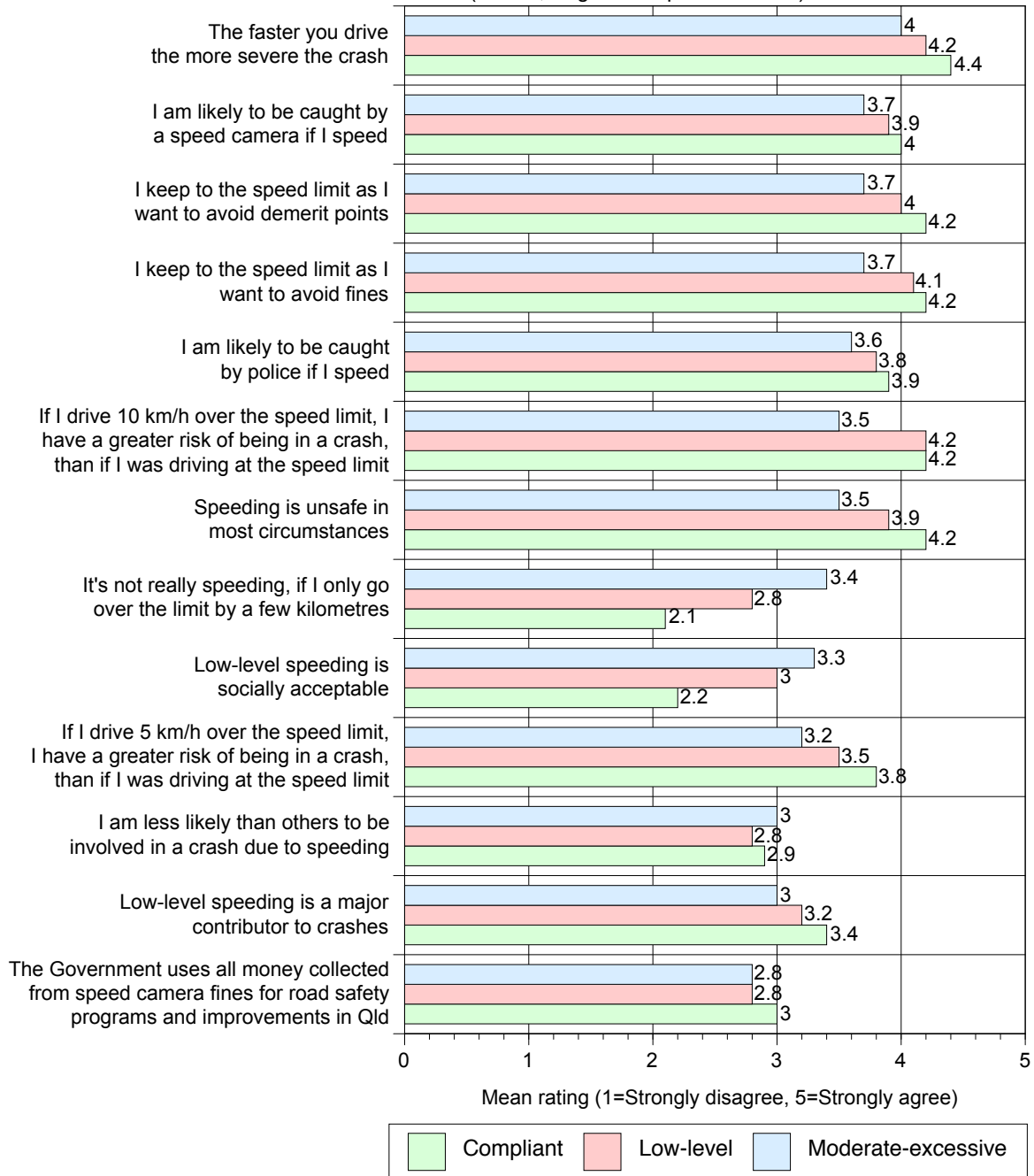
Question: We would first like to understand what you consider as 'speeding', when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be 'speeding'? (Base: All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

7. What attitudes are characteristic of different speeding segments in Queensland?

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

In general, analysis revealed the attitudes of drivers in the Moderate-Excessive segment to be significantly different from drivers in the Low-level and Compliant segments, highlighting a more positive view of speeding generally.

Figure 5. Attitudes towards speeding and the risks of speeding in Queensland (N=871, August – September 2020)



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

Four attitudes were also predictors of an increasing tendency to be classified as a segment engaged in speeding (their unique predictive power indicated through the partial correlations are shown below):

- It's not really speeding, if I only go over the limit by a few kilometers (partial $r=.2$, $p<.001$) (a positive predictor)
- Low level speeding is socially acceptable (partial $r=.21$, $p<.001$) (a positive predictor)
- If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit (partial $r=-.17$, $p<.05$) (a negative predictor)
- I am less likely than others to be involved in a crash due to speeding (partial $r=-.1$, $p<.05$) (a negative predictor)

This suggests that, the more likely drivers were to believe that going over the limit by a few kilometers wasn't really speeding and that speeding is socially acceptable, and the less likely they were to perceive crash risks associated with speeding (as measured through the last two attitudes), the more likely they were to be classified in a segment engaged in speeding.

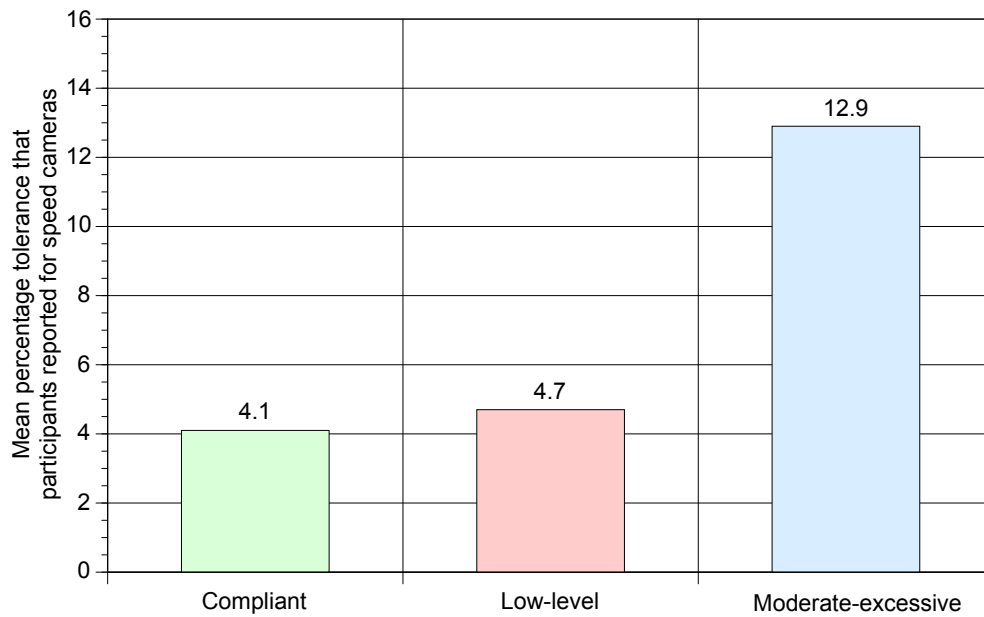
8. What do Queensland drivers believe is the enforcement tolerance of speed cameras?

Driver perceptions of the enforcement tolerance associated with speed cameras (i.e., the amount above the speed limit before fines are issued) was also examined.

Drivers in the Moderate-excessive segment reported, on average, a significantly higher percentage camera tolerance (12.9%) than drivers in the Low-level (4.7%) and Compliant (4.1%) segments.

This highlights that drivers who engage in moderate-excessive speeding perceive there to be a much greater amount above the speed limit at which they can travel before receiving a fine, compared to other drivers.

Figure 6. Driver perceptions of speed camera enforcement tolerances (amount over the posted speed limit before fines are issued) as a percentage over the limit (N=871, August – September 2020)



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

9. What else do we know about the driving behaviour of speeding segments?

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

Analysis showed that:

- The Moderate-excessive segment was the segment that reported the most speeding fines and crashes over the past three years
- The Moderate-excessive speeding segment generally reported engaging in unsafe driving practices more frequently than the Compliant segment and Low-level segment.

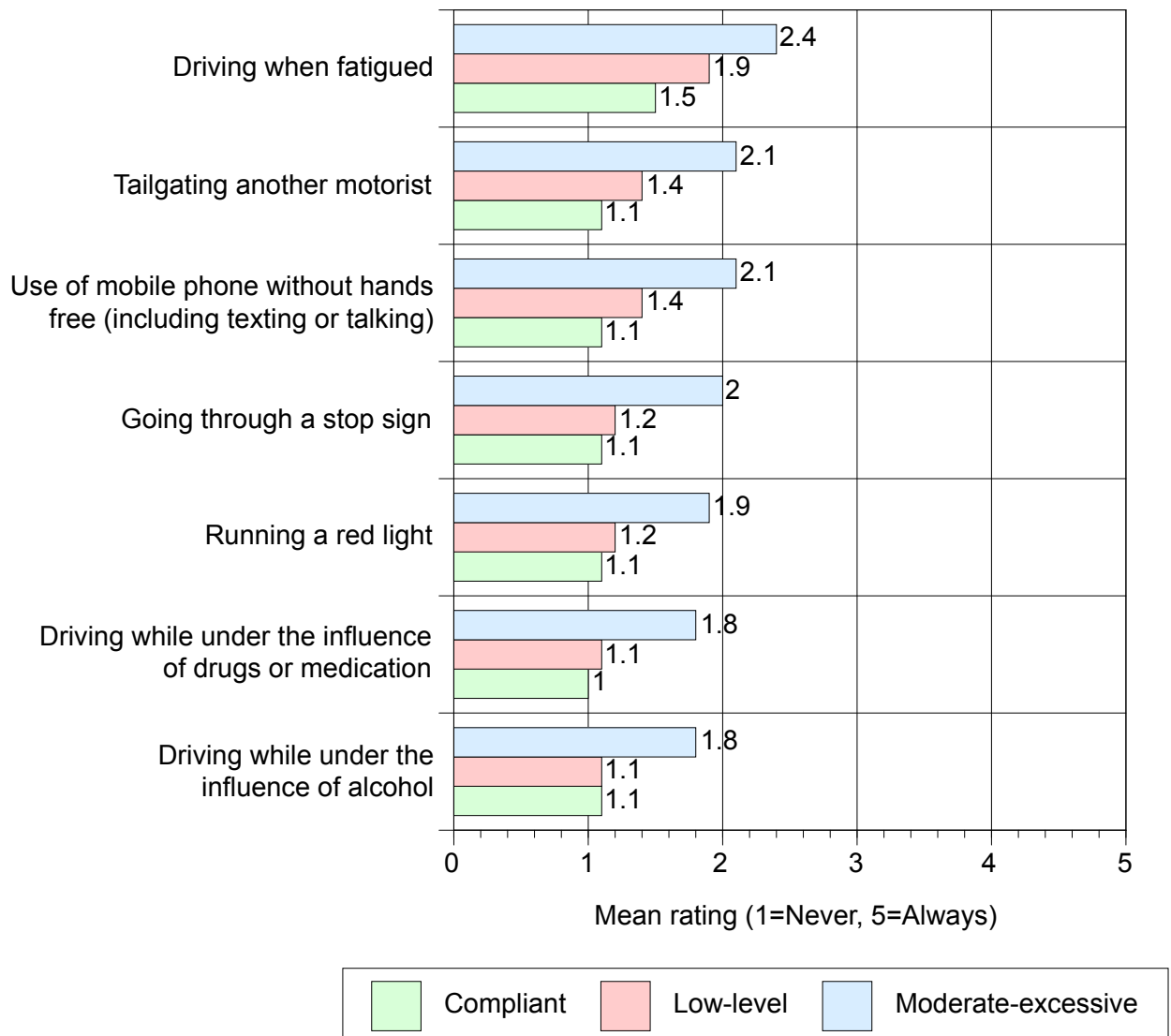
The three most common unsafe driving practices for drivers in the Moderate-excessive segment were:

- Driving when fatigued (mean=2.4) (43.1% reported doing this sometimes, often or always)
- Use of mobile phone without hands-free (including texting and talking) (mean=2.1) (35.4% reported doing this sometimes, often or always)
- Tailgating another motorist (mean=2.1) (31.6% reported doing this sometimes, often or always)

These three items were also the most commonly reported unsafe driving practices for drivers in the Low-level segment. The Compliant segment reported engaging in all unsafe practices very infrequently.

Together, findings highlight that speeding behaviour is strongly associated with many unsafe driving practices and that the Moderate-excessive segment in particular, displays a range of unsafe driving practices that could benefit from intervention, in addition to speeding.

Figure 7. Speeding fines, crashes and unsafe driving behaviours reported by speeding segments (N=871, August – September, 2020)



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



Self-reported speeding in Queensland

- **Drivers under 25yrs** - 19.7% Compliant, 45.2% Low-level speeders 35.1% Moderate-excessive speeders
- **Drivers 25-39 yrs** - 24.8% Compliant, 50.6% Low-level speeders, 24.6% Moderate-excessive speeders
- **Drivers 40-59 years** - 43.1% Compliant, 43.4% Low-level speeders, 13.5% Moderate-excessive speeders
- **Drivers 60 yrs or older** - 46.4% Compliant, 43.9% Low-level speeders, 9.7% Moderate-excessive speeders.

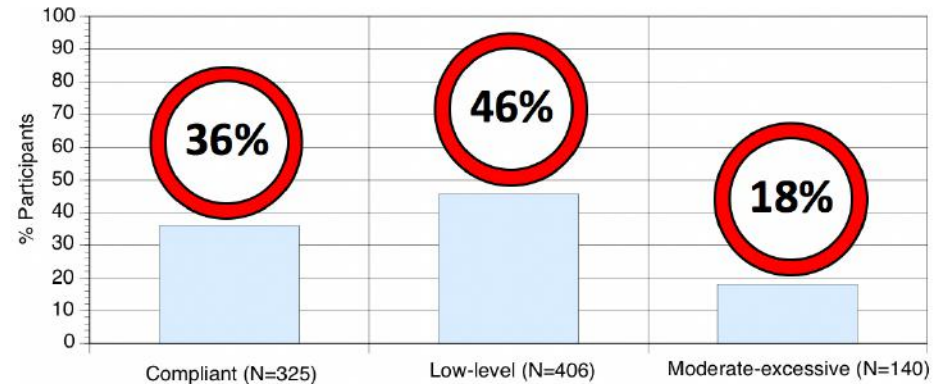
On 100 km/h roads, what speed is considered to be 'speeding'?

- Compliant – 103 km/h
- Low-level – 105 km/h
- Moderate-excessive – 108 km/h

100

40%

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



Factors that are quite or very likely to increase speeding

Compliant	Low level	Moderate-excessive
<ul style="list-style-type: none"> • Overtaking another vehicle (60.9%) • Driving down a hill (49.3%) • Most other vehicles in the traffic flow are exceeding the speed limit (24.6%) 	<ul style="list-style-type: none"> • Overtaking another vehicle (86.1%) • Driving down a hill (72.8%) • Most other vehicles in the traffic flow are exceeding the speed limit (64.3%) 	<ul style="list-style-type: none"> • Overtaking another vehicle (82%) • Driving down a hill (75.5%) • Running late (73.7%)



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

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

Introduction

The current study involved conduct of an online panel survey of N=900 licensed drivers in Queensland aged 16 years or older to examine the prevalence and determinants of speeding in Queensland.

Background and Objectives

Since 1998, the Department of Transport and Main Roads (TMR) has conducted an annual survey of Queensland motorists focusing on road safety attitudes and behaviours, as well as support for a range of road safety initiatives. Topics have varied between years and have included the Fatal Five (speeding, drink and drug driving, fatigue, seatbelt use and distraction), school transport safety, young drivers, motorcycles, heavy vehicles, vehicle safety and cycling.

Speeding, including low-level speeding is an inherently risky behaviour. Given the relative prevalence of speeding behaviour in Queensland and its role in contributing to many traffic crashes, the survey has shifted focus towards speeding behaviour and attitudes towards speeding and speed enforcement in recent years (since 2017), whilst retaining some core items upon which to continue attitudinal comparisons.

Within this context, the current survey was completely re-designed with a specific focus on the measurement of the prevalence and determinants of speeding in Queensland. This new direction was discussed and agreed by the TMR Survey Reference Group as a useful focus for the study, given that speeding is a significant and major road safety and public health issue in Queensland.

To support the redesign, a conceptual framework was designed to focus measurement on the key determinants of speeding, along with measurement of attitudes and behaviours that may explain or influence speeding behaviour.

This survey aims to provide an ongoing assessment of the prevalence of speeding behaviour in Queensland, as well as to gauge motorist's attitudes toward speeding and speed enforcement and identify changes in attitudes associated with current initiatives and enforcement efforts.

As this research will be repeated annually, it provides a unique opportunity to shift the focus to better understanding how prevalence of speeding and the attitudes and behaviours of speeding segments change over time.

Given the new design, caution should be applied to comparing results of this survey with previous results where 'similar' items exist (although these are few in number). This is largely because design improvements were made to question wording and scale anchors to improve measurement (e.g., all relevant items were anchored to the 'past 12 months' in line with good measurement practice for prevalence studies). However, a small number of possible shifts are reported in the survey, based on items that were similar in previous waves (with limitations noted).

Care was also taken to make the sample as representative of the population of Queensland licensed drivers as possible. Apart from a small top-up sample, the sample of 900 included random sampling of panel members within four separate TMR regions. A total of 50 respondents aged 16-20 years with a L/P1/P2 licence types were additionally recruited to boost the sample using a face-to-face focus group panel.

In total, the sample included N=438 respondents in the South East Region, N=153 in the Central Region, N=155 in the Northern Region and N=154 in the Southern Region. In total, 652 respondents within the sample had an Open licence, 114 had a P1, P2, P or L licence and 134 had a motorbike licence (Learner, RE or R - which also requires an Open car licence).

Approach to reporting

As this is the very first report on key findings of the new research design, a report has been prepared to identify the prevalence of speeding in Queensland and to profile and identify the attitudes and behaviours that characterise different speeding segments in Queensland.

While this first report identifies key insights about speeding behaviour in Queensland, future reports (from 2021) will focus on reporting how speeding prevalence is changing in Queensland, as well as key changes in the attitudes and behaviours of different speeding segments.

Given the refreshed research design, there is great potential to use these insights to design and implement new programs, strategies, policies and regulatory responses to reduce the prevalence of speeding in Queensland and particularly, design responses that target the known determinants of speeding. To this end, this report aims to provide useful insights that will not only assist TMR to better understand speeding behaviour in Queensland, but will also provide insight into how to possibly respond to speeding behaviour.

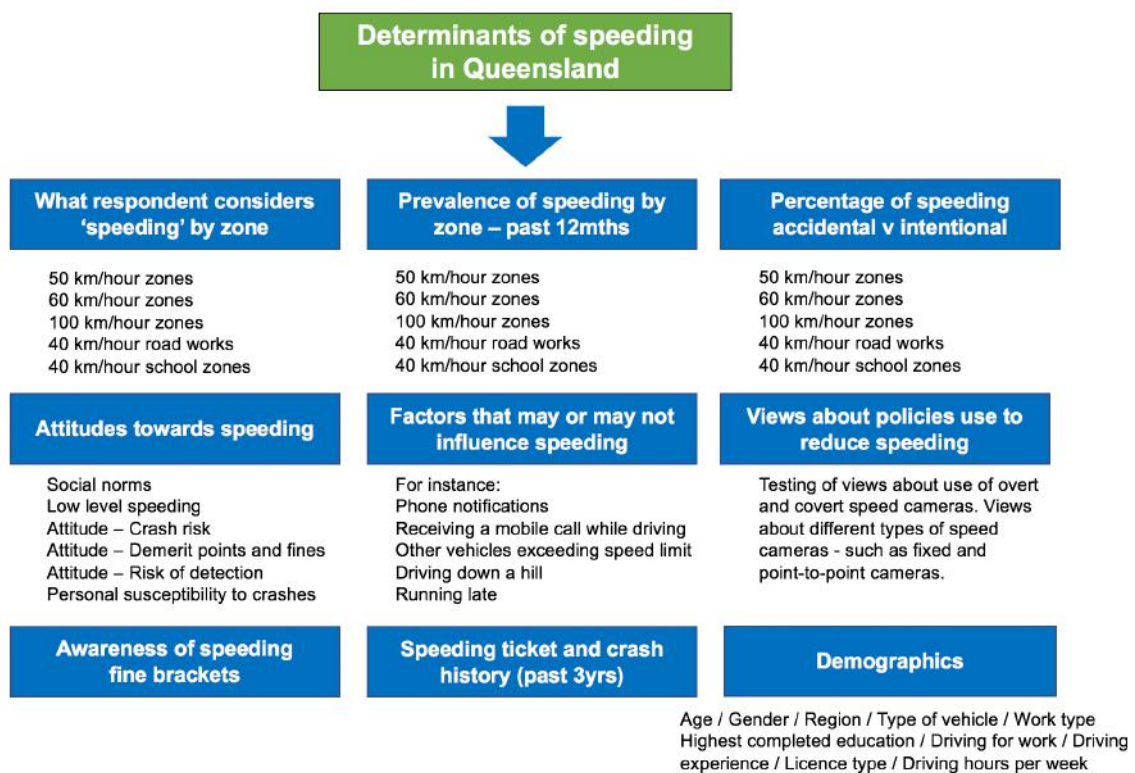
As this study is now underpinned by a robust measurement framework that focuses on the prevalence and major determinants of speeding, the data set for this study also provides a useful resource that can be used to further examine many detailed new aspects of speeding behaviour. Within this context, the current report outlines major findings only and further analysis may also be possible to explore more nuanced findings.

Methodology for the new research design

Research design

The current study involved conduct of an online panel survey of N=900 respondents aged 16 years or older to examine speeding in Queensland. While a literature review was outside the scope of the study, academic and grey literature was briefly scanned to identify possible constructs for measurement in 2020.

Key considerations were made about how best to measure the prevalence of speeding in Queensland and which variables should be included in measurement to identify potential predictors of speeding behaviour. An overview conceptual framework of variables included in the research design is provided below. The online survey was approximately 20 minutes in length, with data collection occurring late August to early September 2020.



Measurement of the prevalence of speeding

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

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

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

Given that COVID-19 had significantly impacted the level of traffic on Queensland roads and had subsequently influenced driving behaviour, respondents were specifically asked to exclude weeks where COVID-19 had affected their typical driving habits (e.g., periods of lockdown).

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

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

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

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

Please exclude weeks in which COVID-19 restrictions affected your typical driving habits.

EXAMPLE

In an 60 km/h zone:

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

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

Description of survey measures

To examine the prevalence and determinants of speeding in Queensland, major study measures included:

- **What respondents consider speeding** – The survey explored the speed above the posted speed limit that respondents believed a motorist needs to travel to be considered to be 'speeding'. While technically any amount over a speed limit could be considered speeding, this measure was to examine the cognitive definition of speeding. It was expected that drivers who speed may consider small amounts of speed over the limit as not speeding.
- **Prevalence of speeding by zone** – To measure the prevalence of speeding in Queensland, respondents were asked to report the percentage of the time they exceeded the speed limit by different amounts (in km/h) within three speeding zones. The 50 km/h, 60 km/h and 100 km/h zones were selected for this purpose, given that they are the most common types of speed zones in Queensland. This methodology was used to measure self-reported speeding prevalence, as it considers the frequency of the behaviour and the severity of the behaviour within different speed zones.
- **Accidental versus intentional speeding** – Speeding can occur either by accident or intentionally, however, this issue has not received much attention in speeding research. Knowing the proportion of speeding that is accidental is useful, as it means that speeding reduction programs can identify strategies to improve driver cognition and alertness that they are actually speeding. In addition, programs can also target intentional speeding through different initiatives. Accordingly, this was seen to have measurement value. However, as a self-reported estimate only, like measures of speeding prevalence, accidental speeding provides only an estimate of likely non-intentional speeding behaviour.
- **Attitudes towards speeding** – Research shows that attitudes can influence behavioural intentions. For this, a diverse range of attitudes were examined in the study. These related to normative influences on speeding, attitudes towards low-level speeding, views about crash risk, demerit points and fines, views about the risk of detection in relation to speed cameras and perceived individual susceptibility to crashes.
- **Factors that may influence speeding** – The survey examined the extent that different factors make people more or less likely to speed. These influences included within car factors (e.g., getting a phone call), cognitions (e.g., not thinking there are any speed cameras in the area of travel) and external factors (e.g., other vehicles in the traffic flow are speeding).
- **Views about policies to reduce speeding** – Queensland Government - like all governments - use various strategies to detect and enforce speeding behaviour. Respondent views were assessed about such measures to provide reference data for TMR on the extent to which the community supports or does not support different speed mitigation measures. In some cases, measures of awareness were also examined (e.g., awareness of how money obtained from speeding offences is used on road safety).
- **Awareness of speeding fine brackets** – The survey examined respondent awareness of the first bracket of a speeding fine to assess whether drivers are actually aware of the first level speeding offence.

- **Speeding ticket and crash history** – Given the small number of motorists likely to have received fines or have been involved in crashes, speeding tickets and vehicles crashes was asked on the basis of the past three years. Such data also has potential to aid further analysis of the data set by examining relationships between speeding, speeding offences and crashes.

Data collection methodology

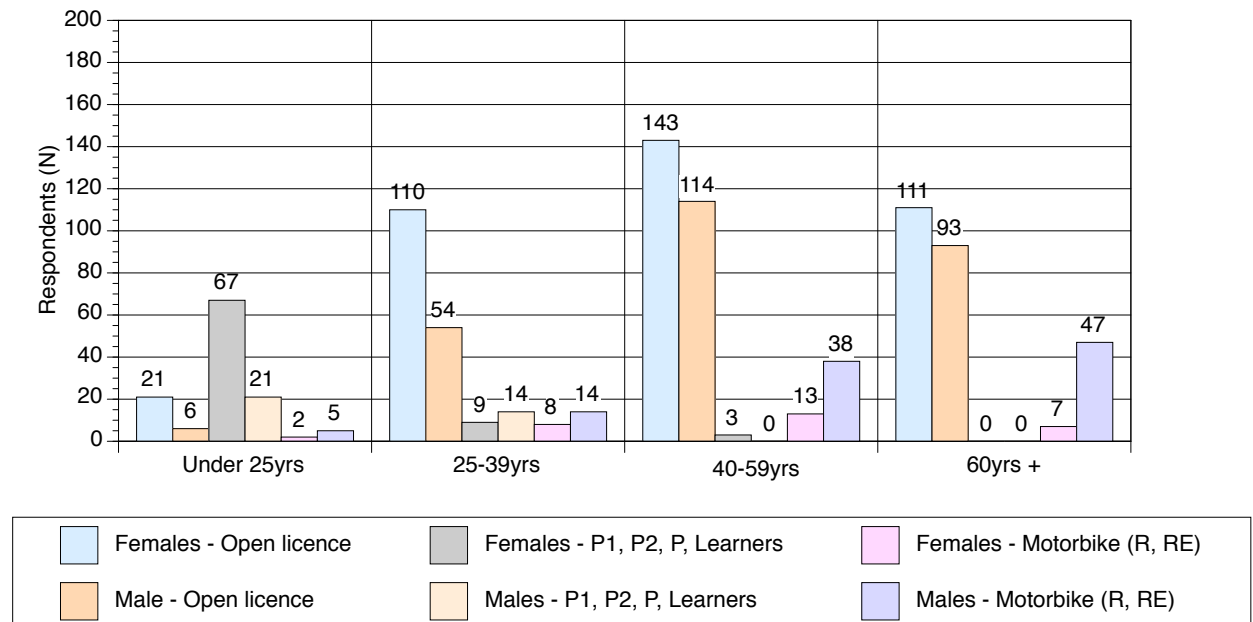
In conducting the survey, an online consumer panel was used for data collection. As there was an intent to repeat the measures annually, panellists taking part in the survey in a given year are recorded to avoid a non-independent sample in the subsequent year. Every two years, however, subjects will be placed back into the potential pool of respondents for survey participation.

In total, 850 respondents were recruited from the panel and 50 respondents were recruited from a further Queensland face-to-face research panel to form a total sample of 900. If respondents were under age 18, parents were first contacted to assess whether they would give permission for their child to complete the online survey. When permission was achieved, they were emailed the online survey link for completion. The overall purpose of this ‘top-up’ sample was to provide a sample of young drivers, who are typically not available in online consumer panels.

Respondents taking part in the survey included people with a car licence only (i.e., Learner, P1, P2 or Open licences) and respondents with both a car licence and motorbike licence (i.e., Learner, RE or R). In Queensland, motorbike licences cannot be applied for, unless a driver has held an Open licence for a period of at least 12 months. This implies that all respondents in the survey with a motorbike licence also have, by default, an Open car licence. Respondents with probationary licences or who had no current licence were exited from the survey and excluded from sampling.

A profile of respondents taking part in the survey by age and gender is provided in Figure 8.

Figure 8. Profile of the online panel sample taking part in the survey (N=900; August-September 2020)



The margins of error for samples are in Table 1.

Table 1. Sample sizes and confidence intervals for the study sample (N=900)
(95% confidence interval at the 95% confidence level)

Sampling Regions	N	Confidence interval (+/-)
South-east	438	4.7
Central	153	7.9
Northern	155	7.9
Southern	154	7.9
Queensland (Total)	900	3.3

Use of TMR licensing data for sampling and data weighting

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

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

The reference population used in the study was provided by TMR based on July 2020 licensing data. For the purpose of weighting, some adjustments were made to the profile of licensees by region to account for the fact that unique motorbike licencees were not easily accessed from TMR data sets.

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

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

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

A decision was made to weight the overall Queensland data set and analyse regional data unweighted, given the potential large effects of weights on the small regional samples (each are only ~N=150). Overall weighted state wide trends were deemed most important, given that the overall aim of the survey was to better understand the prevalence and determinants of speeding in Queensland.

During the process of data weighting (licence class x age x gender), some strata were rolled-up to prevent zero counts in cells (which cannot be weighted). This was also necessary for logical reasons. As an example, there were hardly any licence holders age 60 years or older who would be expected to be on any of the Provisional licence classes. In cases where zeros were present in strata, either ages or genders were collapsed to form a single stratum.

Limitations of the sampling

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

In addition, the limitation of surveying respondents on an online panel also needs careful consideration when reviewing and considering study findings. While data weighting helps to correct for some of the sampling bias by age and gender, studies have shown that the bias of online panels cannot be corrected through data weighting (e.g., Pennay et al, 2018¹).

This is also why major prevalence studies which aim to accurately identify the prevalence of a behaviour in a population use random sampling and CATI methodologies. As respondents can be sampled within the population based on their known probability of selection, if conducted with quality methodologies with excellent rates of response, CATI studies generally provide accurate prevalence estimates. Moreover, as data is only based on self-report, it is possible that some respondents have not remembered or reported their speeding behaviour accurately.

As such, study results should be considered as indicative rather than definitive. These limitations should thus be carefully considered when reviewing findings and using results to design programs to respond to speeding in Queensland.

Significant differences

Throughout this report, tables are marked with letters to show results that are significantly different at $p < .05$. If letters are different within each row, this shows that results are significantly different. If they are not significantly different, letters are the same. It should, however, be noted that this only applies to interpretation across major categories of interest (i.e., within a single row).

As an example, if letter 'a' is in the first column and 'b' is in the third column, this means that results of these two groups are statistically significant. Conversely, if the letters are the same (e.g., both are 'a'), results are not statistically different.

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

For proportions, z-tests were the statistical tests conducted for comparisons of results for categorical variables (e.g., for categories such as speeding segments, age, gender), while t-tests were conducted for comparisons of results for continuous variables (e.g., for attitudinal variables on a five-point scale).

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

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

Table 17 in Appendix B provides a comparison of the results of nine items that were carried over from the previous survey.

While some of these items are somewhat comparable, there are limitations associated with inferring changes over time due to wording and response format changes. Other items are similarly not directly comparable due to wording changes that fundamentally changed the meaning of responses. A brief summary of the comparative results and associated limitations is provided in Table 17. More comparable results (though still with limitations in interpretation given the wording and response format changes) have also been placed in the body of this report.

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

For this reason, the range of results from 2015 to 2019 (the former RSPAT surveys) are generally compared with the 2020 result to see if major changes occurred.

Major findings - Prevalence and determinants of speeding in Queensland

What is the prevalence of speeding in Queensland?

Results for Queensland

To better understand the overall prevalence of speeding, the speeding behaviour of drivers reporting driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour. This was based on the proportion of time that drivers either spent driving at or under the speed limit, or conversely, over the speed limit within each zone. A two-step approach was used for categorising the drivers: Drivers were first categorised for each speed zone (50 km/h, 60 km/h, 100 km/h) and then Drivers were categorised overall.

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

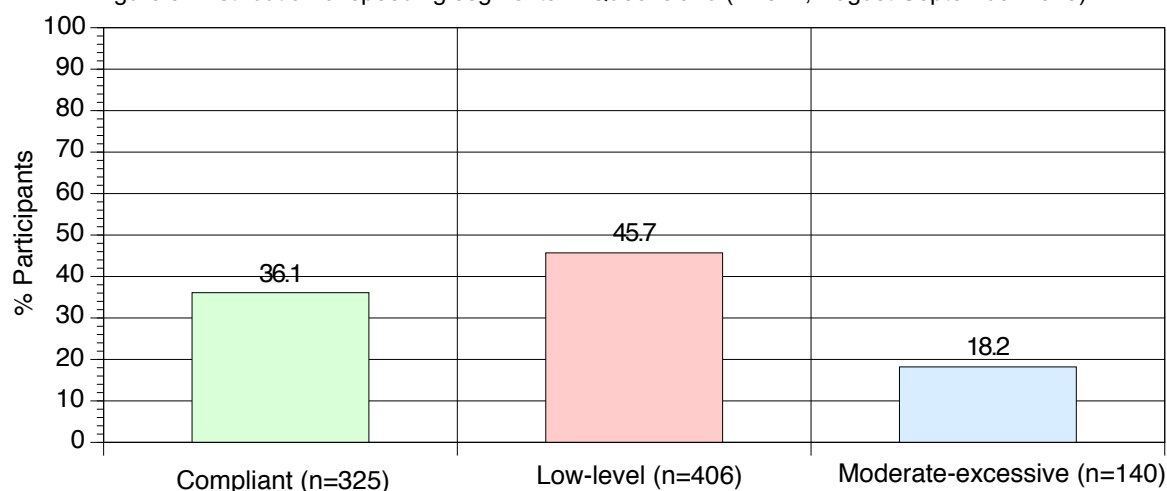
Table 2. How speeding behaviour was analysed to form three speeding segments in Queensland

Compliant	Low level	Moderate-excessive
<ul style="list-style-type: none"> 90% or more of driving was at or below the speed limit <u>AND</u> 0% of driving was above 11 km/h over the limit 	<ul style="list-style-type: none"> 0% of driving more than 20 km/h over <u>AND</u> Less than 10% of driving 11-20 km/h over <u>AND</u> At least 11% of driving was 1-10 km/h over the speed limit 	<ul style="list-style-type: none"> 1% or more driving is 20 km/h or more above the limit <u>AND/OR</u> 10% or more of driving is 11 km/h or more above the limit

Figure 9 shows the percentage of participants in each speeding segment. The largest segment was the 'Low-level' speed category (45.7%), followed by 'Compliant' (36.1%) and 'Moderate-excessive' (18.2%). In addition, it should be noted that 29 of the 900 respondents reported not driving in any of the three speed zones during the past 12 months (This sample was, however, excluded for this analysis).

Accordingly, findings highlight that just over one third of Queensland drivers aged 16 years and over are largely 'compliant' with speed limits, nearly half of the population engage in 'low-level' speeding and almost one in five engage in 'moderate-excessive' speeding.

Figure 9. Distribution of speeding segments in Queensland (N=871, August-September 2020)

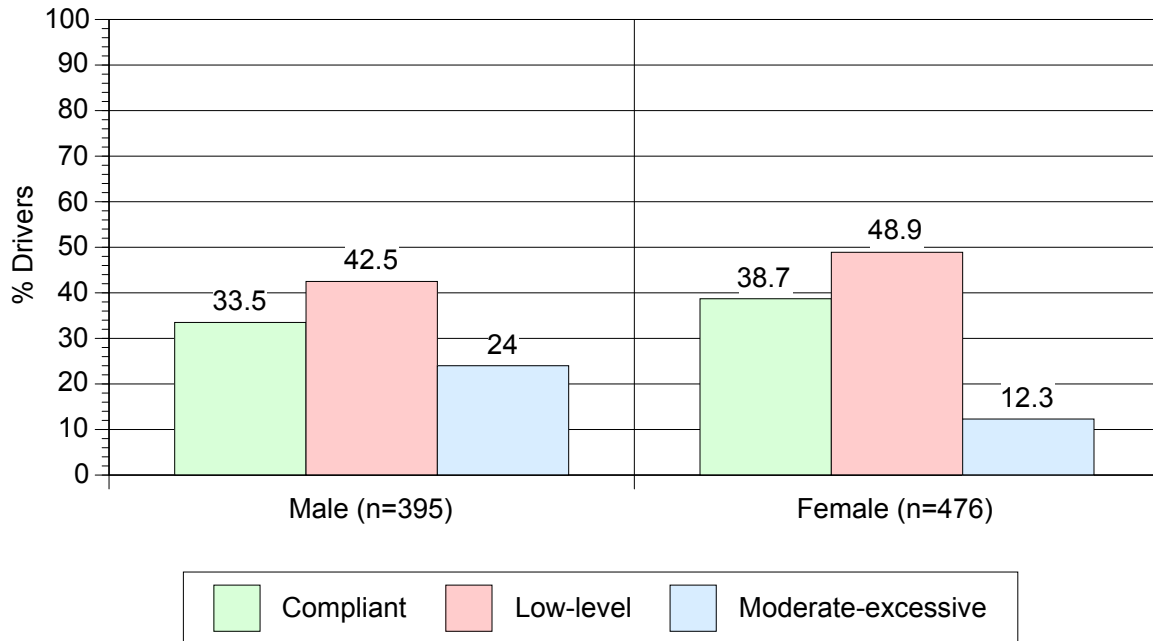


Note that segments were developed based on the methodology described in Table 2. Weighted results.

Results by gender

Figure 10 shows the percentage of participants in each speeding segment within each gender. Within males, 33.5% were in the Compliant segment, 42.5% were in the Low-level segment and 24% were in the Moderate-excessive segment. Within females, 38.7% were in the Compliant segment, 48.9% were in the Low-level segment and 12.3% were in the Moderate-excessive segment. It is also noteworthy that a significantly higher proportion of males (24%) were in the Moderate-excessive segment, when compared to females (12.3%) ($p < .05$).

Figure 10. Distribution of speeding segments in Queensland (N=871, August-September 2020)



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

Results by age

Figure 11 shows the distribution of speeding segments in Queensland within each age group. The Low-level segment had the highest percentage of respondents within each age group, highlighting that most drivers, regardless of age, are likely to engage in low-level speeding.

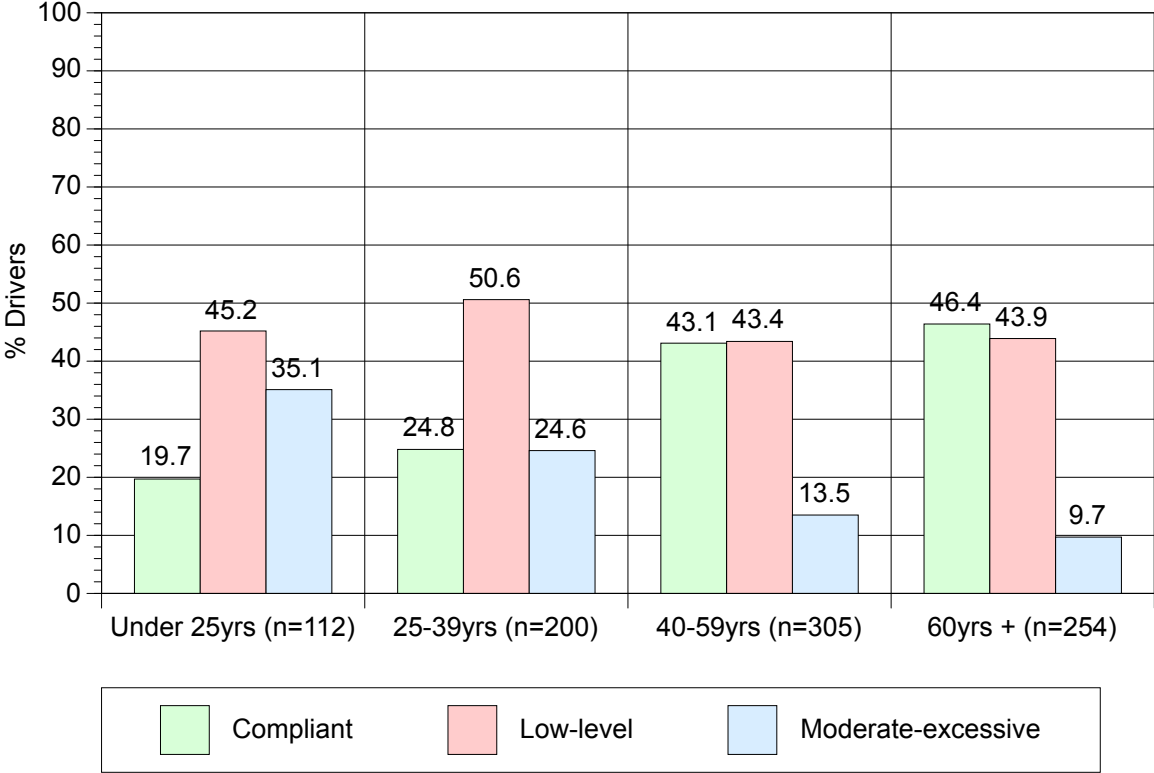
By age, findings showed that:

- Within drivers under 25 years, 19.7% were in the Compliant segment, 45.2% were in the Low-level segment and 35.1% were in the Moderate-excessive segment.
- Within drivers 25-39 years, 24.8% were in the Compliant segment, 50.6% were in the Low-level segment and 24.6% were in the Moderate-excessive segment.
- Within drivers 40-59 years, 43.1% were in the Compliant segment, 43.4% were in the Low-level segment and 13.5% were in the Moderate-excessive segment.
- Within drivers 60 years or older, 46.4% were in the Compliant segment, 43.9% were in the Low-level segment and 9.7% were in the Moderate-excessive segment.

It is noteworthy that a significantly higher proportion of drivers under 25 years (35.1%) were in the Moderate-excessive segment than any other age group.

In comparison, the age groups with the highest proportion of Compliant drivers were the 60+ years (46.4%) and 40-59 years (43.1%) groups. These age groups had a significantly higher proportion of drivers in the Compliant segment than both drivers under 25 years and drivers 25-39 years (each $p < .05$).

Figure 11. Distribution of speeding segments in Queensland (N=871, August-September 2020)



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

Profile of speeding segments in Queensland

The demographic profile of the three speeding segments is in Table 3.

Personal demographics

Analysis of the demographic characteristics of each speed segment revealed that the mean age of drivers in the Moderate-excessive segment (38.7 years) was significantly lower than the mean age of drivers in the Low-level (46.4 years) and Compliant (51.9 years) segments. Correlational analysis also showed that the younger the driver, the greater the level of speeding ($r=-.3$) ($p<.0001$).

It is also noteworthy that 66.8% of the drivers in the Moderate-excessive speed segment were male, while other speeding segments had a relatively more even balance of males and females.

Interestingly, university educated drivers (undergraduate and postgraduate combined) represented 39.9% of the Moderate-excessive speed segment. There was also a significantly higher proportion of post-graduate degree educated drivers in the Moderate-excessive speed segment (13.8%) than in the Low-level speed segment (7.1%). This suggests that speeding is a relatively ubiquitous behaviour and that education (such as post-graduate studies) is not a protective factor that reduces the likelihood of speeding.

The Moderate-excessive speed segment also had a significantly higher proportion of drivers who were full-time workers (50.6%) than both the Low-level (38.3%) and Compliant (31.3%) speed segments ($p<.05$). Conversely, the Compliant speed segment had a significantly higher proportion of drivers who were not working or studying (47.3%) than both the Low-level (31.9%) and Moderate-excessive (15.5%) speed segments ($p<.05$).

Vehicle and driving related demographics

A range of other demographics related to driver characteristics were also examined for each of the three speeding segments.

The Moderate-excessive speed segment had a significantly higher proportion of drivers with motorbike licences (32.5%) than the Low-level (14.5%) and Compliant segments (17.4%) ($p<.05$).

There were no significant differences between the speed segments in the proportions of drivers that drove a vehicle for work purposes. There were also no major significant differences between the speed segments in the types of vehicles driven (the only significant difference related to a higher proportion of minivans in the Low-level speed segment, compared to the Compliant segment).

Analysis similarly revealed a greater amount of speeding was reported by those who travelled a greater number of kilometres per week ($r=.2$, $p<.001$).

Interestingly, 20.7% of drivers in the Moderate-excessive speed segment and 15.9% in the Low-level segment drove more than 14 hours per week, compared with only 7.1% in the Compliant segment combining the 'between 14 and 28 hours per week' and the 'more than 28 hours per week' categories. This highlights that drivers that engage in Moderate-excessive and Low-level speeding spend more time driving per week than Compliant drivers ($p<.05$).

As denoted by the differing letters in Table 3 (i.e., different letters within the same row denote a statistically significant difference), the Moderate-Excessive segment was significantly more likely to receive at least one speeding fine in the past 3 years, than the Low-level segment. The Low-level segment was also significantly more likely to receive one speeding fine in the past 3 years, compared to the Compliant segment.

Table 3. Demographic profile of participants by speeding segment (N=871, August 2020)

Demographic category	Response	Compliant (N=325)	Low-level (N=406)	Moderate-excessive (N=140)	Overall (N=807)
		% Participants			
Age	Under 25yrs	7a	12.7b	24.8c	13.3
	25-39yrs	18.3a	29.5b	35.8b	26.9
	40-59yrs	41.1a	32.7b	25.4b	34
	60yrs +	33.6a	25.1b	13.9c	25.8
		Mean age			
	Mean age	51.9a	46.4b	38.7c	46.7
		% Participants			
Gender	Females	52.8a	52.7a	33.2b	49.3
	Male	47.2a	47.3a	66.8b	50.7
Highest level of completed education	Less than Year 10	3.3a	3.2a	1.1a	3.1
	Year 10	14a	9.1b	9.3a,b	10.8
	Year 11	2.6a	4a	5.4a	3.7
	Year 12	16.4a,b	20.3a	12b	17.8
	Certificate III, IV or a Diploma	37.3a	35a	32.2a	35.4
	Undergraduate University degree	18.4a	21.4a	26.1a	20.8
	Postgraduate University degree	8.2a,b	7.1a	13.8b	8.5
Licence type (Unique estimates)	Open	78.4a	75.6a	51.1b	71.9
	P1, P2, P, L	4.3a	9.9b	16.4c	9.7
	R / RE (Motorbike licence)	17.4a	14.5a	32.5b	18.3
	Full-time	31.3a	38.3a	50.6b	37.8

Demographic category	Response	Compliant (N=325)	Low-level (N=406)	Moderate-excessive (N=140)	Overall (N=807)
		% Participants			
Main type of paid work during the past 12 months	Part-time/casual	17.6a	25.2b	29.9b	23.5
	Not in the work force - only studying	3.8a	4.6a	3.9a	4.6
	Not in the work force and not studying	47.3a	31.9b	15.5c	34.1
Whether a vehicle was driven as part of paid work	Percentage	23.6a	28.3a	33.6a	27.9
Type of main vehicle driven during the past 12 months	Hatchback	22.7a	27.1a	20.6a	24.1
	Sedan	31.6a	25.5a	29.9a	28.4
	Sports Car/Coupe	1.5a	2.4a	2.2a	2
	Station Wagon	5.3a	2.9a	3.1a	4
	SUV	23a	26.1a	19.9a	23.5
	Minivan	0.3a	2.7b	1.5a,b	1.6
	Ute	5.3a	5.6a	9.4a	6.1
	4WD	9.2a	6.9a	11.2a	8.8
	Motorcycle	0	0.6a	1.2a	0.5
	Moped/Scooter	0	0	0	0
	Bus	0	0	0	0
	Truck	0	0	0.6a	0.1
	Other	1.1a	0.1a	0.3a	1
Number of hours per week spent driving	Not at all	6a	2.3b	3.2a,b	4.8
	Less than 2 hours a week	25.7a	14b	13.8b	17.9
	Between 2 and 7 hours a week	38.6a,b	45.8a	33.7b	40.8
	Between 7 and 14 hours a week	22.6a	21.9a	28.5a	22.8
	Between 14 and 28 hours a week	5.4a	10.7b	13.1b	9.1

Demographic category	Response	Compliant (N=325)	Low-level (N=406)	Moderate-excessive (N=140)	Overall (N=807)
		% Participants			
	More than 28 hours a week	1.7a	5.2b	7.6b	4.7
Received at least one speeding fine in the past 3 years	Percentage of respondents	25.3a	34.3b	49.1c	33.1

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

Percentage of the time that Queensland drivers reported speeding in 50, 60 and 100 km/h zones

Drivers were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages reported were provided in different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over). If drivers did not speed at all in a particular zone, a response option could be ticked to indicate that they did not go over the speed limit for that zone (i.e., At or below the speed limit).

Table 4 shows results for 50 km/h, 60 km/h and 100 km/h speed zones. Mean percentages are reported for each response bracket (over the speed limit) or at or below the speed limit).

On average, drivers in the Moderate-excessive speed segment reported driving at or below the speed limit approximately 40% of the time across 50 km/h, 60 km/h and 100 km/h speed zones, while Low-level drivers did this approximately 65% of the time.

It is also noteworthy that:

- Across all speed zones, only a very small percentage of all speeding segments engaged in speeds more than 11 km/h and more than 20 km/h over the speed limit.
- The Compliant segment is generally unlikely to speed at all, with only a very small percentage reporting speeds greater than 5 km/h over the limit across all speed zones.
- The Low-level segment generally reported most 'speeding' as going between 1-5 km/h over the speed limit across all speed zones.
- The Moderate-excessive segment reported the higher prevalence of speeding more than 11 km/h over the speed limit.

It should, however, also be noted that speeding segments have been explicitly formed based on reported speeding behaviour. Accordingly, this should be considered in interpreting these 'trends'.

Table 4. Percentage of the time that Queensland drivers reported speeding in 50 km/h, 60 km/h and 100 km/h zones (August - September 2020)

Measure	Compliant	Low-level	Moderate-excessive	Overall
	Mean percentage			
For 50 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?				
At or below the speed limit	96.4a	64.2b	40.4c	71.3
1-5 km/h over the speed limit	3.3a	29.4b	26.9b	19.7
6-10 km/h over the speed limit	.2a	6.1b	16.2c	5.9
11-20 km/h over the speed limit	.0a	.3a	9.6b	1.9
More than 20 km/h over the speed limit	.0a	.0a	6.9b	1.3
For 60 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?				
At or below the speed limit	96.6a	66.3b	42.6c	73.1
1-5 km/h over the speed limit	3.2a	27.4b	23.4c	17.9
6-10 km/h over the speed limit	.3a	6.0b	16.5c	5.8
11-20 km/h over the speed limit	.0a	.3a	11.2b	2.1
More than 20 km/h over the speed limit	.0a	.0a	6.2b	1.1
For 100 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?				
At or below the speed limit	96.8a	65.8b	39.2c	71.8
1-5 km/h over the speed limit	2.8a	25.7b	20.2c	16.7
6-10 km/h over the speed limit	.3a	8.2b	19.0c	7.4
11-20 km/h over the speed limit	.0a	.3a	12.0b	2.4
More than 20 km/h over the speed limit	.0a	.0a	9.5b	1.8

For each speed zone: For the next questions, I'd like you to think about your speeding during the past 12 months on different types of roads. Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%. Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver. Please exclude weeks in which COVID-19 restrictions affected your typical driving habits. (Base: All participants). Ns – 50 km/h (Compliant N=298), (Low-level N=380), Moderate excessive N=129); - 60 km/h (Compliant N=317), (Low-level N=395), Moderate excessive N=134) – 100 km/h (Compliant N=292), (Low-level N=385), Moderate excessive N=132). Weighted results.

Percentage of the time that Queensland drivers reported speeding in road works or school zones

Speeding behaviour was also examined in road works zones and school zones limited to 40 km/h. Table 5 shows the mean percentage of time that drivers engaged in speeding by different amounts for these locations.

Drivers in the Moderate-excessive speed group reported driving at or below the speed limit 50.3% of the time in road works zones and 65.2% of the time in school zones. This highlights that this segment has a higher level of compliance in school and road works zones than in 50 km/h, 60 km/h and 100 km/h speed zones (where they were Compliant approximately 40% of the time). The segment, however, was still significantly less compliant than the Low-level and Compliant speeding segments in both school zones and in road works zones.

Interestingly, drivers in the Low-level speeding segment, who were compliant approximately 65% of the time across 50 km/h, 60 km/h and 100 km/h zones, showed increased compliance to 90.5% of the time when driving in school zones and 76.1% when driving in road works zones.

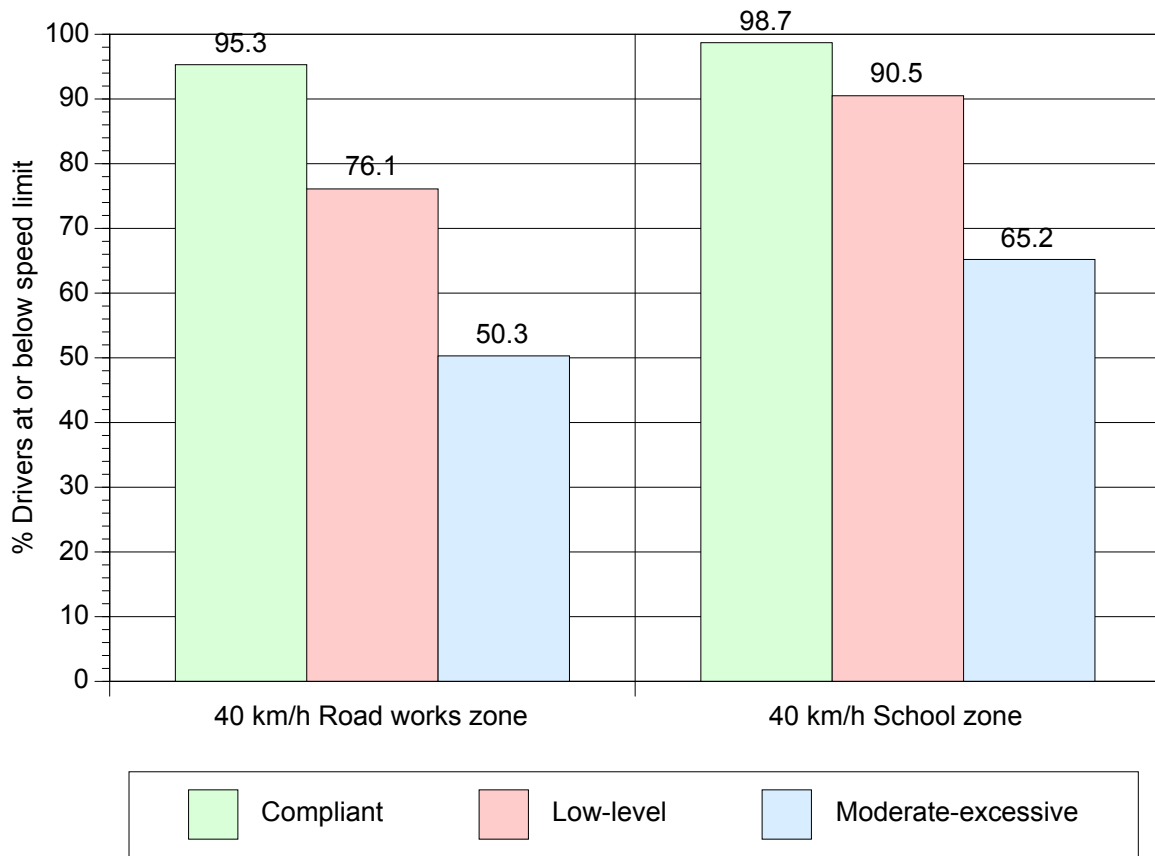
Overall, drivers in each segment reported higher levels of compliance in school zones than in road works zones.

Table 5. Percentage of the time that Queensland drivers reported speeding in road works or school zones (August - September 2020)

Measure	Compliant	Low-level	Moderate-excessive	Overall
	Mean percentage			
For roads that have been reduced to 40 km/h due to road works : During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?				
At or below the speed limit	95.3a	76.1b	50.3c	78.3
1-5 km/h over the speed limit	3.6a	17.4b	19.2b	12.9
6-10 km/h over the speed limit	1.1a	5.1b	16.3c	5.6
11-20 km/h over the speed limit	.1a	1.2b	8.0c	2
More than 20 km/h over the speed limit	.0a	.2a	6.2b	1.2
For roads outside schools reduced to 40 km/h during school zone hours: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?				
At or below the speed limit	98.7a	90.5b	65.2c	88.7
1-5 km/h over the speed limit	1.2a	7.5b	14.6c	6.6
6-10 km/h over the speed limit	.1a	1.8b	9.3c	2.6
11-20 km/h over the speed limit	.0a	.2a	5.3b	1.1
More than 20 km/h over the speed limit	.0a	.0a	5.5b	1
I didn't drive in these speed zones	.1a	.1a	.1a	0.1

Question: Now please answer in the same way for these special types of roads: Please exclude weeks in which COVID-19 restrictions affected your typical driving habits. Full the full question wording that preceded this question, refer Table 4 (Base: All participants). Ns - Around road works (Compliant N=286), (Low-level N=374), Moderate excessive N=120), – In school zones (Compliant N=290), (Low-level N=369), Moderate excessive N=124). Weighted data.

Figure 12. Percentage of the time that Queensland drivers reported travelling at or below the speed limit in road works zones or in school zones (N=783, August - September 2020)



Question: Now please answer in the same way for these special types of roads: Please exclude weeks in which COVID-19 restrictions affected your typical driving habits. Full the full question wording that preceded this question, refer Table 4 (Base: All participants). Ns - Around road works (Compliant N=286), (Low-level N=374), Moderate excessive N=120), – In school zones (Compliant N=290), (Low-level N=369), Moderate excessive N=124). Weighted data.

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

Drivers were asked to estimate the percentage of their overall speeding that was accidental in each speed zone. This was to examine the percentage of time that drivers believed that they were speeding intentionally versus accidentally. Results for 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones are presented in Table 6 and Figure 13. Mean percentages are reported in these results.

Drivers in the Moderate-excessive segment reported a significantly lower percentage of accidental speeding across 50 km/h, 60 km/h and 100 km/h speed zones than drivers in the Low-level and Compliant speed segments (each $p < .05$). This suggests that the Moderate-excessive speeding segment is more intentional in their speeding than the Low-level and Compliant segments.

Reflecting a similar trend, drivers in the Moderate-excessive speed segment also reported a significantly lower percentage of accidental speeding around road works and school zones than Compliant drivers.

Some interesting differences were also observed in the amount of accidental speeding for different speed zones. The percentage of accidental speeding for drivers in the Moderate-excessive speed segment was lowest in the 100 km/h zone (52.4%). This may suggest that drivers in the Moderate-excessive speed segment are somewhat more intentional in their speeding in 100 km/h zones than in 50 km/h and 60 km/h zones. This means that such drivers are intentionally speeding in 100 km/h zones approximately half of the time (47.6%).

It is similarly noteworthy that the highest overall level of accidental speeding reported across all three speed segments was in school zones (70.7% overall), suggesting that drivers overall across all segments are engaging in less intentional speeding in school zones than for other locations.

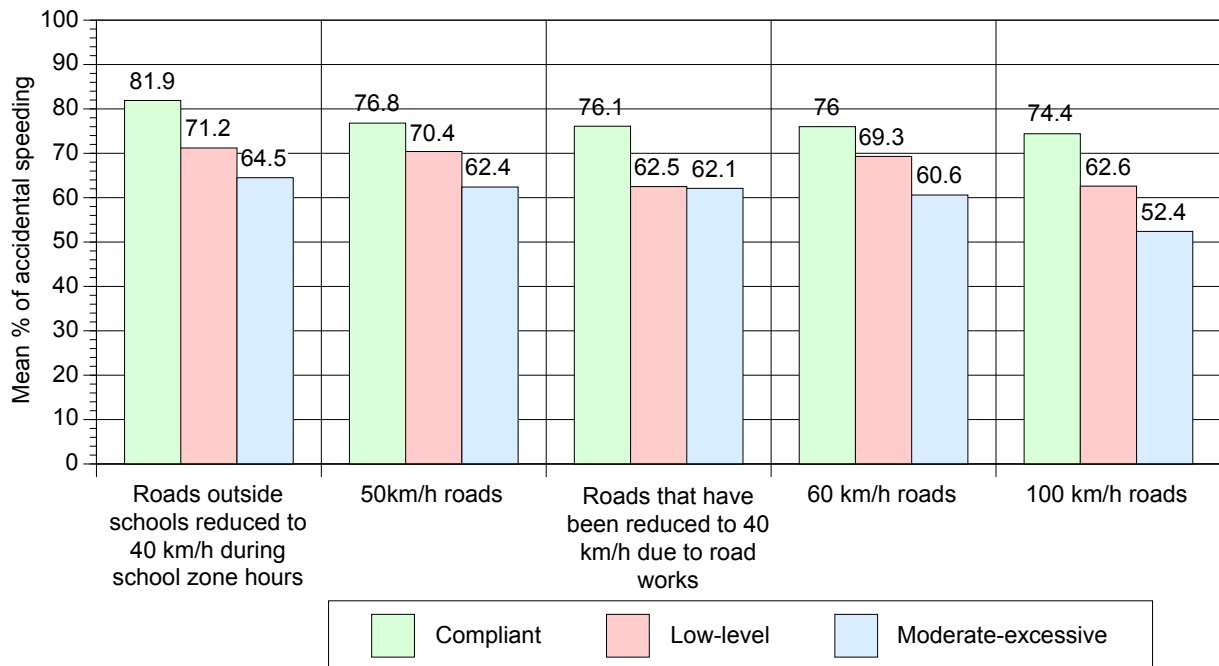
The level of accidental speeding in road works zones was similar to that reported for 50 km/h, 60 km/h and 100 km/h zones. Interestingly, drivers in the Low-level segment reported lower levels of accidental speeding in road works zones (62.5%) than in 50 km/h (70.4%) and 60 km/h (69.3%) speed zones. This may suggest that drivers in the Low-level segment are more intentional in their speeding in road works zones than in 50 km/h and 60 km/h zones.

Table 6. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (August - September 2020)

What percentage of your overall speeding on this type of road was accidental?	Compliant	Low-level	Moderate-excessive	Overall
	Mean percentage			
50 km/h roads	76.8a	70.4b	62.4c	70.3
60 km/h roads	76.0a	69.3b	60.6c	69.2
100 km/h roads	74.4a	62.6b	52.4c	63.1
Roads that have been reduced to 40 km/h due to road works	76.1a	62.5b	62.1b	65.3
Roads outside schools reduced to 40 km/h during school zone hours	81.9a	71.2a,b	64.5b	70.7

Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Ns – 50 km/h (Compliant N=174), (Low-level N=365), Moderate excessive N=128); - 60 km/h (Compliant N=181), (Low-level N=382), Moderate excessive N=133) – 100 km/h (Compliant N=157), (Low-level N=366), Moderate excessive N=130) – Around road works (Compliant N=107), (Low-level N=261), Moderate excessive N=107), – In school zones (Compliant N=53), (Low-level N=366), Moderate excessive N=130). Weighted results.

Figure 13. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (August - September 2020)



Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn't mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Ns – 50 km/h (Compliant N=174), (Low-level N=365), Moderate excessive N=128); - 60 km/h (Compliant N=181), (Low-level N=382), Moderate excessive N=133) – 100 km/h (Compliant N=157), (Low-level N=366), Moderate excessive N=130) – Around road works (Compliant N=107), (Low-level N=261), Moderate excessive N=107), – In school zones (Compliant N=53), (Low-level N=366), Moderate excessive N=130). Weighted results.

Factors reported to increase the likelihood of speeding in Queensland

Drivers were asked to rate the extent to which various factors influenced their likelihood of speeding. Table 7 shows the factors influencing speeding behaviour using a scale from Much less likely to Much more likely.

Figure 14 shows the same results where more likely and much more likely results are combined to show overall trends.

Findings showed that the top three factors making drivers in each speed segment more likely or much more likely to speed were as follows:

The top three factors making drivers in each speed segment *more likely or much more likely* to speed were as follows:

Factors	Compliant	Low-level	Moderate-excessive
Overtaking another vehicle	60.9%	86.1%	82%
Driving down a hill	49.3%	72.8%	75.5%
Most other vehicles in the traffic flow are exceeding the speed limit	24.6%	64.3%	
Running late			73.7%

Results showed that 45.6% of drivers in the Moderate-excessive speed segment reported that they would be more likely/much more likely to speed in areas where they don't think there are speed cameras. This compares with only 3.3% of drivers in the Compliant segment and 19.4% in the Low-level segment. This further highlights the intentionality of the speeding behaviour of this segment.

Also of note, the top three factors making drivers in each speed segment less likely/much less likely to speed were as follows:

Factors	Compliant	Low-level	Moderate-excessive
The roads are wet	75.5	81.4	60.8
Have child passengers in the vehicle	41.3	58.88	49.9
At night	37.9	41.4	
Receiving a mobile call while driving			38.1

Table 7. Factors reported to increase the likelihood of speeding in Queensland
(N=618-854, August – September 2020)

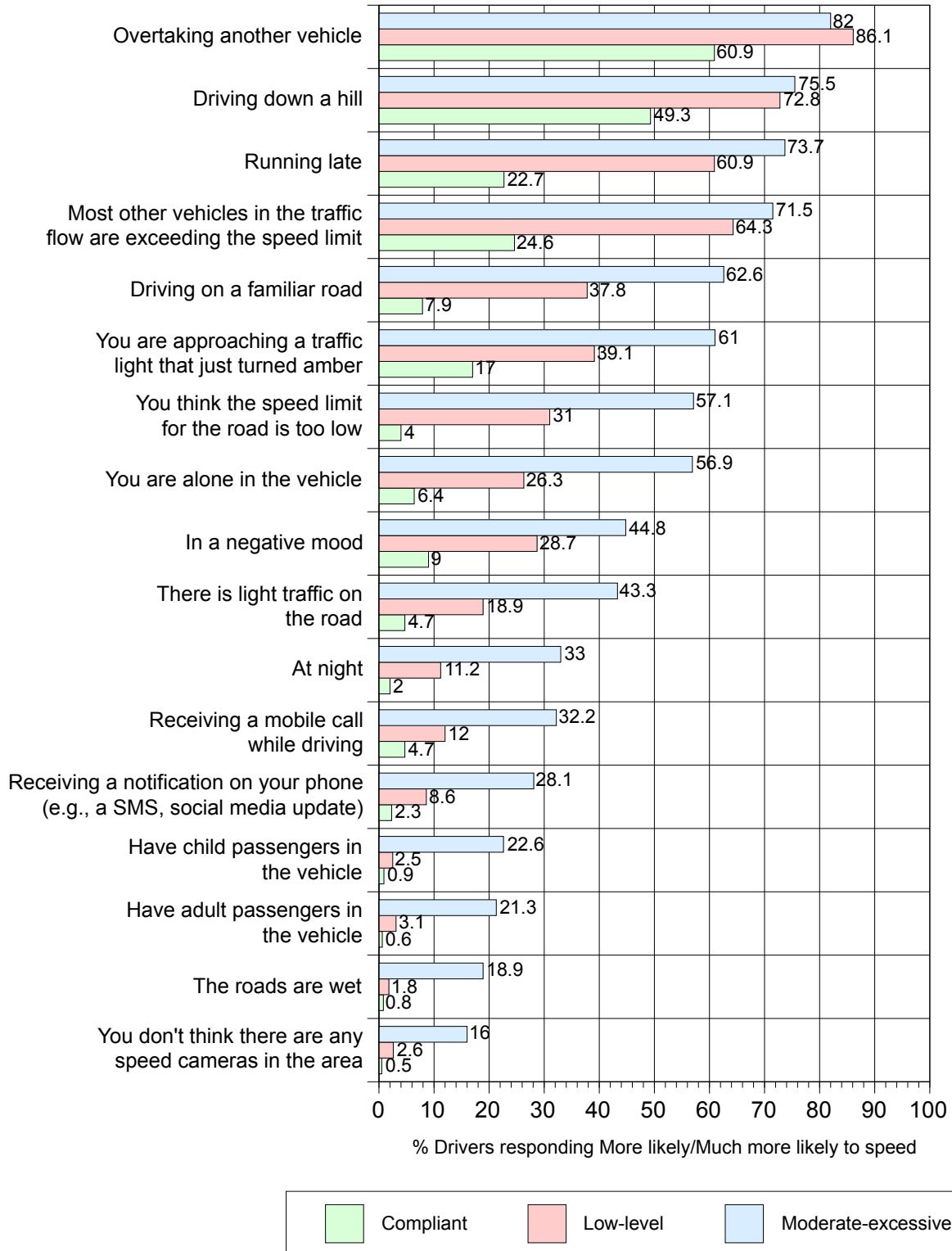
Factors influencing speed behaviour	Likelihood of speeding	Compliant	Low-level	Moderate-excessive	Overall
		Mean percentage			
Receiving a notification on your phone (e.g., a SMS, social media update)	Much less likely	10.4a	13.7a	16.5a	13.3
	Less likely	5.5a	10.9b	11a,b	9.8
	No impact on my speed	81.8a	66.8b	44.4c	66.4
	More likely	1.2a	7.2b	16.2c	7.1
	Much more likely	1.1a	1.4a	11.9b	3.4
Receiving a mobile call while driving	Much less likely	12.2a	16.4a	19.4a	15.9
	Less likely	5.9a	12.2b	18.7b	11.6
	No impact on my speed	77.2a	59.3b	29.6c	59
	More likely	3a	10.2b	19c	9.5
	Much more likely	1.7a	1.8a	13.2b	4.1
Most other vehicles in the traffic flow are exceeding the speed limit	Much less likely	9.5a	3.2b	4.4b	5.9
	Less likely	4.9a	5.4a	4.6a	5.5
	No impact on my speed	61a	27.1b	19.4b	37.6
	More likely	22.7a	51.4b	39.1c	38.5
	Much more likely	1.9a	12.9b	32.4c	12.5
Driving down a hill	Much less likely	4.9a	3.5a	4.5a	4.2
	Less likely	5.4a	5.5a	4.9a	5.5
	No impact on my speed	40.4a	18.2b	15b	25.9
	More likely	46.3a	61.4b	48.7a	53.2
	Much more likely	3a	11.4b	26.8c	11.3
Running late	Much less likely	7.7a	2.4b	1.2b	4.1
	Less likely	4.1a,b	3.7a	7.9b	4.8
	No impact on my speed	65.5a	33b	17.2c	41.5
	More likely	21.6a	51.5b	43.7b	39
	Much more likely	1.1a	9.4b	30c	10.5
In a negative mood	Much less likely	6.1a	5.2a	9.5a	6.3
	Less likely	3.9a	5.5a	11.4b	6.5
	No impact on my speed	81.1a	60.6b	34.2c	62.6

Factors influencing speed behaviour	Likelihood of speeding	Compliant	Low-level	Moderate-excessive	Overall
		Mean percentage			
	More likely	8.5a	25.4b	28.5b	19.9
	Much more likely	0.5a	3.3b	16.3c	4.7
Overtaking another vehicle	Much less likely	5.6a	1.2b	9a	4.3
	Less likely	1.8a	2.6a	3.5a	2.8
	No impact on my speed	31.8a	10.2b	5.5b	17.1
	More likely	53.1a	58.4a	31.2b	51.2
	Much more likely	7.8a	27.7b	50.8c	24.5
You are approaching a traffic light that just turned amber (orange)	Much less likely	10.1a	6.6a,b	2.8b	7.4
	Less likely	11.3a	14a	12.2a	13
	No impact on my speed	61.7a	40.3b	24.1c	44.5
	More likely	15.8a	32.4b	39.9b	27.8
	Much more likely	1.2a	6.7b	21.1c	7.3
Driving on a familiar road	Much less likely	7.3a	2.7b	4.2a,b	4.7
	Less likely	3.8a	4.8a	5.5a	4.7
	No impact on my speed	81a	54.7b	27.8c	58.9
	More likely	7.7a	34.3b	45.4c	26.9
	Much more likely	0.2a	3.5b	17.2c	4.8
There is light traffic on the road	Much less likely	8.1a	3.7b	6.7a,b	5.9
	Less likely	4.8a	7.2a	8.8a	7.1
	No impact on my speed	82.3a	70.3b	41.2c	68.7
	More likely	4.2a	17b	26.6c	14.3
	Much more likely	0.5a	1.9a	16.7b	4
At night	Much less likely	15a	10b	13.5a,b	12.4
	Less likely	22.9a	31.4b	22.4a	26.3
	No impact on my speed	60.1a	47.4b	31.2c	49
	More likely	2a	9.6b	19.5c	9
	Much more likely	0	1.6a	13.5b	3.3
The roads are wet	Much less likely	31.4a,b	35.3a	26.6b	32.3
	Less likely	44.1a	46.1a	34.2b	43

Factors influencing speed behaviour	Likelihood of speeding	Compliant	Low-level	Moderate-excessive	Overall
		Mean percentage			
	No impact on my speed	23.7a	16.7b	20.3a,b	19.8
	More likely	0.3a	0.7a	8.7b	2.3
	Much more likely	0.5a	1.1a	10.2b	2.6
Have adult passengers in the vehicle	Much less likely	8.8a	9.3a	10a	9.5
	Less likely	10.1a	19.7b	18.5b	16.1
	No impact on my speed	80.4a	67.9b	50.2c	68.6
	More likely	0.3a	2.3b	6.4c	2.7
	Much more likely	0.3a	0.8a	14.9b	3.1
Have child passengers in the vehicle	Much less likely	20.3a	25.9a	27.8a	24.4
	Less likely	21a	32.9b	22.1a	26.4
	No impact on my speed	57.9a	38.7b	27.5c	42.8
	More likely	0.4a	1.2a	16.4b	4.3
	Much more likely	0.5a	1.3a	6.2b	2.1
You are alone in the vehicle	Much less likely	6.6a	3.9a	4.7a	5.1
	Less likely	3.2a	2.6a	4.5a	3.5
	No impact on my speed	83.8a	67.2b	33.9c	66.9
	More likely	5a	22.8b	38.6c	19.1
	Much more likely	1.4a	3.5a	18.3b	5.5
You think the speed limit for the road is too low	Much less likely	6.5a	3.8a	4.2a	5
	Less likely	6.1a	3.6a	6.2a	5.1
	No impact on my speed	83.4a	61.5b	32.6c	64
	More likely	3.7a	29.3b	33.9b	20.8
	Much more likely	0.3a	1.7a	23.2b	5.1
You don't think there are any speed cameras in the area	Much less likely	8.6a	4.7b	5.8a,b	6.4
	Less likely	3.7a	4.1a	5.7a	4.4
	No impact on my speed	84.4a	71.8b	43c	70.9
	More likely	2.8a	16.8b	29.6c	14.1
	Much more likely	0.5a	2.6b	16c	4.2

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

Figure 14. Factors reported to increase the likelihood of speeding in Queensland (N=618-854, August – September 2020)



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

How many kilometres over the speed limit was considered to be speeding by Queensland drivers?

As part of the survey, drivers were asked how many kilometres per hour they would need to be driving before they personally considered themselves to be 'speeding' across 50 km/h, 60 km/h and 100 km/h speed zones. Table 8 and Figure 15 show the mean number of kilometres per hour over the speed limit that participants considered to be 'speeding'.

On average, drivers in the Moderate-excessive speed segment reported a significantly higher number of kilometres per hour for each of the three speed zones than drivers in the Low-level and Compliant segments (each $p < .05$).

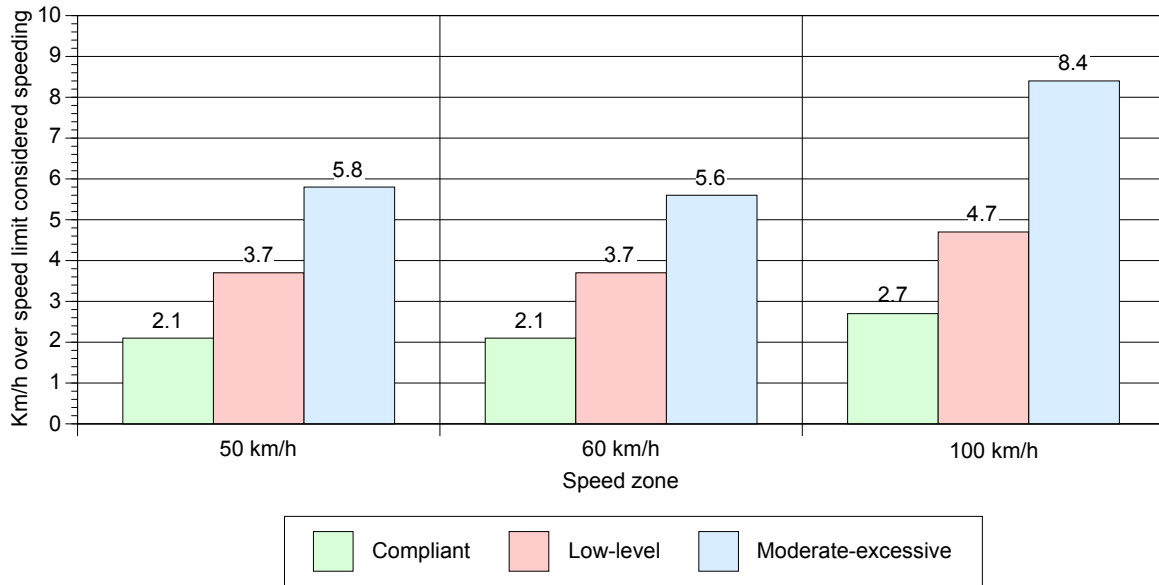
For example - In 100 km/h speed zones, drivers in the Moderate-excessive segment considered themselves to be speeding at an average of 8.4 km/h over the speed limit, while this figure for drivers in the Compliant segment was 2.7 km/h. Responses for drivers in the Low-level segment were also significantly higher than drivers in the Compliant segment for each of the speed zones (each $p < .05$).

Table 8. How many kilometres over the speed limit was considered to be speeding by Queensland drivers (N=900, August - September 2020)

Speed zone	Compliant (n=325)	Low-level (n=406)	Moderate- excessive (n=140)	Overall (N=900)
	Mean km/h over speed limit			
50 km/h speed zone	2.1a	3.7b	5.8c	3.5
60 km/h speed zone	2.1a	3.7b	5.6c	3.5
100 km/h speed zone	2.7a	4.7b	8.4c	4.6

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

Figure 15. How many kilometres over the speed limit was considered to be speeding by Queensland drivers (N=871, August – September 2020)



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

Attitudes towards speeding and the risks of speeding in Queensland

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), drivers were asked rate how much they agreed or disagreed with a range of statements about speeding or the risks of speeding. Table 9 and Figure 16 show driver attitudes towards speeding for the three segments, presented as means.

Analysis showed that the attitudes of drivers in the Moderate-excessive speed segment were significantly different from drivers in the Low-level and Compliant segments. However, a notable exception related to the perception - *I am less likely than others to be involved in a crash due to speeding*, where there were no significant differences between any of the three segments. This is surprising, as it suggests that all segments were similar in their view about being at risk for a crash from speeding.

While many differences were apparent, two larger differences between the Compliance and Moderate-excessive segment related to the attitudes: *It's not really speeding, if I only go over the limit by a few kilometres* (a mean difference of 1.3 between the Compliant and Moderate-excessive segments) and *Low level speeding is socially acceptable* (a mean difference of 1.1 between the Compliant and Moderate-excessive segments).

This further suggests that the Moderate-excessive segment has a very different 'cognitive' definition of 'speeding'.

Comparison with 2015-2019 RSPAT survey results

As mentioned previously, this project involved the redevelopment of the previously used RSPAT survey. Only a small number of items were retained from previous survey versions, and even these items underwent slight revisions in question wording and response formats, making direct comparisons to data from previous surveys inherently difficult. Thus, the reader is urged to interpret these comparisons with extreme caution given the important changes that were made and the impact these might have on subsequent interpretations.

In 2020, 67.9% of drivers agreed or strongly agreed with the statement: *I am likely to be caught by police if I speed*. This compares with between 77.9% and 84% of respondents in the 2015 to 2019 surveys.

The lower result in 2020, however is possibly due to the response scale changing from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'. There was also a slight change in the wording of the item in 2020 to exclude the words 'I think that', but this is unlikely to have changed the underlying premise of the question.

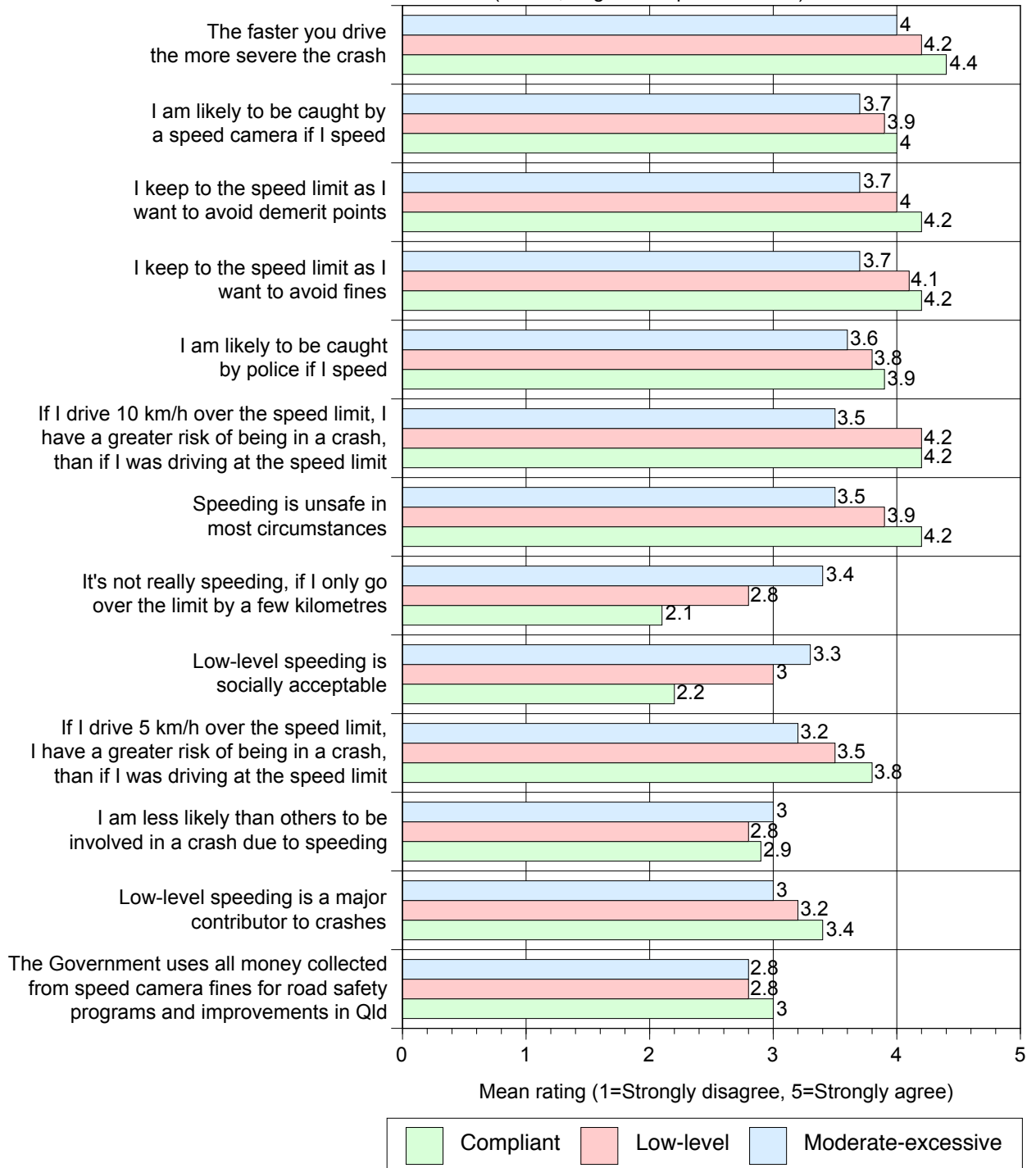
For a more detailed description of results comparing 2015-2019 to 2020, see Table 17 in Appendix B.

Table 9. Attitudes towards speeding and the risks of speeding in Queensland
(N=900, August – September 2020)

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

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

Figure 16. Attitudes towards speeding and the risks of speeding in Queensland (N=871, August – September 2020)



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

Attitudes towards speed cameras and the enforcement of speeding in Queensland

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), drivers were asked to rate how much they agreed or disagreed with a set of statements about speed camera enforcement. Table 10 and Figure 17 show the level of support for speed camera enforcement for each segment.

The highest level of support across all three segments related to the use of cameras to monitor people using mobile phones while driving in Queensland, with all segments providing a mean agreement rating of at least 4.0.

It is similarly noteworthy that drivers in the Moderate-excessive speeding segment, on average, had significantly lower levels of support for the use of all types of enforcement cameras than drivers in the Low-level and Compliant segments ($p < .05$).

In addition, the Low-level segment had lower support for some camera enforcement measures, than the Compliant segment. Most notably, there was significantly lower support for point-to-point speed cameras ($p < .05$).

Attitudes relating to driver responses to the presence of speed cameras showed a similar trend. Drivers in the Moderate-excessive segment had significantly higher agreement ratings than the Low-level and Compliant segments for two items: *I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera* and *I warn other motorists of speed cameras by flashing my headlights*.

This may suggest that the Moderate-excessive segment has generally a more cavalier attitude to speed camera enforcement. This may also highlight that they take speeding less seriously and may show a tendency for greater use of punishment avoidance strategies.

Interestingly, there were no significant differences in perceptions of revenue raising across the speeding segments. That said, there was significantly greater skepticism of the road safety benefits of speed cameras among those drivers in the Moderate-excessive and Low-level segments. Overall, there was moderate support of both statements, suggesting that many respondents simultaneously held views that speed cameras are used for revenue raising and safety. Such paradoxical attitudes are consistent with previous research examining attitudes towards speed enforcement.

Comparisons with 2015-2019 RPSAT survey results

A small number of comparisons were undertaken, comparing similar items on the current survey with items from previous RSPAT surveys. That said, the reader is urged to interpret these comparisons with extreme caution given that a number of important changes were made to item wording and/or response formats and the impact they may have on subsequent interpretations.

In the current survey, 55.7% of drivers agreed or strongly agreed that *Speeding cameras are there to raise revenue for Government*. This compares with between 67% and 74.4% of respondents in the 2015 to 2019 surveys.

Similarly, in the current survey, 52.2% of drivers agreed or strongly agreed that *Speed cameras help reduce the road toll*. This compares with between 63.1% and 69.3% of respondents in the 2015 to 2019 surveys.

The lower results on these items in 2020 may be attributable to the introduction of a 'neutral' category which increased the points in the response scale from 4 to 5. In addition, the wording of the response scale also changed slightly in 2020, from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.

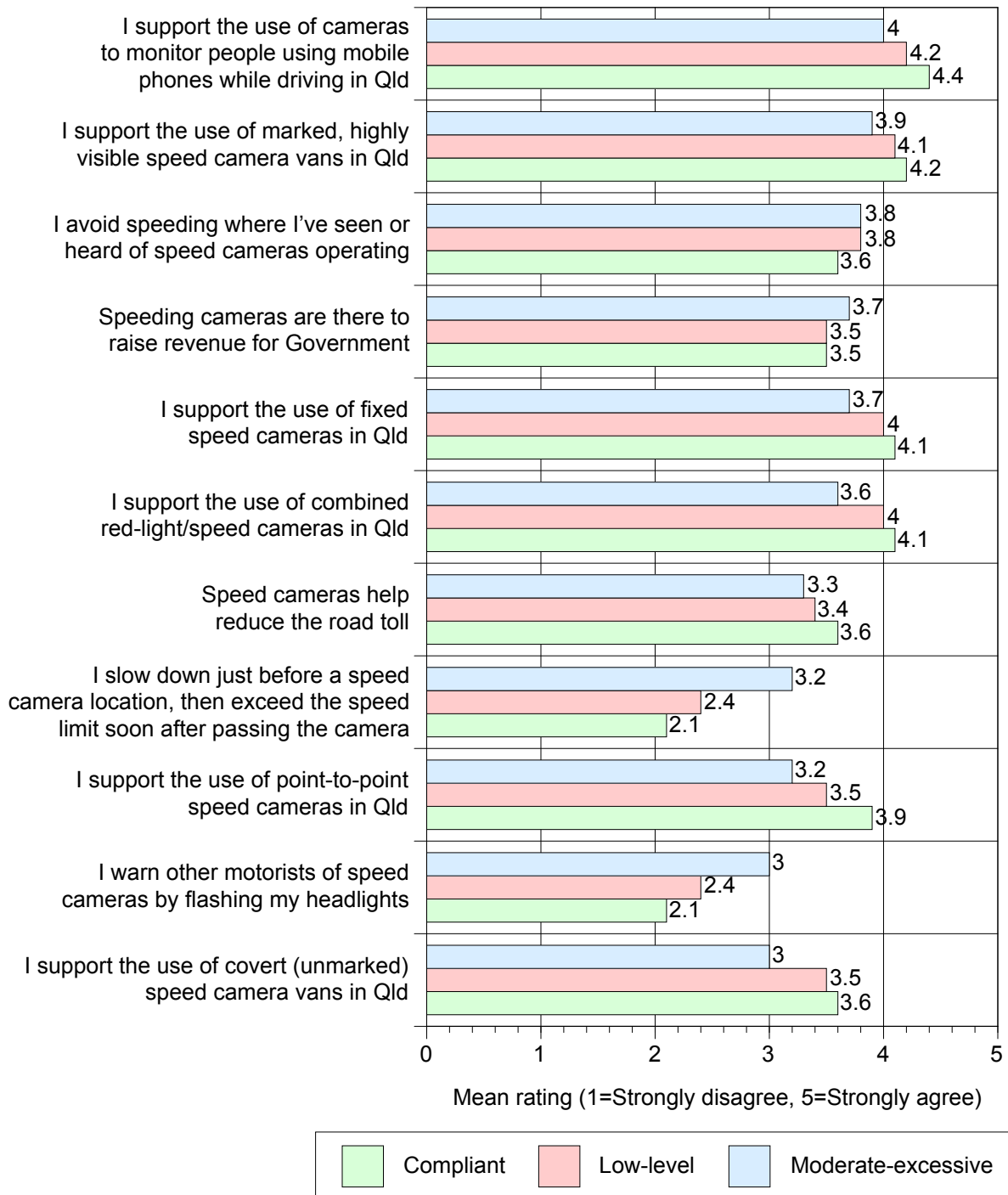
For a more detailed description of results comparing 2015-2019 to 2020, see Table 17 in Appendix B.

Table 10. Attitudes towards speed cameras and the enforcement of speeding in Queensland (N=900, August – September 2020)

Measure	Compliant (N=325)	Low-level (N=406)	Moderate-excessive (N=140)	Overall (N=900)
	Mean agreement (1= strongly disagree, 5=strongly agree)			
Support for speed camera enforcement				
I support the use of covert (unmarked) speed camera vans in Queensland	3.6a	3.5a	3.0b	3.4
I support the use of marked, highly visible speed camera vans in Queensland	4.2a	4.1a	3.9b	4.1
I support the use of fixed speed cameras in Queensland	4.1a	4.0b	3.7c	4.0
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	3.9a	3.5b	3.2c	3.6
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	4.1a	4.0a	3.6b	3.9
I support the use of cameras to monitor people using mobile phones while driving in Queensland	4.4a	4.2b	4.0c	4.2
Other attitudes relating to speed camera enforcement				
Speeding cameras are there to raise revenue for Government	3.5a	3.5a	3.7a	3.6
Speed cameras help reduce the road toll	3.6a	3.4b	3.3b	3.4
Driver responses to speed camera enforcement				
I avoid speeding where I've seen or heard of speed cameras operating	3.6a	3.8b	3.8b	3.7
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	2.1a	2.4b	3.2c	2.4
I warn other motorists of speed cameras by flashing my headlights	2.1a	2.4b	3.0c	2.4

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

Figure 17. Attitudes towards speed cameras and the enforcement of speeding in Queensland (N=871, August – September 2020)



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

Other attitudes relating to speed camera tolerances, speeding fines and use of revenue

Respondents were also asked to report what they believed the enforcement tolerance is in relation to speed cameras (then amount above the speed limit before fines are issued), along with a number of questions relating to speed cameras and fine revenue. Results are provided in Table 11 and Figure 18.

Some interesting trends for speeding segments were observed in results. Drivers in the Moderate-excessive speed segment reported on average a significantly higher perceived enforcement tolerance of speed cameras (12.9%) than drivers in the Low-level (4.7%) and Compliant (4.1%) segments. This highlights that drivers who engage in Moderate-excessive speeding believe they have a much greater 'leeway' before they'll be fined, compared to other drivers.

Drivers were asked to rate the importance of various factors for choosing how speed camera locations are selected in Queensland. The item with the highest importance rating across all three speed segments was 'Locations that have a history of speed-related crashes' (overall agreement rating mean was 4.4).

While drivers in the Moderate-excessive segment rated the importance of all items lower than the Compliant segment, it is somewhat encouraging there was still general agreement that speed camera locations are chosen for road safety reasons (means between 3.8 and 4.2).

Drivers were additionally asked whether they knew that it was a legislative requirement for the Government to use money collected from speed and red light camera offences for road safety programs and improvements in Queensland. Drivers in the Moderate-excessive segment had significantly greater knowledge of the use of fine revenue than drivers in the Low-level and Compliant segments ($p < .05$).

The final item of relevance to speeding offences related to driver knowledge of the first bracket of a speeding fine. The correct answer was 1-12 km/h over the speed limit. In total, only 14.2% of all drivers provided this correct answer and interestingly, a higher percentage of the Moderate-excessive speeding segment (22.7%) got this correct, compared to the Compliant segment (7.5%).

Nevertheless, this still illustrates that just under 80% of the Moderate-excessive segment still don't know the first bracket of a speeding fine. This may suggest that fines generally are not top-of-mind for this segment, nor any Queensland drivers.

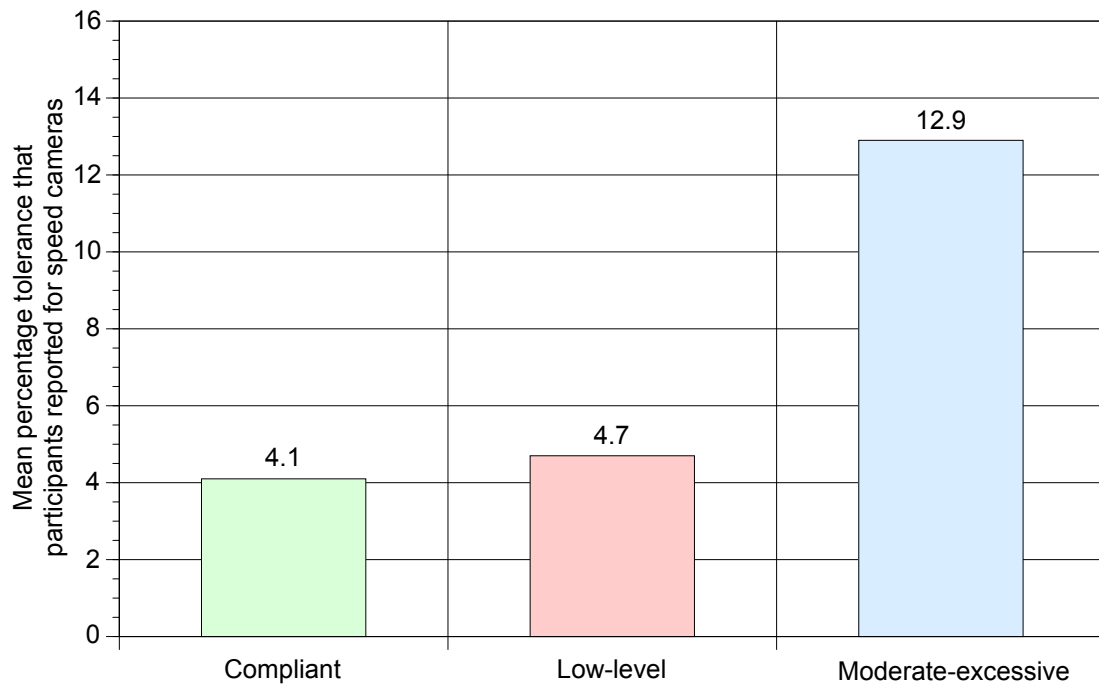
More importantly, the data shows that 69.2% of all respondents believe the first offence bracket is lower than it is. Such a finding has important implications for policy and suggests the first offence bracket could potentially be lowered without much opposition from the public.

Table 11. Other attitudes relating to speed camera tolerances, speeding fines and use of revenue (N=900, August – September 2020)

Measure	Compliant (N=325)	Low-level (N=406)	Moderate- excessive (N=140)	Overall (N=900)
	Mean			
Beliefs about speed camera tolerances (Mean percentage)				
What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)?	4.1a	4.7a	12.9b	5.9
How important do you think the following factors are for choosing how speed camera locations are selected? (Mean score (1=not at all important, 5=very important))				
Locations where the most fines are issued	3.7a	3.6a	3.5a	3.6
Roads where a lot of motorists exceed the speed limit	4.4a	4.2b	3.8c	4.2
Locations that have a history of speed-related crashes	4.5a	4.5a	4.2b	4.4
Where the public complain about speeding drivers	4.2a	4.1a	3.8b	4.1
Knowledge of use of fine revenue				
	Percentage			
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland? (% Aware)	33.3	27.5	46.9	33.2
Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? (brackets provided)				
	Percentage			
1-6 km/h over the speed limit	52.3a	40.7b	27.1c	42.1
1-9 km/h over the speed limit	24.6a	28.3a	29.2a	27.1
1-12 km/h over the speed limit	7.5a	16b	22.7b	14.2
1-15 km/h over the speed limit	2.4a	4a	13.9b	5.3
Don't know	13.2a	11a,b	7.1b	11.3

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

Figure 18. Driver perceptions of speed camera enforcement tolerances (amount above the speed limit before fines are issued) (N=871, August – September 2020)



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

Comparisons with 2015-2019 RSPAT survey results

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

These comparisons show that overall, the percentage of respondents that are aware of the use of revenue from speed and red light camera fines has remained consistent over the past five years. Results from 2015-2019 ranged from 31% to 34.2% of respondents, compared with 33.2% in 2020. It is worth noting that the 2020 response scale did not include a 'not sure' category'.

The item relating to driver knowledge of the first bracket of a speeding fine has only been part of the RSPAT survey since 2018. The overall percentage of respondents that selected the correct answer (1-12 km/h over the speed limit) has remained fairly consistent from 2018 to 2020 (13.7% in 2018, 11.2% in 2019 and 14.2% in 2020). Across the three years, the bracket most commonly selected was 1-6 km/h over the speed limit (43.3% in 2018, 43.2% in 2018 and 42.1% in 2020). It is worth noting that the wording of the question in 2020 was more concise and did not include reference to the fine and demerit point amounts, however the response scale remained the same.

For a more detailed description of results comparing 2015-2019 to 2020, see Table 17 in Appendix B.

Speeding fines, crashes and unsafe driving behaviours reported by speeding segments

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

Speeding fines and crashes

The Moderate-excessive segment reported the most speeding fines over the past 3 years in each of the five speeding brackets. Drivers in the Compliant speed segment reported zero speeding fines for all speed brackets above 13 km/h over the speed limit. Drivers in the Low-level speed segment reported zero speeding fines for all speed brackets above 20 km/h over the speed limit.

The same trend occurred in relation to self-reported crashes over the past 3 years.

Together, this further validates the self-reported speeding behaviour of segments and highlights that the Moderate-excessive segment is more frequently fined for their behaviour, as well as supports the assertion that increased speed leads to increased likelihood of traffic crash involvement.

Other unsafe driving practices

Results relating to the self-reported frequency of unsafe driving practices followed a similar trend, with the Moderate-excessive speeding segment generally reporting engaging in unsafe driving practices more frequently than the Compliant and Low-level segments.

It is noteworthy that the top three unsafe driving practices for drivers in the Moderate-excessive segment were:

- ④ Driving when fatigued (mean=2.4) (43.1% reported doing this sometimes, often or always)
- ④ Use of mobile phone without hands-free (including texting and talking) (mean=2.1) (35.4% reported doing this sometimes, often or always)
- ④ Tailgating another motorist (mean=2.1) (31.6% reported doing this sometimes, often or always)

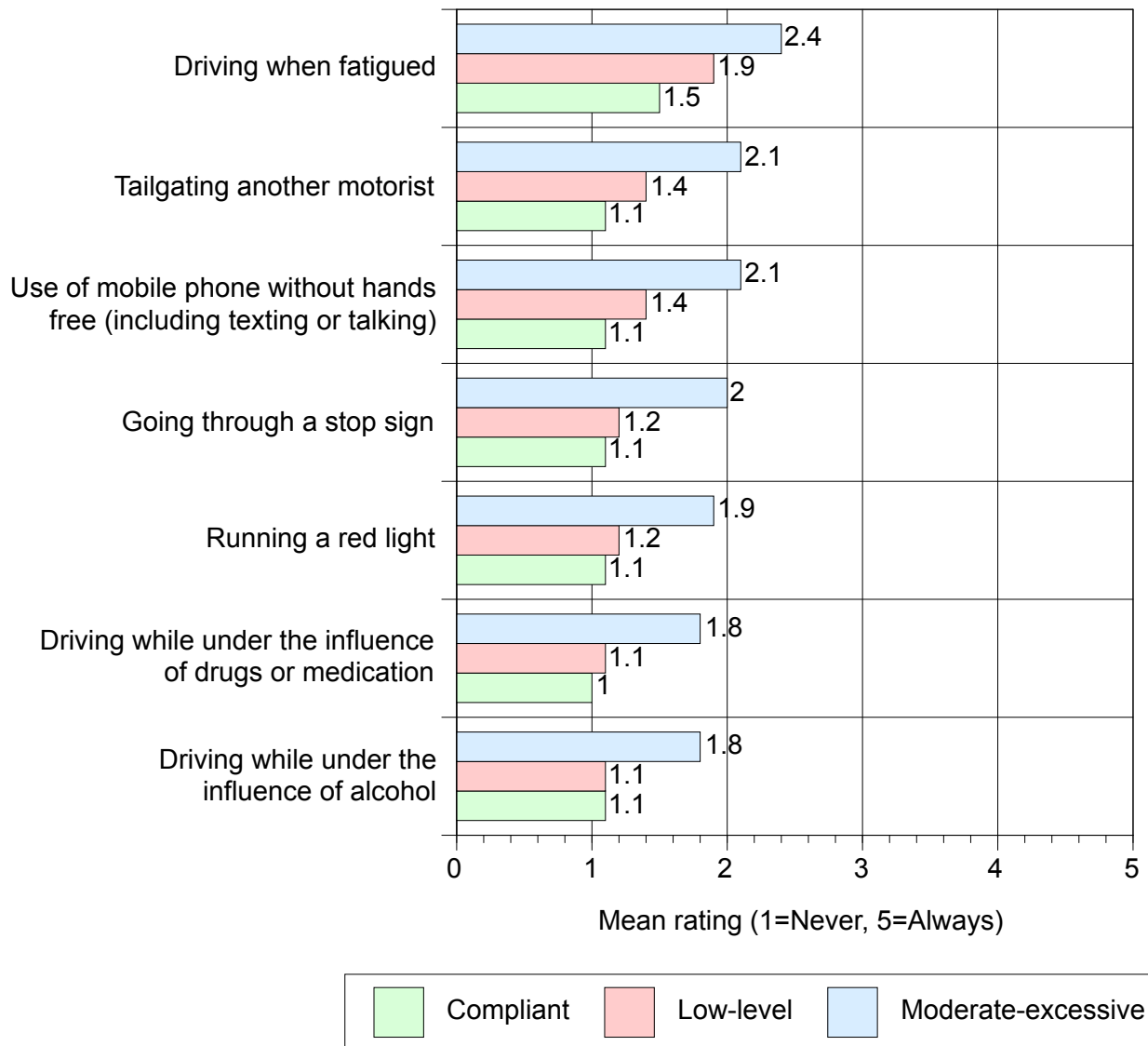
The same trend similarly emerged for the Low-level segment, however, the Compliant segment reported engaging in all unsafe practices very infrequently. Together, findings highlight that speeding behaviour is strongly associated with a number of additional unsafe driving practices and that the Moderate-excessive segment, in particular, displays a range of unsafe driving practices that could benefit from intervention, in addition to speeding.

Table 12. Speeding fines, crashes and unsafe driving behaviours reported by speeding segments (N=900, August – September, 2020)

Measure	Compliant	Low-level	Moderate-excessive	Overall (N=900)
	Mean			
How many speeding fines have you received during the past 3 years for the following? (Mean number of speeding fines)				
Speeding less than 13 km/h over the speed limit	.4a	.7b	.9b	0.7
Speeding between 13 km/h and 20 km/h over the speed limit	.0a	.1a	.7b	0.3
Speeding between 20 km/h and 30 km/h over the speed limit	.0a	.0a	.3b	0.1
Speeding between 30 km/h and 40 km/h over the speed limit	.0a	.0a	.2b	0
Speeding over 40 km/h and over the speed limit	.0a	.0a	.2b	0.1
During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (mean number of crashes)				
Mean number of crashes	.1a	.1a	1.3b	0.3
During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score, 1= Never, 5=Always)				
Use of mobile phone without hands free (including texting or talking)	1.1a	1.4b	2.1c	1.4
Running a red light	1.1a	1.2b	1.9c	1.3
Going through a stop sign	1.1a	1.2b	2.0c	1.3
Driving while under the influence of alcohol	1.1a	1.1a	1.8b	1.2
Driving while under the influence of drugs or medication	1.0a	1.1a	1.8b	1.2
Driving when fatigued	1.5a	1.9b	2.4c	1.8
Tailgating another motorist	1.1a	1.4b	2.1c	1.4

(Base: All participants) N - Speeding tickets - (Compliant N=77), (Low-level N=139), (Moderate-excessive N=73); Crashes - (Compliant N=325), (Low-level N=406), (Moderate-excessive N=140); Unsafe driving behaviours - (Compliant N=325), (Low-level N=406), (Moderate-excessive N=140). Weighted data.

Figure 19. Speeding fines, crashes and unsafe driving behaviours reported by speeding segments (N=871, August – September, 2020)



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

Summary of major findings

Context

While an attitudinal road safety survey (RSPAT survey) had been undertaken for nearly two decades, the Department of Transport and Main Roads – Queensland (TMR) saw potential to further improve the design in 2020. The aim was to develop a more focused research instrument that could support communications and activities of the Department in the field of road safety.

For this reason, the survey was completely re-designed, with a specific focus on the measurement of the prevalence and determinants of speeding in Queensland.

The current study involved an online panel survey of N=900 licensed drivers in Queensland aged 16 years or older (N=850 from an online panel and N=50 from a top-up sample of young people with Learner, P1 or P2 licences).

Major findings

Findings of this survey provide a range of insights about the prevalence and determinants of speeding in Queensland.

Most notably, findings showed that low-level speeding is the predominant type of speeding in Queensland, with 45.7% of respondents reporting that they engage in low-level speeding. In addition, just over one third were compliant (did not speed) (36.1%) and nearly one in five (18.2%) engaged in moderate-excessive speeding.

This highlights that almost two-thirds (63.9%) of drivers engaged in relatively frequent speeding, be it low-level or moderate-excessive speeding.

While many detailed results are worth considering from this survey, it is most noteworthy that being young and being male is significantly associated with speeding behaviour. This further highlights the risk of young drivers and especially those under 25 years.

While a number of specific determinants have been identified from the survey, findings overall show a distinct trend for drivers engaging in moderate-excessive speeding to be more intentional in their speeding behaviour and this is particularly true on high-speed 100 km/h roads.

It is also noteworthy that common road behaviours – such as overtaking, driving down a hill and running late – are some of the top factors that increase the likelihood of speeding.

Similarly noteworthy is that the Moderate-excessive segment is likely to engage in behaviours to avoid speeding detection and exhibit other behaviours that suggest that they take speeding less seriously. In addition, this segment had a significantly higher perception of the number of kilometres per hour a driver must travel in excess of the speed limit before their behaviour is defined as 'speeding'.

Those in the Moderate-excessive segment also had lower perceptions of their crash risk, with some attitudes suggesting that faster speeds are not necessarily associated with an increased crash risk. Moreover, they perceived speed camera tolerances to be higher than other segments, suggesting that this segment may perceive a lower risk of detection.

Other findings demonstrated that this segment reported more speeding fines and were more likely to engage in other unsafe driving behaviours (e.g., use of a mobile phone without hands-free, including texting and talking; driving when fatigued), compared to the other segments.

Conclusion

Taken together, the reported findings highlight that the Moderate-excessive segment may benefit from speeding intervention programs that address these risk factors.

While the Low-level segment does not show the same degree of extreme attitudes and behaviours as the Moderate-excessive segment, it is still noteworthy that this segment demonstrates attitudes and behaviours in the same direction as the Moderate-excessive segment.

As the Low-level speeding group represented the largest segment in the sample (45.7%), the benefit of intervention strategies and programs for this segment cannot be understated. In particular, as the segment shows less intentional speeding than the Moderate-excessive segment, this may highlight the value of raising driver awareness of the need to maintain 'situational awareness' when driving and reinforcing some of the same messages as would benefit the Moderate-excessive segment.

From this perspective, this study has identified many insights that can be used to design and implement speeding prevention and intervention programs. In the coming years, the objective will be to assess how segment attitudes and behaviours change over time. If strategies and programs are effective, it may be reasonable to see incremental positive changes in the self-reported speeding and related attitudes of the segments over time.

Appendix

Appendix A – Survey instrument

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

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

Exclude periods in which COVID-19 restrictions affected your typical driving habits.

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

FFa. Which type of licence/s do you currently hold? (Select one or more responses) Car licence 1. Learner car licence 2. Provisional – P1 3. Provisional – P2 4. Probationary (EXIT) 5. Open car licence Motorcycle or moped licence 6. Learner motorcycle licence 7. RE motorcycle licence 8. R motorcycle licence No current licence 9. None – not held licence at any time in past 12 months (EXIT) 10. None – lost licence in past 12 months due to accumulation of demerit points (EXIT)	
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<p>Note:</p> <ul style="list-style-type: none"> You need a P1 or P2 or O car licence to hold a motorcycle licence (So P1, P2 or O can only combine with motorcycle licence types) You can't have a motorcycle licence if you only have a L car licence (So exclude Learner and any motorcycle licence as a combo) We will also exit any probationary car licence with a motorcycle licence (which we already have programmed) 	
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<p>DRIVE. During the past 12 months, on average, how many hours per week have you driven a car or ridden a motorcycle or moped in Queensland?</p> <p><u>Please exclude weeks in which COVID-19 restrictions affected your typical driving habits.</u></p> <p>(SINGLE RESPONSE)</p> <ol style="list-style-type: none"> Not at all Less than 2 hours a week Between 2 and 7 hours a week Between 7 and 14 hours a week Between 14 and 28 hours a week More than 28 hours a week 	
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Definition of speeding

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

Your feedback will help improve road safety in Queensland.

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

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

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

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

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

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

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

Speeding prevalence estimates – past 12 months

SPEEDPREV_20. For the next questions, I'd like you to think about your speeding during the past 12 months on different types of roads.

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

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

Please exclude weeks in which COVID-19 restrictions affected your typical driving habits.

EXAMPLE

In an 60 km/h zone:

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

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

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

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

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

Please exclude weeks in which COVID-19 restrictions affected your typical driving habits.

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

Factors that make you more or less likely to speed

(All respondents to complete)

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

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

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

Attitudes that may predict speeding behaviour

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

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

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

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

Speed enforcement tolerance

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

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

What percentage above the speed limit is the tolerance for speed cameras before someone is fined

(e.g., 0%, 1%, 5%, 10%, 20% etc.)? _____ % (VALIDATION TO INCLUDE 0)

EXAMPLE

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

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

Queensland Government enforcement of speeding – Policy issues

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

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

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

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

S7a_19. Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?

1. Yes
2. No

Awareness of penalties for speeding in Queensland

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

(SELECT ONE ANSWER ONLY)

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

Speeding and speeding fines

<p>TICKETS_20.</p> <p>How many speeding fines have you received during the past 3 years for the following?</p> <ol style="list-style-type: none"> 1. Speeding less than 13 km/h over the speed limit _____ 2. Speeding between 13 km/h and 20 km/h over the speed limit _____ 3. Speeding between 20 km/h and 30 km/h over the speed limit _____ 4. Speeding between 30 km/h and 40 km/h over the speed limit _____ 5. Speeding over 40 km/h and over the speed limit _____ 	
<p>CRASH_20.</p> <p>During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (please write a number)</p> <p>_____</p>	
<p>BEHAVIOUR_20. During the past 12 months, how often have you done the following when driving on Queensland roads?</p> <p>1. Never. 2. Rarely 3. Sometimes. 4. Often 5. Always</p> <ol style="list-style-type: none"> 1. Use of mobile phone without hands free (including texting or talking) 2. Running a red light 3. Going through a stop sign 4. Driving while under the influence of alcohol 5. Driving while under the influence of drugs or medication 6. Driving when fatigued 7. Tailgating another motorist 	

Demographics

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

<p>Demo 1_NEW</p> <p>Which best describes your <u>main</u> type of <u>paid work</u> during the past 12 months?</p> <ol style="list-style-type: none"> 1. Full-time 2. Part-time/casual 3. Not in the work force – Only studying 4. Not in the work force and not studying 	
<p>Demo2. What is your highest level of completed education?</p> <ol style="list-style-type: none"> 1. Less than Year 10 2. Year 10 3. Year 11 4. Year 12 5. Certificate III, IV or a Diploma 6. Undergraduate University degree 7. Postgraduate University degree 	
<p>LICENCE_CAR. At what age, did you first get your current car licence?</p> <p>(Validation – Reported age must be equal to or greater than the age they got their car licence)</p> <p>(ONLY IF MOTORCYCLE LICENCE)</p> <p>LICENCE_MOTORCYCLE. At what age, did you first get your current motorcycle licence?</p> <p>(Validation – Reported age must be equal to or greater than the age they got their motorcycle licence)</p>	
<p>CAR_TYPE.</p> <p>What type of main vehicle did you drive during the past 12 months?</p> <ol style="list-style-type: none"> 1. Hatchback 2. Sedan 3. Sports Car/Coupe 4. Station Wagon 5. SUV 6. Minivan 7. Ute 8. 4WD 9. Motorcycle 10. Moped/Scooter 11. Bus 12. Truck 13. Other 	
<p>If Demo1_NEW = 3 (Not in the work force – Only studying) or 4 (Not in the work force and not studying)</p> <p>DRIVE. Apart from travel to or from your home to work, do you drive any vehicle as part of your paid work?</p> <ol style="list-style-type: none"> 1. Yes 2. No 	

Appendix B – Detailed reference tables

Following are detailed tables of results by region and overall results for attitudinal items. As regional data has very small samples, results should be interpreted with caution. Trends should be assumed to be indicative only in small regions and will have significant levels of sampling error given the small sample sizes.

Possible comparisons between the 2015-2019 RSPAT data and 2020 are also presented in Table 17. However, extreme care should be taken in interpreting shifts over time due to question and response format changes.

Attitudes towards speeding – Results by region

Table 13. Attitudes towards speeding – Results by region (N=900, August 2020)

Attitudes towards speeding	Rating	Region				
		Central (N=153)	Northern (N=155)	South East (N=438)	Southern (N=154)	Queensland (N=900)
		% participants (unweighted)				% participants (weighted)
Low-level speeding is socially acceptable	Strongly disagree	17	17.4	12.8	21.4	15.5
	Disagree	26.8	27.1	26.5	26	25.6
	Neutral	20.3	30.3	29.2	27.3	27.9
	Agree	30.7	23.9	29	20.8	27.7
	Strongly agree	5.2	1.3	2.5	4.5	3.3
Low-level speeding is a major contributor to crashes	Strongly disagree	7.2	5.2	5.5	5.2	5.4
	Disagree	16.3	15.5	13.9	16.9	15.5
	Neutral	35.9	34.2	40.2	33.8	37.4
	Agree	34.6	36.1	34	33.1	34
	Strongly agree	5.9	9	6.4	11	7.6
Speeding is unsafe in most circumstances	Strongly disagree	3.3	1.9	2.5	4.5	2.9
	Disagree	3.9	7.1	5.3	6.5	6.3
	Neutral	12.4	16.8	15.1	14.3	15.4
	Agree	49.7	35.5	44.3	45.5	44
	Strongly agree	30.7	38.7	32.9	29.2	31.4
It's not really speeding, if I only go over the limit by a few kilometres	Strongly disagree	16.3	16.8	14.6	18.2	15.8
	Disagree	34	35.5	34.5	37	33.1
	Neutral	19	29	26	24.7	25.4

Attitudes towards speeding	Rating	Region				
		Central (N=153)	Northern (N=155)	South East (N=438)	Southern (N=154)	Queensland (N=900)
		% participants (unweighted)				% participants (weighted)
	Agree	28.1	17.4	20.5	14.9	21.5
	Strongly agree	2.6	1.3	4.3	5.2	4.1
The faster you drive, the more severe the crash	Strongly disagree	2	1.9	2.3	2.6	2
	Disagree	2.6	1.3	3.2	1.3	2.4
	Neutral	9.8	11.6	12.8	13	13.9
	Agree	31.4	35.5	34.7	33.8	34.8
	Strongly agree	54.2	49.7	47	49.4	46.9
If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	Strongly disagree	3.3	1.9	3.2	4.5	3.4
	Disagree	9.8	8.4	7.8	8.4	9.2
	Neutral	33.3	29.7	27.6	26	27.9
	Agree	44.4	41.3	46.3	42.2	43.4
	Strongly agree	9.2	18.7	15.1	18.8	16.1
If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit	Strongly disagree	2	1.3	2.3	2.6	2.2
	Disagree	3.9	3.2	3.9	4.5	4.6
	Neutral	13.7	12.3	14.8	12.3	15.2
	Agree	49.7	41.3	39.7	42.2	40.5
	Strongly agree	30.7	41.9	39.3	38.3	37.4
I keep to the speed limit, as I want to avoid fines	Strongly disagree	3.9	0.6	1.4	3.2	2
	Disagree	3.3	1.9	3.9	2.6	3.2
	Neutral	14.4	18.7	17.8	13	17.3
	Agree	47.1	40.6	40.4	40.9	43
	Strongly agree	31.4	38.1	36.5	40.3	34.5
I keep to the speed limit, as I want to avoid demerit points	Strongly disagree	5.2	0.6	1.6	3.2	2.2
	Disagree	3.3	1.9	3.9	3.2	3
	Neutral	11.1	20	20.3	16.2	19.2
	Agree	50.3	41.3	40	38.3	42.9
	Strongly agree	30.1	36.1	34.2	39	32.6

Attitudes towards speeding	Rating	Region				
		Central (N=153)	Northern (N=155)	South East (N=438)	Southern (N=154)	Queensland (N=900)
		% participants (unweighted)				% participants (weighted)
The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland	Strongly disagree	15.7	13.5	14.2	18.2	15.2
	Disagree	19.6	20	14.2	18.8	16.4
	Neutral	36.6	40.6	40.9	35.1	39.9
	Agree	20.3	19.4	22.1	23.4	21.7
	Strongly agree	7.8	6.5	8.7	4.5	6.8
I am likely to be caught by police if I speed	Strongly disagree	2	1.3	1.8	5.2	2.2
	Disagree	5.2	5.8	6.6	6.5	5.8
	Neutral	22.9	22.6	25.6	19.5	24.2
	Agree	54.9	54.2	48.2	45.5	50.2
	Strongly agree	15	16.1	17.8	23.4	17.7
I am likely to be caught by a speed camera if I speed	Strongly disagree	2	0.6	1.6	4.5	2
	Disagree	3.9	3.2	3.4	5.2	3.9
	Neutral	19.6	15.5	18.5	17.5	19
	Agree	54.9	58.7	54.6	46.8	53.4
	Strongly agree	19.6	21.9	21.9	26	21.7
I am less likely than others to be involved in a crash due to speeding	Strongly disagree	14.4	14.2	13.2	18.8	13.5
	Disagree	19.6	26.5	21.2	20.1	21.3
	Neutral	31.4	34.2	33.6	31.8	33.3
	Agree	26.1	14.8	22.8	17.5	22.8
	Strongly agree	8.5	10.3	9.1	11.7	9

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

Attitudes towards speed camera enforcement – Results by region

Table 14. Support for speed camera enforcement – Results by region (N=900, August 2020)

Measure	Rating	Region				
		Central (N=153)	Northern (N=155)	South East (N=438)	Southern (N=154)	Queensland (N=900)
		% (unweighted)				% Participants (weighted)
I support the use of covert (unmarked) speed camera vans in Queensland	Strongly disagree	9.8	11	9.4	11.7	10.5
	Disagree	13.1	12.9	12.6	11	13.1
	Neutral	18.3	16.8	21.2	20.1	19.8
	Agree	41.8	35.5	36.5	29.9	36.2
	Strongly agree	17	23.9	20.3	27.3	20.3
I support the use of marked, highly visible speed camera vans in Queensland	Strongly disagree	3.3	3.2	1.6	2.6	2.5
	Disagree	3.3	3.2	4.1	1.3	3.2
	Neutral	7.2	9	12.3	9.1	11.4
	Agree	62.1	46.5	46.6	45.5	49
	Strongly agree	24.2	38.1	35.4	41.6	33.9
I support the use of fixed speed cameras in Queensland	Strongly disagree	3.9	5.2	1.8	3.2	3
	Disagree	3.3	4.5	2.7	4.5	3.7
	Neutral	13.1	14.8	15.1	15.6	15.8
	Agree	55.6	43.2	51.1	39.6	48.6
	Strongly agree	24.2	32.3	29.2	37	28.9
I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle's average speed over a stretch of road between two cameras)	Strongly disagree	4.6	7.1	6.2	7.1	6.6
	Disagree	9.8	12.3	8.9	7.8	9.8
	Neutral	32	21.9	22.6	23.4	24.8
	Agree	36.6	36.8	38.8	33.8	36.9
	Strongly agree	17	21.9	23.5	27.9	21.9
	Strongly disagree	2	4.5	3	3.9	3.4
	Disagree	5.2	3.2	3.7	2.6	4.1
	Neutral	13.7	15.5	18.9	13.6	16.9
	Agree	57.5	45.2	46.8	44.2	48.3

Measure	Rating	Region				
		Central (N=153)	Northern (N=155)	South East (N=438)	Southern (N=154)	Queensland (N=900)
		% (unweighted)				% Participants (weighted)
I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland	Strongly agree	21.6	31.6	27.6	35.7	27.3
I support the use of cameras to monitor people using mobile phones while driving in Queensland	Strongly disagree	1.3	3.9	2.3	3.9	2.8
	Disagree	1.3	2.6	4.1	3.2	3.1
	Neutral	13.1	12.3	14.6	10.4	13.9
	Agree	35.3	28.4	37	29.2	34.7
	Strongly agree	49	52.9	42	53.2	45.5
Speeding cameras are there to raise revenue for Government	Strongly disagree	5.2	5.2	3.7	7.8	4.5
	Disagree	9.8	16.8	10	11	12
	Neutral	27.5	31	30.4	22.7	27.9
	Agree	38.6	26.5	34.5	37	34.6
	Strongly agree	19	20.6	21.5	21.4	21.1
Speed cameras help reduce the road toll	Strongly disagree	3.9	7.7	6.6	7.8	6.9
	Disagree	12.4	16.1	10.3	15.6	12.1
	Neutral	29.4	23.2	29.2	26.6	28.8
	Agree	34.6	32.3	36.5	29.2	34.1
	Strongly agree	19.6	20.6	17.4	20.8	18.1
I avoid speeding where I've seen or heard of speed cameras operating	Strongly disagree	5.9	5.2	2.3	3.9	3.4
	Disagree	6.5	3.9	4.8	2.6	4.7
	Neutral	32	31	30.8	33.1	31.4
	Agree	37.9	36.8	40.9	39	39.7
	Strongly agree	17.6	23.2	21.2	21.4	20.9
	Strongly disagree	22.2	25.2	18.9	27.9	21.6
	Disagree	38.6	32.9	37	36.4	35.4

Measure	Rating	Region				
		Central (N=153)	Northern (N=155)	South East (N=438)	Southern (N=154)	Queensland (N=900)
		% (unweighted)				% Participants (weighted)
I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera	Neutral	21.6	24.5	25.8	21.4	25.1
	Agree	12.4	12.3	14.2	9.7	13.6
	Strongly agree	5.2	5.2	4.1	4.5	4.4
I warn other motorists of speed cameras by flashing my headlights	Strongly disagree	21.6	25.8	31.3	32.5	27.9
	Disagree	28.8	32.9	27.2	33.1	28.4
	Neutral	26.8	21.3	22.6	18.2	23.7
	Agree	19	12.3	14.6	11.7	15.1
	Strongly agree	3.9	7.7	4.3	4.5	4.9

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

Beliefs about speed camera locations – Results by region

Table 15. Participant beliefs about speed camera locations, speeding fine brackets and use of fine revenue – Results by region (N=900, August 2020)

Measure	Rating	Region				
		Central	Northern	South East	Southern	Queensland
		% (unweighted)				
How important do you think the following factors are for choosing how speed camera locations are selected?						
Locations where the most fines are issued	Not at all important	10.5	7.7	5.7	7.1	6.7
	Not very important	6.5	8.4	7.3	4.5	7
	Important	32	29.7	34	27.3	32.2
	Quite important	21.6	23.9	30.1	26	27.9
	Very important	29.4	30.3	22.8	35.1	26.2
Roads where a lot of motorists exceed the speed limit	Not at all important	2	1.3	1.8	1.9	1.7
	Not very important	2.6	2.6	2.5	0.6	2.3
	Important	17.6	13.5	18.3	17.5	18.1
	Quite important	29.4	32.3	35.6	25.3	33.2
	Very important	48.4	50.3	41.8	54.5	44.7
Locations that have a history of speed-related crashes	Not at all important	0.7	1.3	1.4	1.9	1.3
	Not very important	0.7	3.2	2.1	1.9	2.1
	Important	9.8	7.7	11.9	7.8	10.7
	Quite important	24.8	18.7	25.1	21.4	24
	Very important	64.1	69	59.6	66.9	61.9
Where the public complain about speeding drivers	Not at all important	2	1.9	2.5	2.6	2.2
	Not very important	2	3.9	3.9	4.5	3.9
	Important	17	14.2	21.5	16.9	20.2
	Quite important	30.1	23.9	32.9	22.7	29.4
	Very important	49	56.1	39.3	53.2	44.3
Knowledge of use of fine revenue						

Measure	Rating	Region				
		Central	Northern	South East	Southern	Queensland
		% (unweighted)				% (weighted)
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Aware	32.7	31.6	32	34.4	33.2
	Not aware	67.3	68.4	68	65.6	66.8
Knowledge of first bracket of a speeding fine						
Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?	1-6 km/h over the speed limit	45.1	48.4	40.6	42.9	42.1
	1-9 km/h over the speed limit	28.8	27.7	27.6	25.3	27.1
	1-12 km/h over the speed limit	9.8	5.8	16.7	13.6	14.2
	1-15 km/h over the speed limit	5.9	6.5	3.9	5.8	5.3
	Don't know	10.5	11.6	11.2	12.3	11.3

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

Unsafe driving behaviours – Results by region

Table 16. Unsafe driving behaviours reported by participants – Results by region (N=900, August 2020)

Measure	Rating	Region				
		Central	Northern	South East	Southern	Queensland
		% (unweighted)				% (weighted)
During the past 12 months, how often have you done the following when driving on Queensland roads?						
Use of mobile phone without hands free (including texting or talking)	Never	77.8	73.5	74.9	80.5	75
	Rarely	11.8	20.6	13.5	13	14
	Sometimes	7.2	3.2	6.6	3.2	6.6
	Often	2.6	1.9	3.9	2.6	3.2
	Always	0.7	0.6	1.1	0.6	1.1
Running a red light	Never	77.8	83.2	81.1	88.3	80.9
	Rarely	17.6	13.5	11.9	9.1	12.6
	Sometimes	3.3	1.9	4.8	1.3	3.8
	Often	1.3	0.6	1.4	0.6	1.5
	Always	0	0.6	0.9	0.6	1.1
Going through a stop sign	Never	82.4	82.6	78.5	85.7	79.2
	Rarely	11.8	13.5	12.8	11.7	13.4
	Sometimes	3.9	2.6	4.8	1.9	3.9
	Often	1.3	0.6	2.7	0	2.5
	Always	0.7	0.6	1.1	0.6	1
Driving while under the influence of alcohol	Never	86.3	92.3	87.9	93.5	87.4
	Rarely	9.2	2.6	6.2	3.9	6.2
	Sometimes	2	3.9	2.5	1.3	2.5
	Often	2	0	3	1.3	2.9
	Always	0.7	1.3	0.5	0	1
Driving while under the influence of drugs or medication	Never	88.9	95.5	90.4	94.8	90.5
	Rarely	6.5	1.3	3.4	2.6	3.4
	Sometimes	0.7	2.6	3	0.6	2.5
	Often	1.3	0	2.3	0.6	2

Measure	Rating	Region				
		Central	Northern	South East	Southern	Queensland
		% (unweighted)				% (weighted)
	Always	2.6	0.6	0.9	1.3	1.5
Driving when fatigued	Never	49.7	40.6	43.8	55.8	45.5
	Rarely	30.7	37.4	34.7	28.6	33.1
	Sometimes	17	17.4	17.6	12.3	16.8
	Often	2.6	3.2	3.4	2.6	3.7
	Always	0	1.3	0.5	0.6	0.9
Tailgating another motorist	Never	73.2	71.6	71.2	79.9	71.6
	Rarely	19.6	20	18.9	16.2	18.7
	Sometimes	5.2	6.5	6.2	2.6	5.9
	Often	1.3	1.3	3	1.3	3.2
	Always	0.7	0.6	0.7	0	0.6

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

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

Table 17 provides a comparison of the results of nine items that were carried over from the previous survey.

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

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

It should be noted that, given the vast differences in item wording and response formats, statistical significance testing was agreed not to be undertaken. In this context, it should also be noted that differences in results are also likely to be due to sampling error and cannot necessarily be attributed to changes in attitudes and behaviours from year to year. For this reason, the range of results from 2015 to 2019 (the former RSPAT surveys) are generally compared with the 2020 result to see if major changes occurred.

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

Table 17. Comparison of results of carry-over items from 2015-2019 to 2020

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	2020 Measures	2020 Scales	2020
		%							%
I think that I am likely to be caught by police if I speed	Agree strongly	78	36.1	32.8	29.8	33.2	I am likely to be caught by police if I speed	Strongly agree	17.7
	Agree slightly		47.9	49.1	48.1	50.6		Agree	50.2
	<i>All agreement responses</i>	78	84	81.9	77.9	83.8		<i>All agreement responses</i>	67.9
	Disagree slightly		11.5	14.4	18.8	12.1		Disagree	5.8
	Disagree strongly		4.4	3.7	3.4	4.1		Strongly disagree	2.2
								Neutral (mid point)	24.2
<p>In 2020, 67.9% of drivers agreed or strongly agreed with the statement: <i>I am likely to be caught by police if I speed</i>. This compares with 77.9% to 84% of drivers in 2015-2019. The lower result in 2020, however is possibly due to the response scale changing from 4 to 5 points to include a 'neutral' category. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'. There was also a slight change in the wording of the item in 2020 to exclude the words 'I think that', but this is unlikely to have changed the underlying premise of the question.</p>									

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	2020 Measures	2020 Scales	2020
		%							%
Speed cameras are there to raise revenue for the government	Agree strongly	71	34.7	35.2	29.8	29.5	Speeding cameras are there to raise revenue for Government	Strongly agree	21.1
	Agree slightly		39.7	36.9	40.9	37.5		Agree	34.6
	<i>All agreement responses</i>	71	74.4	72.1	70.7	67		<i>All agreement responses</i>	55.7
	Disagree slightly		16.6	17.6	21.4	18.9		Disagree	12.0
	Disagree strongly		9	10.2	7.9	14.1		Strongly disagree	4.5
								Neutral (mid point)	27.9
<p>In the current survey, 55.7% of drivers agreed or strongly agreed that <i>Speeding cameras are there to raise revenue for Government</i>. In the 2015-2019 surveys, this result ranged from 67%-74.4%. The lower result in 2020 may be attributable to the introduction of a 'neutral' category in the response scale which increased the points in the scale from 4 to 5. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree'; and 'disagree slightly' to 'disagree'. There was also a slight change in the wording of the item from the word 'speed' to 'speeding' but this did not change the underlying premise of the question.</p>									
Speed cameras help reduce the road toll	Agree strongly	66	31.3	27.3	23.8	29.1	Speed cameras help reduce the road toll	Strongly agree	18.1
	Agree slightly		37.2	35.8	40.4	40.2		Agree	34.1
	<i>All agreement responses</i>	66	68.5	63.1	64.2	69.3		<i>All agreement responses</i>	52.2
	Disagree slightly		19.9	20.2	18.7	17.1		Disagree	12.1
	Disagree strongly		11.5	16.7	17.1	13.5		Strongly disagree	6.9
								Neutral (mid point)	28.8
<p>In the current survey, 52.2% of drivers agreed or strongly agreed with the statement: <i>Speed cameras help reduce the road toll</i>. This compares with 63.1%-69.3% of drivers in the 2015-2019 surveys. The lower result in 2020 may be attributable to the introduction of a 'neutral' category in the response scale which increased the points in the scale from 4 to 5. The wording of the response scale also changed from 'agree strongly' to 'strongly agree'; 'agree slightly' to 'agree' and 'disagree slightly' to 'disagree'.</p>									

2015-2019 Measures	2015-2019 scales	2015	2016	2017	2018	2019	2020 Measures	2020 Scales	2020
		%							%
Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Yes	31	31.3	31.6	31.9	34.2	Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland?	Yes	33.2
	No	54	53	54.4	53	52.5		No	66.8
	Not sure	15	15.6	14	15.1	13.3			
<p>The percentage of drivers that are aware of the use of revenue from speed and red light camera fines has remained consistent over the past five years. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 33.2% in 2020. The wording of this item has not changed, however the response scale in 2020 no longer contains a 'not sure' response.</p>									
Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a \$174 fine and a loss of 1 demerit point?	1-6 km/hr over the speed limit	0	0	0	43.3	43.2	Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?	1-6 km/h over the speed limit	42.1
	1-9 km/hr over the speed limit	0	0	0	29.4	31.4		1-9 km/h over the speed limit	27.1
	1-12 km/hr over the speed limit	0	0	0	13.7	11.2		1-12 km/h over the speed limit	14.2
	1-15 km/hr over the speed limit	0	0	0	3.6	3.4		1-15 km/h over the speed limit	5.3
	Don't know	0	0	0	10	10.8		Don't know	11.3
<p>This item has only been part of the RSPAT survey since 2018. The overall percentage of drivers that selected the correct answer (1-12 km/h over the speed limit) has remained fairly consistent from 2018 to 2020 (13.7% in 2018, 11.2% in 2019 and 14.2% in 2020). Across the three years, the bracket most commonly selected was 1-6 km/h over the speed limit (43.3% in 2018, 43.2% in 2018 and 42.1% in 2020). It should be noted that the wording of the item in 2020 has changed to be more concise, and as a result, does not include reference to the fine and demerit point amounts. This exclusion, however, does not appear to have affected participant responses. The response scale has remained the same.</p>									

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

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

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