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Department of Transport and Main Roads RSPAT SURVEY 2014

REPORT A Speed, Alcohol, Drugs, Road User Behaviour

PREPARED FOR • Department of Transport and Main Roads

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TABLE OF CONTENTS

INTRODUCTION.....	7
SUMMARY	9
METHOD.....	19
FINDINGS.....	23
SPEED	25
1.0 SPEEDING/SPEED LIMITS	26
1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)	26
1.1.2 Do you think speeding is.....? (S2).....	26
1.1.3 How strongly do you agree or disagree with each statement (about speed)? (S1).....	26
1.1.4 In what situations would you be likely to exceed the speed limit? (S14)	27
2.0 EXPECTATIONS OF WHEN PEOPLE SHOULD BE BOOKED FOR SPEEDING	31
2.1 EXPECTATIONS OF SPEED LIMITS IN URBAN AREAS.....	31
2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)	31
2.1.2 Thinking about 60 km/hr speed zones in URBAN areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S4)	31
2.1.3 Thinking about 100 km/hr speed zones in URBAN areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S5a)	31
2.2 EXPECTATIONS OF SPEED LIMITS IN RURAL AREAS.....	34
2.2.1 Thinking about 60 km/hr speed zones in RURAL areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S4b)	34
2.2.2 Thinking about 100 km/hr speed zones in RURAL areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S5)	34
3.0 PERCEIVED DANGER OF SPEEDING RELATIVE TO DRINK DRIVING/RIDING	36
3.1.1 Do you think that speeding is as dangerous as drink driving/riding? (S6).....	36
3.1.2 Why don't you think speeding is as dangerous as drink driving/riding? (S7)	36
4.0 AWARENESS OF HOW REVENUE FROM SPEED AND RED LIGHT/SPEED CAMERAS IS SPENT AND SUPPORT FOR THESE DEVICES	39
4.1.1 Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a).....	39
4.1.2 Knowing that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b).....	39
5.0 RISK OF CRASHING	41
5.1.1 Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c).....	41
5.1.2 Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d)	41
6.0 ATTITUDES TOWARDS SPEEDING.....	42
6.1.1 How strongly do you agree or disagree with each statement? (S12).....	42

7.0	SPEED CAMERA ACTIVITY	44
7.1	ATTITUDES TOWARDS SPEED CAMERAS AND SPEED DETECTION	44
7.1.1	How strongly do you agree or disagree with each statement (about speed cameras)? (S1)	44
7.2	SPEED CAMERA LOCATIONS	45
7.2.1	How do you think locations for fixed speed cameras are selected? (S8b)	45
7.2.2	How do you think locations for mobile speed cameras are selected? (S8c)	45
8.0	SUPPORT FOR SPEED CAMERA USE	47
8.1	SUPPORT FOR FIXED SPEED CAMERAS.....	47
8.1.1	How strongly do you support or oppose the use of fixed speed cameras in Queensland? (S19)	47
8.1.2	Why do you oppose this? (S17e)	47
8.2	SUPPORT FOR UNMARKED MOBILE SPEED CAMERAS.....	49
8.2.1	How strongly do you support or oppose speed camera vehicles in Queensland being unmarked? (S17)	49
8.2.2	Why do you oppose this? (S17d)	49
8.3	SUPPORT FOR MARKED MOBILE SPEED CAMERAS	51
8.3.1	How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (S??)	51
8.3.2	Why do you oppose this? (S??)	51
8.4	SUPPORT FOR RED LIGHT/SPEED CAMERAS AT INTERSECTIONS	53
8.4.1	How strongly do you support or oppose the use of red light/speed cameras in Queensland? (S11)	53
8.4.2	Why do you oppose this? (S16b)	53
8.5	SUPPORT FOR POINT-TO-POINT SPEED CAMERAS	55
8.5.1	How strongly do you support or oppose the use of point-to-point speed cameras in Queensland? (S18).....	55
8.5.2	Why do you oppose this? (S18b)	55
8.6	SUPPORT FOR CAMERAS TO DETECT DANGEROUS ROAD USER BEHAVIOURS OTHER THAN SPEEDING	57
8.6.1	How strongly do you support or oppose the use of cameras or other technologies to detect dangerous road user behaviours other than speeding? (S15)	57
8.6.2	Why do you oppose this? (S16)	57
ALCOHOL	59	
1.0	ATTITUDES TOWARDS DRINK DRIVING.....	60
1.1.1	How strongly do you agree or disagree with each statement? (A2)	60
2.0	DRINK DRIVING/RIDING AND REASONS FOR DRINK DRIVING/RIDING	64
2.1.1	Approximately, how far would you drive/ride when under the influence of alcohol? (A5)	64
2.1.2	Why do you drive/ride after drinking alcohol? (A3)	64
3.0	RANDOM BREATH TESTING (RBT) ACTIVITY	66
3.1.1	In the last 12 months, have you been stopped at a Random Breath Testing (RBT) site to provide a breath sample? (A5a)	66
3.1.2	Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding? (A5b)	66
3.1.3	Why not? (A5c)	66

DRUGS	69
1.0 USAGE OF RECREATIONAL DRUGS & DRIVING	70
1.1.1 Remembering the answers to your questions are confidential, do you EVER take recreational drugs such as: marijuana, ecstasy, cocaine, heroin, or other recreational drugs even if only rarely? (D1)	70
1.1.2 In the last 12 months, have you driven/ridden within 3 hours of taking a recreational drug? (D3)	70
2.0 ATTITUDES TOWARDS DRUG DRIVING	72
2.1 ATTITUDES TOWARDS DRUG DRIVING/RIDING – ALL DRIVERS/RIDERS.....	72
2.1.1 How strongly do you agree or disagree with each statement below about drug driving? (D5)	72
2.3 ATTITUDES TOWARDS DRUG DRIVING/RIDING – RECREATIONAL DRUG USERS	74
2.3.1 How strongly do you agree or disagree with each statement below about drug driving? (D5)	74
3.0 INCIDENCE OF COMBINING ALCOHOL AND DRUG DRIVING	76
3.1.1 Have you ever consumed a combination of drugs and alcohol and then driven / ridden a vehicle? (D8)	76
3.1.2 How often do you do this? (D9)	76
ROAD USER BEHAVIOURS.....	79
1.0 PERCEPTION OF ROAD SAFETY RESPONSIBILITY	80
1.1.1 To what extent do you agree with the following statement about road safety responsibility? (CRS1)	80
2.0 RISKY BEHAVIOURS WHEN DRIVING/RIDING	81
2.1.1 How risky do you rate the following behaviours? (R1).....	81
3.0 READING/SENDING TEXT MESSAGES WHILE DRIVING/RIDING	83
3.1.1 How often do you READ text messages while you are driving/riding? (R1a)	83
3.1.2 How often do you SEND text messages while you are driving/riding? (R1b)	83
4.0 DRIVING/RIDING WITHOUT A VALID LICENCE	85
4.1.1 During the last 12 months, have you ever driven/ridden on a public road without a valid licence? (R3).....	85
5.0 VEHICLE IMPOUNDMENT LAWS	86
5.1.1 How strongly do you support or oppose laws that allow police to impound the vehicle of a driver/rider who has been caught for... ? (R2)	86
6.0 POLICE VEHICLES ON QUEENSLAND ROADS.....	88
6.1.1 During the last 12 months, have you seen a police vehicle (of any type) patrolling or observing Queensland roads? (R4)	88
6.1.2 In a given trip on Queensland roads, how likely are you to see the police? (R6)	88
6.1.3 To what extent do you agree or disagree with the following statements? (R5)	88
APPENDICES.....	91
APPENDIX A – QUESTIONNAIRE	92
APPENDIX B – OTHER RESPONSES	107
APPENDIX C – FIELDWORK REPORT.....	110
APPENDIX D – SAMPLING ERROR CHART	111

introduction

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

The 2014 survey tracks many of the measures that have been taken in previous years. Additionally, some new measures have been included across a range of subject areas, including new sections on Heavy Vehicles, Cycling and Road User Behaviours (previously separated into Risky Behaviour and Community Road Safety sections). Where relevant, results of previous waves of research have been compared to the current research.

The 2014 report detailing the findings to the survey is divided into three documents.

Report A	Speed, Alcohol, Drugs and Road User Behaviours
Report B	Fatigue, School Transport Safety, Occupant Restraint, Heavy Vehicles and Cycling
Report C	Powered Two-Wheeler (PTW) Safety

This document is Report A which outlines the findings to 2014 survey questions pertaining to the subjects of speed, alcohol, drugs and road user behaviours.

summary

Speed

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

35% of drivers/riders in 2014 say they sometimes, mostly or always drive/ride over the speed limit, a result that has remained stable over the past five years.

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

Respondents most commonly perceive speeding as being any speed over the limit (55% - consistent with previous waves) or as occurring when driving/riding 6-10 km/hr over the speed limit (16% - declining since 2013 – 21%).

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

A majority of drivers/riders agrees that they are responsible for the speed they drive (96%) or that there can be serious consequences for others when people speed (93%). 82% also agree that speeding is a major contributor to crashes. Results are consistent with 2013 data.

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

Reflecting the findings of previous waves, the most common justifications for speeding are when overtaking another vehicle (71%), when driving/riding down a hill (55%) or during fine conditions in daylight hours (48%).

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

33% of drivers/riders believe that no speed over the speed limit should be tolerated without being penalised; (a significant increase from 2013 – 26%). 43% report it is possible to travel up to 5 km/hr over the limit without being booked while 8% feel that travelling up to 10 km/hr is unlikely to attract a speeding ticket.

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

Consistent with previous years, around one in two drivers/riders (49%) feels that people should not be allowed to exceed the speed limit in a 60 km/hr speed zone in urban areas. 40% believe that travelling over the limit by up to 5 km/hr should not be penalised.

Thinking about 100 km/hr speed zones in URBAN areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S5a)

41% of drivers/riders feel that people should only be allowed to drive/ride to the speed limit in a 100 km/hr speed zone in urban areas. 34% feel that travelling over the limit by up to 5 km/hr should be tolerated without penalty. These results are consistent with results over the past few years.

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

38% of drivers/riders feel that no speed over the speed limit should be tolerated in 60 km/hr speed zones in rural areas. 42% feel that travelling over the limit by up to 5 km/hr should be tolerated while 12% suggest an even higher threshold of 10 km/hr over the speed limit. These results are consistent with results obtained in the last two years.

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

In a continuing trend, 32% of drivers/riders feel that people should only be allowed to drive/ride to the speed limit in a 100 km/hr speed zone in rural areas. The same proportion (32%) believes that travelling over the limit by up to 5 km/hr should be allowed, while travelling up to 10 km/hr over the limit without being booked is supported by 24% of people.

Do you think that speeding is as dangerous as drink driving/riding? (S6) Why not? (S7)

60% of drivers/riders regard speeding to be as dangerous as drink driving/riding, a result consistent with 2013. Among those who do not believe that speeding is as dangerous as drink driving/riding (31% of drivers/riders), the most common reasons for this are that people are perceived to be more in control when speeding than when drink driving (69%), drink driving is bad on the body's central nervous system (62%) or the danger of speeding is perceived to be dependent on road conditions (58%).

Did you know that the government is required by law to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads? (S7a) (S7b)

Consistent with results from the past four years, 32% of drivers/riders in 2014 are aware that money collected from speed and red light/speed camera fines is used for road safety programs and improvements to Queensland roads. One in two drivers/riders (51%) reports they are supportive of speed and red light/speed cameras in light of knowing how revenue from these devices is used.

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

In a continuing trend, 43% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash.

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

76% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash, a result consistent with previous years.

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

Safety concerns out-rate all other factors as the most influential factor in a person's decision of whether to exceed the speed limit or not. When deciding whether to speed or not, personal safety (90%), passenger safety (90%) or the safety of other road users (89%) are all important considerations.

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

In a continuing trend, 73% of survey respondents believe that speed cameras are there to raise revenue for the government. Six in ten respondents (63%) believe that speed cameras help reduce the road toll, while four in ten (40%) are confident they know where they can expect to see speed cameras. 24% agree they only avoid speeding where they've seen or heard of speed cameras operating.

How do you think locations for fixed speed cameras are selected? (S8b)

People are most likely to think that fixed speed cameras are placed in areas where motorists are always speeding (64%), where there has been a history of crashes (63%) or where most speeding tickets are issued (42%) – these results being consistent with 2013 data.

How do you think locations for mobile speed cameras are selected? (S8c)

In a continuing trend, drivers/riders believe that mobile speed cameras are placed in areas where motorists are always speeding (65%), where there has been a history of crashes (50%) or in a convenient location for police (45%).

How strongly do you support or oppose the use of fixed speed cameras in Queensland? (S19) Why do you oppose this? (S17e)

80% of drivers/riders are in support of the use of fixed speed cameras in Queensland (a significant increase from 2011 – 73%), while 14% oppose this (decreasing from 2011 – 24%). Those in opposition are most likely to believe that this is just a revenue raising exercise (44%). The other main reason for objecting to their use is because it is felt that people just slow down for fixed speed cameras then speed up again later (28%).

How strongly do you support or oppose speed camera vehicles in Queensland being UNMARKED? (S17) Why do you oppose this? (S17d)

Continuing the trend over the past three years, 63% of drivers/riders support the use of unmarked speed camera vehicles in Queensland, 31% oppose this while the balance is unsure (6%). The main reason for opposition is because the practice is perceived as revenue raising (38%); however, objections on this basis have significantly declined since the last time this was measured in 2011 (54%).

How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (S20) Why do you oppose this? (S20b)

84% of drivers/riders are in support of using unmarked speed camera vehicles in Queensland while 11% oppose this. The main reason for opposing the use of unmarked speed camera vehicles is because they are perceived as a means of revenue raising (52%) or that people just slow down for speed cameras then speed up once they have passed the camera (16%).

How strongly do you support or oppose the use of red light/speed cameras in Queensland? (S11) Why do you oppose this? (S16b)

81% of drivers/riders in Queensland support the use of red light/speed cameras at intersections while 13% oppose them. Among those who oppose the use of red light/speed cameras, the most common objection is based on a perception that they are being used as revenue raisers (55%).

How strongly do you support or oppose the use of point-to-point (or average) speed cameras in Queensland? (S18) Why do you oppose this? (S18b)

62% of drivers/riders in 2014 show their support for the use of point-to-point speed cameras (a significant increase from 2011 – 56%). 28% oppose the use of these cameras (a significant decrease from 2011 – 37%). The main reasons for opposition are a concern that the calculation of average speeds may be inaccurate (37%) or because these cameras are perceived to be revenue raisers (31%).

How strongly do you support or oppose the use of cameras or other technologies to detect dangerous road user behaviours other than speeding? (S15) Why do you oppose this? (S16)

83% of drivers/riders support the use of cameras or other technologies to detect dangerous road user behaviours other than speeding. The main reasons for opposing the use of cameras in this way are because of a concern about privacy (23%), a concern about 'big brother' watching (19%) or because this practice is perceived to be a waste of public money (19%).

Alcohol

How strongly do you agree or disagree with each statement? (A2)

Consistent with results recorded in previous years, 14% of people agree that they sometimes drive/ride when they could be over the limit.

When questioned on perceptions of drink driving/riding laws, the majority (64%) of respondents agree that laws for drink driving/riding are not harsh enough while 53% do not support special licences for drink drivers/riders to get to work. A minority agrees that the legal Blood Alcohol Concentration limit for driving should be reduced from .05 (33%). These results are consistent with results recorded in the past four years.

In discussing planned behaviour, 80% of people agree that they plan ahead when going somewhere they could drink alcohol so as to avoid drink driving/riding, 75% contend that they refrain from drinking, while 74% of people agree that they never drink enough to exceed the legal limit if they plan on driving (this result being significantly lower than 2013 – 79%).

Of all deterrents to drink driving/riding, highest agreement is found for the statement 'I don't drink and drive because I don't want to pay a fine' (75%). 74% of respondents refrain from drink driving/riding because they cannot afford to lose their licence while 73% agree there is likelihood they will cause a crash if they drink and drive/ride. Consistent with 2013 data, around seven in ten respondents refrain from drink driving/riding because they believe they will be caught by police (69%) or because of the common presence of random breath testing units (69%). A minority (44%) agrees that they do not drink and drive/ride because they do not wish to have an alcohol ignition interlock.

Consistent with previous data, highest agreement is found for the statement 'I think people who drink and drive/ride are irresponsible' (92%). 69% claim they would feel embarrassed if caught drink driving/riding, while 56% agree they don't drink and drive/ride because they would be considered a 'loser' by their friends.

Why do you drive/ride after drinking alcohol? (A3)

The most common justifications for drink driving/riding are: I need to get home and can't use public transport (33%), I'm only driving short distances (31%) or drinking doesn't affect my ability to drive/ride (31%).

Approximately how far would you drive/ride when under the influence of alcohol? (A5)

Most commonly (41%) respondents say they would drive/ride less than 1km when under the influence of alcohol, 34% claim they would travel between 1 and 5 km, 17% claim they would drive/ride between 5 and 10 km and 8% agree they would travel over 10 km.

In the last 12 months, have you been stopped at a Random Breath Testing (RBT) site to provide a breath sample? (A5a)

48% of drivers/riders report they have been stopped by a Random Breath Testing (RBT) unit to provide a breath sample within the last year, a result significantly lower than that recorded in 2013 – 54%.

Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding? (A5b) Why not? (A5c)

Around seven in ten drivers/riders (73%) feel that RBT vans and enforcement sites deter them from drinking and then driving/riding, this finding being consistent with the previous two years' results.

Among those who do not feel deterred by the presence of RBT vans, the most common reason for this is because they always do the right thing anyway (62%), RBTs are rarely evident in their area (12%) or they don't drink alcohol (14%).

Drugs

Remembering the answers to your questions are confidential, do you EVER take recreational drugs such as: marijuana, ecstasy, cocaine, heroin, or other recreational drugs even if only rarely? (D1)

6% of all drivers/riders report ever taking recreational drugs, a result consistent with previous years' findings.

In the last 12 months, have you driven/ridden within 3 hours of taking a recreational drug? (D3)

Of those who admit to ever taking a recreational drug, 20% say that in the last 12 months they have driven/ridden within three hours of taking a recreational drug. The reader is referred to page 70 of this report for details of changes in how this question was measured this year in comparison with previous years.

How strongly do you agree or disagree with each statement below about drug driving/riding? – all drivers/riders(D5)

In line with the 2013 result, the vast majority of road users agree it is illegal to drive/ride when feeling affected by recreational drugs (91%). Similarly, most agree that those who use recreational drugs and drive/ride are irresponsible (91%) or that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs (86%).

71% of all drivers/riders agree that random roadside drug testing would deter people from driving/riding under the influence of recreational drugs, 38% feel that it is unlikely that a driver would be caught and penalised for driving under the influence of recreational drugs while 34% claim they are not sure about the consequences of driving while under the influence of drugs – a result significantly lower than 2013 – 40%.

How strongly do you agree or disagree with each statement below about drug driving/riding? - recreational drug users (D5)

Among recreational drugs users, 92% are aware that it is illegal to drive/ride when feeling affected by recreational drugs. 81% agree that roadside testing would deter people from driving/riding under the influence of recreational drugs, while 73% support harsh penalties for those caught driving/riding under the influence of recreational drugs.

73% of recreational drug users regard those who use recreational drugs and drive/ride as irresponsible. 60% agree they would never drive/ride after taking recreational drugs while 51% agree that they would cause a crash if they use recreational drugs. 49% of respondents agree it is unlikely that a driver/ride would be caught and penalised for driving/riding under the influence of recreational drugs. A lower proportion (35%) is unsure about the consequences of driving/riding under the influence of drugs.

Have you ever consumed a combination of drugs and alcohol and then driven/ridden a vehicle? (D8) How often do you do this? (D9)

4% of respondents report ever driving while under the influence of a combination of drugs and alcohol. 4% of drivers/riders say they drive/ride once or twice a week after consuming a combination of drugs and alcohol, 4% do so only on weekends, while the majority (91%) claim that they no longer do this.

Road user behaviours

To what extent do you agree with the following statement about road safety responsibility? (CRS1)

There was almost universal agreement (99%) with the statement that road safety is the responsibility of the entire community, with most (92%) in strong agreement. 94% of respondents also agree that their driving affects other road users, with 83% in strong agreement. These results are consistent with 2013 findings.

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

In a continuing trend, almost universal agreement (99%) is found for the view that driving/riding through a red light without stopping or following another vehicle too closely constitutes risky behaviour. Most other driving/riding behaviours assessed are deemed to be risky by at least 98% of road users, with the exception of driving while on a hand-held mobile phone (87%).

The proportion of people in 2014 who rate travelling more than 10 km/hr over the speed limit as risky stands at 98%, while the proportion who rate travelling up to 10 km/hr over the speed limit as risky is 92%. Both results are consistent with previous years' results.

How often do you READ text messages while you are driving/riding? (R1a)

Among all drivers/riders, less than 3% admit to reading text messages while they are driving/riding always or most of the time. 6% report doing this sometimes while the occasional reading of text messages is occurring among 23% of drivers/riders. 67% of road users say they never read text messages while driving/riding – this being a significant increase since 2013 – 61%.

How often do you SEND text messages while you are driving/riding? (R1b)

Sending text messages while driving/riding is something that less than 2% of drivers/riders admit to always doing or doing on most occasions, while 3% indicate doing this sometimes. Sending text messages occasionally is reported by 15% of people while 79% of drivers/riders report never engaging in this behaviour. These results are consistent with those found in the 2013 survey.

How strongly do you support or oppose laws that allow police to impound the vehicle of a driver/rider who has been caught for...? (R2)

91% of drivers/riders support laws that allow police to impound the vehicle of a driver/rider who has been caught for repeat drink driving or repeat drug driving while 90% of people support vehicle impoundment in situations where drivers/riders have repeatedly driven without a valid licence.

During the last 12 months, have you ever driven/ridden on a public road without a valid licence? (R3)

In the last twelve months, 1% of drivers/riders reports travelling on a public road without a valid licence, a result consistent with the previous 4 years' surveys.

During the last 12 months, have you seen a police vehicle (of any type) patrolling or observing Queensland roads? (R4)

Among all drivers/riders, 94% report having seen a police vehicle patrolling or observing Queensland roads during the past twelve months.

In a given trip on Queensland roads, how likely are you to see the police? (R6)

Regarding the likelihood of seeing police on Queensland roads in a given trip, 6% of all drivers/riders always see this, 26% believe they see police on most trips while 43% claim they sometimes see police on Queensland roads. 25% say they occasionally pass police while driving/riding while less than 1% claim to never see police on Queensland roads.

To what extent do you agree or disagree with the following statements? (R5)

Among all drivers/riders, 60% agree that in the past twelve months the number of police vehicles on Queensland roads has increased, 21% disagree while 19% don't know. In response to the statement 'the police are everywhere so I always obey the road rules', 74% of all drivers/riders agree with this statement.

Key trends – Speed

Younger drivers/riders (< 25 years)

- More likely than average to report a greater propensity to speed
- Likely to than average to report speeding for a wide range of reasons
- More likely than average to expect to be allowed to speed up to 5 km/hr over the limit in 60 km/hr zones in rural and urban areas with no penalty
- More likely than average to agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash
- More likely than average to feel that fixed speed cameras are where the most tickets are issued
- More likely than average to feel that unmarked police cars are a sneaky form of enforcement.

Drivers/riders aged 25-39 years

- More likely than average to report a greater propensity to speed
- More likely than average to report speeding because they are in a hurry or because they don't like to travel behind other vehicles
- More likely than average to expect to be allowed to speed up to 5 km/hr over the limit without penalty in 60 km/hr zones in urban areas
- More likely than average to feel entitled to speed up to 15 km/hr over the speed limit in 100 km/hr zones in rural areas
- More likely than average to agree that the benefits of speeding are important factors in the decision to speed
- More likely than average to be confident about the actual location of speed cameras
- More likely than average to agree that speed cameras are there to raise revenue for the government
- More likely than average to claim point-to-point speed cameras are a waste of public money.

Drivers/riders aged 40-59 years

- More likely than average to feel that speeding is not as dangerous as drink driving because it depends on the individual

- More likely than average to identify passenger safety, the safety of other road users or the possibility of getting demerit points in a decision about whether to speed
- More likely than average to agree that fixed speed cameras are in areas where it is unsafe for police to work
- More likely than average to view unmarked police cars as revenue raising
- More likely than average to oppose red light/speed cameras at intersections
- More likely than average to oppose point-to-point speed cameras.

Older drivers/riders (> 60 years)

- More likely than average to feel that people should never be allowed to exceed the speed limit without being booked
- More likely than average to believe that there is more risk when drink driving/riding than speeding, that drink drivers/riders do not have to speed to crash or that people have better reaction times when speeding than when drink driving/riding
- More likely than average to know how the government must spend speed and red light camera fine revenue
- In light of hearing how fine revenue is put to use by the government, are more likely than average to be supportive of the use of speed and red light/speed cameras
- More likely than average to identify personal safety as an important factor in the decision to speed
- More supportive than average of speed cameras
- Are generally less confident than average about knowing the location of speed cameras
- More likely than average to feel that mobile speed cameras are located in areas where motorists most commonly speed or areas that have a history of crashes
- More likely than average to feel that mobile speed cameras are located in areas that are subject to road works or areas where the public complain about speeding drivers
- More likely than average to support fixed speed cameras and point-to-point speed cameras.

Female drivers/riders

Females are more likely than males to:

- Believe that speeding causes crashes
- Feel that speeding is as dangerous as drink driving/riding
- Believe that people are in more control when speeding than when drink driving/riding
- Be supportive of the use of speed and red light/speed cameras
- Agree that penalties for speeding are genuinely intended to deter people from speeding
- Agree that speed cameras help to reduce the road toll
- Believe that fixed and mobile speed cameras are being placed in areas with a history of crashes
- Believe that mobile speed cameras are placed on roads where motorists are always speeding
- Support the use of fixed speed cameras
- Support unmarked and marked speed camera vehicles
- Oppose point-to-point speed cameras because they are worried that their average speed calculations may be inaccurate.

Male drivers/riders

Males are more likely than females to:

- Admit speeding for a wider range of reasons
- Cite higher thresholds for speeding in rural and urban areas
- Feel entitled to exceed the speed limit by up to 10 km/hr in 100 km/hr zones in urban areas
- Believe that speeding is not as dangerous as drink driving because:
 - new cars/motorcycles can travel safely at speeds greater than the speed limit
 - they decide to speed when they are driving/riding a good car/motorcycle
- Be unconvinced that driving/riding 5 or 10 km/hr over the speed limit increases their risk of having a crash
- Feel that speeding can be safe in some circumstances
- Be confident of their knowledge of the location of potential speed cameras
- Agree that mobile speed cameras are in a location that is convenient for police
- Oppose the use of fixed speed cameras
- Agree that speed cameras are there to raise revenue for the government

- Agree that speed cameras are located where most tickets are issued or at convenient locations for police
- View unmarked mobile speed cameras as revenue raising
- Oppose red light/speed cameras at intersections, point-to-point speed cameras and cameras to detect dangerous road user behaviours other than speeding.

Open licence holders

- More likely than average to agree that the safety of their passengers, themselves or the safety of other road users has a bearing on their decision of whether to speed
- More likely than average to agree that speeding is safe in some circumstances
- More likely than average to agree that speed cameras are there to raise revenue for the government
- More likely than average to agree that mobile speed cameras are located on roads where motorists are always speeding or at convenient locations for police.

Sub-open licence holders

- More likely than average to agree that driving/riding 5 or 10 km/hr over the speed limit increases their risk of having a crash
- Less likely than average to consider personal, passenger or other road user safety as an important factor in their decision to speed.

Motorcycle Riders

- More likely than drivers of other vehicles to report speeding
- Less likely than average to agree that speeding is a major contributor to crashes or that it's time the community took a stand against speeding
- More likely than average to report speeding because they are alone, confident they are not putting anyone in danger or because they are riding a powerful vehicle
- More likely than average to believe that because they speed when driving/riding a good car/motorcycle speeding is not as dangerous as drink driving
- More likely than average to agree that the capability of their vehicle is an important factor in whether to speed
- More likely than average to agree that speeding is safe in some circumstances

- Less likely than motor vehicle drivers to agree that driving/riding 5 or 10 km/hr over the speed limit increases their risk of having a crash
- Less likely than average to agree speed cameras help to reduce the road toll
- More likely than average to believe speed cameras are there to raise revenue for the government
- Most likely segment to oppose fixed speed cameras, unmarked and marked speed camera vehicles
- More likely than average to oppose point-to-point speed cameras as they are perceived as just revenue raising.

South Eastern Residents

- More likely than average to justify speeding to keep up with traffic
- Less likely than average to agree that speeding is a major contributor to crashes or that they are responsible for the speed they drive
- More likely than average to expect to be allowed to speed up to 10 km/hr over the limit in 60 km/hr zones without being booked in urban areas
- More likely than average to agree that the benefits of speeding have a bearing on their decision to speed
- More confident than average in their knowledge of where to find speed cameras.

Northern Residents

- More likely than average to report exceeding the speed limit when they are driving at night, when they are driving on a rural road or because they know the road well.

Central Residents

- More likely than average to justify speeding when overtaking
- More likely than average to support travelling up to 20 km/hr over the speed limit in 100 km/hr zones in rural areas
- More likely than average to agree that mobile speed cameras are located on roads where motorists are always speeding.

Southern Residents

- More likely than average to justify speeding when overtaking
- More likely than average to feel that no speed over the limit should be tolerated in 60 km/hr zones in rural and urban areas
- More likely than average to agree that driving/riding 5 or 10 km/hr over the speed limit increases their risk of having a crash.

Key trends – Alcohol

Drivers/riders aged 25-39 years

- More likely than average to agree that they sometimes drive/ride when they could be over the legal limit
- More likely than average to avoid drink driving/riding because they cannot afford to lose their licence.

Drivers/riders aged 40-59 years

- More likely than average to agree that:
 - they plan ahead when going somewhere they could drink alcohol to avoid drink driving/riding
 - if they're planning to drive/ride they never drink
- More likely than average to agree that they choose not to drink and drive/ride because:
 - they don't want to pay a fine
 - or they can't afford to lose their licence.

Older drivers/riders (> 60 years)

- More likely than average to agree that people who drink and drive/ride are irresponsible and penalties for drink driving/riding are not harsh enough.

Female drivers/riders

Females are more likely than males to agree that:

- penalties for drink driving/riding are not harsh enough
- the Blood Alcohol Concentration limit for driving/riding should be reduced
- people who drink and drive/ride are irresponsible
- if planning to drive/ride they never drink
- they are deterred from drink driving because there is likelihood that they will cause a crash.

Male drivers/riders

Males are more likely than females to:

- agree that they sometimes drive/ride when they could be over the legal limit
- agree that they have been stopped at a random breath testing site.

Open licence holders

- More likely than average to agree that:
 - Penalties for drink driving/riding are not harsh enough
 - Drink drivers/riders should not be given special licences that allow them to drive/ride to work
 - People who drink and drive/ride are irresponsible
 - When I'm going somewhere I could drink alcohol, I plan ahead so I can avoid drink driving/riding
 - If I'm planning to drive/ride, I never drink enough to exceed the drink driving/riding limit
- More likely than average to agree that they have been stopped at a random breath testing site
- More likely than average to avoid drink driving/riding because they cannot afford to lose their licence.

Motorcycle Riders

- More likely than average to agree they sometimes drive/ride when they could be over the legal limit
- More likely than average to agree that they have been stopped at a random breath testing site.

Northern Residents

- More likely than average to agree that they sometimes drive/ride when they could be over the legal limit.

South Eastern Residents

- More likely than average to claim that:
 - drinking doesn't affect their ability to safely drive/ride
 - they drink drive/ride when they need to get somewhere else and cannot get there another way
 - they drink drive/ride when they wish to get food or drink
 - they drive/ride more safely after drinking.

Southern Residents

- More likely than average to believe that people who drink and drive/ride are irresponsible.

Key trends – Drugs

Young drivers/riders (< 25 years)

- More likely than average to be unsure of the consequences of driving/riding under the influence of recreational drugs.

Drivers/riders aged 25-39 years

- Higher than average levels of recreational drug use are evident.

Older drivers/riders (> 60 years)

Older drivers are more likely than average to:

- Feel that people who use recreational drugs and drive/ride are irresponsible
- Agree that it is illegal to drive/ride when affected by recreational drugs
- Agree that harsh penalties are warranted for those caught driving/riding under the influence.

Open licence holders

- More likely than average to know about the illegality of driving/riding when affected by recreational drugs
- More likely than average to agree that people who use recreational drugs and drive/ride are irresponsible
- More likely than average to support harsh penalties for those caught driving/riding under the influence.

Sub-open licence holders

- Less aware than average of the law about driving/riding when affected by recreational drugs.

Key trends – Road User Behaviour

Younger drivers/riders (< 25 years)

- More likely than average to self-report sending or reading text messages while driving/riding.

Drivers/riders aged 25-39 years

- More likely than average to read and send text messages on an occasional basis
- More likely than average to agree that the number of police vehicles patrolling Queensland streets has increased in the last 12 months.

Drivers/riders aged 40-59 years

- More likely than average to rate the following as risky behaviour:
 - Driving through a red light
 - Following another vehicle too closely
 - Driving through a stop sign
 - Driving under the influence of illicit drugs
 - Overloading the vehicle with too many passengers
 - Driving when talking on a hands free mobile phone.
- More likely than average to support impounding vehicles.

Older drivers/riders (> 60 years)

- More likely than average to rate the following as risky behaviour:
 - Travelling more than 10 km/hr over the speed limit
 - Travelling up to 10 km/hr over the speed limit
 - Driving when talking on a hands free mobile phone
 - Driving when talking on a hand held mobile phone.
- More likely than average to support impounding vehicles for the following offences:
 - Repeat offenders who have been caught for repeat unlicensed driving
 - Repeat disqualified driving

- Repeat driving/riding an uninsured and unregistered vehicle
- Evading police
- Repeat offences of illegal vehicle modifications.

Female drivers/riders

Females are more likely than males to:

- Agree strongly on each statement about road safety
- Rate the behaviours of driving/riding up to 10 km/hr over the speed limit as risky.
- Support vehicle impounding of drivers/riders with repeat offences of illegal vehicle modification
- Agree that the police are everywhere so they always obey the road rules.

Southern residents

- More likely than average to *strongly agree* that their driving affects other road users.

Open licence holders

- More likely than average to rate almost all factors as risky behaviours
- More likely than average to have seen a police vehicle over the past twelve months
- More likely than average to support impounding vehicles.

Sub-open licence holders

- More likely than open licence holders to have driven/ridden unlicensed in the past year.

Motorcycle Riders

- Less likely than average to rate travelling up to 10 km/hr over the speed limit as risky behaviour.

method

Research Method

The 2014 method comprised an online self-completion survey using the ORU research panel. Where relevant, results from the 2014 survey have been paired with data from previous waves of research for comparison.

Prior to 2008, the survey was conducted using the CATI (computer assisted telephone interview) methodology, but was changed in subsequent years to an online panel format.

Fieldwork

Questionnaire Design

The questionnaire used for the current wave of interviewing is appended to this report as Appendix A. The questionnaire consists predominantly of closed-ended questions where response options have been pre-coded. A listing of responses that did not fall within the prescribed response codes within the questionnaire can be found at Appendix B.

At the request of Department of Transport and Main Roads (DTMR), changes have been made to the questionnaire between each wave of interviewing. New questions have been introduced, past questions deleted and some changes to question wording have been requested. Where question wording has changed, this has been indicated throughout the report.

Online panel

MCR's panel supplier, ORU, generated the sample and distributed the self-completion survey to its Queensland panellists for this study. ORU own and manage the largest research-only panel in Australia (with over 300,000 members) and have QSOAP (Quality Standard for Online Access Panels) 'Best Practice' Level 2 accreditation. They have a unique "by-invitation-only" strategy which ensures greater quality of respondents.

Sample Selection and Size

Eligibility for selection and sampling population

The geographic sampling population for this survey was the state of Queensland. Those eligible to be surveyed were people aged 16 years and over who are motorists, motorcycle riders and riders of scooters/mopeds and drive/ride on the road for at least one hour per week.

Sampling

Best practice sampling was used to collect the respondent group: the sample was deployed as random in controlled batches, with reminders, activity/category filtering and over sampling conducted as necessary. Anyone who had taken part in a survey on the topic of road safety in the past six months was excluded from the invitation process.

Dates of fieldwork

The fieldwork dates for the survey were from the 10th April – 5th May, 2014. Appendix C contains the fieldwork report which details the results of contact with all potential respondents.

Weighting

Post enumeration the data were weighted up to statistics supplied by DTMR on the total number licences on record in Queensland as at 31st January 2014.

Definitions

Throughout the report a number of abbreviations and labels have been used, the definitions of which are provided:

Sub-open – Learner, Provisional and Probationary licences
Sth Eastern – South Eastern
km/hr – kilometres per hour
Jul – July
Apr – April
M/C – Motorcycle
60+ – people aged 60 years and older
<25 – people aged 16-24 years
n – sample
RBT – Random Breath Test.

Data Analysis

At the completion of fieldwork, the survey results were analysed using the statistical package: SurveyCraft. The analysis took the form of frequency counts for each question and cross analysis of responses to all questions by selected demographic and behavioural factors (cross tabulations).

In addition to these analyses, the data were subjected to Z-tests to detect significant difference between the average and sub-group results. Statistics that are significantly different to the average have been identified throughout the report through the use of bolding and arrows. The average calculation is based on the responses of all respondents to a question. It should be noted that where a key result differs significantly from the average (and is referred to in the report's commentary), it is not necessarily the group with the highest percentage (small cell sizes mean sometimes there is a group with a higher percentage, however this does not differ significantly from the average after taking sampling error into account).

To assess sampling error associated with survey results, the reader is referred to the sampling error chart at Appendix D.

Quotas

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

		Gender		Age				Region				Licence Type*			
		Male	Female	<25	25-39	40-59	60+	Central	Northern	South-East	Southern	Open	Sub-Open	Motorcycle	None
Overall Survey	No.	308	292	85	163	216	136	53	67	408	72	514	80	121	5
	%	51	49	14	27	36	23	9	11	68	12	86	13	20	1
Sub Groups															
Gender (%)	Male	100		14	27	36	23	9	11	68	12	87	12	31	1
	Female		100	14	27	36	23	9	11	68	12	84	15	8	1
Age (%)	<25	51	49	100				8	11	72	9	32	65	14	4
	25-39	52	48		100			9	11	66	13	88	11	26	
	40-59	51	49			100		9	11	67	13	96	3	21	1
	60+	51	49				100	9	12	70	10	100		15	
Region (%)	Central	51	49	13	28	36	23	100				83	17	30	
	Northern	51	49	13	27	36	24		100			84	13	15	3
	South-East	51	49	15	26	35	23			100		85	14	19	1
	Southern	51	49	11	31	40	18				100	93	7	26	
Licence Type (%)	Open	52	48	5	28	40	26	9	11	68	13	100		21	
	Sub-Open	46	54	69	23	9		11	11	71	6		100	14	
	Motorcycle	80	20	10	35	38	17	13	8	63	16	90	9	100	
	None	60	40	60		40			40	60					100

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

Publication of Information

MCR is a member of the Australian Market and Social Research Organisation (AMSRO) and abides by the Australian Market and Social Research Society's Code of Professional Behaviour. Fieldwork is provided by an AMSRS and QA certified research panel.

The Code of Professional Behaviour can be downloaded at www.amsrs.com.au. Under the Code of Professional Behaviour – information about clients' businesses, their commissioned market research data and findings remain confidential to the clients unless both clients and researchers agree to the details of any publications.



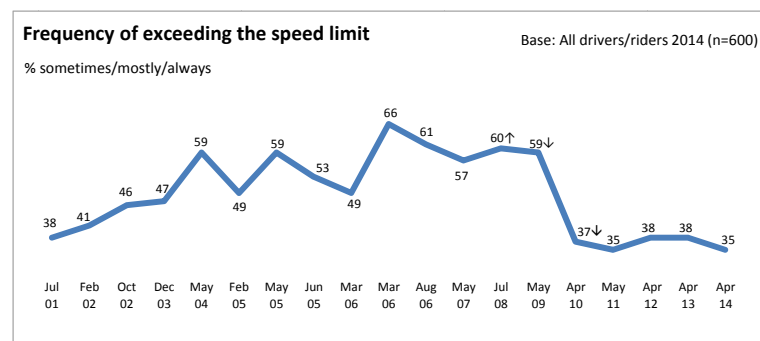
Disclaimer

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

findings

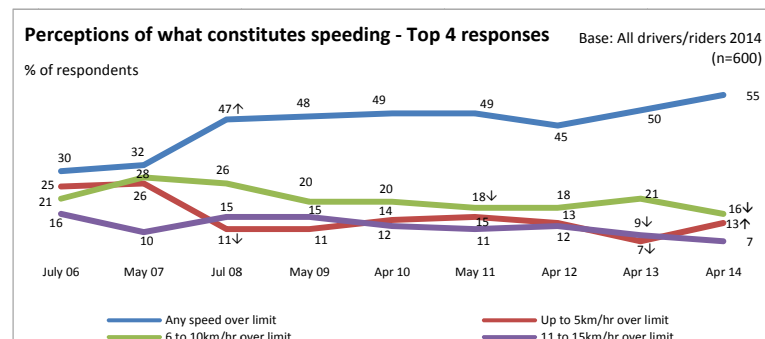
speed

1.0 Speeding/speed limits



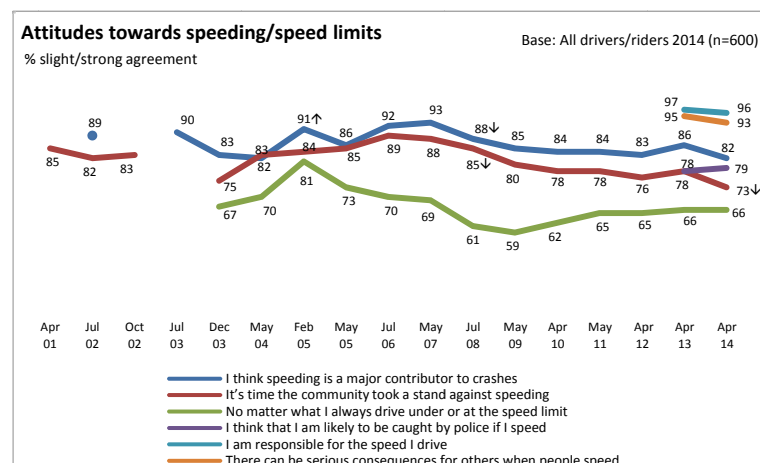
1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

35% of drivers/riders in 2014 say they sometimes, mostly or always drive/ride over the speed limit, a result that has remained stable over the past five years.



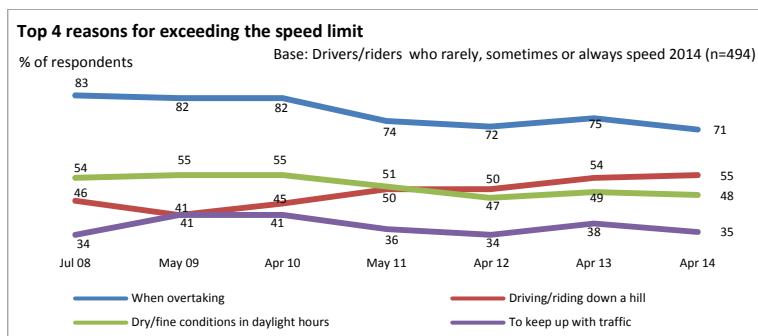
1.1.2 Do you think speeding is.....? (S2)

Respondents most commonly perceive speeding as being any speed over the limit (55%), a result consistent with previous waves. Among those attempting to define the point at which speeding occurs, 16% select 6-10 km/hr over the speed limit (this being in decline since 2013 – 21%) while 7% define speeding as travelling 11 to 15 km/hr over the speed limit. 13% define speeding as travelling up to 5 km/hr over the speed limit, an increase in this response since the 2013 survey – 7%.



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

Attitudes towards speeding are mostly consistent between 2013 and 2014. Drivers/riders are most likely to agree that they are responsible for the speed they drive (96%) or there can be serious consequences for others when people speed (93%). The majority of respondents also agree that speeding is a major contributor to crashes (82%), they are likely to be caught by police if they speed (79%) or that it's time the community took a stand against speeding (73% - this attitude being in decline since 2013 – 78%). A solid majority (66%) also agrees that they drive/ride at or under the speed limit no matter what.



1.1.4

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

Reflecting the findings of previous waves, the most common justifications for speeding are because drivers/riders are overtaking another vehicle (71%), driving/riding down a hill (55%) or driving/riding during fine conditions in daylight hours (48%).

1.1.5

Key sub-group differences

Younger people (under 40 years) are more likely than average to show a greater propensity to speed. Those aged under 25 years report speeding for a wider range of reasons than average. These include: being in a hurry, being on a quiet, straight or rural road, knowing the road well, blowing off steam, for the thrill of it or driving at night. Drivers/riders aged 25-39 years are more likely than average to report speeding when they are in a hurry or because they don't like to travel behind other vehicles.

Regarding results by regions, South Eastern residents are more likely than average to justify speeding to keep up with traffic. Drivers/riders from this region are less likely than average to agree that speeding is a major contributor to crashes or that they are responsible for the speed they drive. Residents of the Northern region are more likely than average to report exceeding the speed limit when they are driving at night, on a rural road or because they know the road very well. Central and Southern residents are more likely than average to justify speeding when overtaking.

As noted in previous years, motorcyclists are more likely than average to report speeding. They are also less likely than average to agree that speeding is a major contributor to crashes or that it's time the community took a stand against speeding. Motorcyclists are also more likely than average to report speeding because they are alone, confident they are not putting anyone else in danger or because they are riding a powerful vehicle.

Male drivers/riders are less likely than females to feel that speeding causes crashes. They are also more likely than females to admit to speeding for a wider range of reasons.

All key sub-group differences are detailed in the following tables.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Always	2	2	3	3	2	1	4	2	5	3	1	2			2	3	2	3	3	1	2	2	2	2	4	2	3	3
Most occasions (90% of the time)	9	10	10	12	7	9	9	16	13	12	9	11	1	4	12	14	10	5	4	10	9	11	9	10	9	13	14	21
Sometimes (about half the time)	24	25	24	29	23	21	32	37	28	33	22	21	17	16	22	24	25	26	28	20	23	26	24	26	20	18	26	30
Just occasionally (less than 10% of the time)	48	52	45	47	51	57	28	32	37	44	52	55	66	69	46	49	47	55	53	57	47	50	50	52	34	39	42	35
Never	18↑	11	18↑	9	18	12	27↑	12	18↑	8	15	12	15	11	18	9	17	11	13	12	19↑	11	15↑	9	34	28	16	11
TOTAL SOMETIMES/MOST/ALWAYS	35	38	37	44	32	31	45	55	45	48	32	34	18	19	36	42	36	34	35	31	34	39	35	39	32	33	42	54

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Any speed over the speed limit	55	50	50	48	60	53	56	49	50	50	56	51	58	49	60	52	57	50	61	60	53	48	54	49	56	58	51	51
Up to 5 km/hr over the speed limit	13↑	7↓	12↑	6↓	13	9↓	14↑	3↓	12	6	11	8	17	11	15	9	9	3↓	8	6	14↑	8↓	13↑	7↓	12	8	11	5
From 6 to 10 km/hr over the speed limit	16↓	21	17	22	15	19	11	20	18	24	19	16	13↓	24	15	19	23	24	14	20	16	21	17	21	9	17	19↑	6↓
From 11 to 15 km/hr over the speed limit	7	9↓	9	10	5	8	7	10	11	8↓	6	10	4	7	5	7	4	11	6	4	8	10	7	9	9	5	8	16
From 16 to 20 km/hr over the speed limit	1	2	1	3	1	2		1	2	3		2	1	2				3			1	3	1	2				3
^More than 20 km/h over the speed limit	*	1	1	1		1		2		1	*	2	1			5					*	1	*	1				3
Depends on the speed limit	6↓	9	8	10	3↓	7	6	13↑	6	8	6	9	6	7	4	7	6	5	11	10	5↓	9	6	9	6	12	8	16
Don't know	2	1	2	*	3	1	6	1	1		2	2	1		1		2	5			3↑	1	1	1	7		3	

^ Previously 'Over 21 km over the speed limit' in 2010 survey

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.1.3 Attitudes towards speeding/speed limits (S1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents (total slight/strong agreement)																												
I am responsible for the speed I drive	96	97	94	96	97	98	89	95	92	95	99	99	99	99	97	100	98	97	100	98	95	97	97	98	89	90	97	93
There can be serious consequences for others when people speed	93	95	90	93	96	97	87	94	88	92	96	96	98	97	94	98	94	95	97	96	92	94	94	95	88	92	89	88
I think speeding is a major contributor to crashes	82	86	77	80	88	92	80	88	80	82	83	86	86	89	85	91	89	95	90	87	80	83	83	85	80	92	74↑	45
I think I am likely to be caught by police if I speed	79	78	77	74	81	83	67	66	80	76	82	80	80	86	82	77	79	84	85	81	77	77	79	79	76	68	78	63
It's time the community took a stand against speeding	73↓	78	66	72	80	84	71	70	69	79	71	76	81	87	70	76	74	87	74	75	73	78	72↓	78	76	73	62	51
No matter what I always drive/ride under or at the speed limit	66	66	61	61	70	71	59	54	63	59	63	68	77	81	58	60	60	76	71	63	67	66	65	65	70	76	62↑	41

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.1.4 In what situations would you be likely to exceed the speed limit? (S14)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who exceed the speed limit	494	538	254	281	240	257	62	77	134	155	183	192	115	114	55	52	44	34	63	83	332	369	438	503	53	29^	102	33
% of respondents																												
I need to overtake	71	75	71	73	71	76	76	80↑	70	73	71	77	71	70	78	79	86	76	82	76	66↓	73	73	74	60	78	69↓	90↑
I am driving/riding down a hill	55	54	58	54	52	53	63	60	54	51	54	53	55	55	43	38	48	35	59	54	58	59	56	54	53	46	52	65↑
Dry/fine road conditions in daylight hours	48	49	58	55	38	42	50	58	48	45	51	46	43	51	53	58↑	57	50	51	48	46	47	50	49	34	46	53	62
To keep up with traffic	35	38	41	47	28	28	31	40	26	30	39	40	40	44	33	31	25	26	25	35	38	41	35	39	28	25	35↓	67↑
I am on a straight road	33	32	40	38	26	26	45	45	30	28	34	31	30	32	40	38	39	36	40	30	30	31	33	32	36	37	35	31
I am confident I am not putting anyone in danger	33	33	40	38	25	28	26	38	33	31	39	30	27	39	40	33	36	38	33	32	31	33	34	34	25	26	45	46
There are no other cars on the road/the road is quiet	30	30	35	33	25	26	50	43	24	30	31	29	27	22↓	42	29	32	32	33	28	28	30	29	30	39	32	37	29
I know the road very well	27	24	28	28	25	20	42	38	33	24	25	25	13	14	42	31	27	18	24	19	24	25	25	24	36	31	30	33
To avoid a crash/an accident	25	24	27	21	23	26	29	31	22	25↑	21	17	32	28	27	17	25	26	22	18	25	26	25	22	25	43	29	41
I am on a rural road	22	20	25	22	18	17	39	31	21	16	22	19	13	17	36	29	27	29	25	19	18	17↑	20	19	32	22	26	25
In a hurry to get to destination/running late for something	22	25	18	25↑	26	25	36	40	31	32	20	23	5	10	29	36	16	20	19	18	22	25	21	25	30	17	24	34
I am alone	20	23↑	26	28↑	14	19	24	35↑	22	28↑	24	20	10	15	27	18	21	26	19	21	19	25↑	21	23	13	27↑	30	33
I am on a multi-lane road	20	19	27	26	12	12	16	18	13	17	25	21	20	20	20	23	16	9	21	16	20	20	21	20	11	7	21	29
I want to get through an amber traffic light	13	15	13	13	14	16	21	20	15	18	14	12	7	10	13	17	11		8	6	15	18	14	14	11	17	16	10
I think I am very unlikely to get caught	11	10	13	12	8	8	16	17	13	10	12	10	3	7	20	11	9	3	10	6	9	12	10	10	13	7	15	26
I don't like to travel behind other vehicles	9	8	13	10	4	5	8	14	13	11	7	4	7	5	13	10	7	12	10	5	8	8	9	8	6	7	11	9
At night	7	8	9	10	3	5	18	21↑	8	7	5	6	1	2	13↑	2	5	6	3	4	6	9↑	5	7	15	10	5	5
I am driving/riding a powerful vehicle	5	4	8	7	3	1	10	8	5	4	6	4	3	3	7	8	2	3	6	2	5	4	6	4	4	7	10	10
I need to 'blow off steam'	2	1	4	2		*	8	3	2	1	1	2		1	4	2				1	2	2	2	1	4	3	3	9
I feel like a thrill	2	1	3	1	1	*	6	3	3	1	1	1			2	2				1	2	1	1	1	6	3	3	9
I am on a winding road	1	1	2	2	*	*	3	1	1	2	1	1	1	1	2	2				1	2	2	1	1	4	3	4	3
The roads are wet	1	2	2	3	*	1		5	3	2	1	1			2	2					1	2	1	1	2	3	4	3
I have passengers	1	1	2	1	*		3		1	1	1	1			2	2					1	1	1	1	2		2	
I want to impress others	*	*	1	1				1	1	1	1										1	1	*	*		3	2	
Other	5	6	3	4	7	8	6	5	3	4	5	7	8	10	4	10	2	6	5	5	6	6	5	6	6	3	7	
Don't know	4	3	4	3	3	2	5	3	3	5	4	3	3		7		5	6	5	4	3	3	3	2	6	10	5	

^ Caution: small cell size.

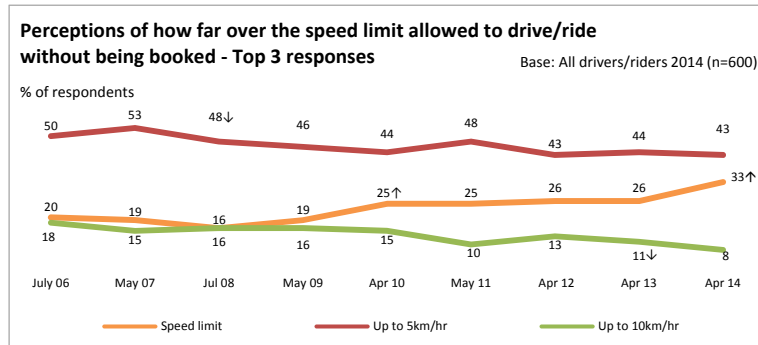
* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

2.0 Expectations of when people should be booked for speeding

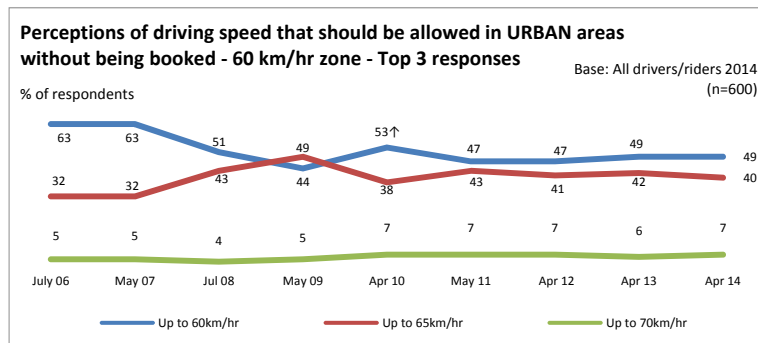
2.1 Expectations of speed limits in URBAN areas



2.1.1

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

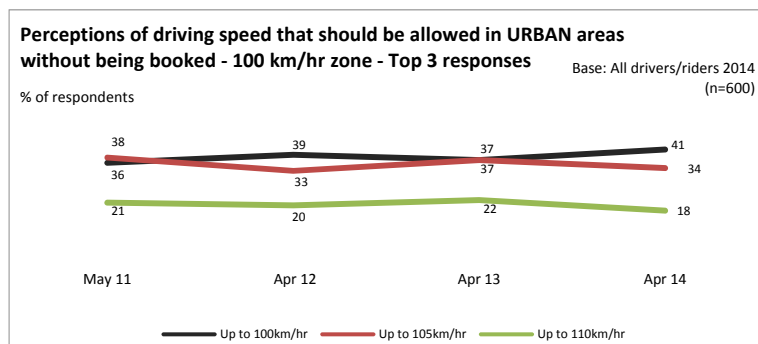
33% of drivers/riders believe that no speed over the speed limit should be tolerated without being penalised, (a significant increase from 2013 – 26%). 43% report that it is usually possible to travel up to 5 km/hr over the limit without being booked while 8% feel that travelling up to 10 km/hr over the limit is unlikely to attract a speeding ticket.



2.1.2

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

Consistent with the last three years, around one in two drivers/riders (49%) feels that people should only be allowed to drive/ride to the speed limit in a 60 km/hr speed zone in urban areas. 40% feel that travelling over the limit by up to 5 km/hr should not be penalised.



2.1.3

Thinking about 100 km/hr speed zones in URBAN areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S5a)

41% of drivers/riders feel that people should only be allowed to drive/ride to the speed limit in a 100 km/hr speed zone in urban areas. 34% feel that travelling over the limit by up to 5 km/hr should be tolerated without penalty. These results are consistent with the results over the past three years.

2.1.4 Key sub-group differences

Males are generally more likely than females to cite higher thresholds for speeding. They also feel more entitled to exceed the speed limit by up to 10 km/hr in 100 km/hr speed zones in urban areas without being booked.

Consistent with 2013 results, older drivers/riders (aged 60+ years) are more likely than average to feel that people should never be able to exceed the speed limit in urban areas without being booked. Those aged between 25-39 years are more likely than average to expect to be allowed to speed 5 km/hr or 10 km/hr over the limit in 60 km/hr zones with no penalty. Those aged under 25 years are more likely than average to expect to be allowed to speed 5 km/hr over the limit in 60 km/hr zones with no penalty.

In terms of regional differences, those living in the Southern region are more likely than average to feel that no speed over the limit should be tolerated in urban areas in 60 km/hr zones. South Eastern residents are more likely than average to expect to be allowed to speed 10 km/hr over the limit in 60 km/hr zones without being booked.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
No speed over the speed limit	33↑	26	32	27	35↑	25	24	16	31	24	34	26	42	37	34	21	28	26	39	37	33↑	25	34↑	26	31	25	31	25
Up to 5 km/hr over the speed limit	43	44	42	40	45	48	47	45	42	41	44	47	40	42	48	52	47	47	43	39	42	43	44	44	42	41	47	32
Up to 10 km/hr over the speed limit	8	11	8↓	14	7	7	2↓	15	13	13	9	11	2	5	5	11	10	8	4	8	8	11	8	11	6	8	9	16
Up to 15 km/hr over the speed limit	*	*↓		*	*		1							1							*	*↓		*	1			
Up to 20 km/hr over the speed limit	1	*	1	*			1		1		*	*									1	*	1	*			1	3
Depends on the speed limit	4	7	6	8	2↓	6	7	9	4	8	4	5	4	4	2	5	2	5	3	5	5	7	4	6	4	10	3	5
Other	2↓	4	1↓	4	2	3	5	9↑	2	2		2	2	4	4	9				2	2	4	1↓	3	5	7		6
Don't know	9	9	9	7	9	11	13	7	8	11	8	8	10	7	7	2	13	13	11	7	8	9	9	9	10	10	8	14

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Up to 60 km/h	49	49	46	46	52	52	35	33	37	39	50	55	71	63	49	51	45	66	65	65	46	44	50	49	41	47	45	37
Up to 65 km/h	40	42	42	43	37	41	53	48	48	51	36	37	26	34	42	40	42	31	32	30	40	46	38	42	46	43	35	46
Up to 70 km/h	7	6	8	8	6	4	2↓	15	11	7	8	4	1	2	5	7	6	3		2	8	7	7	6	4	5	13	11
Up to 75 km/h	*	1	*	1		*		1			*	1				2					*	*	*	1			1	
Up to 80 km/h	*	*	1	1			1	1			*	1					2			1	*	*	*	*	1	2	1	3
More than 80 km/h	*		1				1		1												*		*				1	
Don't know	4↑	2	3	2	5	2	7	2	3	2	5	2	2	1	5		6		3	2	4	2	4	2	7	2	4	3

Table 2.1.3 Thinking about 100 km/hr speed zones in urban areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (S5a)

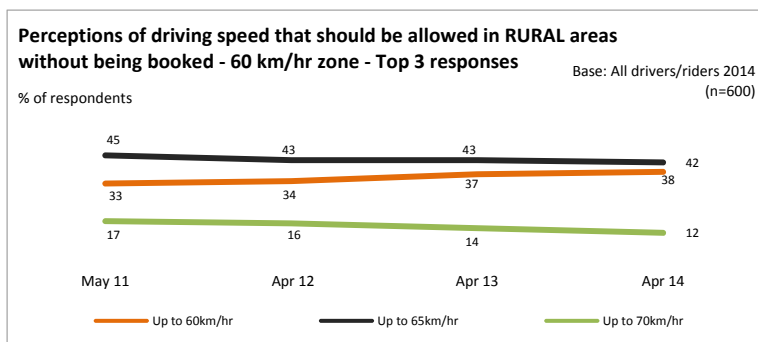
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Up to 100 km/h	41	37	37	32	45	41	34↑	19 ↓	30	27	39	41	63	53	41	42	38	34	50	44	40	35	40	37	43	30	34	22
Up to 105 km/h	34	37	31	35	37	39	35	33	39	39	33	34	29↓	41	35	32	38	45	35	42	33	36	34	36	35	50↑	29	20
Up to 110 km/h	18	22	24	27	12	16	19↓	38 ↑	23	28	22	19	7	6	21	21	15	21	13	12	19	24	19	22	14	13	27 ↓	46
Up to 115 km/h	2	1	3	1	1	1	2	1	4	2	1	1	1						3		2	2	2	1	1	2	2	
Up to 120 km/h	1	1	1	2	1	*	1	4	2	1	*	2				5	2				1	1	1	2			2	6
More than 120 km/h	1	1	1	1		*	1	1	1	2	*	*					2			1	1	1	1	1		2	2	3
Don't know	3↑	1↓	2	1↓	4	2	7	2	1	1	4	2	1		3		6			1	3	2	2	1	7	2	3	3

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

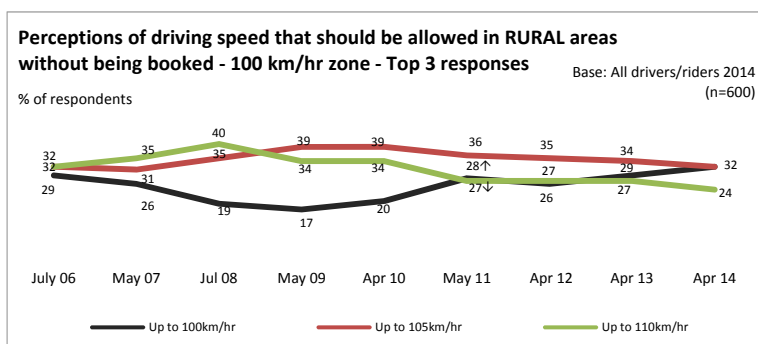
2.2 Expectations of speed limits in RURAL areas



2.2.1

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

38% of drivers/riders feel that people should only be allowed to drive/ride to the speed limit in a 60 km/hr speed zone in rural areas without being booked for speeding. 42% feel that travelling over the limit by up to 5 km/hr should be tolerated while 12% suggest an even higher threshold of 10 km/hr over the speed limit without penalty. These results are consistent with the results obtained in 2013.



2.2.2

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

32% of drivers/riders feel that people should only be allowed to drive/ride to the speed limit in a 100 km/hr speed zone in rural areas. The same proportion (32%) feels that travelling over the limit by up to 5 km/hr should be allowed while travelling 10 km/hr over the limit without being booked is supported by 24% of people. Again, these results are consistent with the results of the last wave.

2.2.3

Key sub-group differences

Males are more likely than females to call for higher speed thresholds (without being booked) in both 60 km/hr and 100 km/hr speed zones in rural areas.

Older motorists (aged 60+ years) continue to be more likely than average to feel that people should never be able to exceed the speed limit in rural areas without being booked. Those aged 25-39 years are more likely than average to expect to be allowed to speed 15 km/hr over the limit in 100 km/hr zones in rural areas with no penalty.

In terms of regional differences, drivers/riders in the Southern region are more likely than average to feel no speed over the speed limit should be tolerated in 60 km/hr zones in rural areas. Central region residents are more likely than average to support travelling up to 20 km/hr in excess of the speed limit in 100 km/hr zones in rural areas without penalty.

Table 2.2.1 Thinking about 60 km/hr speed zones in rural areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (\$4b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Up to 60 km/h	38	37	35	35	41	40	25	22	30	30	40	43↑	54	49	33	37	40	48	55	56	36	33	39	38	34	37	36	26
Up to 65 km/h	42	43	46	40	39	46	45	48	49	46	39	39	39	43	45	44	42	40	36	36	43	45	43	43	40	47	43↑	21
Up to 70 km/h	12	14	12	17	12	10	16	19	15	18	13	11↓	3	7	15	12	9	10	4	4	13	16	12	13	14	10	10↓	36
Up to 75 km/h	2	1	2	1	1	1	2	2	2	1	1	1			2	2	2		1		1	1	2	1	1		3	
Up to 80 km/h	2	3	2	4↑	2	1↓	4	6	1	2	3	4	1		2	5	2	3	1	2	2	2	2	3	4	4	4	8
More than 80 km/h	1	*	1		*	*	1		1	1	*		1						1		1	*	1	*	1		1	3
Don't know	3	2	3	2	4	2	7	3	2	3	4	2	2	1	4		6			1	4	3	3	2	6	2	3	6

Table 2.2.2 Thinking about 100 km/hr speed zones in rural areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (\$5)

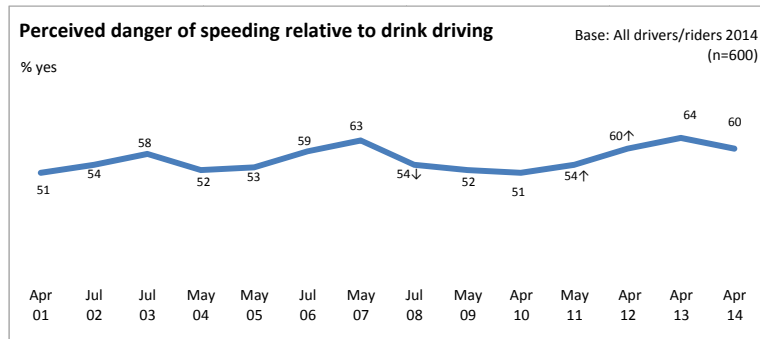
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Up to 100 km/h	32	29	28	25	36	33	28↑	15	23	22	29	33↑	51	40	25	24	26	29	35	36	33	28	31	29	36	28	26	17
Up to 105 km/h	32	34	30	31	34	38	27	27	34	37	34	33	30	39	37	31	32	37	39	36	30	34	32	34	31	39	34	17
Up to 110 km/h	24	27	27	31	22	22	28	41	27	29	26	22	16	21	28	32	25	31	22	24	24	26	25	26	18	24	22↓	40
Up to 115 km/h	4	3	5	4	3	2	4	4	7	5	3	3	1		3	2	2		1		4	4	4	3	4	2	4	8
Up to 120 km/h	3	4	5	5	2	2	4	6	5	3	4	6			3	7	10	3	1	2	3	4	3	4	4		7	8
More than 120 km/h	2	2	3	3		*	5	4	1	3	1	1	1			4	2		1	1	2	2	1	2	2	4	2	3
Don't know	3	2	2	1↓	3	2	5	2↓	2	2	4	2	1		3		4				3	2	3	2	5	2	3	6

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

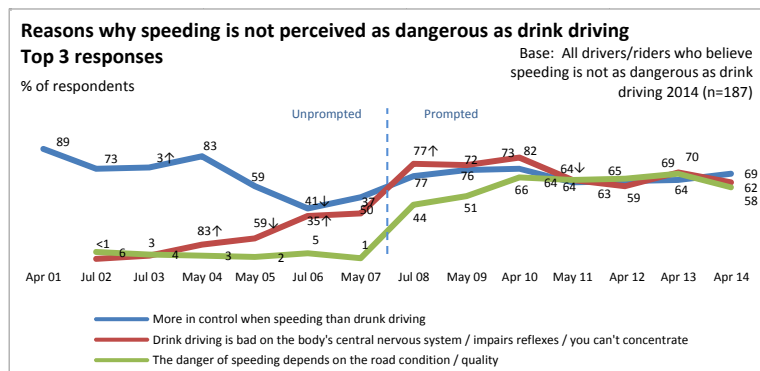
3.0 Perceived danger of speeding relative to drink driving/riding



3.1.1

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

60% of drivers/riders regard speeding to be as dangerous as drink driving/riding, a result consistent with 2013.



3.1.2

Why don't you think speeding is as dangerous as drink driving/riding? (S7)

Among those who do not believe speeding to be as dangerous as drink driving/riding (31% of drivers/riders), the most common reasons for this are because people are perceived to be more in control when speeding than when drink driving (69%), drink driving is bad on the body's central nervous system (62%) or the danger of speeding is dependent on the road conditions (58%).

3.1.3

Key sub-group differences

Females are more likely than males to feel that speeding is as dangerous as drink driving/riding and are more likely to believe that people are more in control when speeding than when drink driving. Males are more likely than females to believe that speeding is not as dangerous as drink driving because new cars/motorcycles can travel safely at speeds greater than the speed limit or because they decide to speed when they are driving/riding a good car/motorcycle.

Older drivers/riders (aged 60+ years) are more likely than average to believe that there is more risk when drink driving/riding than when speeding. This view is commonly substantiated by arguments such as: drink drivers/riders not having to speed to crash or people having a better reaction time when speeding than when drink driving.

Drivers/riders aged 40-59 years are more likely than average to feel that speeding is not as dangerous as drink driving because it depends on the individual. Motorcyclists are more likely than average to believe that because they speed when driving/riding a good car/motorcycle, speeding is not as dangerous as drink driving.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	60	64	50	50	71↓	79	58	50	61	63	62	67↑	59↓	71	61	68	56	66	61	63	60	64	59	64	65	65	46↑	25
No	31	27	41	40	21↑	13	31	42↑	30	28	31	23↓	35↑	23	25	27	34	24	32	31	32	27	32	28	28	21	46↓	72
Not sure	9	8	9	9	8	7	12	8	10	9	8	10	7	5	13	5	9	11	7	5	8	9	9	8	8	13	7	4

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 3.1.2 Why don't you think speeding is as dangerous as drink driving? (S7)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who believe speeding is not as dangerous as drink driving	187	165	126	126	61	39	26^	37	48	48	66	50	47	30	17^	15^	18^	9^	23^	29^	129	112	165	154	22^	9^	56	27^
% of respondents																												
People are more in control when speeding than drink driving	69	64	64	62	79	70	65	60	75	60	65	60	70	82	71	73	61	66	78	62	68	63	68	65	77	45	63	46
Drink driving/riding is bad on the body's central nervous system/impairs reflexes/can't concentrate	62	70	59	69↑	67	73	58	72↑	46	65	68	69	72	77	59	67	56	78	69	52	62	73↑	65	70	41	56	66	58
The danger of speeding depends on road condition quality	58	69	57	70	60	65	46	51	44	62	62	75	74	91	58	74	61	78	65	48	56↓	71	62	69	32	45	62	66
There is more risk or danger when drink driving/riding than speeding	58	50	57	50	59	51	50	35	48	49	55	51	77	72	59	73	55	33	52	35	59	52	60	51	41	33	61	47
Drink drivers/riders don't have to speed to crash	54	52	51	52	59	51	50	36	40	52	52	50	74	73	76	53	44	56	61↑	28	51	56	56	52	41	56	46	33
Drink driving/riding is a continuous state whereas speeding is a 'moment' state	52	46	51	47	54	43	50	52	40	39	55	45	64	52	47	27	33	55	48	42	57	49	53	45	50	68↑	48	56
You're still alert/you don't lose perception and judgement when speeding	50	52	51	51	48	57	50	55	38	57↑	58	45	51	55	47	67	50	55	39	38	52	53	52	53	36	45	46	43
People have better reaction time when speeding than drink driving	45	44	46	41	44	51	39	35	38	50↑	42	39	62	52	65	47	38	45	26	48	47	42	46	44	41	33	41	37
Depends on the individual	43	48	42	50	46	45	58	49	25↓	54	55	43	38	48	47	33	44	44	39	42	43	53	41	48	59	45	43	60
~ New cars/motorcycles travel safely at speeds greater than the speed limit	23	28	28	30	12	21	15	19	21	37	27	28	21	24	36	20	27	33	43	31	16↓	28	24	29	14		30	40
When I speed it's not as dangerous as drink driving/riding because I'm a good driver/rider	18	22	21	22	11	20	8	20	23	27	21	21	15	15	6	20	11		26	24	19	24	20	22	4	11	22	19
~ There are less speed related crashes than drink driving/riding crashes	17↑	9	17	10	15	5	15	3↓	23	11	9	4	21	23	18		11		30↑	7	15	12	16↑	8	23		14	19
~ When I speed I drive/ride a good car/motorcycle	14	12	18	13	7	7	4	5	17	19	17	12	15	9	12	14	17		22	14	13	13	16	11			23	22
Everyone speeds	9	16	10	18↑	5	11	4	13	8	15	12	17	6	20	6	26	11	22	13	7	8	15	9	16	5	11	9	20
~ Speeding fines aren't as big/penalties aren't as bad as for drink driving	2	1↓	1	1↓	3				2		3			3					4		2	1	2	1↓			2	
~ Speeding crashes are less severe than drink driving/riding crashes	1	1	1	1							2	2		3						4	1	1	1	1		10		
Other	5	5	6	5	3	7	8	8			8	7	6	8	18	7	11			4	4	6	5	5	5	11	5	11
Don't know	3	1	2	2	3		7	5			5						6				3	2	2		4	23	4	

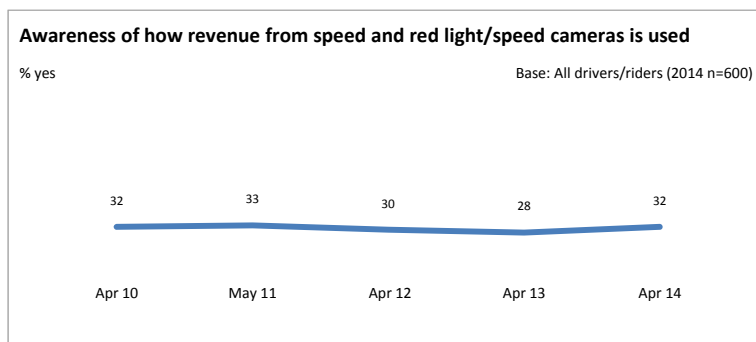
^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

~ Note: The wording of codes has changed slightly between 2010 and 2011, therefore, caution should be taken when comparing.

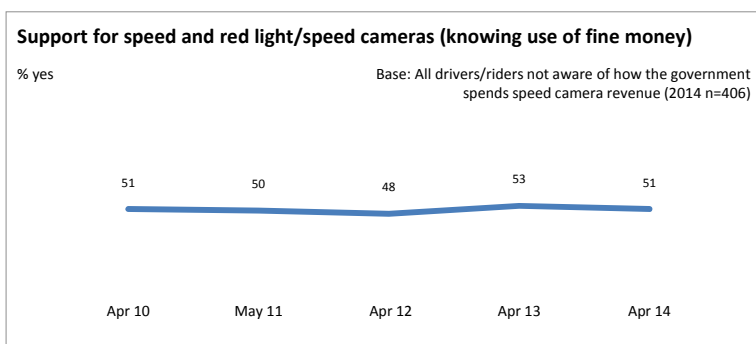
4.0 Awareness of how revenue from speed and red light/speed cameras is spent and support for these devices



4.1.1

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

Consistent with results from the past four years, 32% of drivers/riders in 2014 are aware that the government is required to use money collected from speed and red light/speed camera fines for road safety programs and improvements to Queensland roads.



4.1.2

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

Also, in keeping with results from the past four years, one in two drivers/riders (51%) reports they are supportive of speed and red light/speed cameras in light of knowing how revenue from these devices is used.

4.1.3

Key sub-group differences

Drivers/riders over the age of 60 years are more likely than average to know how the government must spend speed and red light camera fine revenue and more supportive than average of this practice generally. Females are more likely than males to be supportive of the use of speed and red light/speed cameras in light of hearing how fine revenue is put to use.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	32	28	35	31	29	24	25	18	29	28	33	28	40	33	27	21	19	21	37	31	34	29	33	28	28	14	27	39
No	57	62	54	58	60	66	67	71	63	61	56	64	45	54	55	68	72	73	54	63	55	59	56	61	60	72	61	55
Not sure	11	10	11	11	11	10	8	11	9	11	11	9	15	13	18	11	9	5	8	6	11	12	11	10	13	14	12	6

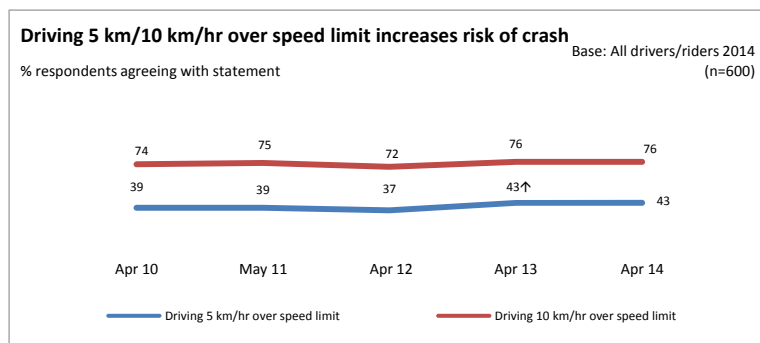
Table 4.1.2 Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders not aware of government collection and spending of speed cameras	406	436	199	215	207	221	64	72	116	122	144	157	82	85	49	45	43	30	45	65	269	296	342	398	58	34	88	23^
% of respondents																												
Yes	51	53	41	47	60	59	53	51	48	51	42	49	68	65	63	53	58	57	51	55	47	52	49	53	57	49	34	39
No	32	31	40	37	24	25	27	33	29	32	44	34	18	21	16	29	28	27	33	37	35	30	34	31	21	23	44	36
Not sure	17	16	19	16	16	17	20	16	23	17	14	18	13	13	21	18	14	17	16	8↓	18	18	17	15	22	28	22	25

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

5.0 Risk of crashing



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

Consistent with results from 2013, 43% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash.

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

In line with results obtained in the past four years, 76% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

5.1.3 Key sub-group differences

Compared to females, males are less convinced that driving/riding 5 or 10 km/hr over the speed limit increases their risk of having a crash. Motorcyclists are less likely than motor vehicle drivers to agree that driving/riding 5 or 10 km/hr over the speed limit increases their risk of having a crash. People aged under 25 years are more likely than average to believe driving/riding 5 or 10 km/hr over the speed limit increases their likelihood of having a crash. Southern residents or people with a sub-open licence are more likely than average to think speeding 5 km/hr over the limit will increase their chances of having a crash.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	43	43↑	37	40	49	46	54	39	47	47	37	39	39	48↑	42	44	39	45	57	48	41	42	41	43↑	56	46	34	22
No	42	41	50	47	34	35	36	46	39	38	49	43	40	40	42	39	40	37	36	37	44	43	45	42	27	28	54	67
Not sure	15	16	13	12	17	19	9	15	14	15	14	19	21↑	12	16	17	21	18	7	15	15	15	15	15	16	26	12	11

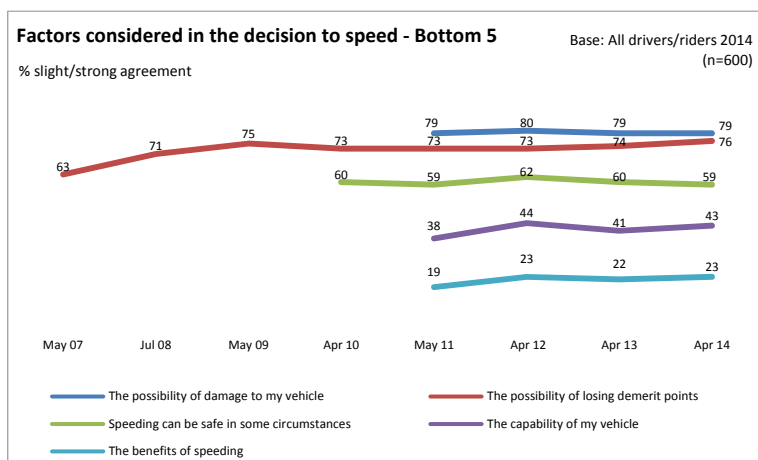
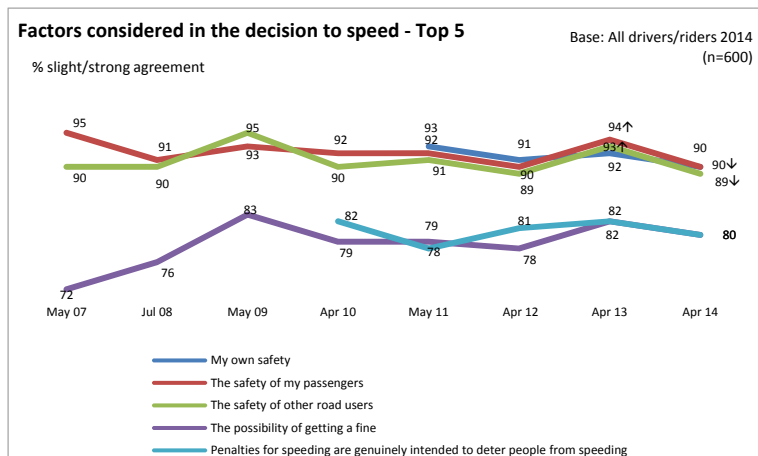
Table 5.1.2 Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	76	76	72	72	81	81	79	74	77	75	74	72	78	86	79	73	75	82	79	79	75	76	75	76	83	78	66↑	43
No	17	14	22	20	12	8	14	19	18	14	20	15	13	9	18	18	17	11	20	14	17	14	18	15	11	7	31	41
Not sure	6	9	6	9	7	10	7	7	5	11	6↓	12	9	5	3	9	8	8	1	7	8	10	6	9	6	15	3↓	16

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

6.0 Attitudes towards speeding



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

Safety concerns out-rate all other factors as the most influential factor in a person's decision of whether to exceed the speed limit or not. In making a decision to speed, personal safety (90%), passenger safety (90%) or the safety of other road users (89%) are all important considerations. This year there has been a significant decrease in people agreeing that the safety of their passengers (90% versus 94% 2013) or other road users (89% versus 93% 2013) is an important factor that influences a decision to speed.

6.1.2 Key sub-group differences

Agreement that penalties for speeding are genuinely intended to deter people from speeding is more common among females than among males. Males are more likely than females to agree that speeding can be safe in some circumstances. Drivers/riders over the age of 60 years are more likely than average to identify personal safety as an important factor in the decision to speed. People between the ages of 40-59 years are more likely than average to identify passenger safety, the safety of other road users or the possibility of getting demerit points in a decision about whether to speed. Drivers/riders aged 25-39 years are more likely than average to agree that the benefits of speeding are important factors in the decision to speed.

Residents of the South Eastern region are more likely than average to agree that the benefits of speeding have a bearing on their decision of whether or not to speed.

Continuing the trend from 2013, open licence holders are more likely than average to regard the safety of their passengers, themselves or other road users when considering whether or not to speed. Motorcyclists are more likely than average to agree that the capability of their vehicle is an important factor. Open licence holders or motorcyclists are more likely than average to agree that speeding is safe in some circumstances.

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

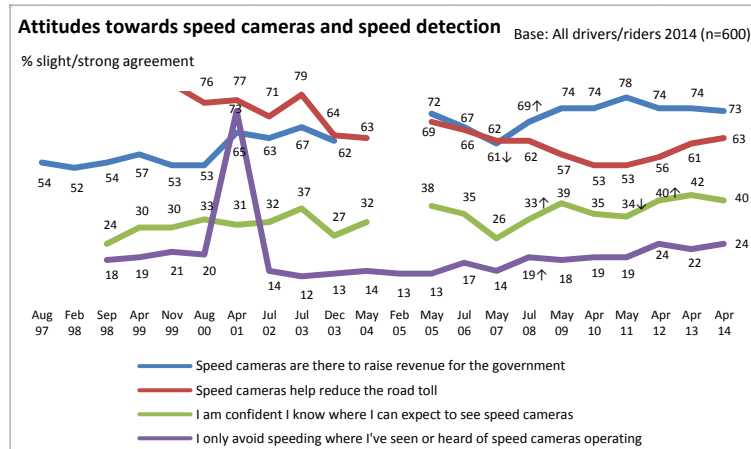
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents (total slight/strong agreement)																												
The safety of my passengers is an important factor in my decision about whether to exceed the speed limit or not	90↓	94↑	89	93	91	95	83↓	92↑	88	93	95	95	88	95	91↓	100↑	92	90	90	91	89↓	94	91↓	95↑	80	84	91	92↑
My own safety is an important factor in my decision about whether to exceed the speed limit or not	90	92	88	89	92	94	82	88	87	91	93	92	95	96	91	98	92	87	92	87	89	92	92	93	77	79	88	87
The safety of other road users is an important factor in my decision about whether to exceed the speed limit or not	89↓	93↑	88	92	91	95	83	90↑	83↓	93	94	95	93	94	89	98	91	90	93	91	89↓	93	91	94↑	79	81	86	86
The possibility of getting a fine is an important factor in my decision about whether to speed or not	80	82	79	78	81	85	76	78	79	84	84	83	76	78	81	86	81	90	85	80	79	80	81	83	77	68	81	70
Penalties for speeding are genuinely intended to deter people from speeding	80	82	74	78	86	87	74	79	80	83	81	80	82	89	85	82	79	87	86	84	78	82	80	83	77	74	68	59
The possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not	79	79	76	78	82	81	78	75	76	81	82	78	79	82	81	84	81	71	83	76	78	80	80	80	74	66	77	73
The possibility of getting demerit points is an important factor in my decision about whether to speed or not	76	74	76	70	75	78	68	73	77	77	80	77	71	67	75	82	78	82	83	70	74	72	77	74	71	68	75	59
Speeding can be safe in some circumstances	59	60	65	67	52	52	52↓	67↑	62	58	60	60	57	55	64	62	62	68	62	54	57	59	61	61	48	40	71	77
The capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not	43	41	46	48	40	33	39	45	50	46	43	37↓	39	38	41	39	49	47	46	45	43	39	45	42	34	23↓	53	61
The benefits of speeding (e.g. thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not	23	22	25	26	20	18	21	30	36	30	24	19	7	11	26	19	10	21	15	16	26	23	23	22	26	17	29	33

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

7.0 Speed camera activity

7.1 Attitudes towards speed cameras and speed detection



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

73% of survey respondents believe that speed cameras are there to raise revenue for the government. Six in ten respondents (63%) believe that speed cameras help reduce the road toll, while four in ten (40%) are confident they know where they can expect to see speed cameras. 24% agree they only avoid speeding where they've seen or heard of speed cameras operating.

7.1.2 Key sub-group differences

Females are more likely than males to believe that speed cameras help to reduce the road toll, whereas males are more confident than females of their knowledge of the location of potential speed cameras. Motorcyclists are the segment least likely to agree that speed cameras help to reduce the toll, however agreement with this statement has significantly increased between 2013 (33%) and 2014 (52%). Motorcycle and open licence holders are more likely than average to agree that speed cameras are there to raise revenue for the government.

Older drivers/riders (aged 60+ years) are generally more supportive than average of speed cameras and less confident than average about knowing the location of speed cameras. By comparison, those aged 25-39 years are more confident in their knowledge of speed camera locations. They are also more likely than average to agree that speed cameras are there to raise revenue for the government. Consistent with 2013 results, South Eastern region residents are more confident than average in their knowledge of where to find speed cameras.

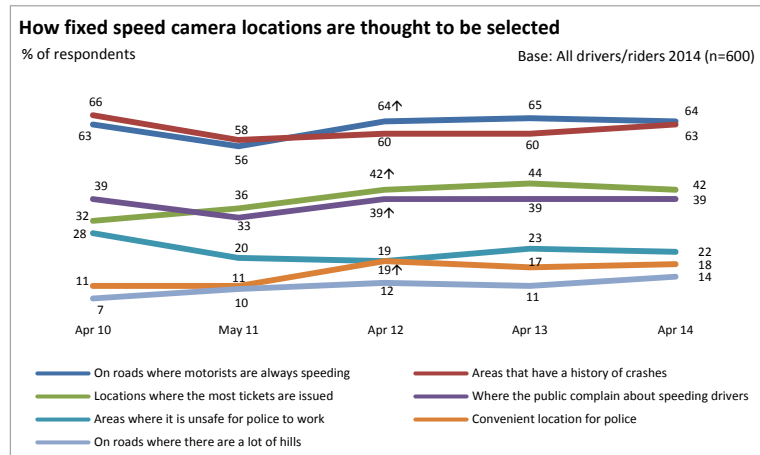
Table 7.1.1 How strongly do you agree or disagree with each statement (about speed cameras)? (S1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents (total slight/strong agreement)																												
Speed cameras are there to raise revenue for the government	73	74	76	75	70	73	63	76	79	74	75	78	68	67	67	81	64	66	76	65	75	76	75	75	64	65	80	77
Speed cameras help reduce the road toll	63	61	55	58	71	65	59	54	66	61	59	57↑	68	74	67	65	68	63	58	63	62	60	62	61↑	68	66	52↑	33
I am confident I know where I can expect to see speed cameras	40	42	45	43	35	40	47	58	48	50	37	38	32	25	34	31	30	32	36	25	43	47	40	42	42	39↓	41	48
I only avoid speeding where I've seen or heard of speed cameras operating	24	22	26	26	22	19	31	35	29	29	23	18	15	12	21	24	25	11	21↑	10↓	25	26	23	23	29	14↓	28	23

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

7.2 Speed camera locations



7.2.1

How do you think locations for fixed speed cameras are selected? (S8b)

People are most likely to think that fixed speed cameras are placed in areas where motorists are always speeding (64%), where there has been history of crashes (63%) or where most speeding tickets are issued (42%).

7.2.2

How do you think locations for mobile speed cameras are selected? (S8c)

Drivers/riders believe that mobile speed cameras are placed in areas where motorists are always speeding (65%), where there has been a history of crashes (50%) or in a convenient location for police (45%).

7.2.3

Key sub-group differences

In a continuing trend, females are more likely than males to believe that fixed and mobile speed cameras are being placed in areas with a history of crashes. This perception is also more prevalent among drivers/riders aged over 60 years compared to the average. Motorcyclists' attitudes are similar to those evident among males generally. Drivers/riders under 25 years are more likely than average to agree that fixed speed cameras are at locations where the most tickets are issued. Drivers/riders between 40-59 years are more likely than average to agree that fixed speed cameras are in areas where it is unsafe for police to work.

In the case of mobile speed cameras, older drivers/riders (aged 60+ years), or females, are more likely than average to believe that these locations are selected based on knowing where motorists most commonly speed. Males are more likely than females to agree that mobile speed cameras are located at a convenient location for police (50% 2014, up from 41% 2013) or where the most tickets are issued. Older drivers/riders (aged 60+ years) are also more likely than average to feel that mobile speed cameras are located in areas that are subject to road works, areas where the public complain about speeding drivers, convenient locations for police or at locations where the most speeding tickets are issued.

Central region residents are more likely than average to agree that mobile speed cameras are located on roads where motorists are always speeding. Open licence drivers/riders are more likely than average to agree that mobile speed cameras are placed on roads where motorists often speed or at locations that are convenient for police.

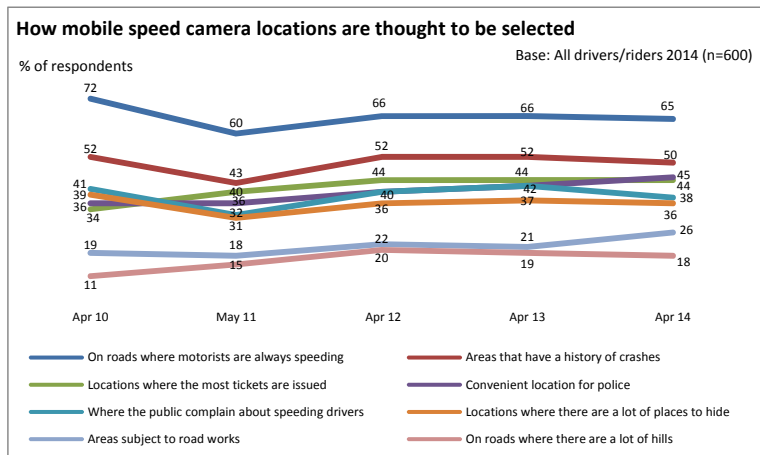


Table 7.2.1 How do you think locations for fixed speed cameras are selected? (S8b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
On roads where motorists are always speeding	64	65	63	62	66	68	67	62	55	60	67	65	69	73	69	68	70	66	53	63	65	65	66	65	57	61	69	55
Areas that have a history of crashes	63	60	57	54	70	67	64	54	53	55	68	60	69	72	63	63	73↑	53	58	69	63	59	65	60	55	59	55	45
Locations where the most tickets are issued	42	44	45	50	40	39	55	43	42	47	42	43	35	44	45	51	47	42	32	47	43	43	41	45	50	31	46	63
Where the public complain about speeding drivers	39	39	39	34	39	44	39	35	29	36	43	39	46	46	49	37	42	48	37	40	37	38	40	40	34	34	33	41
Areas where it is unsafe for police to work	22	23	21	21	23	26	19	21	15	21	26	23	24	28	25	25	21	29	25	26	21	22	23	24	14	20	13	12
Convenient location for police	18	17	21	20	15	13 ↓	19	17	16	17	18	16	20	17	12	23	27	21	17	20	18	14	18	17	15	16	21	29
On roads where there are a lot of hills	14	11	15	12	12	9	18	13	10	11	14	10	15	12	8	11	15	8	15	13	14	11	13	11	16	15	14	25
Don't know	12	10	12	9	11	12	14	8	13	8	11	14↑	10	9	10	14	9	16	22 ↑	7	10	10	10	10	19	16	7	11

Table 7.2.2 How do you think locations for mobile speed cameras are selected? (S8c)

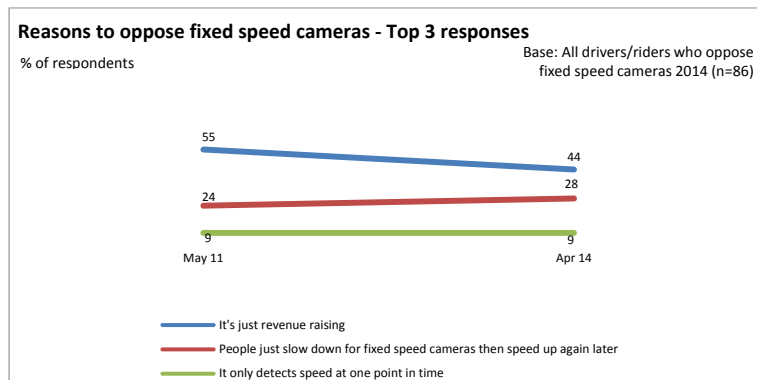
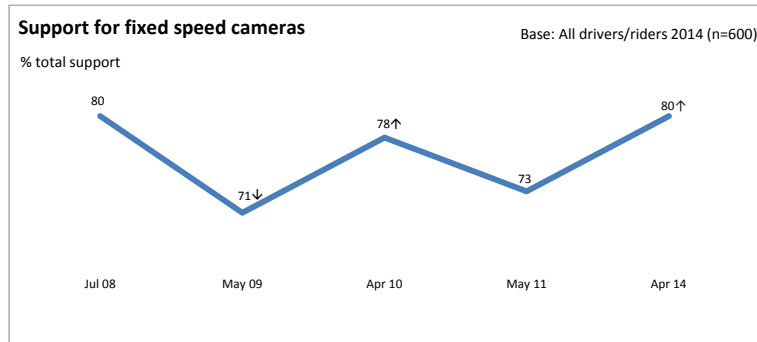
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
On roads where motorists are always speeding	65	66	61	61	69	72	60	64	58	58	68	67	73	77	67	65	79	64	60↓	74	64	65	68	67	47	58	65	54
Areas that have a history of crashes	50	52	44	46	56	57	48	45	42	42	51	52	61	70	54	54	57	48↓	50	55	49	51	50	53	51	37	44	39
Convenient location for police	45	42	50 ↑	41	40	44	47	51	41	41	47	40	46	40	40	37	49	50	43	35	46	43	47	42	34	44	47	56
Locations where the most tickets are issued	44	44	46	45	42	44	47	47↑	47	49	46	40	36	44	40	49	49	45	42	37	45	45	44	45	42	34	50	60
Where the public complain about speeding drivers	38	42	37	38	40↓	47	36	40	29	38	40	41	48	52	36	42	47	34	39	40	37	44	39	42	34	44	35	29
Locations where there are a lot of places to hide	36	37	36	36	36	38	40	40	31↓	41	39	33	34	37	42	37	34	37	36	35	35	38	36	38	36	33	37↓	56
Areas subject to road works	26	21	28↑	19	23	23	31	26	14	15	27↑	18	35	31	19	9 ↓	26	29	24	25	27	22	26↑	21	25	20	21	13
On roads where there are a lot of hills	18	19	19	21	17	17	18	28	21	18	17	16	17	21	11	12	26	16	17	15	19	22	18	19	23	27	20	27
Don't know	12↑	8	12	8	13	9	18↑	7	13	8	12	10	9	8	15	7	13	13	18	8	11	8	11	8	23	16	5	11

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

8.0 Support for speed camera use

8.1 Support for fixed speed cameras



8.1.1

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

80% of drivers/riders are in support of the use of fixed speed cameras in Queensland (a significant increase from 2011 – 73%), while 14% oppose this (decreasing from 2011 – 24%). The balance is unsure (6%).

8.1.2

Why do you oppose this? (S17e)

Those voicing an opposition to the use of fixed speed cameras are most likely to do so because of a belief that this is just a revenue raising exercise (44%). The other main reason for objecting to their use is the view that people just slow down for fixed speed cameras then speed up again later (28%).

8.1.3

Key sub-group differences

Males are more likely than females to oppose the use of fixed speed cameras, however there has been a significant decrease in this opposition since 2011. By comparison, females are more in support of the use of fixed speed cameras in Queensland. The segment most likely to oppose the use of these devices is motorcyclists, while drivers/riders aged over 60 years are the most likely segment to totally support fixed cameras.

Table 8.1.1 How strongly do you support or oppose the use of fixed cameras in Queensland? (\$19)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	40
% of respondents																												
Strongly support	45↑	38	39	33	52↑	43	37	25	37	37	45	38	60↑	45	54↑	29	51	46	46	39	43	38	45↑	38	43	28	31	18
Slightly support	34	35	33	34	36	37	36	39	39	40	34	34	29	28	33	48	34	30	35	37	35	33	34	35	39	40	40	42
Total support	80↑	73	72	66	88↑	79	73	64	76	77	79	72	89↑	73	86	77	85	77	81	76	78↑	71	79↑	73	81	68	71	60
Slightly oppose	9↓	15	13↓	20	5	9	9↓	22	11	12	11	13	5↓	14	6	11	2↓	14	15	12	10↓	15	10↓	14	4↓	21	15	23
Strongly oppose	5↓	10	7	10	2↓	9	5	5	4	8	6↓	12	4↓	11		10	4	7		9	7	10	5↓	11	4	2	8	15
Total oppose	14↓	24	20↓	30	8↓	18	14↓	26	15	21	17↓	26	9↓	25	6↓	21	6↓	21	15	22	17↓	26	15↓	25	7↓	23	23	37
Don't know	6↑	3	8↑	4	4	2	13	9	9↑	2	4	2	2	2	8	2	10	2	4	3	6	3	5↑	2	11	8	6	3

Table 8.1.2 Why do you oppose this? (\$17e)

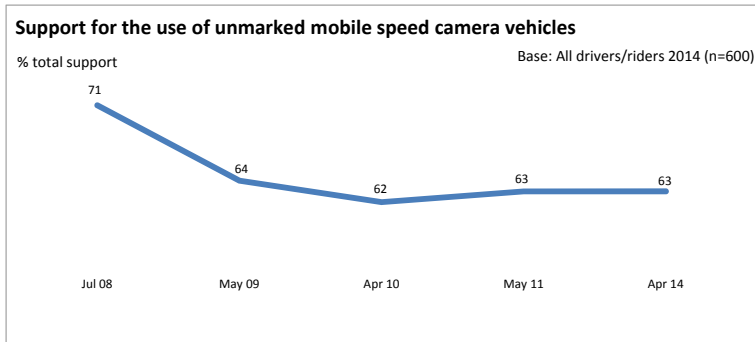
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who oppose the use of fixed speed cameras	86	146	63	93	23^	53	12^	23^	25^	35	37	56	12^	32	4^	13^	3^	9^	11^	16^	68	108	79	135	6^	11^	28^	15^
% of respondents																												
It's just revenue raising	44	55	44	59	44	49	25	39	32	57	54	55	58	66	50	46	34	56	54	50	43	57	44	56	33	45	50	53
People just slow down for fixed speed cameras then speed up again later	28	24	27	22	30	28	17	39	28	23	32	27	25	9		15	33	22	18	25	31	25	29	24	17	27	32	27
It only detects speed at one point in time	9	9	8	8	13	11	8	13	4	3	11	9	17	12	25	15				12	10	8	10	9		9	7	7
Waste of public money	7↑	1	8	2	4		17		12	3	3			3					27	6	4	1	6↑	1	17	9	4	
Speeding is not that dangerous	5		6				17		8								33				4		4		17		7	
"Big Brother" / government watching you	2	5	2	4	4	6		4	8	6		5		3	25	8		11		6	1	4	3	4		9		
Other	2	5	3	5		6	8	4	4	9		4		6		15		11			3	5	3	6				13
Don't know	2		2		4		8		4												3		1		17			

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

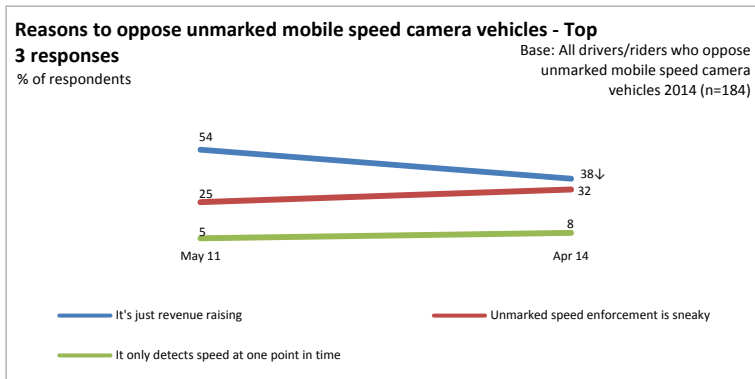
8.2 Support for UNMARKED mobile speed cameras



8.2.1

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

Continuing the trend over the past three years, 63% of drivers/riders are in support of using unmarked speed camera vehicles in Queensland while 31% oppose this and the balance (6%) is unsure.



8.2.2

Why do you oppose this? (S17d)

Once again, the main reason for opposing the use of unmarked speed camera vehicles is because this practice is perceived as revenue raising (38%). This result represents a significant decrease since the 2011 survey (54%).

8.2.3

Key sub-group differences

Generally support for the use of unmarked speed camera vehicles increases with advancing age. Support is also more widely evident among females than it is among males.

Opposition to this practice peaks among those who hold a motorcycle licence.

Males or respondents aged between 40-59 years are more likely than average to view unmarked mobile speed camera vehicles as revenue raising.

Young drivers/riders aged under 25 years are more likely than average to object to this practice due to a view that it is a sneaky form of enforcement.

Table 8.2.1 How strongly do you support or oppose speed camera vehicles in Queensland being unmarked? (S17)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	40
% of respondents																												
Strongly support	34	34	30	29	38	39	27	22	28	31	33	34	46	45	40	31	34	42	40	40	32	32	34	35	31	23	26↑	10↓
Slightly support	30	29	26	29	34	29	24	28	34	31	27	29	33	27	33	39	30	28	25	24	30	28	30	29	27	30	25	32
Total support	63	63	55	58	72	68	51	49	62	63	60	63	79	72	73	69	64	70	65	65	61	61	64	64	59	53	51	42
Slightly oppose	16	15	19	16	14	15	19	24	18	18	18	14	10	8	10	11	19	14	20	16	16	16	17	14	15	26	21	22
Strongly oppose	14↓	19	19	24	9↓	15	18	21	13	15	18	22	8↓	19	9	18	13	16	10	14	16	21	14↓	20	15	17	23	35
Total oppose	31	35	38	39	23	30	36	45	31	33	36	36	18	27	20	29	32	30	29	30	33	37	31	34	30	43	44	58
Don't know	6↑	3	7	3	5↑	2	13	6	7	4	4↑	1	3	2	7	2	4		6	5	6↑	3	5↑	2	11	4	5	

Table 8.2.2 Why do you oppose this? (S17d)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who oppose the use of unmarked mobile speed camera vehicles	184	208	117	121	67	87	31	39	51	56	77	79	25^	34	13^	18^	17^	13^	21^	22^	133	155	159	187	24^	20^	53	23^
% of respondents																												
It's just revenue raising	38↓	54	44	54	27↓	55	19	31	30↓	57	48	62	48	59	23	56	29↓	69	43	54	40↓	53	41↓	57	13	25	38	39
Unmarked speed enforcement is sneaky	32	25	30	21	36	30	42	41	37	29	29	18	20	15	31	17	30	15	24	27	34	26	30	24	50	35	34	30
It only detects speed at one point in time	8	5	8	6	9	5	3	5	8	4	8	4	16	12	16	6	17		14	5	5	6	9	5	4	5	8	4
"Big Brother" / government watching you	7	4	6	5	9	3	10	8	12↑	2	4	4	4	6	8	11	6	8	5		7	4	8	5	4		9	4
Waste of public money	4	1	3	2	6		10	3	4	2	3								10	5	4	1	3		12	10	2	
# Speeding is not that dangerous	2		2		2		3		2		1						6				2		1		4		2	
Other	8	10	6	13	10	6	6	13	8	7	7	11	12	9	23	11		8	5	9	8	10	8	9	4	25	6↓	22
Don't know	2	*	2		2	1	7				1	1					12				1	1	1	1	8		2	

New response in 2014 survey.

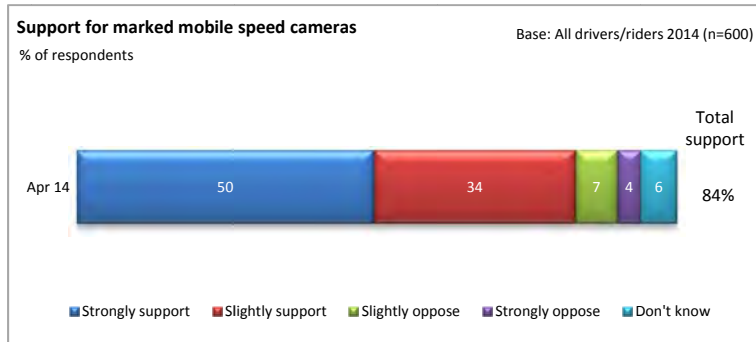
^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

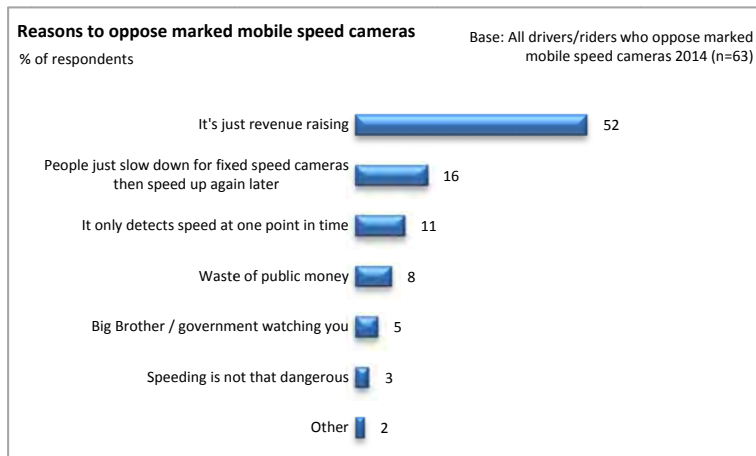
8.3 Support for MARKED mobile speed cameras



8.3.1

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

84% of drivers/riders are in support of using marked mobile speed camera vehicles in Queensland, 11% oppose this while the balance (6%) is unsure.



8.3.2

Why do you oppose this? (S20b)

Once again, the main reason for opposing the use of marked mobile speed camera vehicles is because this practice is perceived as revenue raising (52%) or that people just slow down for speed cameras then speed up once passed the camera (16%).

8.3.3

Key sub-group differences

Generally support for the use of marked mobile speed camera vehicles increases with advancing age. Support is also more widely evident among females than it is among males.

Opposition to this practice peaks among those who hold a motorcycle licence.

Table 8.3.1 How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (S20)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
Strongly support	50	44	57	42	42	51	63	51	57	57	48	51	44	40
Slightly support	34	35	33	35	37	33	30	33	34	28	35	33	37	39
Total support	84	79	89	78	79	84	93	83	91	85	83	84	81	78
Slightly oppose	7	9	5	7	7	9	3	6	2	8	7	7	5	10
Strongly oppose	4	6	1	5	5	4	1		4	1	5	4	4	8
Total oppose	11	15	6	12	12	12	4	6	6	10	12	11	9	18
Don't know	6	7	4	11	9	3	2	10	4	6	5	5	10	3

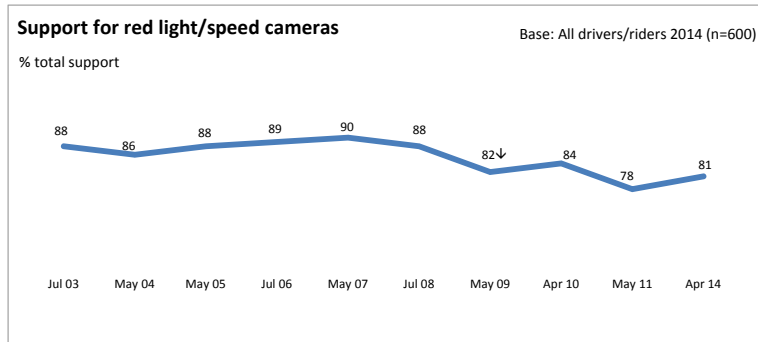
Table 8.3.2 Why do you oppose this? (S20b)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders who oppose the use of marked mobile speed camera vehicles	63	45	18^	10^	20^	27^	6^	4^	3^	7^	49	56	7^	22^
% respondents														
It's just revenue raising	52	55	44	30	45	63	67	25	34	57	55	57	14	64
People just slow down for marked speed cameras then speed up again later	16	11	28	30	10	15	17	25		14	16	14	29	9
It only detects speed at one point in time	11	9	17	10	10	11	17	25		14	10	11	14	9
Waste of public money	8	7	11	10	15	4				15	8	9		5
Big Brother/ government watching you	5	7			10	4		25			4	4	14	5
Speeding is not that dangerous	3	4			5	4			66			4		9
Other	2	2			5						2	2		
Don't know	3	4		20							4		29	

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

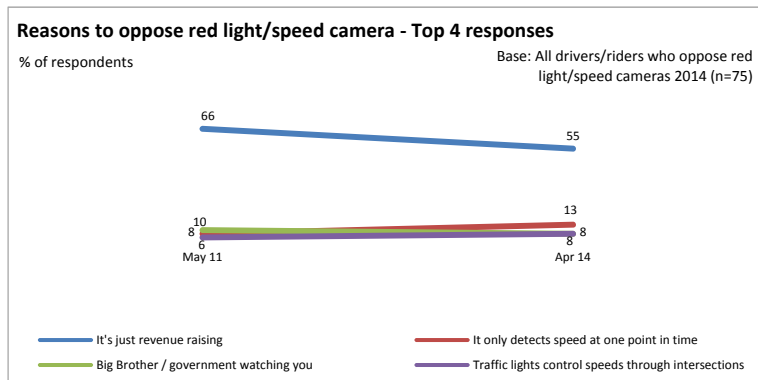
8.4 Support for red light/speed cameras at intersections



8.4.1

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

81% of drivers/riders in Queensland support the use of red light/speed cameras at intersections while 13% oppose this and 7% are unsure.



8.4.2

Why do you oppose this? (S16b)

Among those who oppose the use of red light/speed cameras, the main reason given is because it is perceived to be an exercise designed to raise revenue (55%).

8.4.3

Key sub-group differences

Support of the use of red light/speed cameras increases with age, however opposition is highest among drivers/riders aged 40-59 years. Males are more likely than females to oppose the use of red light/speed cameras.

22% of drivers/riders aged 40-59 years oppose red light/speed cameras as they only detect speed at one point in time, a result that is greater than the average.

Table 8.4.1 How strongly do you support or oppose the use of red light/speed cameras in Queensland? (S11)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	40
% of respondents																												
Strongly support	53	48	46	45	60 ↑	51	46 ↑	29	46	41	50	53	71	60	60 ↑	37 ↓	53	58	61	54	50	47	53	49	50	34	40	45
Slightly support	28	30	29	30	27	30	29	39	34	30	29	28	18	27	25 ↓	42	23	23	21	28	30	29	27	29	31	36	33	27
Total support	81	78	75	74	87	81	75	68	80	71	78	82	89	87	85	79	75	81	82	82	80	76	80	78	81	70	73	72
Slightly oppose	8	11	10	12	5	10	8 ↓	20	6 ↓	17	10	7	7	3	7	6	9	14	11	7	7 ↓	12	9	10	5 ↓	21	8	15
Strongly oppose	5 ↓	8	7	10	2 ↓	6	5	6	5	7	6	9	1 ↓	9	2	8	6	2		9	6	9	5 ↓	8	2	4	10	7
Total oppose	13 ↓	19	17	22	8 ↓	16	13 ↓	25	11 ↓	24	17	17	7	12	9	15	15	16	11	16	13 ↓	21	13 ↓	19	7 ↓	26	18	22
Don't know	7 ↑	3	8 ↑	3	5	3	12	7	9	5	5	2	4	1	6	6	10	2	7	1	7 ↑	3	6 ↑	3	11	4	8	5

Table 8.4.2 Why do you oppose this? (S16b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who oppose the use of red light/speed cameras	75	115	52	69	23^	46	11^	22^	18^	41	36	36	10^	16^	6^	9^	8^	7^	8^	12^	53	87	69	102	6^	12^	22^	9^
% of respondents																												
It's just revenue raising	55	66	56	67	52	65	36	50	56	58	64	75	40 ↓	87	33	78	50	57	88	83	53	63	57	69	33	33	68	78
It only detects speed at one point in time	13	8	12	7	17	9		14		7	22 ↑	6	20	6	17		25	14		8	13	8	14	8		8	9	
Traffic lights control speeds through intersections	8	6	8	4	9	9	18	9		12	6		20		17			14			9	7	7	6	17	8	5	11
"Big Brother" / government watching you	8	10	11	13		4	27	5	11	15		8	10	6	17	22					9	10	6	9	34	17	9	11
Waste of public money	5	4	2	3	13	4		5	11	5	6	3						14	12		6	3	6	3		8		
# Speeding is not that dangerous	3		4						11								12				2		3				9	
Other	4	6	6	4		9	9	18	5			8	10		17		12			8	2	7	4	4		25		
Don't know	4	1	2	1	9		9		6	2	3										6	1	3	1	17			

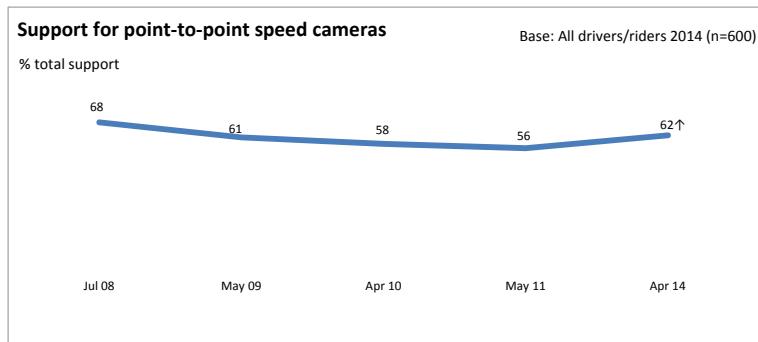
New response in 2014 survey.

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

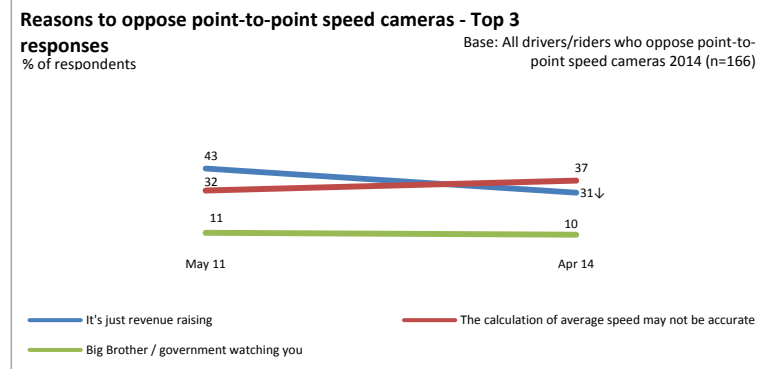
8.5 Support for point-to-point speed cameras



8.5.1

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

62% of drivers/riders in 2014 show their support for the use of point-to-point speed cameras (a significant increase from 2011- 56%). 28% oppose the use of these cameras (a significant decrease from 2011 – 37%), while 11% are unsure of their position on this issue.



8.5.2

Why do you oppose this? (S18b)

Among those who oppose the use of point-to-point speed cameras, the main reasons are because there is concern that their calculation of the average speed may be inaccurate (37%) or because they are perceived to be used for revenue raising (31%).

8.5.3

Key sub-group differences

Males are more likely than females to show their opposition to the use of point-to-point speed camera systems. Drivers/riders aged 40-59 years are more likely than average to oppose these cameras or tend to be critical of the system because they see it as revenue raising. Contrastingly drivers/riders aged 60+ years show higher than average support for point-to-point speed cameras. Females are more likely than males to oppose point-to-point speed cameras because they are worried that their average speed calculations may be inaccurate.

Males or motorcycle licence holders are more likely than average to oppose these cameras as they are perceived as just revenue raising. Drivers/riders aged 25-39 years are more likely than average to claim these cameras to be a waste of public money.

Table 8.5.1 How strongly do you support or oppose the use of point to point speed cameras in Queensland? (\$18)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	40
% of respondents																												
Strongly support	32	28	27	25	37	31	28	20	31	22	28	30	41	38	33	18	34	37	33	31	31	27	31	28	36	23	22	17
Slightly support	30	28	26	25	35	32	31	31	30	32	29	28	32	23	30	40	19	21	25	27	33	28	31	27	27	36	26	25
Total support	62↑	56	52	50	72 ↑	62	59	51	61	54	56	57	74 ↑	61	63	58	53	58	58	58	63↑	55	62↑	56	64	60	49	42
Slightly oppose	15	15	21	16	9	13	13	22	18	16	16	12	12	13	16	23	23	19	21	14	13	14	16	14	10↓	26	20	12
Strongly oppose	12↓	22	17 ↓	27	8 ↓	17	13	16	9↓	21	19	26	7 ↓	20	4	13	11	19	15	19	13↓	24	13↓	23	9	11	22 ↓	38
Total oppose	28↓	37	38	43	17 ↓	30	26	38	27↓	37	35	38	18 ↓	34	21	36	34	37	36	32	27↓	38	29↓	37	19↓	36	41	50
Don't know	11↑	7	10	6	11	8	15	11	12	9	9	5	8	5	16	6	13	5	6	9	10	7	9	7	17 ↑	4	10	8

Table 8.5.2 Why do you oppose this? (\$18b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who oppose the use of point to point cameras	166	222	117	134	49	88	22^	33	44	63	75	83	25^	43	14^	22^	18^	16^	26^	24^	108	160	149	204	15^	17^	50	20^
% of respondents																												
The calculation of average speed may not be accurate	37	32	32	25	51	41	55	42	38	46	33↑	19	32	26	36	18	28	25	27	33	42	34	37	30	33	53	26	25
It's just revenue raising	31↓	43	35	45	20↓	40	14	24	21	32	35↓	52	52	56	36	41	17↓	56	27	50	33	41	31↓	44	20	29	42	60
"Big Brother" / government watching you	10	11	11	13	8	7	14	9	9	14	12	13	4	2	7	18	11	12	16	4	9	11	10	11	13		8	5
Only useful on a small proportion of the network (highways)	7	7	6	8	8	6		9	5	3	11	7	4	12	7	9	11		11	13	5	7	7	7		12	6	5
Waste of public money	7	3	7	3	6	2	4	3	14 ↑	2	4	4	4	2		5		6	15		6	2	6	3	13		8	
# Speeding is not that dangerous	1		2						2		1						11						1				4	
Other	4	5	4	5	4	5		12	9	3	3	5	4	2	14	9	11				3	6	5	5		6	4	5
Don't know	3		3		2		14		2		1						11		4		2		1		20		2	

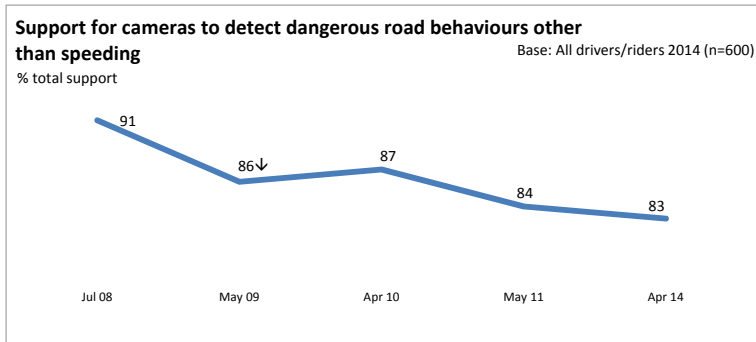
New response in 2014 survey.

^Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

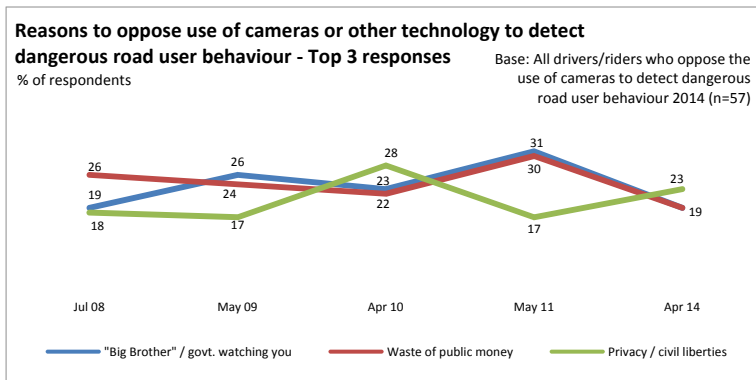
8.6 Support for cameras to detect dangerous road user behaviours other than speeding



8.6.1

How strongly do you support or oppose the use of cameras or other technologies to detect dangerous road user behaviours other than speeding? (\$15)

83% of drivers/riders support the use of cameras or other technologies to detect dangerous road user behaviours other than speeding.



8.6.2

Why do you oppose this? (\$16)

The main reasons for opposing the use of cameras to detect dangerous road user behaviour are because of a concern about privacy (23%) or because it is perceived to be a waste of public money (19%). A concern that 'big brother' watching is also raised in opposition to this idea (19%).

8.6.3

Key sub-group differences

Strong opposition to the use of cameras to detect dangerous road user behaviours is more evident than average among men.

Support for the use of cameras to detect dangerous road user behaviour generally increases with advancing age.

Table 8.6.1 How strongly do you support or oppose the use of cameras or other technologies to detect dangerous road user behaviours other than speeding? (\$15)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	40
% of respondents																												
Strongly support	57	56	54	50	61	62	45	40	44	49	59	57	78	72	61	52	62	58	64	63	55	54	59	56	48	51	47	42
Slightly support	26	29	24↓	32	27	26	27	37	33	33	25	28	17	19	21↓	37	19	28	22	27	28	28	25	28	29	30	35	35
Total support	83	84	77	82	88	87	72	77	77	82	84	85	95	91	82	89	81	86	86	90	82	82↓	84	85	76	81	82	77
Slightly oppose	5	6	8	8	2	4	4↓	13	9	7	6	5	1	3	9	10	2	5	1	3	6	6	5	6	4	13	4	5
Strongly oppose	4	7	6	8	3	6	7	5	4	6	6	9	1↓	6		2	6	5	6	7	5	8	4	7	4		7	17
Total oppose	10	13	14	16	5↓	10	11	17	13	13	11	13	2↓	9	9	11	8	9	7	10	10	14	10	13	7	13	12	23
Don't know	8↑	3	8↑	3	7↑	2	18↑	6	10↑	5	5↑	1	3		9		11	5	7		7↑	3↑	6↑	2	16	6	7	

Table 8.6.2 Why do you oppose this? (\$16)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who oppose the use of cameras or other technologies to detect dangerous road user behaviours	57	78	43	48	14^	30	9^	15^	21^	22^	24^	29^	3^	12^	6^	7^	4^	4^	5^	7^	42	60	50	71	6^	6^	14^	9^
% of respondents																												
Privacy / civil liberties	23	17	23	14	22	20		7	33	32	25	14		8		29	75	25	20		21	17	22	18	17		28	22
Big Brother / government watching you	19	31	21	36	14	23	34	20	19	32	17	28		50		43		25	20	14	24	32	22	32		17	36	44
Waste of public money	19	30	16	31	28	27	22	20	19	9	12↓	45	67	42	33			25	20	71	19	28	20	28	16	33	14	11
Fairness	16↑	4	19↑	4	7	3	11	7	14	5	17	3	33		50				41		9	5	14↑	3	33	17	7	11
It's the individual's choice	11	5	9	4	14	7	22	20	9	5	8						25	25			12	5	10	4	17	17	7	11
Trivial issue	2	4	2			10				5	4	7			17	14				14		2	2	4				
Other	9	8	7	8	14	7		13	5	14	17	3									12	10	10	8			7	
Don't know	2	3	2	2		3	11	13								14					2	2		1	17	17		

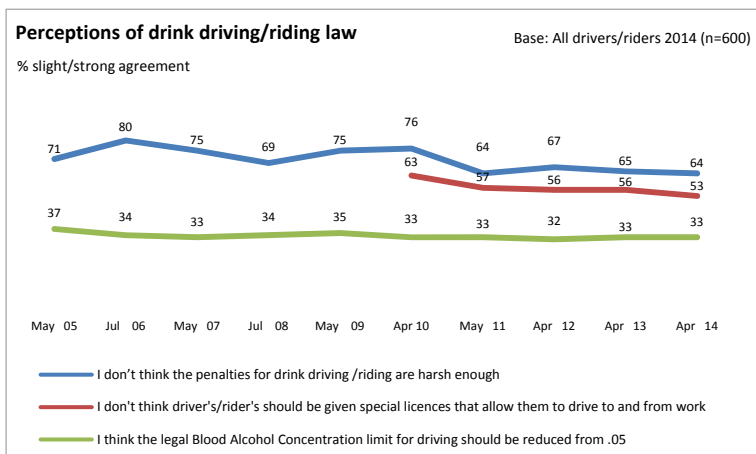
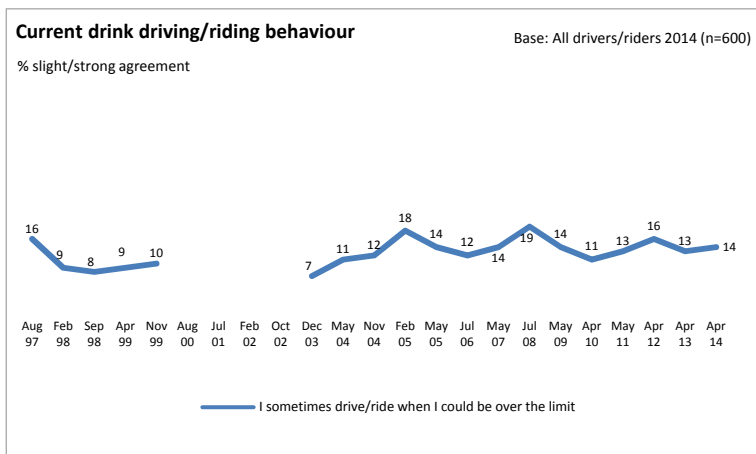
^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

alcohol

1.0 Attitudes and behaviours - drink driving



How strongly do you agree or disagree with each statement? (A2)

1.1.1 Current drink driving/riding behaviour (A2)

Consistent with results recorded in previous years, 14% of drivers/riders agree that they sometimes drive/ride when they could be over the limit.

1.1.1.1 Key sub-group differences

Males, drivers/riders aged 25-39 years, Northern region residents, or motorcyclists, are more likely than average to agree that they sometimes drive/ride when they could be over the legal limit.

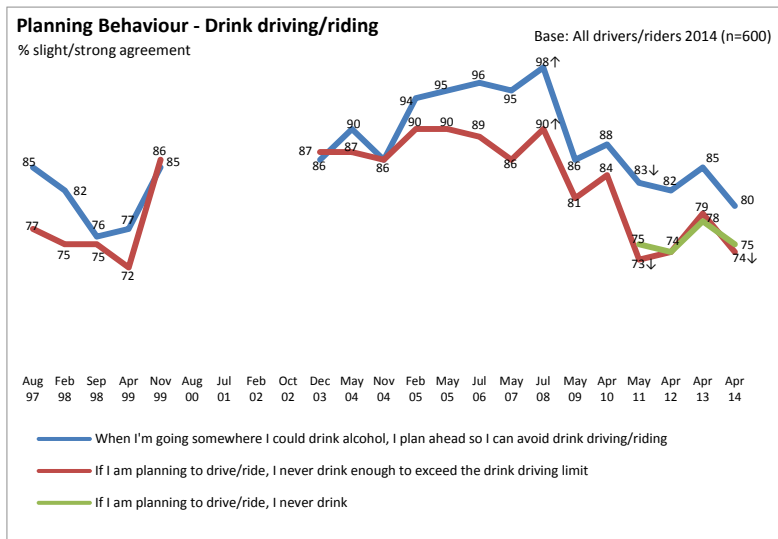
1.1.2 Perceptions of drink driving/riding law (A2)

When questioned on perceptions of drink driving/riding law, the majority (64%) of respondents agree that laws for drink driving/riding are not harsh enough while 53% do not support special licences for drink drivers/riders to get to work. A minority agrees that the legal Blood Alcohol Concentration limit for driving should be reduced from .05 (33%). These results are consistent with results over the past four years.

1.1.2.1 Key sub-group differences

Females are more likely than males to agree that penalties for drink driving/riding are not harsh enough and that the Blood Alcohol Concentration limit for driving/riding should be reduced.

Older drivers/riders (aged 60+ years) are also more likely than average to agree that the penalties for drink driving/riding are not harsh enough. Open licence holders are more likely than average to agree that the penalties for drink driving/riding are not harsh enough or that drink drivers/riders should not be given special licences that allow them to drive/ride to work.



1.1.3 Planning behaviour – drink driving/riding (A2)

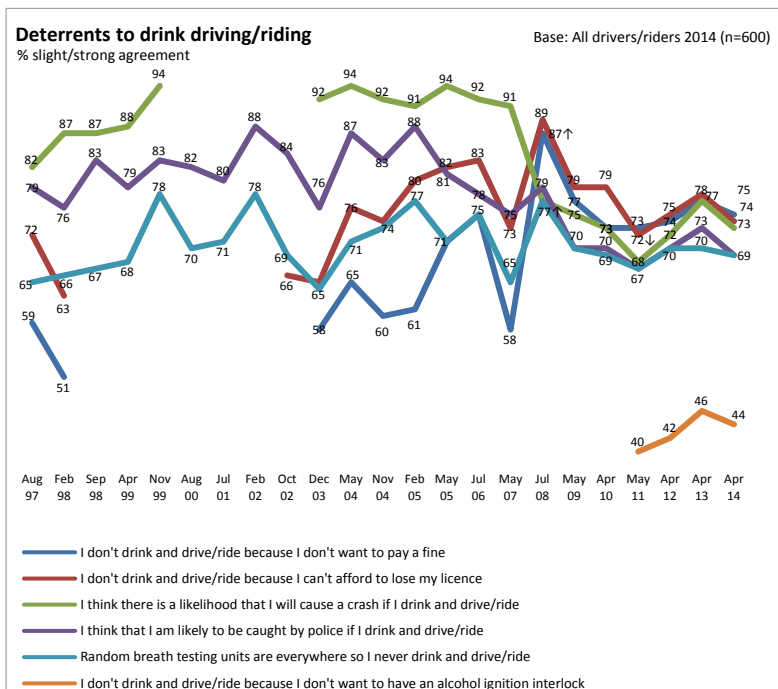
80% of people agree that when going somewhere they could drink alcohol, they plan ahead so as to avoid drink driving/riding, 75% contend that if they are planning on driving/riding they refrain from drinking, while 74% of people agree that if they are planning on driving they never drink enough to exceed the legal limit (this result being significantly lower than in 2013 – 79%).

1.1.3.1 Key sub-group differences

In regards to planned behaviour, females are more likely than males to agree that if planning to drive/ride they never drink.

Drivers/riders aged 40-59 years are more likely than average to agree that they plan ahead when going somewhere they could drink alcohol to avoid drink driving/riding or if they're planning to drive/ride they never drink.

Open licence holders are more likely than average to agree that when going somewhere they could drink alcohol they plan ahead to avoid drink driving/riding or if planning to drive/ride they refrain from drinking enough to exceed the legal limit.



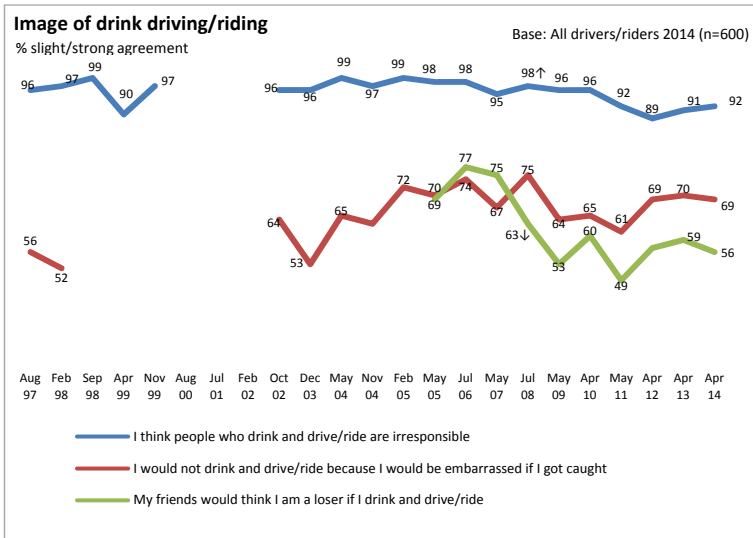
1.1.4 Deterrents to drink driving/riding (A2)

Of all deterrents to drink driving/riding, highest agreement is found for the statement 'I don't drink and drive because I don't want to pay a fine' (75%). 74% of respondents refrain from drink driving/riding because they cannot afford to lose their licence while 73% agree that there is likelihood they will cause a crash if they drink and drive/ride. Consistent with 2013 data, around seven in ten respondents refrain from drink driving/riding because they believe they will be caught by police (69%) or because of the common presence of random breath testing units (69%). A minority (44%) agrees that they do not drink and drive/ride because they do not wish to have an alcohol ignition interlock.

1.1.4.1 Key sub-group differences

Females are more likely than males to be deterred from drink driving because there is likelihood that they will cause a crash if they drink and drive/ride.

Drivers/riders aged 40-59 years are more likely than average to agree that they choose not to drink and drive/ride because they don't want to pay a fine or they can't afford to lose their licence. Loss of a licence is also a greater than normal deterrent for drivers/riders aged between 25-39 years or open licence holders.



1.1.5 Image of drink driving/riding (A2) 1.1.1.4 Deterrents to drink driving/riding (A2)

Of all statements on the topic of drink driving/riding, highest agreement is found for the statement 'I think people who drink and drive/ride are irresponsible' (92%), a trend consistent with previous survey data. Also consistent with 2013 data, around seven in ten respondents (69%) claim they would feel embarrassed if caught drink driving/riding. 56% agree they don't drink and drive/ride because they would be considered a 'loser' by their friends.

1.1.5.1 Key sub-group differences

Females, residents of the Southern region, open licence holders or older drivers/riders (aged 60+ years) are more likely than average to agree that people who drink and drive/ride are irresponsible.

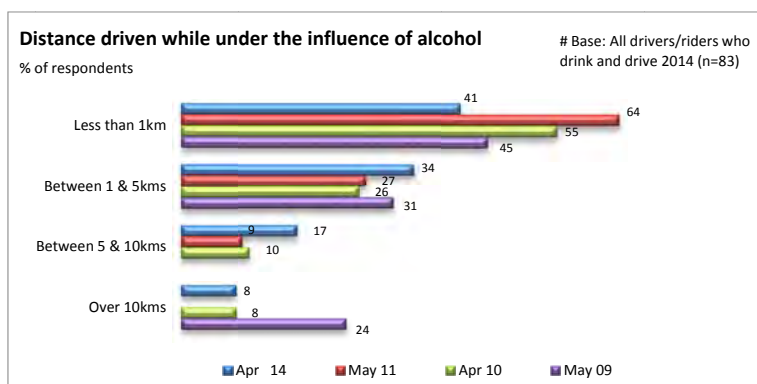
Table 1.1.1 How strongly do you agree or disagree with each statement? (A2)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents (total slight/strong agreement)																												
Current drink driving/riding behaviour																												
I sometimes drive/ride when I could be over the limit	14	13	18	15	9	10	14	17	24	21	13	9	3	6	26↑	10	13	3	13	9	12	15	14	13	15	12	23	21
Perceptions of drink driving/riding behaviour																												
I don't think the penalties for drink driving/riding are harsh enough	64	65	56	59	73	72	51	61	60	59	67	69	72	71	58	61	66	84	71	74	63	62	66	66	54	64	57	47
I don't think drink drivers/riders should be given special licences that allow them to drive/ride to work	53	56	51	50	56	62	44	53	55	56	53	55	59	60	46	51	51	56	62	58	53	56	56	56	43	55	54	47
I think the Blood Alcohol Concentration limit for driving/riding should be reduced from .05	33	33	29	30	38	36	22	24	34	35	37	35	34	33	33	39	32	37	37	33	33	31	34	33	29	29	35	19
Planned Behaviour – drink driving/riding																												
When I'm going somewhere I could drink alcohol, I plan ahead so I can avoid drink driving/riding	80	85	80	86↑	81	83	68↓	88↑	83	86	85	82	78	84	87	91	85	74	78	81	79↓	85	83	86	66	77	79	77
If I'm planning to drive/ride, I never drink enough to exceed the drink driving/riding limit	74↓	79	73↓	81↑	75	76	66↓	82↑	79	81	75	79	71	72	79	79	75	69	70	77↑	74↓	80	75	80	64	67	78	79↑
If I am planning to drive/ride, I never drink	75	78	71	77↑	79	79	66	78↑	72	75	83	80	71	80	70	84	72	79	75	80	77	77	75	79	74	76	74	63
Deterrents to drink driving/riding																												
I don't drink and drive/ride because I don't want to pay a fine	75	77	76	78	74	75	65	75	78	80	80	76	71	75	84	86	85	69	77	71	72	77	76	77	70	70	80	81↑
I don't drink and drive/ride because I can't afford to lose my licence	74	78	73	80	74	77	58↓	77	80	82	80	79	67	73	79	90	85	74	75	75	71↓	78	76	79	61	76	79	78
I think there is a likelihood that I will cause a crash if I drink and drive/ride	73	77	67↓	75	80	79	67↓	84↑	79	75	73	75	71	77	73	86	72	77	71	67	74	77	74	77	68	78	64	52
I think that I am likely to be caught by police if I drink and drive/ride	69	73	68	70	71	76	62	74	74	77	72	68	63	74	72	82	68	68	77	66	67	73	71	73	60	71	71	72↑
Random breath testing units are everywhere so I never drink and drive/ride	69	70	70	67	69	74	60	62	72	67	74	69	65↓	82	75	76	72	71	71	68	68	70	71	71	63	59	76	62
I don't drink and drive/ride because I don't want to have an alcohol ignition interlock installed in any vehicle I wish to drive	44	46	44	49	43	44	39	41	49	52	45	44	38	47	46	48↑	34	47	49	47	43	46	43	48	48	34	44	41
Image of drink driving/riding																												
I think people who drink & drive/ride are irresponsible	92	91	89	88	95	93	81	90↑	91	89	93	89	96	95	93	91	89	95	99↑	91	91	90	94	91	80	85	88	86
I would not drink and drive/ride because I would be embarrassed if I got caught	69	70	69	70	68	70	71	66	71	75	69	67	64	71	73	67	77	66	67	72	67	71	69	71	70	55	70	74↑
My friends would think I am a loser if I drink and drive/ride	56	59	57	56	56	63	55	59	63	63	59	59	46	57	64	63	62	64	58	57	54	59	57	61	53	50	55	50

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

2.0 Drink driving/riding and reasons for drink driving/riding

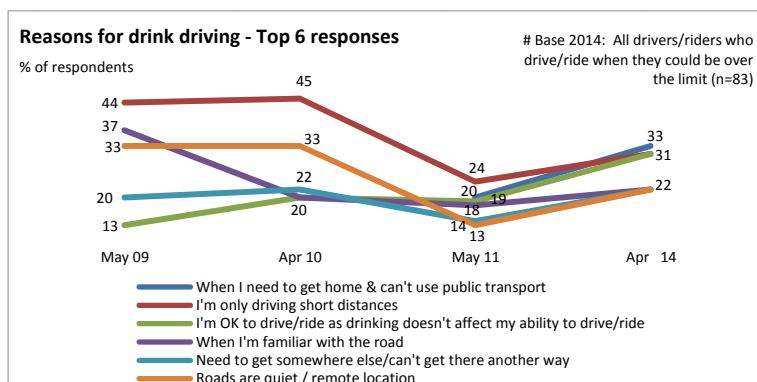


This question (A5) was previously asked of respondents who drink and drive/ride in combination with catching public transport (survey years 2009, 2010, 2011). Caution should be taken when comparing results.

2.1.1

Approximately, how far would you drive/ride when under the influence of alcohol? (A5)

Most commonly (41%) respondents say they would drive/ride less than 1km when under the influence of alcohol, 34% claim they would travel between 1 and 5 km, 17% claim they would travel between 5 and 10 km and 8% agree they would drive/ride over 10 km.



2.1.2

Why do you drive/ride after drinking alcohol? (A3)

The most common justifications for drink driving/riding are: I need to get home and can't use public transport (33%), I'm only driving short distances (31%), drinking doesn't affect my ability to drive/ride (31%), because I'm familiar with the road (22%), I need to get somewhere else (22%) or the roads are quiet (22%).

2.1.3

Key sub-group differences

In identifying reasons they would drink and drive, South Eastern residents are more likely than average to claim that drinking doesn't affect their ability to safely drive/ride, that they need to get somewhere else and cannot get there another way, that they wish to get food or drink or that they drive/ride more safely after drinking.

All key sub-group differences are detailed in the following tables.

Table 2.1.1 Approximately, how far would you drive/ride when under the influence of alcohol? (A5)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
# Base 2014: All drivers/riders who drive/ride when they could be over the limit	83	11^	56	8^	27^	3^	12^	5^	39	3^	28^	3^	4^	0	17^	2^	7^	0	9^	1^	50	8^	70	9^	12^	2^	28^	1^
% of respondents																												
Less than 1 kilometre	41	64	38	63	48	67	42	80	46	34	32	67	50		41	50	29		23		46	75	39	67	59	50	32	100
* Between 1 and 5 kilometres	34	27	30	37	41		17	20	39	34	32	33	50		30		43		45	100	32	25	39	22	8	50	50	
More than 5, but less than 10 kilometres	17	9	21		7	33	25		8	33	29				24	50	29		11		14		16	11	17		14	
10 kilometres or more	8		11		4		16		8		7				6				22		8		7		16		4	

Table 2.1.2 Why do you drive/ride after drinking alcohol? (A3)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who drive/ride after drink driving	83	79	56	42	27^	37	12^	14^	39	24^	28^	28^	4^	13^	17^	8^	7^	8^	9^	7^	50	56	70	70	12^	8^	28^	8^
% of respondents																												
When I need to get home and can't use public transport	33	20	32↑	14	33	27	25	14	33	21	32	21	50	23	35	13	28	12	22	14	34	23	34	20	17	25	22	13
I'm only driving / riding short distances	31	24↓	27	21	41	27	59	29	21	21	36	25	25	23	29	25	14	25	33	72	34	18	31	23	25	38	29	62
I'm OK to drive / drinking doesn't affect my ability to drive / ride safely	31	19	35	26	22	11	50	21	26	21	32	18	25	15	18	38	14		22	14	40↑	20	31	20	25	12	32	12
Roads are quiet / remote location	22	13	21	12	22	13	42		13	17	25	11	25	23	24	25	58	12	11	14	18	11	23	14	17		25	
When I'm familiar with the road	22	18	20	14	26	22	50↑	7	13	21	22	14	25	31	12	12	28	12		29	28	18	20	17	25	25	14	12
When I need to get somewhere else / can't get there any other way	22	14	25↑	12	15	16	50		18	21	18	14		15	6	13	14	50			32↑	11	20	16	25		25	
Only drive / ride in emergencies	21	21↓	23	24	15	19	42	29	18	21	18	25		8	30	13	14		22	14	18	27	17	23	33	13	22	12
To get food / drink	10	9	11	7	7	11	8	21	8	8	14	7						12		14	16	9	10	7	8	25	18	38
When I need to get home and don't want to use public transport	8	10	11	7	4	14	16	14	5	8	11	11		8	6	12	14	37			10	7	9	11	8		11	13
I drive / ride more safely after drinking than when I'm not	7	5	7	7	7	3	25	7	3	4	7	7						12		14	12	4	6	3	8	25	4	
I won't get caught by the police	5	3	5	5	4		8	7	5		4	4			6		15				4	4	4	3	8			
I need to pick someone up / give someone a ride	4	3	5	5			8		3	4	4			8						29	6		3	3	8		4	
I need to drive / ride as part of my job	4	3	5	5				14	3		7						14				4	4	4	3			11	
Boredom / entertainment / something to do / for the thrill of it	2	5	2	7	4	3	8	14	3	8								25		14	4	2	1	3	8	25	4	13

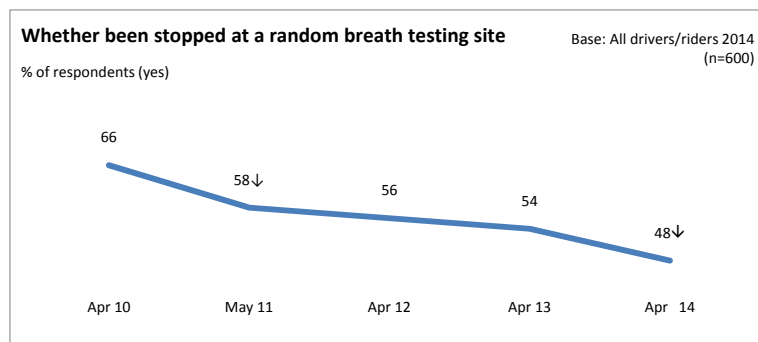
This question (A5) was previously asked of respondents who drink and drive/ride in combination with catching public transport (survey years 2009, 2010, 2011). Caution should be taken when comparing results.

* Wording of code has been changed from 'Between 2 and 5 kilometres' from the 2010 survey.

^ Caution: small cell size.

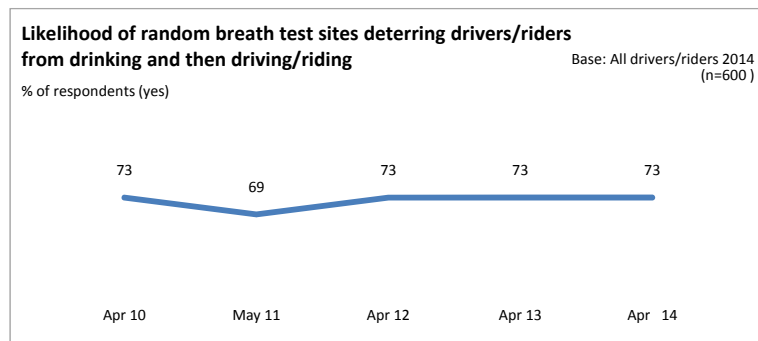
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

3.0 Random Breath Testing (RBT) activity



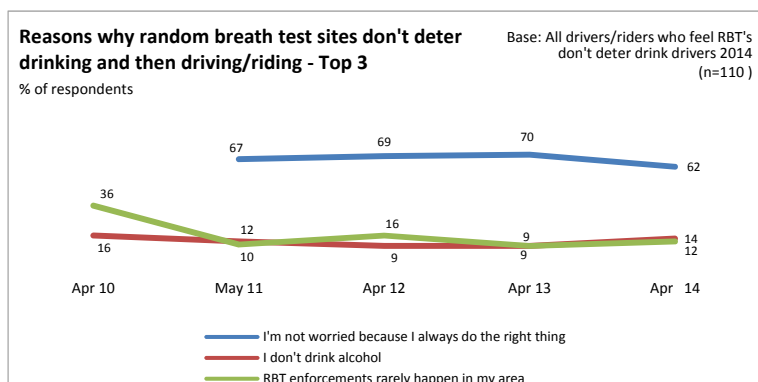
3.1.1 In the last 12 months, have you been stopped at a Random Breath Testing (RBT) site to provide a breath sample? (A5a)

In the last 12 months 48% of drivers/riders report they have been stopped by a Random Breath Testing (RBT) unit to provide a breath sample, a result significantly lower than that recorded in 2013 – 54%.



3.1.2 Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding? (A5b)

Around seven in ten drivers/riders (73%) feel that RBT vans and enforcement sites deter them from drinking and then driving/riding, this finding being consistent with that of the past two years.



3.1.3 Why not? (A5c)

Among those who do not feel deterred by the presence of RBT vans, the most common reason for this is because they always do the right thing anyway (62%), that RBTs are rarely evident in their area (12%) or that they don't drink alcohol (14%).

3.1.4 Key sub-group differences

Males are more likely than females to agree that they have been stopped at a Random Breath Testing site, as are those holding an open or motorcycle licence.

All key sub-group differences are detailed in the following tables.

Table 3.1.1 In the last 12 months, have you been stopped at a Random Breath Testing (RBT) site to provide a breath sample? (A5a)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	48↓	54	52	59	44	50	45	41	48↓	61	49	57	49	49	49	61	49	53	56	59	46	53↓	51	56	33	25	56	58
No	51↑	44	47	39	55	49	50	57	51↑	35	51	42	51	49	49	37	49	47	43	41	53↑	45↑	49↑	41	61	75	43	42
Not sure	1	2	1	2	1	2	5	1	1	4↑	*	1		2	1	2	2		1		1	3	*↓	2	6		1	

Table 3.1.2 Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding? (A5b)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	73	73	75	71	72	76	75	77	78	75	73	74	66	68	81	77	77	77	74	69	71	73	74	74	70	73	71	60
No	18	19	19	20	18	18	11	18	15	15↓	20	18	25	25	13	18	17	13	19	24	19	19	19	19	13	16	21	31
Not sure	8	8↑	7	9↑	11	7	14↑	4	7	11↑	7	8↑	9	6	6	5	6	10	7	6	10	8↑	7	7	17	11	7	8

Table 3.1.3 Why not? (A5c)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who feel RBT's don't deter drink drivers	110	115	58	62	52	53	9^	16^	24^	26^	43	40	34	33	9^	10^	9^	5^	14^	23^	78	77	99	108	10^	6^	26^	12^
% of respondents																												
I'm not worried because I always do the right thing	62	70	55↓	75	69	65	45	44	58	76	63	74	68	73	67	80	56	60	64	83	61	66	60	70	81	69	50	71
I don't drink alcohol	14	9	17↑	3	12	15			8	5	16	7	21	18	22		22	20	21	9	11	9	16	9			19	9
RBT enforcement rarely happens in my area	12	9	14	12	10	5	22	23	17	8	12	9	6	3		20	11			4	15	9	13	9			19	20
I don't drink and drive	4		3		4				4		5		3						14		3		4				4	
I've never been stopped and asked to provide a breath test	4	5	4	4	4	6		21	8	4	2		3	3			11	20			4	5	4	4		16	8	
I take the back streets home to avoid being stopped at a RBT site	2	1	2	2	2				4		2	3									3	1	2	1				
My friends alert me to the location of RBT sites	1	1	2	2			11			4											1	1		1	10			
Other	2	4	3	2		7	22			3		8		3	11					4	1	5		5	10			

^ Caution: small cell size.

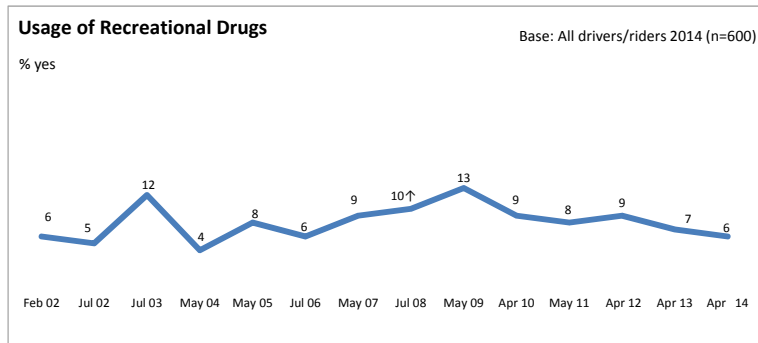
* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

drugs

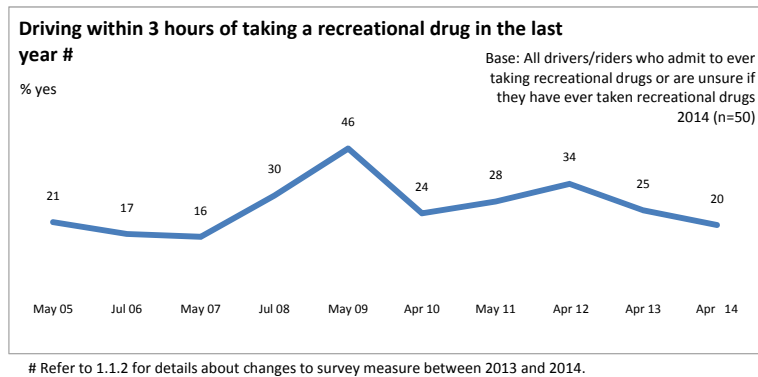
1.0 Usage of recreational drugs & driving



1.1.1

Remembering the answers to your questions are confidential, do you EVER take recreational drugs such as: marijuana, ecstasy, cocaine, heroin, or other recreational drugs even if only rarely? (D1)

Consistent with the results of previous years, 6% of all drivers/riders report ever taking recreational drugs.



1.1.2

In the last 12 months, have you driven/ridden within 3 hours of taking a recreational drug? (D3)

In 2014, this question was asked of all recreational drug users as well as those who are unsure as to their recreational drug use. In previous years however, only a subset of recreational drug users was posed the question, i.e. those admitting to ever driving within 3 hours of taking a recreational drug. To allow a comparison to be made between the 2014 data and data from previous surveys the results between 2005-2013 have been percentaged on the base of all recreational drug users, plus those unsure of their recreational drug use.

Of those who admit to ever taking a recreational drug, 20% say they have done so in the last 12 months.

1.1.3

Key sub-group differences

Higher than average levels of recreational drug use are evident among those aged 25-39 years.

All key sub-group differences are detailed in the following tables.

Table 1.1.1 Remembering the answers to your questions are confidential, do you EVER take recreational drugs such as: marijuana, ecstasy, cocaine, heroin, or other recreational drugs even if only rarely? (D1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Yes	6	7	7	8↓	6	7	8	8↓	10	12	5	5	2	5	9	9	4	8	1	7	7	7	6	7	6	8	5	14
No	92	91	90	90	93	93	83	91↑	88	85	94	95	98	95	90	91	96	92	97	91	90	92	92	92	86	87	91	86
Not sure	2	1	3	2	1	1	8↑	1	2	3	1	*			1				1	2	3	1	1	1	8	4	4	

Table 1.1.2 In the last 12 months, have you driven/ridden within 3 hours of taking a recreational drug? (D3)

	TOTAL		SEX		AGE				TMR REGION				LICENCE TYPE		
			Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14		14	14	14	14	14	14	14	14	14	14	14	14	14
Base 2014: All drivers/riders who admit to ever taking recreational drugs or are unsure if they have ever taken recreational drugs	50		30	20^	14^	20^	13^	3^	7^	2^	2^	39	39	11^	11^
% respondents															
Yes	20		23	15	14	15	23	67	14	50		20	18	27	9
No	66		64	70	57	75	77		72		51	69	74	37	73
Not sure	14		13	15	29	10		33	14	50	49	10	8	37	18

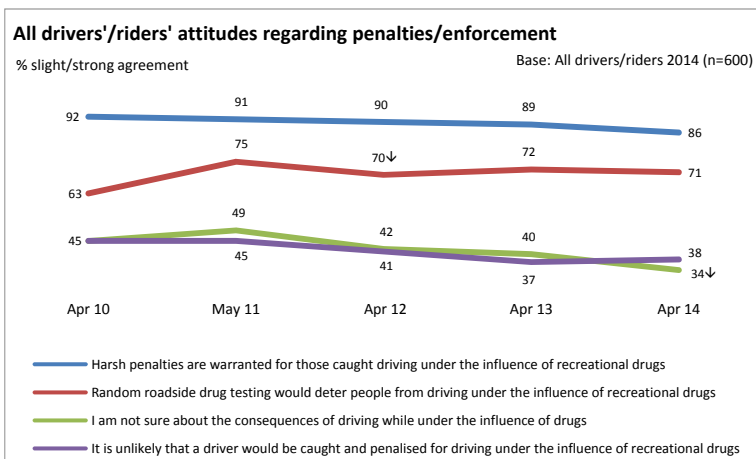
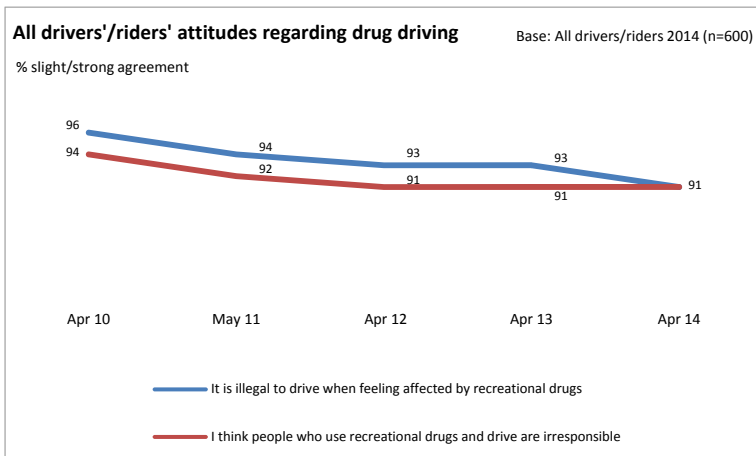
^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

2.0 Attitudes towards drug driving2.1 Attitudes towards drug driving/riding – all drivers/riders



2.1.1 How strongly do you agree or disagree with each statement below about drug driving? (D5)

In line with 2013 results, most road users agree that it is illegal to drive/ride when feeling affected by recreational drugs (91%). Similarly, the majority agrees that recreational drug users who drive/ride are irresponsible (91%) or that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs (86%).

Seven in ten drivers/riders (71%) agree that random roadside drug testing would deter people from driving/riding under the influence of recreational drugs, 38% agree it is unlikely that a driver would be caught and penalised for driving under the influence of recreational drugs while 34% claim they are not sure about the consequences of driving while under the influence of drugs – a result significantly lower than the 2013 result – 40%.

2.1.2 Key sub-group differences

Knowledge of the illegality of driving/riding when affected by recreational drugs is significantly higher among open licence holders as compared to those on other licence types and generally increases with age. Open licence holders are more likely than average to agree that people who use recreational drugs and drive/ride are irresponsible or to support harsh penalties for those caught driving/riding under the influence. Drivers/riders under 25 years of age are more likely than average to be uncertain of the consequences of driving/riding under the influence. Generally sub-open licence or motorcycle licence holders are less aware of the law pertaining to driving/riding when affected by recreational drugs. These same segments are also less supportive than average of penalties and consequences for those found to be flouting this law.

Older drivers/riders (aged 60+ years) display higher than average agreement that it is illegal to drive/ride when feeling affected by recreational drugs, that people who use recreational drugs and drive/ride are irresponsible or that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs.

All key sub-group differences are detailed in the following table.

Table 2.1.2 How strongly do you agree or disagree with each statement below about drug driving? (D5)

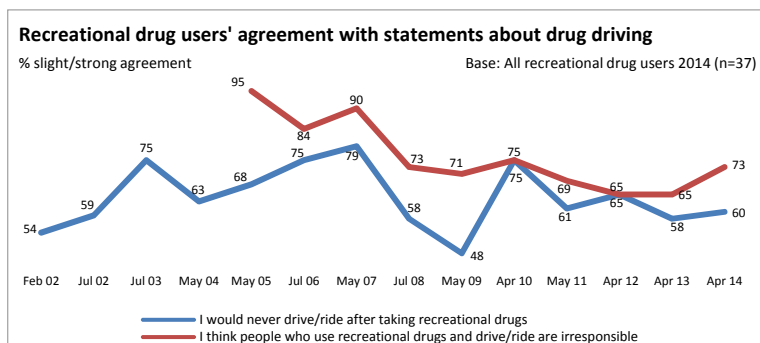
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents (total slight/strong agreement)																												
It is illegal to drive/ride when feeling affected by recreational drugs	91	93	91	91	92	94	81	86	87	91	94	94	99	97	93	95	92	92	93	94	91	92	94	94	77	77	93	88
I think people who use recreational drugs and drive/ride are irresponsible	91	91	89	88	93	95	82	87	85	89	94	92	98	96	93	89	94	95	89	89	90	91	92	92	79	80	88	80
Harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs	86	89	84	88	89	89	75	82	82	88	88	91	95	91↓	85	95	91	90	90	90	85	87	88	89	70	79	82	88
# Roadside drug testing would deter people from driving/riding under the influence of recreational drugs	71	72	71	71	70	72	65	68	74	68	70	72	71	78	79	70	77	68	64	72	69	72	70	72	71	70	70	57
I am not sure about the consequences of driving/riding under the influence of drugs	34↓	40	37	38	31↓	41	45	52	37	43	35	37	24	31	33	36	41	39	35	41	34	40	34	39	38	44	37	37
It is unlikely that a driver/rider would be caught and penalised for driving/riding under the influence of recreational drugs	38	37	41	39	35↓	35↓	35	49	40	45	40↑	30 ↓	35	30	34	31	43	42	29	29	40	39	39	38	28	33	39	43

This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' in previous years.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

2.2 Attitudes towards drug driving/riding – recreational drug users

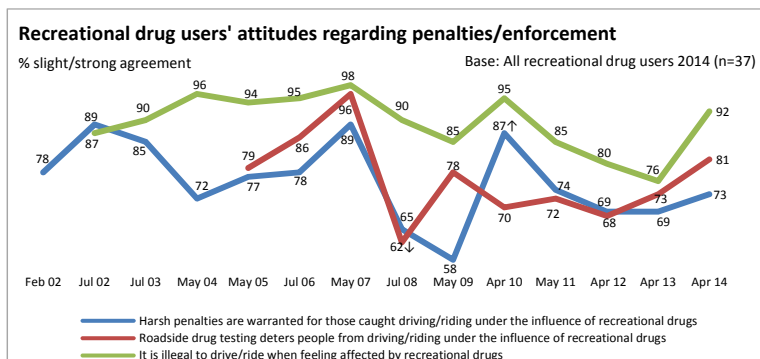


2.2.1

How strongly do you agree or disagree with each statement below about drug driving? (D5)

Among recreational drugs users, 92% are aware that it is illegal to drive/ride when feeling affected by recreational drugs. 81% agree that roadside testing would deter people from driving/riding under the influence of recreational drugs, while a lower proportion support harsh penalties for those caught driving/riding under the influence of recreational drugs (73%).

Seven in ten (73%) recreational drug users regard those who use recreational drugs and drive/ride as irresponsible. 60% agree they would never drive/ride after taking recreational drugs while 51% say that they would cause a crash if they use recreational drugs. 49% of respondents agree it is unlikely that a driver/rider would be caught and penalised for driving/riding under the influence of recreational drugs. A lower proportion (35%) is unsure about the consequences of driving/riding under the influence of drugs.



2.2.2

Key sub-group differences

No sub-group differences are found among recreational drug users due to the small base of this group in the sample.

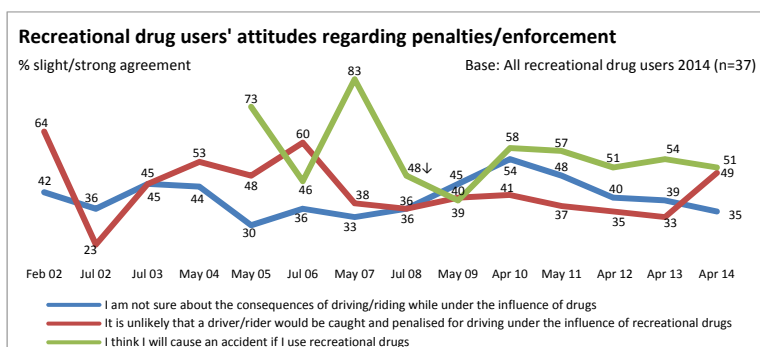


Table 2.2.1 How strongly do you agree or disagree with each statement below about drug driving? (D5)

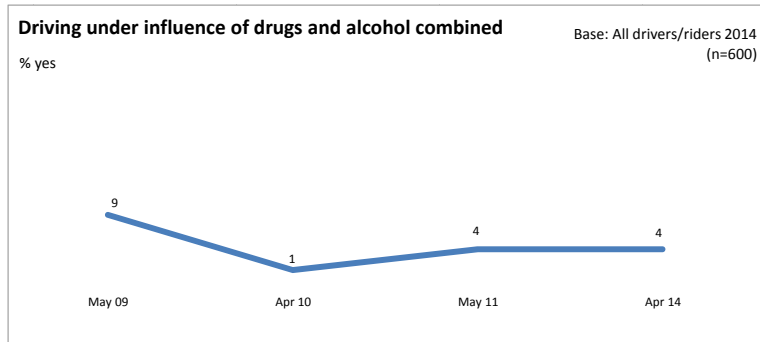
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who admit to ever having taken recreational drugs	37	44	21^	23^	16^	21^	7^	7^	16^	20^	11^	11^	3^	6^	6^	5^	2^	3^	1^	7^	28^	29^	32	39	5^	3^	6^	5^
% of respondents (total slight/strong agreement)																												
It is illegal to drive/ride when feeling affected by recreational drugs	92	76	90	70	94	84	86	54	87	79	100	70	100	100	100	80	50	67		100	96↑	72	91	84	100		83	54
# Roadside testing deters people from driving/riding under the influence of recreational drugs	81	73	71	69	94	78	86	67	81	82	82	53	67	82	67	60	100	67	100	57	82	80	78	75	100	29	100	54
Harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs	73	69	76	60	69	82	71	67	81	76	64	63	67	64	83	60	50	67	100	86	71	69	72	72	80	58	67	54
I think people who use recreational drugs and drive/ride are irresponsible	73	65	62	60	87	71	57	54	75	70	82	50	67	82	84	40	50	67		86	75	66	78	69	40	29	67	35
I would never drive/ride after taking recreational drugs	60	58	53	48	69	71	72	54	56	65	64	31	33	82	84	40	50	67		86	57	55	63	64	40		50	54
I think I will cause a crash if I use recreational drugs	51	54	53	48	50	61	29	54	63	55	55	41	33	68	84	40	50	67		86	47	48	50	58	60		50	54
It is unlikely that a driver/rider would be caught and penalised for driving/riding under the influence of recreational drugs	49	33	52	43	44	21	43	54	31	27	73↑	28	67	38	33	20	50	67		14	54	35	50	33	40	29	34	
I am not sure about the consequences of driving/riding under the influence of drugs	35	39	24	39	50	38	29	54	44	46	28	15	33	35	50	20	50	67		43	32	38	31	39	60	29	17	

This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' in previous years.

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

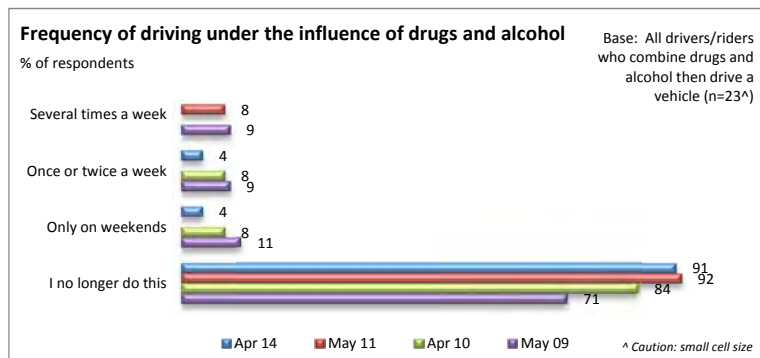
3.0 Incidence of combining alcohol and drug driving



3.1.1

Have you ever consumed a combination of drugs and alcohol and then driven / ridden a vehicle? (D8)

4% of respondents identified ever driving while under the influence of a combination of drugs and alcohol.



3.1.2

How often do you do this? (D9)

4% of drivers/riders say they drive/ride once or twice a week after consuming a combination of drugs and alcohol, 4% do so only on weekends, while the vast majority (91%) claims they no longer do this.

3.1.3

Key sub-group differences

No sub-group differences are found among recreational drug users due to the small base of this group in the sample.

Table 3.1.1 Have you ever consumed a combination of drugs and alcohol and then driven/ridden a vehicle? (D8)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	40
% of respondents																												
Yes	4	4↑	5	6	3	2	2	2	5	6	4	4	2	3	6	5	6	2	3	3	3	4	4	4	4	4	4	7
No	95	95↓	94	93	96	98	93	97	94	93	95	95	98	97	91	92	94	98	97	97	95	95	95	95	93	96	94	90
Not sure	1	*	1	1	1		5	1	1	1	1	*			3	3					1	*	1	1	4		2	3

Table 3.1.2 How often do you do this? (D9)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11	14	11
Base: All drivers/riders who combine drugs and alcohol then drive a vehicle	23^	25^	14^	18^	9^	7^	2^	2^	9^	10^	9^	9^	3^	4^	4^	3^	3^	1^	2^	2^	14^	19^	20^	23^	3^	2^	5^	3^
% of respondents																												
Several times a week		8		6		14		50		10										50		5		4		50		
Once or twice a week	4		7						11												7				33			
Only on weekends	4		7				49														7				33			
I no longer do this	91	92	86	94	100	86	51	50	89	90	100	100	100	100	100	100	100	100	100	50	86	95	100	96	34	50	100	100

^ Caution: small cell size.

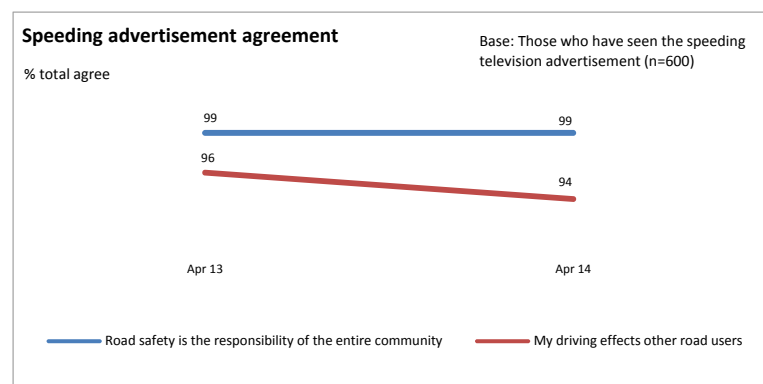
* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

road user behaviours

1.0 Perception of road safety responsibility



1.1.1

To what extent do you agree with the following statement about road safety responsibility? (CRS1)

There is almost universal agreement (99%) with the statement that road safety is the responsibility of the entire community, with most (92%) in strong agreement. 94% of respondents also agree that their driving affects other road users, with 83% in strong agreement.

1.1.2

Key sub-group differences

Females are more likely than males to agree strongly on each statement about road safety.

All key sub-group differences are detailed in the following table.

Table 1.1.1 To what extent do you agree with the following statement about road safety responsibility? (CRS1)

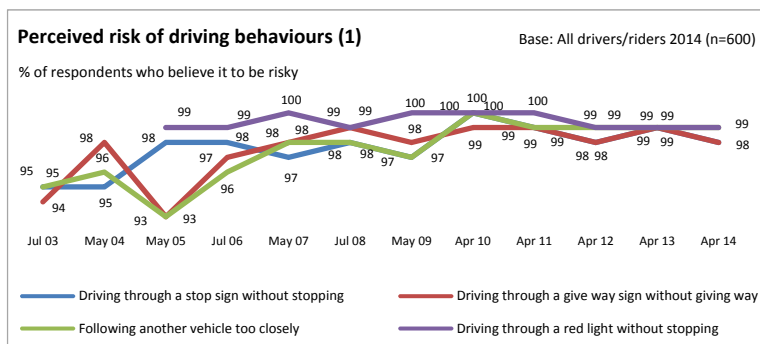
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
ROAD SAFETY IS THE RESPONSIBILITY OF THE ENTIRE COMMUNITY																												
Agree strongly	92	92	90	92	95	93	87	89	91	94	94	91	94	94	94	98	94	92	96	95	91	91	94	93	85	93	90	92
Agree slightly	7	7	9	7	4	6	11	11	8	5	6	8	4	5	5		6	8	4	4	8	8	5	7	12	7	8	8
Disagree slightly	1	1	1	*	*	1	1			*	*	1	1	1	1	2				1	*	*	*	1	1		2	
Disagree strongly	1		1		*		1		1				1								1		*		1			
TOTAL AGREE	99	99	99	100	99	99	98	100	99	100	100	99	99	99	99	98	100	100	100	99	99	100	99	99	97	100	98	100
TOTAL DISAGREE	1	1	1	*	1	1	2		1	*	*	1	1	1	1	2				1	1	*	1	1	3		2	
MY DRIVING EFFECTS OTHER ROAD USERS																												
Agree strongly	83	86	78	84	88	89	78	77	84	85	83↓	89	84	89	85	91	91	87	92	87	80 ↓	85	84	88	75	65	79	85
Agree slightly	12	10	15	13	9	7	15	18	11	9	10	9	13	6	9	7	8	8	4	7	14	11	11	8	16	24	18	11
Disagree slightly	2	1	2	2	2	1	4		2	3	1	*	2	2	3			3	1	1	2	1	1	1	6		1	
Disagree strongly	4	3	5	2	2	3	4	5	2	3	6 ↑	1	1	3	3	2	2	3	3	4	4	2	4	2	3	11	2	4
TOTAL AGREE	94	96	93	96	96	96	93	95	95	94	94↓	98	96	95	94	98	98	95	96	95	94	96	95	97	91	89	98	96
TOTAL DISAGREE	6	4	7	4	4	4	7	5	5	6	6 ↑	2	4	5	6	2	2	5	4	5	6	4	5	3	9	11	2	4

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

2.0 Risky behaviours when driving/riding



2.1.1

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

Perceptions as to what constitutes risky behaviour while driving/riding have remained stable over the past twelve months. Almost universal agreement (99%) is found for the view that driving/riding through a red light without stopping or following another vehicle too closely constitutes risky behaviour. Most other driving/riding behaviours assessed are deemed to be risky by at least 98% of road users with the exception of driving while talking on a hands-free mobile phone (87%).

The proportion of people in 2014 who rate travelling more than 10 km/hr over the speed limit as risky stands at 98% while 92% rate travelling up to 10 km/hr over the speed limit as risky. Both these results are consistent with previous years' results.

2.1.2

Key sub-group differences

Females are more likely than males to rate as risky the behaviour of driving/riding up to 10 km/hr over the speed limit.

Compared with the average, drivers/riders aged 40-59 years are more likely to rate driving through a red light, driving through a stop sign, following another vehicle too closely, driving under the influence of illicit drugs, overloading the vehicle with too many passengers or driving when talking on a hands-free mobile phone as risky. Drivers/riders over the age of 60 years are more likely than average to identify travelling more than 10 km/hr over the speed limit, travelling up to 10 km/hr over the speed limit, driving when talking on a hands-free mobile phone or driving when talking on a hand-held mobile phone as risky. Open licence holders are more likely than average to rate almost all factors as risky behaviours.

All key sub-group differences are detailed in the following table.

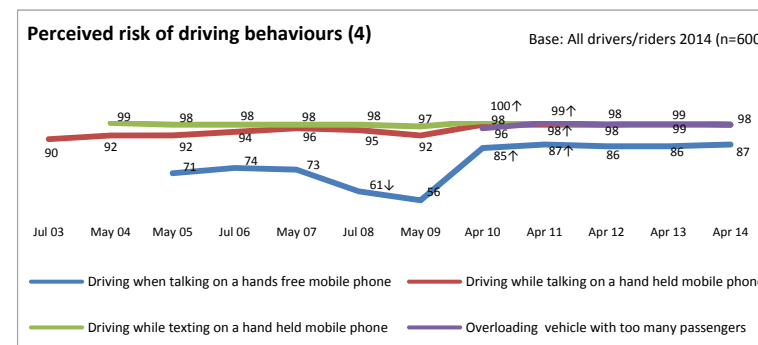
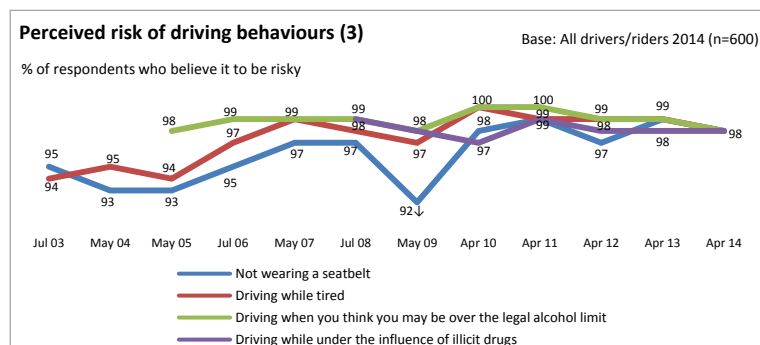
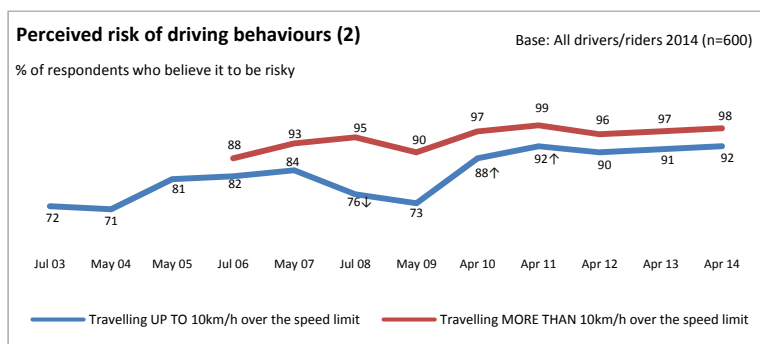


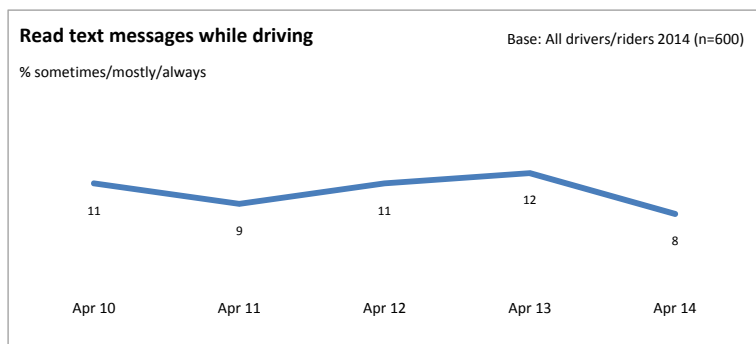
Table 2.1.1 How risky do you rate the following behaviours? (R1)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents (total little/very risky)																												
Driving/riding through a red light without stopping	99	99	98	99	99	100	94	99	98↓	100	100	100	100	99	97	100	98	100	100	99	99	99	99	100	94	98	98	100
Driving/riding when you think you may be over the legal alcohol limit	98	99	97	98	99	100	95	98	96	99	99	100	100	99	99	100	96	100	100	99	98	99	99	99	94	98	95	100
Driving/riding through a stop sign without stopping	98	99	98	99	98	100	94	99	96	99↑	100	100	100	99	97	100	98	100	99	99	98	99	99	99	91	98	97	97
Not wearing a seatbelt	98	99	97	98	98	99	95	98	96	99	99	99	99	99	97	98	94	100	99	99	98	99	98	99	94	98	94	100↑
Travelling more than 10 km/h over the speed limit	98	97	97	94	98	100	95	94	96	99↑	99	96	100	98	99	95	92	97	100	98	98	97	98	97	94	92	93	90
Driving/riding while tired	98	99	98	99	98	100	97	99	96 ↓	100	100	100	100↑	97 ↓	99	100	98	100	100	98	98	99	99	99	93	98	94	100
Following another vehicle too closely	99	99	98	99	99	100	95	98	97 ↓	100	100	100	100	99	97	100	98	100	100	99	99	99	99	99	94	98	97	100
Driving/riding while texting on a hand held mobile phone	98	99	98	98	98	100	96	97	97	99	100	100	99	99	99	100	98	97	100	99	98	99	99	99	95	94	98	96
Driving/riding through a give way sign without giving way	98	99	98	99	98	100	96	98	96 ↓	100↑	99	100	99	99	99	100	100	100	99	99	98	99	98	99	95	98	95	100
Driving/riding when you are under the influence of illicit drugs	98	98	98	97	98	99	94	98	96	98	100	99	100	98	97	100	98	100	100	97	98	98	99	98	93	98	96	100
Overloading the vehicle with too many passengers	98	98	97	98	98	99	94	95	96 ↓	99	100	99	99	99	94	100	98	97	100	99	98	98	98	99	95	92	96	91
Driving/riding while talking on a hand held mobile phone	98	99	97	98	98	99	93	96	98	99	99	99	100	99	99	100	96	95	100	99	98	99	98	99	94	94	96	93
Travelling up to 10 km over the speed limit	92	91	89	87	96	96	91	86	90	92	92	91	97	95	94	89	91	95	96	95	92	90	93	91	90	95	83	74
Driving/riding when talking on a hands free mobile phone	87	86	84	83	89	90	74	79	80	86	92	87	94	91	85	86	89	79	89	88	86	87	88	86	79	89	80	65 ↓

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

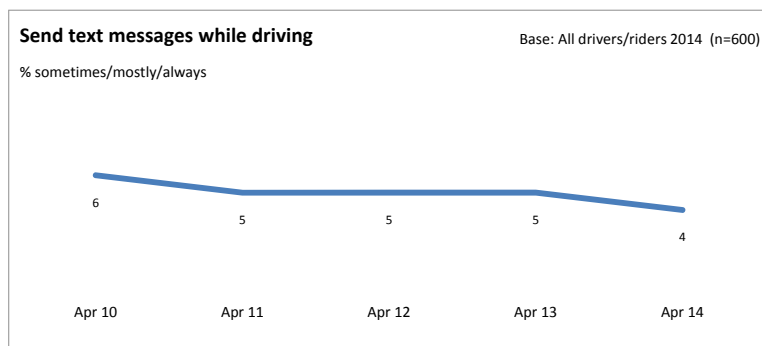
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

3.0 Reading/sending text messages while driving/riding



3.1.1 How often do you READ text messages while you are driving/riding? (R1a)

Among all drivers/riders, less than 3% admit to reading text messages while they are driving/riding always or most of the time. 6% report doing this sometimes, while the occasional reading of text messages occurs among 23% of drivers/riders. 67% of road users say they never read text messages while driving/riding – this being a significant increase since 2013 - 61%.



3.1.2 How often do you SEND text messages while you are driving/riding? (R1b)

The sending of text messages while driving/riding is something that less than 2% of drivers/riders admit to always doing or doing on most occasions, while 3% indicate that they do this sometimes. The occasional sending of text messages is reported by 15% of people, while 79% of drivers/riders report never engaging in this behaviour when driving/riding. These results are consistent with those found in the 2013 survey.

3.1.3 Key sub-group differences

As was found in 2013, younger drivers/riders (aged under 25 years) are more likely than average to self-report sending or reading text messages while they are driving/riding.

In the case of both reading and sending text messages, drivers/riders aged 25-39 years are more likely than average to be engaging in this behaviour just occasionally.

All key sub-group differences are detailed in the following tables.

Table 3.1.1 How often do you **read** text messages while you are driving/riding? (R1a)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37
% of respondents																												
Always	*	1	1	2		1	1	4	1	1		1					3		1	*	1	*	1	1	8		7	
Most occasions (90% of the time)	2	2	3	2	1	2	8	2	2	4	1	2			3	5	2		1	1	2	2	2	2	6	2	3	2
Sometimes (about half the time)	6	8	7	8	5	8	9	18	12	15	4	4			12	8	6	16	3	3	5	8	6	9	6	5	8	15
Just occasionally (less than 10% of the time)	23	26	25	29	21	22	21↓	37	36	32	26	25	4	10	24	27	23	23	28	18	22	27	25	26	13	23	26	24
Never	67↑	61	62	57	72	65	60↑	38	50	46	68	67	90	86	58	56	64	58	65	76	69↑	59	66	61	74	60	63	49
Don't have a mobile phone	2	2	2	2	2	2		1		1	2	1	5	4	3	4	6		3	1	1	2	2	2		2	1	3

Table 3.1.2 How often do you **send** text messages while you are driving/riding? (R1b)

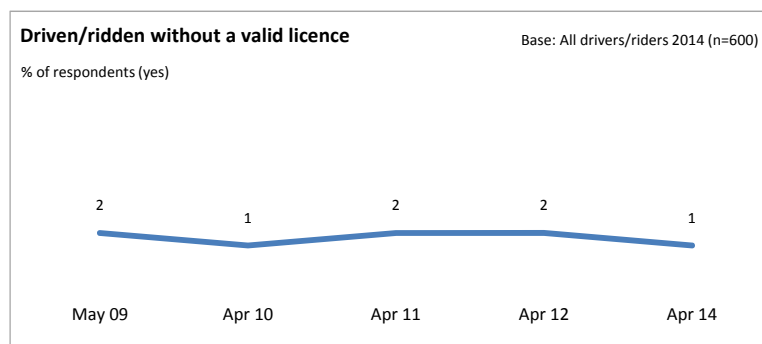
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE						
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37	
% of respondents																													
Always	*	*	1	1	*	*	1	1	1	1		*								1	1	*	*	*	1	4	1		
Most occasions (90% of the time)	1	*	1	*	*	1	2		1	1	*	*			1		2				1	1	1	1	1	3		2	3
Sometimes (about half the time)	3	4	4	2	2↓	5	4	7	7	7	2	2			5	7	4	5	3	1	3	3	3	4	3		6	3↓	
Just occasionally (less than 10% of the time)	15	18	15↓	21↑	14	14	21	34↑	23	28	13	13	2	1	20	16	12	21	17	10	14↓	19	16	18	9	15	13	16	
Never	79	76	77	73	81	78	72↑	57	67	62	83	84	92	94	71	74	77	74	78	86	81↑	74	78	75	85	78	78	76	
Don't have a mobile phone	2	2	2	2	2	2		1		1	2	1	6	6	3	4	6		3	2	1	2	2	2		2	1	3	

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

4.0 Driving/riding without a valid licence



4.1.1 During the last 12 months, have you ever driven/ridden on a public road without a valid licence? (R3)

In the last 12 months, 1% of drivers/riders reports travelling on a public road without a valid licence, a result consistent with the previous 4 years' surveys.

4.1.2 Key sub-group differences

Those holding a sub-open licence are significantly more likely than average to have driven/ridden unlicensed in the past year.

All key sub-group differences are detailed in the following table.

Table 4.1.1 During the last 12 months, have you ever driven/ridden on a public road without a valid licence? (R3)

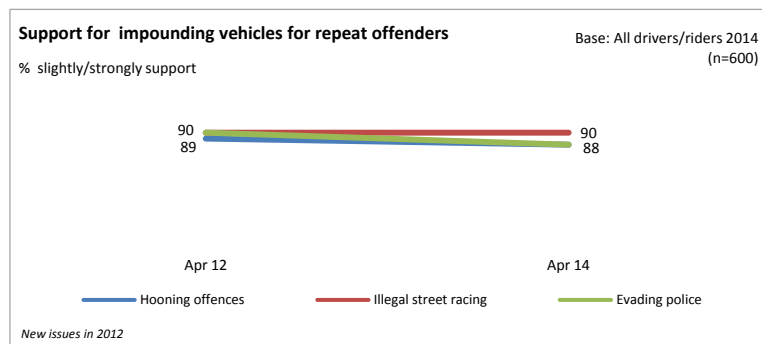
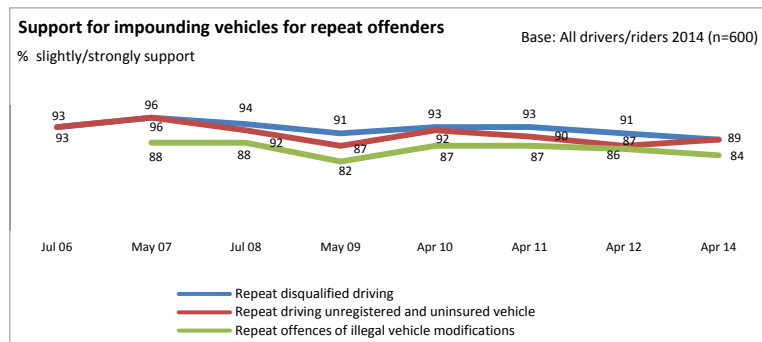
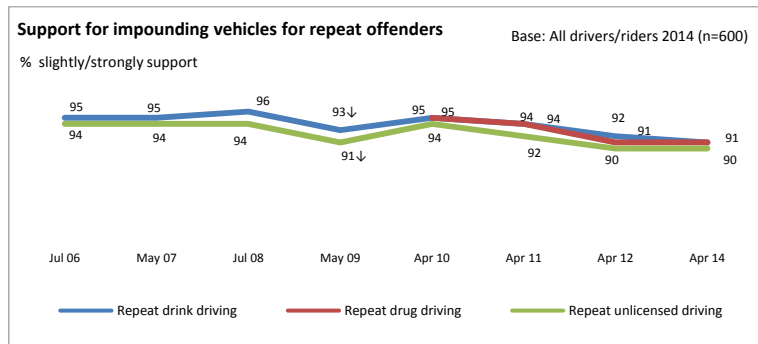
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	43
% of respondents																												
Yes	1	2	2	2	1	1	1	3	2	4	1				2	5			1	1	1	1	1	1	4	4	2	5
No	97	97	96	97	99	98	94	93	96	95↓	99	100	100	100	97	93	100	100	99	97	97	98	98	98	91	87	97↑	88↓
Not sure	1	1	2	*	1	1	5	4	2	1					1	2				1	1	1	1	*	5	9	1↓	7

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

5.0 Vehicle impoundment laws



5.1.1

How strongly do you support or oppose laws that allow police to impound the vehicle of a driver/rider who has been caught for... ? (R2)

Among all drivers/riders, 91% support laws that allow police to impound the vehicle of a driver/rider who has been caught for repeat drink driving or repeat drug driving. Vehicle impoundment is supported by 90% of people in situations where drivers/riders have repeatedly driven without a valid licence. 89% of respondents agree that repeat offenders who have been caught for disqualified driving should have their vehicle impounded, while 89% support this consequence for those driving unregistered and uninsured vehicles. 84% of respondents support the impoundment of vehicles of drivers/riders who have repeat offences of illegal vehicle modification.

5.1.2

Key sub-group differences

In almost all situations, drivers/riders between 40-59 years or open licence holders are more likely than average to support impounding vehicles. Drivers/riders over 60 years are more likely than average to support vehicle impoundment for repeat offenders who have been caught for repeat unlicensed driving, repeat disqualified driving, repeat driving/riding an uninsured and unregistered vehicle, evading police or repeat offences of illegal vehicle modifications.

Females are more likely than males to support laws that allow police to impound the vehicle of drivers/riders with repeat offences of illegal vehicle modification.

All key sub-group differences are detailed in the following tables.

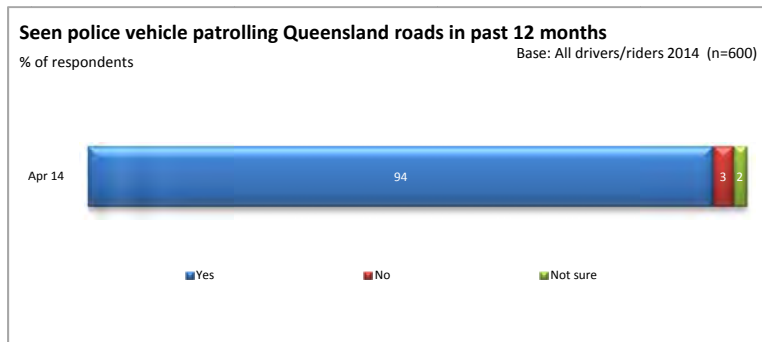
Table 5.1.1 How strongly do you support or oppose laws that allow police to impound the vehicle of a driver/rider who has been caught for... ? (R2)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12	14	12
Base: All drivers/riders	600	600	308	309	292	291	85	87	163	169	216	217	136	127	67	61	53	43	72	74	408	422	514	548	80	47	121	43
% of respondents (total slightly/strongly support)																												
Repeat drink driving	91	92	90	90	92	93	86	82	86	90	95	94	95	98	97	95	94	91	94	97	89	90↓	92	93	84	79	90↑	77↓
Repeat drug driving	91	91	90	90	92	92	89	83	85	87	94	94	95	98	97	92	94	96	94	97	89	89↓	92	92	84	79↓	88↑	73↓
Repeat unlicensed driving	90	90	89	89	92	92	86	81	84	88	95	92	95	98	96	94	96	91	93	97	88	89	92	92	83	77	88↑	75
Illegal street racing	90	90	88	88	92	92	86	78	84	88	94	92	94	97	96	95	94	91	90	97	88	87	91	91	83	72	86↑	70
Repeat disqualified driving	89	91	88	89	91	92	85	81	82	88	93	93	95	98	95	95	93	91	94	97	87	89↓	91	92	79	79	85	72↓
Repeat driving/riding an uninsured and unregistered vehicle	89	87	87	86	91	89	83	76	81	82	94	90	95	98↑	94	89	94	89	92	96	87	85	90	89	80	75	88↑	68
Evading police (failing to stop when directed to do so by a police officer)	88	90	86	90	89	90	84	82	81	88	91	92	93	96	94	89	92	93	88	96	86	89	88	91	81	78	83	75
Hooning offences involving excessive noise or smoke, such as burn outs, donuts, drifting, and other skids/driving/riding stunts	88	89	87	87	90	91	86	77	82	88	91	90	93	96	93	95	89	96	86	95	88	86	89	91	80	68	82↑	63
Repeat offences of illegal vehicle modifications	84	86	80	83	89	89	78	77	76	83	90	88	90	93	91	85	93	91	83↓	95	82	84	85	87	80	72	74	63

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

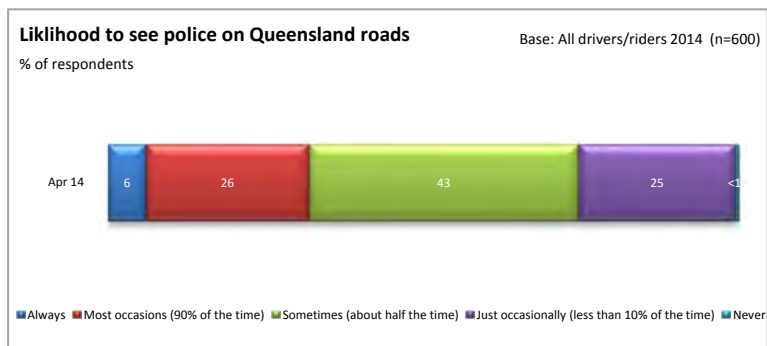
6.0 Police vehicles on Queensland roads



6.1.1

During the last 12 months, have you seen a police vehicle (of any type) patrolling or observing Queensland roads? (R4)

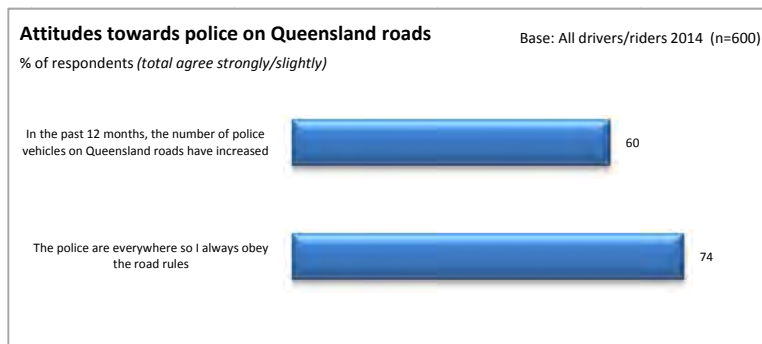
Among all drivers/riders, 94% report having seen a police vehicle patrolling or observing Queensland roads during the past twelve months.



6.1.2

In a given trip on Queensland roads, how likely are you to see the police? (R6)

Regarding the likelihood of seeing police on Queensland roads in a given trip, 6% of all drivers/riders always see this, 26% believe they see police on most occasions while 43% claim they sometimes see police on Queensland roads. 25% say they occasionally pass police while driving/riding while less than 1% claim to never see police on Queensland roads.



6.1.3

To what extent do you agree or disagree with the following statements? (R5)

Among all drivers/riders, 60% agree that in the past twelve months the number of police vehicles on Queensland roads has increased, 21% disagree while 19% don't know. In response to the statement 'the police are everywhere so I always obey the road rules', 74% of all drivers/riders agree with this statement.

6.1.4 Key sub-group differences

Drivers/riders aged 25-39 years are more likely than average to agree that the number of police vehicles patrolling Queensland streets has increased in the last 12 months. Females or drivers/riders over 60 years are more likely than average to agree strongly with the statement 'the police are everywhere so I always obey the road rules'. Open licence holders are more likely than average to have seen a police vehicle over the past twelve months.

All key sub-group differences are detailed in the following tables.

Table 6.1.1 During the last 12 months, have you seen a police vehicle (of any type) patrolling or observing Queensland roads? (R4)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
Yes	94	95	94	88	93	97	96	95	96	99	93	96	87	94
No	3	4	3	5	5	2	2	2	2		4	3	5	5
Not sure	2	2	3	7	2	1	2	3	2	1	3	2	8	1

Table 6.1.2 In a given trip on Queensland roads, how likely are you to see the police? (R6)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
Always	6	8	4	4	7	7	4	7		4	7	6	6	11
Most occasions (90% of the time)	26	25	26	18	28	29	21	25	38	31	23	26	25	26
Sometimes (about half the time)	43	44	43	51	48	40	39	51	41	52	41	43	42	42
Just occasionally (less than 10% of the time)	25	23	27	26	17	24	35	15	21	14	29	25	24	21
Never	*	1	*	2			1	1			*	*	3	

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

Table 6.1.3 To what extent do you agree or disagree with the following statement? (R5)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
Base: All drivers/riders	600	308	292	85	163	216	136	67	53	72	408	514	80	121
% respondents														
In the past 12 months, the number of police vehicles (of any type) on Queensland roads has increased														
Agree strongly	21	19	23	19	26	24	12	19	15	17	23	21	21	20
Agree slightly	39	41	37	41	43	33	41	34	47	46	37	38	39	45
Disagree slightly	17	18	17	17	10	21	21	16	17	18	18	18	14	14
Disagree strongly	4	4	4	2	1	4	9		6	3	5	4	2	5
Don't know	19	18	19	21	19	19	17	30	15	17	18	18	24	16
TOTAL AGREE	60	60	60	60	69	57	53	54	62	63	60	59	60	64
The police are everywhere so I always obey the road rules														
Agree strongly	33	29	38	31	26	35	42	37	28	32	33	32	38	27
Agree slightly	41	42	39	44	50	37	34	40	47	49	39	41	37	46
Disagree slightly	18	20	17	19	17	22	12	15	21	17	19	19	17	18
Disagree strongly	4	5	3	4	4	3	7	3	2	3	5	4	2	4
Don't know	4	5	3	4	4	3	5	4	2		4	3	5	5
TOTAL AGREE	74	71	77	74	75	72	76	78	75	81	72	74	75	73

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

appendices

Appendix A – questionnaire

Road User Behaviour (R)

Alcohol Issues (A)

Drug driving/riding Issues (D)

Speeding Issues (S)

YELLOW DENOTES NEW OR VARIATION TO QUESTION

PINK DENOTES AN ADDITIONAL QUESTION, DRAWN FROM THE 2012 QUESTIONNAIRE

GREEN DENOTES AN ADDITIONAL QUESTION, DRAWN FROM THE 2011 QUESTIONNAIRE

PANEL MODE QUESTIONNAIRE

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

IF YES TO ANY, TERMINATE

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

IF YES, TERMINATE

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

CHECK QUOTAS

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

CHECK QUOTAS

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

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

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

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

If codes 2 – 5 at EEb display:

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

ROAD USER BEHAVIOUR (R)

DISPLAY TO ALL

CRS1	To what extent do you agree with the following statements about road safety responsibility? (SELECT ONE ANSWER FOR EACH STATEMENT)				
		1 Agree Strongly	2 Agree Slightly	3 Disagree Slightly	4 Disagree Strongly
1.	Road safety is the responsibility of the entire community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	My driving affects other road users	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

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

DISPLAY TO ALL

R1a	How often do you read text messages while you are driving/riding? (SELECT ONE ANSWER ONLY)			
1.	Always	<input type="checkbox"/>		
2.	Most occasions (90% of the time)	<input type="checkbox"/>		
3.	Sometimes (about half the time)	<input type="checkbox"/>		
4.	Just occasionally (less than 10% of the time)	<input type="checkbox"/>		
5.	Never	<input type="checkbox"/>		
6.	Don't have a mobile phone	<input type="checkbox"/>		

DISPLAY TO Codes 1 – 5 at R1a

R1b	How often do you send text messages while you are driving/riding? (SELECT ONE ANSWER ONLY)			
1.	Always	<input type="checkbox"/>		
2.	Most occasions (90% of the time)	<input type="checkbox"/>		
3.	Sometimes (about half the time)	<input type="checkbox"/>		
4.	Just occasionally (less than 10% of the time)	<input type="checkbox"/>		
5.	Never	<input type="checkbox"/>		
6.	Don't have a mobile phone	<input type="checkbox"/>		

DISPLAY TO ALL – PROGRAMMER, SOURCE THIS FROM 2012 QUESTIONNAIRE

R2	How strongly do you support or oppose laws that allow police to impound the vehicle of a driver/rider who has been caught for..... (SELECT ONE ANSWER FOR EACH STATEMENT) COMPUTER TO ROTATE PRESENTATION OF STATEMENTS					
		1 Strongly Support	2 Slightly Support	3 Slightly Oppose	4 Strongly Oppose	5 Don't know
a)	Repeat drink driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Repeat disqualified driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Repeat unlicensed driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Repeat driving an uninsured and unregistered vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Repeat offences of illegal vehicle modifications	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	Repeat drug driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	"Hooning" offences involving excessive noise or smoke, such as burn outs, donuts, drifting, and other skids / driving stunts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h)	Illegal street racing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i)	Evading police (failing to stop when directed to do so by a police officer)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL – PROGRAMMER, SOURCE THIS FROM 2012 QUESTIONNAIRE

R3	During the last 12 months, have you ever driven / ridden on a public road without a valid licence? This includes driving / riding when you either had your licence disqualified, suspended, it had expired, it wasn't the correct licence for the vehicle you were driving / riding (including driving or riding without a required supervisor), or you simply did not have a licence. (SELECT ONE ANSWER ONLY)
1. Yes	<input type="checkbox"/>
2. No	<input type="checkbox"/>
3. Not sure	<input type="checkbox"/>

DISPLAY TO ALL

R4	During the last 12 months, have you seen a police vehicle (of any type) patrolling or observing Queensland roads? (SELECT ONE ANSWER ONLY)
1. Yes	<input type="checkbox"/>
2. No	<input type="checkbox"/>
3. Not sure	<input type="checkbox"/>

DISPLAY TO ALL

R5	To what extent do you agree or disagree with the following statements (SELECT ONE ANSWER FOR EACH STATEMENT)					
	COMPUTER TO ROTATE PRESENTATION OF STATEMENTS	1 Agree strongly	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know
a)	In the past 12 months, the number of police vehicles (of any type) on Queensland roads has increased	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	The police are everywhere so I always obey the road rules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

R6	In a given trip on Queensland roads, how likely are you to see the police? (SELECT ONE ANSWER ONLY)
1. Always	<input type="checkbox"/>
2. Most occasions (90% of the time)	<input type="checkbox"/>
3. Sometimes (about half the time)	<input type="checkbox"/>
4. Just occasionally (less than 10% of the time)	<input type="checkbox"/>
5. Never	<input type="checkbox"/>

ALCOHOL ISSUES (A)

DISPLAY TO ALL

A2

Below are some statements about drink driving. How strongly do you agree or disagree with each statement?

(SELECT ONE ANSWER FOR EACH STATEMENT)

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

	1 Agree strongly	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know	6 Not applicable to me
COMPUTER TO ROTATE PRESENTATION OF STATEMENTS						
a) I think that I am likely to be caught by police if I drink and drive/ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) I think there is a likelihood that I will cause a crash if I drink and drive/ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) If I am planning to drive/ride, I never drink	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) If I am planning to drive/ride, I never drink enough to exceed the drink driving limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) I think people who drink and drive/ride are irresponsible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) When I'm going somewhere I could drink alcohol, I plan ahead so I can avoid drink driving/riding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) I don't drink and drive/ride because I can't afford to lose my licence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) I don't drink and drive/ride because I don't want to pay a fine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Random breath testing units are everywhere so I never drink and drive/ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) I would not drink and drive/ride because I would be embarrassed if I got caught	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k) I sometimes drive/ride when I could be over the limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) My friends would think I am a loser if I drink and drive/ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m) I don't drink and drive/ride because I don't want to have an alcohol ignition interlock installed in any vehicle I wish to drive (an interlock prevents the vehicle from being started if the driver has been drinking alcohol)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n) I think the Blood Alcohol Concentration limit for driving/riding should be reduced from .05	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o) I don't think the penalties for drink driving/riding are harsh enough	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
p) I don't think drink drivers/riders should be given special licences that allow them to drive/ride to work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY IF CODE 1 OR 2 AT A2(k)

A3

Why do you drive/ride after drinking alcohol?
(SELECT ANY ANSWERS THAT APPLY)

- | | | |
|-----|---|--------------------------|
| 1. | I'm OK to drive/ride as drinking doesn't affect my ability to drive/ride safely | <input type="checkbox"/> |
| 2. | When I need to get home and can't use public transport | <input type="checkbox"/> |
| 3. | When I need to get home and don't want to use public transport | <input type="checkbox"/> |
| 4. | When I need to get somewhere else/can't get there any other way | <input type="checkbox"/> |
| 5. | To get food/drink | <input type="checkbox"/> |
| 6. | Boredom/entertainment/something to do/for the thrill of it | <input type="checkbox"/> |
| 7. | I'm only driving/riding short distances | <input type="checkbox"/> |
| 8. | When I'm familiar with the road | <input type="checkbox"/> |
| 9. | I only drive/ride in emergencies | <input type="checkbox"/> |
| 10. | I drive/ride more safely after drinking than when I'm not | <input type="checkbox"/> |
| 11. | Roads are quiet/remote location | <input type="checkbox"/> |
| 12. | I need to drive/ride as part of my job | <input type="checkbox"/> |
| 13. | I won't get caught by the police | <input type="checkbox"/> |
| 14. | I need to pick someone up / give someone a ride | <input type="checkbox"/> |
| 15. | Other / type in | <input type="checkbox"/> |

DISPLAY IF CODE 1 OR 2 AT A2(k) PROGRAMMER THIS QUESTION IS FROM THE 2011 QUESTIONNAIRE

A5

Approximately, how far would you drive/ride when under the influence of alcohol?
(SELECT ONE ANSWER ONLY)

- | | | |
|----|--|--------------------------|
| 1. | less than 1 kilometre | <input type="checkbox"/> |
| 2. | between 1 and 5 kilometres | <input type="checkbox"/> |
| 3. | more than 5, but less than 10 kilometres | <input type="checkbox"/> |
| 4. | 10 kilometres or more | <input type="checkbox"/> |

DISPLAY TO ALL

A5a

In the last 12 months, have you been stopped at a Random Breath Testing (RBT) site to provide a breath sample?
(SELECT ONE ANSWER ONLY)

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

DISPLAY TO ALL

A5b

Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding?
(SELECT ONE ANSWER ONLY)

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

DISPLAY IF CODE 2 AT A5b

A5c

Why not?
(SELECT ONE ANSWER ONLY)

- | | | |
|----|--|--------------------------|
| 1. | I've never been stopped and asked to provide a breath test | <input type="checkbox"/> |
| 2. | I'm not worried because I always do the right thing | <input type="checkbox"/> |
| 3. | RBT enforcement rarely happens in my area | <input type="checkbox"/> |
| 4. | My friends alert me to the location of RBT sites | <input type="checkbox"/> |
| 5. | I take the back streets home to avoid being stopped at an RBT site | <input type="checkbox"/> |
| 6. | Other / type in..... | <input type="checkbox"/> |

DRUG DRIVING ISSUES (D)

DISPLAY TO ALL

D1	Remembering the answers to your questions are confidential, do you EVER take recreational drugs such as: marijuana, ecstasy, cocaine, heroin, or other recreational drugs even if only rarely? (SELECT ONE ANSWER ONLY)	
1.	Yes	<input type="checkbox"/>
2.	No	<input type="checkbox"/>
3.	Not sure	<input type="checkbox"/>

DISPLAY IF CODE 1 or 3 at D1

D3	In the last 12 months, have you driven/ridden within 3 hours of taking a recreational drug? (SELECT ONE ANSWER ONLY)	
1.	Yes	<input type="checkbox"/>
2.	No	<input type="checkbox"/>
3.	Not sure	<input type="checkbox"/>

DISPLAY TO ALL

D5	How strongly do you agree or disagree with each statement below about drug driving? (SELECT ONE ANSWER FOR EACH STATEMENT). COMPUTER TO ROTATE PRESENTATION OF STATEMENTS				
	1 Agree strongly <input type="checkbox"/>	2 Agree slightly <input type="checkbox"/>	3 Disagree slightly <input type="checkbox"/>	4 Disagree strongly <input type="checkbox"/>	5 Don't know <input type="checkbox"/>
Display (a & b) If Code 1 at D1					
a)	I would never drive/ride after taking recreational drugs				
b)	I think I will cause a crash if I use recreational drugs				
Display to all					
c)	I am not sure about the consequences of driving/riding while under the influence of drugs				
d)	I think people who use recreational drugs and drive/ride are irresponsible				
e)	It is unlikely that a driver/rider would be caught and penalised for driving under the influence of recreational drugs				
f)	It is illegal to drive/ride when feeling affected by recreational drugs				
g)	Harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs				
h)	Roadside drug testing deters people from driving/riding under the influence of recreational drugs				

DISPLAY TO ALL – PROGRAMMER THIS QUESTION IS FROM THE 2011 QUESTIONNAIRE

D8	Have you ever consumed a combination of drugs and alcohol and then driven/ridden a vehicle?	
1.	Yes	<input type="checkbox"/>
2.	No	<input type="checkbox"/>
3.	Not sure	<input type="checkbox"/>

DISPLAY IF CODE 1 at D8 - PROGRAMMER THIS QUESTION IS FROM THE 2011 QUESTIONNAIRE

D9	How often do you do this?	
1.	Once or twice a week	<input type="checkbox"/>
2.	Several times a week	<input type="checkbox"/>
3.	Only on weekends	<input type="checkbox"/>
4.	I no longer do this	<input type="checkbox"/>

SPEEDING ISSUES (S)

DISPLAY TO ALL

S2 Do you think that speeding is.....
(SELECT ONE ANSWER ONLY)

- | | | |
|----|---|--------------------------|
| 1. | Any speed over the speed limit | <input type="checkbox"/> |
| 2. | Up to 5 km/hr over the speed limit | <input type="checkbox"/> |
| 3. | From 6-10 km/hr over the speed limit | <input type="checkbox"/> |
| 4. | From 11-15 km/hr over the speed limit | <input type="checkbox"/> |
| 5. | From 16-20 km/hr over the speed limit | <input type="checkbox"/> |
| 6. | More than 20 km/hr over the speed limit | <input type="checkbox"/> |
| 7. | Depends on the speed limit | <input type="checkbox"/> |
| 8. | Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

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

COMPUTER TO ROTATE PRESENTATION OF STATEMENTS

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

DISPLAY TO ALL

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

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

DISPLAY TO ALL

S4 Thinking about **60 km/hr** speed zones in **urban** areas, how fast do you think **people should be allowed to drive/ride** without being booked for speeding?
(SELECT ONE ANSWER ONLY)

- | | | |
|----|--------------------|--------------------------|
| 1. | Up to 60 km/hr | <input type="checkbox"/> |
| 2. | Up to 65 km/hr | <input type="checkbox"/> |
| 3. | Up to 70 km/hr | <input type="checkbox"/> |
| 4. | Up to 75 km/hr | <input type="checkbox"/> |
| 5. | Up to 80 km/hr | <input type="checkbox"/> |
| 6. | More than 80 km/hr | <input type="checkbox"/> |
| 7. | Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

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

DISPLAY TO ALL

S5a	Thinking about 100 km/hr speed zones in urban areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (SELECT ONE ANSWER ONLY)	
1.	Up to 100 km/hr	<input type="checkbox"/>
2.	Up to 105 km/hr	<input type="checkbox"/>
3.	Up to 110 km/hr	<input type="checkbox"/>
4.	Up to 115 km/hr	<input type="checkbox"/>
5.	Up to 120 km/hr	<input type="checkbox"/>
6.	More than 120 km/hr	<input type="checkbox"/>
7.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S5	Thinking about 100 km/hr speed zones in rural areas, how fast do you think people should be allowed to drive/ride without being booked for speeding? (SELECT ONE ANSWER ONLY)	
1.	Up to 100 km/h	<input type="checkbox"/>
2.	Up to 105 km/h	<input type="checkbox"/>
3.	Up to 110 km/h	<input type="checkbox"/>
4.	Up to 115 km/h	<input type="checkbox"/>
5.	Up to 120 km/h	<input type="checkbox"/>
6.	More than 120 km/h	<input type="checkbox"/>
7.	Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S6	Do you think that speeding is as dangerous as drink driving? (SELECT ONE ANSWER ONLY)	
1.	Yes	<input type="checkbox"/>
2.	No	<input type="checkbox"/>
3.	Not sure	<input type="checkbox"/>

DISPLAY ONLY IF S6 = 2

S7	Why don't you think speeding is as dangerous as drink driving? (SELECT ANY ANSWERS THAT APPLY)	
	1. There are less speed related crashes than drink driving crashes	<input type="checkbox"/>
	2. People are more in control when speeding than drink driving	<input type="checkbox"/>
	3. When I speed, it's not as dangerous as drink driving because I'm a good driver/rider	<input type="checkbox"/>
	4. Speeding crashes are less severe than drink driving crashes	<input type="checkbox"/>
	5. When I speed, I drive/ride a good car/motorcycle	<input type="checkbox"/>
	6. Everyone speeds	<input type="checkbox"/>
	7. New cars/motorcycles can travel safely at speeds greater than the speed limit	<input type="checkbox"/>
	8. Speeding fines aren't as big / penalties aren't as bad as for drink driving	<input type="checkbox"/>
	9. Drink driving is bad on the body's central nervous system / impairs reflexes / you can't concentrate	<input type="checkbox"/>
	10. People have better reaction time when speeding than drink driving	<input type="checkbox"/>
	11. Depends on the individual	<input type="checkbox"/>
	12. You're still alert / you don't lose perception and judgment when speeding	<input type="checkbox"/>
	13. Drink drivers don't have to speed to crash	<input type="checkbox"/>
	14. Drink driving is a continuous state whereas speeding is a 'moment' state	<input type="checkbox"/>
	15. The danger of speeding depends on the road condition / quality	<input type="checkbox"/>
	16. There is more risk or danger when drink driving than speeding	<input type="checkbox"/>
	17. Other / type in.....	<input type="checkbox"/>
	18. Don't know	<input type="checkbox"/>

DISPLAY TO ALL

S13	How often do you drive/ride over the speed limit, even by only a few kilometres? (SELECT ONE ANSWER ONLY)	
	1. Always	<input type="checkbox"/>
	2. Most occasions (90% of the time)	<input type="checkbox"/>
	3. Sometimes (about half the time)	<input type="checkbox"/>
	4. Just occasionally (less than 10% of the time)	<input type="checkbox"/>
	5. Never	<input type="checkbox"/>

DISPLAY ONLY IF S13 = 1-4

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

DISPLAY TO ALL

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

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

DISPLAY TO ALL

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

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

DISPLAY TO ALL

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

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

	1 Agree strongly	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know	6 Not applicable to me
COMPUTER TO ROTATE PRESENTATION OF STATEMENTS						
a) The possibility of getting demerit points is an important factor in my decision about whether to speed or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) The possibility of getting a fine is an important factor in my decision about whether to speed or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Penalties for speeding are genuinely intended to deter people from speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Speeding can be safe in some circumstances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) The safety of my passengers is an important factor in my decision about whether to exceed the speed limit or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) The safety of other road users is an important factor in my decision about whether to exceed the speed limit or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) My own safety is an important factor in my decision about whether to exceed the speed limit or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) The possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) The benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) The capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

S8b How do you think locations for fixed speed cameras are selected?
(SELECT ANY ANSWERS THAT APPLY)

- | | |
|---|--------------------------|
| 1. Locations where the most tickets are issued | <input type="checkbox"/> |
| 2. On roads where motorists are always speeding | <input type="checkbox"/> |
| 3. Areas that have a history of crashes | <input type="checkbox"/> |
| 4. Convenient location for police | <input type="checkbox"/> |
| 5. On roads where there are a lot of hills | <input type="checkbox"/> |
| 6. Where the public complain about speeding drivers | <input type="checkbox"/> |
| 7. Areas where it is unsafe for police to work | <input type="checkbox"/> |
| 8. Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

S8c How do you think locations for mobile speed cameras are selected?
(SELECT ANY ANSWERS THAT APPLY)

- | | |
|--|--------------------------|
| 1. Locations where the most tickets are issued | <input type="checkbox"/> |
| 2. On roads where motorists are always speeding | <input type="checkbox"/> |
| 3. Areas that have a history of crashes | <input type="checkbox"/> |
| 4. Convenient location for police | <input type="checkbox"/> |
| 5. On roads where there are a lot of hills | <input type="checkbox"/> |
| 6. Where the public complain about speeding drivers | <input type="checkbox"/> |
| 7. Locations where there are a lot of places to hide | <input type="checkbox"/> |
| 8. Areas subject to road works | <input type="checkbox"/> |
| 9. Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

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

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

DISPLAY ONLY IF S7a = 2-3

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

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

DISPLAY TO ALL – PROGRAMMER QUESTIONS S11, S16b, S18, S18b, S17, S17d, S19, S17e, S15 AND S16 ARE FROM THE 2011 QUESTIONNAIRE**DISPLAY TO ALL**

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

- | | |
|---------------------|--------------------------|
| 1. Strongly support | <input type="checkbox"/> |
| 2. Slightly support | <input type="checkbox"/> |
| 3. Slightly oppose | <input type="checkbox"/> |
| 4. Strongly oppose | <input type="checkbox"/> |
| 5. Don't know | <input type="checkbox"/> |

DISPLAY ONLY IF S11 = 3-4

S16b Why do you oppose this?
(SELECT ONE ANSWER ONLY)

- | | |
|--|--------------------------|
| 1. Speeding is not that dangerous | <input type="checkbox"/> |
| 2. Traffic lights control speeds through intersections | <input type="checkbox"/> |
| 3. "Big Brother"/ government watching you | <input type="checkbox"/> |
| 4. Waste of public money | <input type="checkbox"/> |
| 5. It's just revenue raising | <input type="checkbox"/> |
| 6. It only detects speed at one point in time | <input type="checkbox"/> |
| 7. Other/type in | <input type="checkbox"/> |
| 8. Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

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

DISPLAY ONLY IF S18 = 3-4

18b	Why do you oppose this? (SELECT ONE ANSWER ONLY)
1.	Speeding is not that dangerous <input type="checkbox"/>
2.	The calculation of average speed may not be accurate <input type="checkbox"/>
3.	"Big Brother"/ government watching you <input type="checkbox"/>
4.	Waste of public money <input type="checkbox"/>
5.	It's just revenue raising <input type="checkbox"/>
6.	Only useful on a small proportion of the network (highways) <input type="checkbox"/>
7.	Other/type in <input type="checkbox"/>
8.	Don't know <input type="checkbox"/>

DISPLAY TO ALL

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

DISPLAY ONLY IF S17 = 3-4

S17d	Why do you oppose this? (SELECT ONE ANSWER ONLY)
1.	Speeding is not that dangerous <input type="checkbox"/>
2.	Unmarked speed enforcement is sneaky <input type="checkbox"/>
3.	"Big Brother"/ government watching you <input type="checkbox"/>
4.	Waste of public money <input type="checkbox"/>
5.	It's just revenue raising <input type="checkbox"/>
6.	It only detects speed at one point in time <input type="checkbox"/>
7.	Other/type in <input type="checkbox"/>
8.	Don't know <input type="checkbox"/>

DISPLAY TO ALL

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

DISPLAY ONLY IF S19 = 3-4

17e Why do you oppose this?
(SELECT ONE ANSWER ONLY)

- | | |
|--|--------------------------|
| 1. Speeding is not that dangerous | <input type="checkbox"/> |
| 2. People just slow down for fixed speed cameras then speed up again later | <input type="checkbox"/> |
| 3. "Big Brother"/ government watching you | <input type="checkbox"/> |
| 4. Waste of public money | <input type="checkbox"/> |
| 5. It's just revenue raising | <input type="checkbox"/> |
| 6. It only detects speed at one point in time | <input type="checkbox"/> |
| 7. Other/type in | <input type="checkbox"/> |
| 8. Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

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

- | | |
|---------------------|--------------------------|
| 1. Strongly support | <input type="checkbox"/> |
| 2. Slightly support | <input type="checkbox"/> |
| 3. Slightly oppose | <input type="checkbox"/> |
| 4. Strongly oppose | <input type="checkbox"/> |
| 5. Don't know | <input type="checkbox"/> |

DISPLAY ONLY IF NEW Q above = 3-4

NEW Why do you oppose this?
(SELECT ONE ANSWER ONLY)

- | | |
|--|--------------------------|
| 1. Speeding is not that dangerous | <input type="checkbox"/> |
| 2. People just slow down for marked fixed speed cameras then speed up again later | <input type="checkbox"/> |
| 3. "Big Brother"/ government watching you | <input type="checkbox"/> |
| 4. Waste of public money | <input type="checkbox"/> |
| 5. It's just revenue raising | <input type="checkbox"/> |
| 6. It only detects speed at one point in time | <input type="checkbox"/> |
| 7. Other/type in | <input type="checkbox"/> |
| 8. Don't know | <input type="checkbox"/> |

DISPLAY TO ALL

S15 How strongly do you support or oppose the use of cameras or other technologies to detect dangerous road user behaviours other than speeding? By dangerous road user behaviours we mean behaviours like following too closely, not wearing a seatbelt or driving whilst using a hand held mobile phone?
(SELECT ONE ANSWER ONLY)

- | | |
|---------------------|--------------------------|
| 1. Strongly support | <input type="checkbox"/> |
| 2. Slightly support | <input type="checkbox"/> |
| 3. Slightly oppose | <input type="checkbox"/> |
| 4. Strongly oppose | <input type="checkbox"/> |
| 5. Don't know | <input type="checkbox"/> |

DISPLAY ONLY IF S15 = 3-4

S16 Why do you oppose this?
(SELECT ONE ANSWER ONLY)

- | | |
|---|--------------------------|
| 1. Privacy/ civil liberties | <input type="checkbox"/> |
| 2. Fairness | <input type="checkbox"/> |
| 3. It's the individual's choice | <input type="checkbox"/> |
| 4. "Big Brother"/ government watching you | <input type="checkbox"/> |
| 5. Waste of public money | <input type="checkbox"/> |
| 6. Trivial issue | <input type="checkbox"/> |
| 7. Other/type in | <input type="checkbox"/> |
| 8. Don't know | <input type="checkbox"/> |

DEMOGRAPHICS - DISPLAY TO ALL

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

Demo 1 What is your occupation?

TYPE IN YOUR ANSWER BELOW

.....

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

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

Demo 3 Area of Residence
(SELECT ONE ANSWER)

- | | |
|---------------------------------------|--------------------------|
| 1. Capital City | <input type="checkbox"/> |
| 2. Regional City | <input type="checkbox"/> |
| 3. Outside a capital or regional city | <input type="checkbox"/> |
| 4. Remote | <input type="checkbox"/> |

Demo 4 What is the name of your suburb or town?

TYPE IN YOUR ANSWER BELOW

.....

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

Appendix B – other responses

ALCOHOL

Question A5C Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding? Why not?	
Response given	Number of Responses
The safety of road users is more important than being caught and getting fined	1
I don't have a licence	1

Question A3 Why do you drive/ride after drinking alcohol?	
Response given	Number of Responses
Never do	4
None	1
Would only have one glass if driving	1
I don't	7
I don't drink drive under any circumstances	1
Morning after a night out	1
Riding whilst drunk also gets fines so it's easier to just drive	1

SPEED

Question S3 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding?	
Response given	Number of Responses
Depends on the speed limit, location and traffic density and flow	1
I have been told it is up to the policeman on duty at the time, sometimes no leeway, sometimes up to 5 km	1
1-2 km/h	2
Up to 3 km/h	1
10%	3
13 km/h	1
Different states have different rules	1
Don't know what speed but it should be for ANY speed over the limit, you don't need to speed	1

Question S7 Why don't you think speeding is as dangerous as drink driving? Why else?	
Response given	Number of Responses
Speed by how much-5 k over	1
In Germany people drive 80 km in town with no bothers and over 150 km on the Autobahn, about time roads were improved in this state to be relevant to the 21st century needs of the travelling public	1
Depends on the road condition and traffic at the time	1
Sometimes going faster is actually safer	1
It's not the speeding, It's the terrible infrastructure.	1
I don't speed unless I feel confident of the road, other cars, my car, etc	1
Speed is a factor in an accident. Inattentive driving is the major cause of accidents. Ban Mobile Phones.	1
European cars sold here can never be driven as they are meant to be driven - their speed limits are much higher or, non-existent. Qld roads need improving!	1
It isn't black and white. We have a nearby road which is 60 km/hr but 70 km/hr or even 80 km/hr would make a lot more sense on that particular road. Depends on the road and the circumstances and whether the speed limit is ridiculous to start with either too high or too low	1
All depends on severity of speeding and drinking!	1

Question S14 In what situations would you be likely to exceed the speed limit?	
Response given	Number of Responses
Speed advisory signs not obvious	3
To escape trucks	2
Like to have a buffer zone around me and I may have to speed to get in that zone, then I go back to the posted speed limit	1
One should never go over speed limit at any time	1
In an emergency situation.	3
Accidently, boredom, distracted, lack of concentration on long drive, don't realise	6
I just slip over the limit	1
Getting tail-gated	3
I need to avoid an accident	1
My car gains speed without me realising, then I have to reduce my speed	1
At night, when there are no other cars on the road, i.e., New England Highway	1
When it creeps up and I have not noticed it	1
Getting my sick child to the emergency department in the middle of the night	1
In an unfamiliar car	2

Question S16B Why do you oppose this?	
Response given	Number of Responses
Support red light infringement, but NOT if somebody is fined for being slightly over the speed limit on a yellow light!	1
Red lights have different timings for changes, some change very quickly and I don't want to be charged because I am simply unfamiliar with the area	1
Combination of all the above	1

Question S18B Why do you oppose this?	
Response given	Number of Responses
There are too many factors (e.g. hills, overtaking, roadwork) for any useful computation	1
I don't know if it is really working, the public should maybe get some statistics shown.	1
Should be flexibility for driving to conditions	1
It doesn't solve any erratic driving behaviour	1
It has no room for circumstances during a trip, you go 5 km/h over the speed limit down a hill the last 30sec of your trip and you get a ticket. will have 0 effect on actual road safety, much like camera's now	1
Between points one may have had to increase speed to safely avoid an incident. Because of this that person would be fined	1
They're only used on highway areas where speeding is not as dangerous	

Question S17D Why do you oppose this?	
Response given	Number of Responses
Marked police cars have more influence on drivers	1
The presence of marked vehicles will deter people in both directions	1
Marked police cars are a deterrent	1
It's too much like entrapment and revenue raising. The best deterrent is obvious police presence	1
Lack of transparency engender distrust	1
It freaks people out and suddenly slowing down after getting caught can cause accidents	1
BY LAW its required to display when speed cameras are in use!	1
Police presence is a major speed killer	1
Danger at night when flash goes off in drivers face which affect vision.	1
They are never around to catch the real idiots anyway	1
Should always be marked	1
Getting a fine 4 weeks later doesn't stop a person speeding if they don't know they have been booked. Seeing actual police on the road stops people doing the wrong thing, not placing a camera at the bottom of the hill on my street every month, where there is no history of accidents or excessive speeding mind you	1
If detected, it may cause more accidents on the road and disrupts flow of traffic	1
It doesn't slow down the driver at the time.	1

Question S17E Why do you oppose this?	
Response given	Number of Responses
Once the location is known it no serves its purpose, the one at Logan on the M1 is a waste of time, what series of accidents have occurred to have them placed there shortly after the speed drops ?	1
Combination of all of the above	1

Question S20B Why do you oppose this?	
Response given	Number of Responses
The only statistical support for speed camera's working is from the people with vested interest in making it seem to work	1

Question S16 Why do you oppose this?	
Response given	Number of Responses
Revenue	1
It doesn't solve the issue	1
You can't always tell what's going on by a photo	1
At what point do you decide someone is following too closely? A static picture is just that, you have no contextual idea as to what happened leading up to that point, did the person in front just merge onto a freeway at 80 km/h like an idiot, did the car in front just change lanes, is the car behind moving to overtake a slow vehicle? Seat belts are easier, but if the person is wearing a black shirt and you can't see it, does that person then get the benefit of the doubt, or are they just fined and forced to fight the fine?	1
Better to put the police out on the road	1

DEMOGRAPHICS

Question DEMO 1 What is your occupation?	
Response given	Number of Responses
Disabled recovering from injury	1
Celebrant	1
Disabled on pension	2
Part time employee	1
Disability support	1
Own business	1
Unable to work due to medical disability	1
Stay at home mum	1
Driver	1
Disabled	1
Public servant	1
Casual in family business when required	1
Handyman/landscaper	1
Disabled unable to work	1
Pensioner	1
Maternity leave	1
Soldier	1
All of the above	1
Police	1

Appendix C – fieldwork report

General motorist/rider Survey

Dates of FW:

10th April to 5th May, 2014

No. of invitations issued:

Approx. 9,000 invitations for 966 responses (600 completes, 105 incompletes, 109 screeners and 152 quota full)

Average survey length:

34.5 mins

Any unusual events or occurrences during fieldwork:

None

Appendix D – sampling error chart

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

(at the 95% confidence level)

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