

209 GIVEN TERRACE  
PADDINGTON QLD 4064  
PO Box 637 SPRING HILL  
QLD 4004 AUSTRALIA

PHONE 07 3367 8557  
EMAIL [mcr@mcrpl.com.au](mailto:mcr@mcrpl.com.au)  
WEB [www.mcrpl.com.au](http://www.mcrpl.com.au)

## Department of Transport and Main Roads RSPAT SURVEY 2015

### REPORT A

Speed, Alcohol, Drugs, Road User Behaviour

#### PREPARED FOR

Department of Transport and Main Roads

PREPARED BY • MCR    DATE • July 2015    JOB # • 151456



## TABLE OF CONTENTS

<b>INTRODUCTION.....</b>	<b>7</b>
<b>SUMMARY .....</b>	<b>9</b>
<i>Speed .....</i>	<i>10</i>
<i>Alcohol .....</i>	<i>12</i>
<i>Drugs .....</i>	<i>12</i>
<i>Road User Behaviours .....</i>	<i>13</i>
<i>Key trends – Speed .....</i>	<i>15</i>
<i>Key trends – Alcohol .....</i>	<i>18</i>
<i>Key trends – Drugs.....</i>	<i>18</i>
<i>Key trends – Road User Behaviour .....</i>	<i>19</i>
<b>METHOD.....</b>	<b>21</b>
<i>Research Method .....</i>	<i>22</i>
<i>Fieldwork.....</i>	<i>22</i>
<i>Sample Selection and Size .....</i>	<i>22</i>
<i>Quotas .....</i>	<i>23</i>
<i>Publication of Information .....</i>	<i>24</i>
<b>FINDINGS.....</b>	<b>25</b>
<b>SPEED .....</b>	<b>27</b>
<b>1.0 SPEEDING/SPEED LIMITS .....</b>	<b>28</b>
1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13) .....	28
1.1.2 Do you think speeding is.....? (S2).....	28
1.1.3 In what situations would you be likely to exceed the speed limit? (S14).....	28
1.1.4 How strongly do you agree or disagree with each statement (about speed)? (S1).....	29
<b>2.0 EXPECTATIONS OF WHEN PEOPLE ARE LIKELY TO BE BOOKED FOR SPEEDING.....</b>	<b>33</b>
<b>2.1 EXPECTATIONS OF SPEED ENFORCEMENT IN URBAN AREAS .....</b>	<b>33</b>
2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3) .....	33
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) .....	33
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) .....	33
<b>2.2 EXPECTATIONS OF SPEED ENFORCEMENT IN RURAL AREAS .....</b>	<b>37</b>
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) .....	37
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) .....	37

<b>3.0</b>	<b>PERCEIVED DANGER OF SPEEDING RELATIVE TO DRINK DRIVING/RIDING .....</b>	<b>39</b>
3.1.1	Do you think that speeding is as dangerous as drink driving/riding? (S6).....	39
3.1.2	Why don't you think speeding is as dangerous as drink driving/riding? (S7) .....	39
<b>4.0</b>	<b>AWARENESS OF HOW REVENUE FROM SPEED AND RED LIGHT/SPEED CAMERAS IS SPENT AND SUPPORT FOR THESE DEVICES .....</b>	<b>42</b>
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).....	42
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).....	42
<b>5.0</b>	<b>RISK OF CRASHING .....</b>	<b>44</b>
5.1.1	Do you think driving/riding 5 km/hr over the speed limit increases your risk of having a crash? (S7c).....	44
5.1.2	Do you think driving/riding 10 km/hr over the speed limit increases your risk of having a crash? (S7d) .....	44
<b>6.0</b>	<b>ATTITUDES TOWARDS SPEEDING.....</b>	<b>45</b>
6.1.1	How strongly do you agree or disagree with each statement? (S12) .....	45
<b>7.0</b>	<b>SPEED CAMERA ACTIVITY .....</b>	<b>47</b>
<b>7.1</b>	<b>ATTITUDES TOWARDS SPEED CAMERAS AND SPEED DETECTION .....</b>	<b>47</b>
7.1.1	How strongly do you agree or disagree with each statement (about speed cameras)? (S1) .....	47
<b>7.2</b>	<b>SPEED CAMERA LOCATIONS.....</b>	<b>48</b>
7.2.1	How do you think locations for fixed speed cameras are selected? (S8b) .....	48
7.2.2	How do you think locations for mobile speed cameras are selected? (S8c) .....	48
<b>8.0</b>	<b>SUPPORT FOR SPEED CAMERA USE .....</b>	<b>50</b>
<b>8.1</b>	<b>SUPPORT FOR FIXED SPEED CAMERAS.....</b>	<b>50</b>
8.1.1	How strongly do you support or oppose the use of fixed speed cameras in Queensland? (S19) .....	50
8.1.2	Why do you oppose this? (S17e) .....	50
<b>8.2</b>	<b>SUPPORT FOR UNMARKED MOBILE SPEED CAMERAS.....</b>	<b>52</b>
8.2.1	How strongly do you support or oppose speed camera vehicles in Queensland being unmarked? (S17) .....	52
8.2.2	Why do you oppose this? (S17d) .....	52
<b>8.3</b>	<b>SUPPORT FOR MARKED MOBILE SPEED CAMERAS .....</b>	<b>54</b>
8.3.1	How strongly do you support or oppose the use of MARKED speed camera vehicles in Queensland? (S20) .....	54
8.3.2	Why do you oppose this? (S20b) .....	54
<b>8.4</b>	<b>SUPPORT FOR RED LIGHT/SPEED CAMERAS AT INTERSECTIONS.....</b>	<b>56</b>
8.4.1	How strongly do you support or oppose the use of red light/speed cameras in Queensland? (S11) .....	56
8.4.2	Why do you oppose this? (S16b) .....	56
<b>8.5</b>	<b>SUPPORT FOR POINT-TO-POINT SPEED CAMERAS .....</b>	<b>58</b>
8.5.1	How strongly do you support or oppose the use of point-to-point speed cameras in Queensland? (S18).....	58
8.5.2	Why do you oppose this? (S18b) .....	58
<b>8.6</b>	<b>ROADWORKS .....</b>	<b>60</b>
8.6.1	How often do you exceed the reduced roadworks speed limit? (RW1) ( <i>new measure</i> ) .....	60

8.6.2	What would encourage you to slow down at roadwork sites? (RW3) ( <i>new measure</i> ).....	60
8.6.3	To what extent do you agree or disagree with the following statements? (RW2) ( <i>new measures</i> ).....	61
<b>ALCOHOL .....</b>		<b>64</b>
<b>1.0</b>	<b>ATTITUDES AND BEHAVIOURS - DRINK DRIVING .....</b>	<b>65</b>
1.1.1	Current drink driving/riding behaviour (A2).....	65
1.1.2	Key sub-group differences.....	65
1.1.3	Perceptions of drink driving/riding law (A2).....	65
1.1.4	Key sub-group differences.....	65
1.1.5	Planning behaviour – drink driving/riding (A2) .....	66
1.1.6	Key sub-group differences.....	66
1.1.7	Deterrents to drink driving/riding (A2).....	66
1.1.8	Key sub-group differences.....	66
1.1.9	Image of drink driving/riding (A2) .....	67
1.1.10	Key sub-group differences.....	67
<b>2.0</b>	<b>INITIATIVES ASSOCIATED WITH DRINK DRIVING/RIDING PENALTIES.....</b>	<b>69</b>
2.1.1	How strongly do you support or oppose the following drink driving initiatives for drink driving offenders? (A2e) .....	69
<b>3.0</b>	<b>DRINK DRIVING/RIDING AND REASONS FOR DRINK DRIVING/RIDING .....</b>	<b>70</b>
3.1.1	Why do you drive/ride after drinking alcohol? (A3) .....	70
<b>4.0</b>	<b>RANDOM BREATH TESTING (RBT) ACTIVITY.....</b>	<b>72</b>
4.1.1	In the last 12 months, have you been stopped at a Random Breath Testing (RBT) site to provide a breath sample? (A5a) .....	72
4.1.2	Do you feel Random Breath Testing (RBT) vans and enforcement sites deter you from drinking and then driving/riding? (A5b) .....	72
4.1.3	Why not? (A5c).....	72
<b>DRUGS .....</b>		<b>74</b>
<b>1.0</b>	<b>USAGE OF RECREATIONAL DRUGS &amp; DRIVING.....</b>	<b>75</b>
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) .....	75
1.1.2	In the last 12 months, have you driven/ridden within 3 hours of taking a recreational drug? (D3) .....	75
1.1.3	How often do you do this? (D9a) ( <i>new measure</i> ).....	75
<b>2.0</b>	<b>ATTITUDES TOWARDS DRUG DRIVING .....</b>	<b>77</b>
<b>2.1</b>	<b>ATTITUDES TOWARDS DRUG DRIVING— ALL DRIVERS/RIDERS.....</b>	<b>77</b>
2.1.1	How strongly do you agree or disagree with each statement below about drug driving? (D5) .....	77
<b>2.2</b>	<b>ATTITUDES TOWARDS DRUG DRIVING/RIDING – RECREATIONAL DRUG USERS .....</b>	<b>79</b>
2.2.1	How strongly do you agree or disagree with each statement below about drug driving? (D5) .....	79
<b>2.3</b>	<b>COMPARISON OF ATTITUDES BETWEEN ALL DRIVERS/RIDERS AND RECREATIONAL DRUG USERS .....</b>	<b>81</b>
2.3.1	How strongly do you agree or disagree with each statement below about drug driving? (D5) .....	81
<b>3.0</b>	<b>INCIDENCE OF COMBINING ALCOHOL AND DRUG DRIVING.....</b>	<b>82</b>

3.1.1	Have you ever consumed a combination of drugs and alcohol and then driven/ridden a vehicle? (D8) .....	82
3.1.2	How often do you do this? (D9) .....	82
<b>ROAD USER BEHAVIOURS.....</b>		<b>84</b>
<b>1.0</b>	<b>PERCEPTIONS OF ROAD SAFETY .....</b>	<b>85</b>
1.1.1	To what extent do you agree with the following statements about road safety? (CRS1) .....	85
<b>2.0</b>	<b>RISKY BEHAVIOURS WHEN DRIVING/RIDING .....</b>	<b>87</b>
2.1.1	How risky do you rate the following behaviours? (R1).....	87
<b>3.0</b>	<b>READING/SENDING TEXT MESSAGES WHILE DRIVING/RIDING .....</b>	<b>89</b>
3.1.1	How often do you READ text messages while you are driving/riding? (R1a) .....	89
3.1.2	How often do you SEND text messages while you are driving/riding? (R1b) .....	89
<b>4.0</b>	<b>USING MOBILE PHONE WHILE DRIVING/RIDING .....</b>	<b>91</b>
4.1.1	Total use of mobile phone while driving. (R1a/b/c/d/e) .....	91
4.1.2	How often do you talk on a HAND HELD mobile phone while you are driving/riding? (R1c) ( <i>new measure</i> ) .....	91
4.1.3	How often do you talk on a HANDS FREE mobile phone while you are driving/riding? (R1d) ( <i>new measure</i> ).....	91
4.1.4	How often do you use another mobile phone function (e.g. access to the internet, take photographs, or use another application) or use another hand held device (i.e. navigation equipment) while you are driving/riding? (R1e) ( <i>new measure</i> ) .....	91
<b>5.0</b>	<b>DRIVING/RIDING WITHOUT A VALID LICENCE .....</b>	<b>95</b>
5.1.1	During the last 12 months, have you ever driven/ridden on a public road without a valid licence? (R3).....	95
<b>6.0</b>	<b>VEHICLE IMPOUNDMENT LAWS .....</b>	<b>96</b>
6.1.1	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) .....	96
<b>7.0</b>	<b>POLICE VEHICLES ON QUEENSLAND ROADS.....</b>	<b>98</b>
7.1.1	During the last 12 months, have you seen a police vehicle (of any type) patrolling or observing Queensland roads? (R4) .....	98
7.1.2	In a given trip on Queensland roads, how likely are you to see the police? (R6).....	98
7.1.3	To what extent do you agree or disagree with the following statements? (R5) .....	98
<b>8.0</b>	<b>REPORTING CRASHES TO QUEENSLAND POLICE.....</b>	<b>101</b>
8.1.1	What type of crashes do you think needed to be reported to the Queensland Police Service? (R7) ( <i>new measure</i> ).....	101
8.1.2	Crashes can be reported to police in a number of ways. Please type in all methods of reporting you can think of? (R9) ( <i>new measure</i> ).....	101
8.1.3	What type of crashes do you think police officers are required to attend? (R8) ( <i>new measure</i> ).....	102
<b>APPENDICES.....</b>		<b>107</b>
<b>APPENDIX A – QUESTIONNAIRE .....</b>		<b>108</b>
<b>APPENDIX B – OTHER RESPONSES .....</b>		<b>126</b>
<b>APPENDIX C – FIELDWORK REPORT.....</b>		<b>129</b>
<b>APPENDIX D – SAMPLING ERROR CHART .....</b>		<b>130</b>

# 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 2015 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 Young Drivers and Roadwork Safety (reported in Speed section). Where previous surveys have reported on some measures, the following subject areas have been omitted from this survey, including Fatigue and Powered Two-Wheeler (PTW) Safety (Motorcycles, Scooters and Mopeds). Where relevant, results of previous waves of research have been compared to the current research.

The 2015 report detailing the findings of the survey is divided into two documents.

Report A	Speed, Alcohol, Drugs and Road User Behaviours
Report B	Young Drivers, School Transport Safety, Occupant Restraint, Heavy Vehicles, Vehicle Safety and Cycling.

This document is Report A which outlines the findings of 2015 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)**

In a consistent result with the past six years, 34% of drivers/riders in 2015 say they sometimes, mostly or always drive/ride over the speed limit.

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

Respondents most commonly perceive speeding as being any speed over the limit (54%) or as occurring when driving/riding 6 to 10 km/hr over the speed limit (14%). These results are consistent with previous survey waves.

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

The most frequent situations respondents report being likely to speed are when overtaking another vehicle (64%), driving/riding down a hill (37%), driving/riding during fine conditions in daylight hours (37%) or when on straight roads (35%).

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

Most drivers/riders agree that they are responsible for the speed they drive (97%), that there can be serious consequences for others when people speed (93%) or that speeding is a major contributor to crashes (86%). These results are consistent with 2014 data.

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

In a continuing trend, 38% of drivers/riders believe that people cannot drive any speed over the speed limit without being penalised. 37% report that it is usually possible to travel up to 5 km/hr over the limit without being booked (in decline since 2014 – 43%) while 8% feel that travelling up to 10 km/hr over the limit 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)**

In keeping with results of previous years, around one in two drivers/riders (48%) 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 people can travel over the limit by up to 5 km/hr without being penalised while 8% believe travelling up to 10 km/hr over the speed limit will not result in a penalty.

### **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)**

42% 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. 33% feel that travelling over the limit by up to 5 km/hr would not result in a penalty while 19% feel that travelling 10 km/hr over the limit should be penalty-free. These results are consistent with the results over the past four 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)**

In a continuing trend, 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. 40% feel that travelling over the limit by up to 5 km/hr would be tolerated while 14% suggest an even higher threshold of 10 km/hr over the speed limit would be allowed without penalty.

### **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)**

One third of drivers/riders (34%) feel that people should only be allowed to drive/ride to the speed limit in a 100 km/hr speed zone in rural areas. A similar proportion (33%) feels that travelling over the limit by up to 5 km/hr in rural areas would be allowed while 22% of respondents believe you can travel 10 km/hr over the limit without being booked. These results are consistent with the findings of the last wave.

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

62% of drivers/riders regard speeding to be as dangerous as drink driving/riding, a result consistent with 2014. Among those who do not believe speeding to be as dangerous as drink driving/riding (30% of drivers/riders), the most common reasons for this are because people are perceived to be more in control when speeding than when they are drink driving (55%, a significant decrease since 2014 – 69%), people have better reaction times when speeding than when drink driving (54%, a significant increase since 2014 – 45%) or there is more risk or danger when drink driving than when speeding (53%).

### **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) 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)**

In a consistent result with the past five years, 31% of drivers/riders in 2015 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. One in two drivers/riders (46%) reports they are more 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)**

47% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash, a result that has remained stable since 2014.

### **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 five years, 78% of drivers/riders agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

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

Safety concerns out-rate all other factors as the most influential factor in a person's decision of whether to exceed the speed limit. When deciding whether to speed or not, personal safety (90%), the safety of other road users (89%) or passenger safety (88%) are all important considerations. Results are consistent with findings obtained in 2014. This year there has been a significant decrease in people agreeing that the possibility of getting a fine (76% versus 80% - 2014) or losing demerit points (70% versus 76% - 2014) is an important factor that influences a decision to speed.

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

71% of drivers/riders believe that speed cameras are there to raise revenue for the government. 66% believe that speed cameras help reduce the road toll while 40% are confident they know where they can expect to see speed cameras in use. 25% agree they only avoid speeding where they've seen or heard of speed cameras operating. These results remain consistent with 2014 findings.

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

In keeping with results of previous years, drivers/riders are most likely to believe that fixed speed cameras are placed in areas where there has been a history of crashes (63%), where motorists are always speeding (60%) or where the public complain about speeding (38%).

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

In a continuing trend, people believe that mobile speed cameras are placed in areas where motorists are always speeding (61%), where there has been a history of crashes (51%) or in locations where most tickets are issued (41%).

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

77% of drivers/riders are in support of the use of fixed speed cameras in Queensland, a result that has remained stable since 2014. 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 (49%). Other common reasons for objecting to their use is because they believe people slow down for fixed speed cameras then speed up again later (23%) or that they are just a way for "Big Brother"/the government to watch you (12%).

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

62% of drivers/riders support the use of unmarked speed camera vehicles in Queensland, 31% oppose this while the balance (7%) is unsure. Continuing the trend over the past four years, the main reason for opposing the use of unmarked speed camera vehicles is because this practice is perceived as revenue raising (40%). Unmarked speed camera vehicles are also commonly seen as a sneaky speed enforcement tactic (33%) or as a way for "Big Brother"/the government to keep watch (9%).

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

In a continuing trend, 81% of drivers/riders support the use of marked mobile speed camera vehicles in Queensland, 13% oppose this while the balance (6%) is unsure. The most common reasons for opposing the use of marked mobile speed camera vehicles are because this practice is perceived as revenue raising (45%) or it is felt that people slow down for speed cameras then speed up once they have passed the camera (24%). 7% of drivers/riders believe marked speed camera vehicles are a waste of public money.

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

Eight in ten drivers/riders in Queensland support the use of red light/speed cameras at intersections (83%), 11% oppose their use while 7% are unsure. The main reasons for opposing red light/speed cameras are because they are perceived to be an exercise designed to raise revenue (49%) or because they only detect speed at one point in time (15%). 9% of drivers/riders oppose their use because they believe traffic lights control speeds through intersections.

**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)**

In a continuing trend, 65% of drivers/riders in 2015 support the use of point-to-point speed cameras, 26% oppose their use while 9% are unsure of their position on this issue. Among those who oppose the use of point-to-point speed cameras, their main reasons are because of a concern that the calculation of the average speed may be inaccurate (36%) or because this is perceived as revenue raising (31%).

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

At roadworks people are most likely to exceed the speed limit (at least occasionally) when there are no road workers present (70%). To a lesser extent the speed limit is exceeded (at least occasionally) when other drivers/riders are exceeding the reduced speed limit (58%), when going through short roadworks sites (56%), when going through long roadworks sites (56%), when road workers are present (55%) or at familiar roadworks sites (54%). A minority of drivers/riders is likely to exceed the speed limit (at least occasionally) at unfamiliar roadworks sites (43%) or when other driver/riders are complying with the reduced speed limit (40%).

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

Among those who exceed the reduced roadworks speed limit at least occasionally, the presence of road workers (57%) is the most common factor that would encourage them to slow down. 50% of drivers/riders agree that they would be encouraged to slow down if reduced speed limits were understandable based on the prevailing road conditions. 48% agree that more signage throughout the roadworks site to remind drivers/riders of the speed limit would be beneficial in encouraging them to slow down.

**How strongly do you agree or disagree with each statement about roadworks? (RW2) (new measures)**

69% of drivers/riders agree that it is sometimes difficult to determine the speed limit throughout a roadworks site, 58% believe if you speed at a roadworks site you are likely to be caught by the police while 50% feel the speeds of other vehicles on the road influences their speed choice at roadworks sites.

## Alcohol

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

15% of drivers/riders agree that they sometimes drive/ride when they could be over the Blood Alcohol Concentration limit, a finding consistent with results recorded in previous years.

When questioned on perceptions of drink driving/riding law, the majority of respondents (57%) agree that laws for drink driving/riding are not harsh enough, this being a decline since 2014 (64%). 50% do not support special licences for drink drivers/riders to get to work, while 28% agree that the legal Blood Alcohol Concentration limit for driving/riding should be reduced from .05 (this result being significantly lower than in 2014 – 33%).

In regards to planned behaviour, 78% of people agree that when going somewhere they could drink alcohol, they plan ahead so as to avoid drink driving/riding, 74% agree that if they are planning on driving/riding they refrain from drinking while 70% of people agree that if they are planning on driving/riding they never drink enough to exceed the legal limit.

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' (72%). 71% of respondents refrain from drink driving/riding because they cannot afford to lose their licence while the same proportion (71%) agree that there is a likelihood they will cause a crash if they drink and drive/ride. 68% refrain from drink driving/riding because they believe they will be caught by police while 65% do not drink drive/ride because of the common presence of random breath testing units. A minority (41%) agrees that they do not drink and drive/ride because they do not wish to have an alcohol ignition interlock. These results are consistent with 2014 findings.

91% of drivers/riders regard people who drink and drive/ride as irresponsible, a trend consistent with previous survey data. 65% of respondents claim they would feel embarrassed if caught drink driving/riding while 48% agree they don't drink and drive/ride because they would be considered a 'loser' by their friends (in decline since 2014 - 56%).

### How strongly do you support or oppose the following drink driving initiatives for drink driving offenders? (A2e)

Highest support is found for the development of *compulsory* drink driving/riding education/rehabilitation courses (80%). Support for *voluntary* drink driving/riding education/rehabilitation courses stands at 73%.

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

Among respondents who reported driving/riding when they could be over the Blood Alcohol Concentration limit, the most common justifications are: in emergencies (29%), I need to get home and can't use public transport (26%), I'm only driving short distances (22%), because I'm familiar with the road (20%) or I need to get somewhere else and cannot get there another way (19%).

### 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 46% of drivers/riders report being stopped by a Random Breath Testing (RBT) unit to provide a breath sample, this finding being consistent with the 2014 result.

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

Just under seven in ten drivers/riders (68%) feel that RBT vans and enforcement sites deter them from drinking and then driving/riding, a result significantly lower than that recorded in 2014 – 73%.

Among those who do not feel deterred by the presence of RBT vans, the most common reasons for this are because they always do the right thing anyway (56%), they don't drink alcohol (15%) or because RBTs are rarely evident in their area (12%).

## 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)

Reflecting the results of past years, 7% of all drivers/riders report ever taking recreational drugs.

### 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 recreational drugs, 26% report driving/riding within three hours of taking a recreational drug in the last 12 months.

### How often do you do this? (D9a) (new measure)

Of drivers/riders who admit to ever driving/riding within three hours of taking recreational drugs, 21% report doing so once or twice a week, 40% say they do this several times a week while 39% claim they no longer do this.

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

In line with 2014 results, the majority of road users agree that it is illegal to drive/ride when feeling affected by recreational drugs (94%). Similarly, most agree that recreational drug users who drive/ride are irresponsible (93%) or that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs (91%, increasingly significantly since 2014 – 86%).

In a continuing trend, 72% agree that roadside drug testing would deter people from driving/riding under the influence of recreational drugs, 37% agree it is unlikely that a driver would be caught and penalised for driving under the influence of recreational drugs while 36% claim they are not sure about the consequences of driving/riding while under the influence of drugs.

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

Among recreational drugs users, 86% are aware that it is illegal to drive/ride when feeling affected by recreational drugs. 84% agree that roadside testing would deter people from driving/riding under the influence of recreational drugs while a similar proportion supports harsh penalties for those caught driving/riding under the influence of recreational drugs (82%).

Eight in ten (82%) recreational drug users regard those who use recreational drugs and drive/ride as irresponsible. 75% agree they would never drive/ride after taking recreational drugs while 65% say that they would cause a crash if they use recreational drugs. 45% 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 (39%) 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)**

6% of respondents admit having ever driven/ridden while under the influence of a combination of drugs and alcohol. Of these, 12% say they drive/ride several times a week after consuming a combination of drugs and alcohol, 12% do so once or twice a week, 9% do so only on weekends while the vast majority (68%) claim they no longer do this.

## Road User Behaviours

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

There is almost universal agreement (99%) with the statement that road safety is the responsibility of the entire community, with most (87%, a significant decline since 2014 – 92%) in strong agreement. 96% of respondents also agree that their driving affects other road users, with 80% in strong agreement. 84% of drivers/riders report interest in learning more about in-vehicle technology.

**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. There is almost universal agreement (99%) that the following constitute risky behaviour:

- Driving/riding through a red light without stopping
- Following another vehicle too closely
- Driving/riding when you think you may be over the legal alcohol limit
- Driving/riding while tired
- Driving/riding while texting on a held hand mobile phone
- Driving/riding under the influence of illicit drugs
- Driving/riding while talking on a hand held mobile phone
- Driving/riding while using a mobile phone or other hand held device to access applications.

Most other driving/riding behaviours assessed are deemed to be risky by at least 97% of road users, with the exception of travelling up to 10 km/hr over the speed limit (94%) and driving/riding while talking on a hands free mobile phone (91%).

**Total use of mobile phone while driving (R1a/b/c/d/e)**

57% of drivers/riders admit to using their mobile phone at least occasionally while driving/riding. 42% say they never use their mobile phone while driving/riding while 1% of drivers/riders report they do not have a mobile.

Levels of mobile phone use in various ways while driving/riding are as follows:

- Talking on a hands free mobile (46%)
- Reading text messages (30%)
- Talking on a hand held mobile (27%)
- Using another mobile function (22%)
- Sending text messages (18%).

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

Only 3% of drivers/riders admit to reading text messages while driving/riding always or most of the time. 4% report doing this sometimes while the occasional reading of text messages occurs among 22% of drivers/riders. 69% of road users say they never read text messages while driving/riding.

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

The sending of text messages while driving/riding is something that 3% of drivers/riders admit to always doing or doing on most occasions while 2% indicate that they do this sometimes. The occasional sending of text messages is reported by 14% of people while 80% of drivers/riders report never engaging in this behaviour when driving/riding.

**How often do you talk on a hand held mobile phone while you are driving/riding? (R1c) (new measure)**

3% of respondents report talking on a hand held mobile phone while driving/riding always or most of the time. The same proportion (3%) reports doing this sometimes while 21% of respondents claim they do so occasionally. 72% of people state they never talk on a hand held mobile phone while driving/riding.

**How often do you talk on a hands free mobile phone while you are driving/riding? (R1d) (new measure)**

Talking on a hands free mobile phone while driving/riding is something that 8% of respondents admit to always doing or doing on most occasions. 8% indicate they do this sometimes while the occasional hands free mobile phone conversation is reported by 30% of drivers/riders. 53% of people report never engaging in this behaviour while driving/riding.

**How often do you use another mobile phone function (e.g. access the internet or take photos) or use another hand held device while you are riding or driving? (R1e) (new measure)**

Accessing mobile phone applications always or on most occasions while driving/riding is reported by less than 2% of people while 5% state they do this sometimes. 16% use mobile phone applications on occasion when driving/riding. 77% of drivers/riders report never doing so.

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

2% of drivers/riders report having travelled on a public road without a valid licence within the last 12 months, a result consistent with the previous five years' surveys.

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

The vast majority of drivers/riders support laws that allow police to impound the vehicle of drivers/riders who have been caught for repeat drink driving (90%), repeat drug driving (89%) or repeat disqualified driving (89%). In fact, support for vehicle impoundment is high (84% or above) for all offences that can attract this penalty in Queensland.

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

Among all drivers/riders, 91% report having seen a police vehicle patrolling or observing Queensland roads during the past twelve months, this figure decreasing significantly since 2014 – 94%.

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

Regarding the perceived likelihood of seeing police on Queensland roads in a given trip, 6% of all drivers/riders report being always likely to see police, 18% report they will see police on most occasions while 50% expect to sometimes see police on Queensland roads. 24% report they are likely to see police occasionally while driving/riding while 1% never expect to see police on Queensland roads.

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

Among all drivers/riders, 54% agree that in the past twelve months the number of police vehicles on Queensland roads has increased, however this figure has fallen significantly in the past twelve months (60%, 2014). In a continuing trend, 72% of all drivers/riders agree that 'the police are everywhere so I always obey the road rules'.

**What type of crashes do you think need to be reported to the Queensland Police Service? (R7) (new measure)**

The most common types of crashes that drivers/riders believe should be reported to the Queensland Police Service are crashes involving injury or death (88%), a hazardous environment (88%) or where there is suspected involvement of drugs/alcohol (86%).

**What methods can be used to report a crash to the Queensland Police Service? (R9) (new measure)**

Contacting the police station by phone (65%) is reported as the most common way that people report crashes to the police. 34% report the option to call 000, while 29% state that crashes can be reported in person at police stations.

**What type of crashes do you think police officers are required to attend? (R8) (new measure)**

Nine in ten respondents (89%) agree that police officers are required to attend a crash involving death or injury, 86% feel that police officers are required for crashes involving a hazardous environment or threat to public safety while 85% believe police should attend a crash where there is suspected involvement of drugs or alcohol.

## Key trends – Speed

### Younger drivers/riders (< 25 years)

More likely than average to:

- report a greater propensity to speed
- report speeding when on a straight road or to blow off steam
- expect to be allowed to speed up to 15 or 20 km/hr over the limit in 60 km/hr zones in rural areas with no penalty
- cite the capability of their vehicle or the benefits of speeding as important factors influencing their decision to speed
- agree they only avoid speeding in locations that they are aware of speed cameras operating
- feel that unmarked mobile speed cameras are a sneaky form of enforcement or a way for “Big Brother”/the government to watch you
- agree that they drive at a speed that is safe for road conditions or that reduced speed limits at roadworks only apply when road workers are present
- exceed the reduced roadworks speed limit (at least occasionally) in most instances.

### Drivers/riders aged 25-39 years

More likely than average to:

- report a greater propensity to speed
- report speeding when they want to get through an amber traffic light, when they think they are unlikely to get caught or when driving/riding at night
- agree that it is often possible to generally drive/ride 10 or 15 km/hr over the speed limit without being penalised
- expect to be allowed to speed up to 5 km/hr over the limit in 60 km/hr zones or up to 10 km/hr over the speed limit in 100 km/hr zones in urban areas without penalty
- feel entitled to speed without penalty up to 10 km/hr over the speed limit in 60 km/hr zones or 15 km/hr over the limit in 100 km/hr zones in rural areas
- agree that the benefits of speeding are important factors in the decision to speed
- agree they only avoid speeding in locations that they are aware of speed cameras operating or that they are confident in their knowledge of speed camera locations
- feel that fixed speed cameras are placed in convenient locations for police

- agree that unmarked mobile speed cameras are there to raise revenue for the government
- agree that the speeds of other vehicles impacts their speed choice at roadworks sites, that reduced speed limits only apply when road workers are present or that reduced speed limits at roadworks sites are not enforceable
- exceed the reduced roadworks speed limit (at least occasionally) when road workers are present, when travelling through short roadwork sites, at unfamiliar roadworks sites or when other drivers/riders are complying with the reduced speed limit.

### Drivers/riders aged 40-59 years

More likely than average to:

- believe it is likely they will be caught by the police when speeding
- believe that no speed over the limit in 60 km/hr zones in urban areas would be allowed without being penalised
- feel that speeding is as dangerous as drink driving/riding
- identify personal safety, passenger safety or the possibility of getting a fine in a decision about whether to speed
- agree that penalties for speeding are genuinely intended to deter people from speeding
- agree that fixed speed cameras are on roads where motorists are always speeding
- believe that mobile speed cameras are placed where the public complain about speeding drivers
- support marked speed camera vehicles
- agree that more distinctive signage would deter them from speeding.

### Older drivers/riders (60+ years)

More likely than average to:

- consider speeding as any speed over the speed limit
- agree that there can be serious consequences for others when people speed, that it's time the community took a stand against speeding or that they always drive/ride under the speed limit no matter what
- feel that people cannot exceed the speed limit without being booked
- believe that speeding is not as dangerous as drink driving because:

- there is more risk when drink driving/riding than speeding
- drink drivers/riders do not have to speed to crash
- drink driving/riding is bad on the body's central nervous system
- there are less speed related crashes than drink driving/riding crashes
- the danger of speeding depends on road condition quality
- new cars/motorcycles travel safely at speeds greater than the speed limit
- be supportive of speed cameras
- agree that speed cameras help reduce the road toll
- believe that fixed speed cameras are:
  - placed in areas that have a history of crashes
  - on roads where motorists are always speeding
  - in locations that the public complain about speeding
  - in areas where it is unsafe for police to work
  - on roads where there are a lot of hills
- feel that mobile speed cameras are located in areas where motorists most commonly speed, areas that have a history of crashes or areas that are subject to roadworks
- oppose unmarked mobile speed cameras as they only detect speed at one point in time
- agree that most factors would encourage them to slow down
- agree you are likely to get caught by the police if you speed at roadworks sites.

### Male drivers/riders

Males are more likely than females to:

- admit speeding when:
  - driving/riding on a straight road
  - driving/riding on a winding road
  - driving/riding at night
  - the roads are wet
  - they think they are unlikely to get caught
- believe that people can exceed the speed limit by up to 10 km/hr in 100 km/hr zones in urban areas without being booked

- believe that speeding is not as dangerous as drink driving because they are good drivers or because they drive/ride a good car/motorcycle when speeding
- know how the government must spend speed and red light camera fine revenue
- feel that speeding can be safe in some circumstances
- be confident of their knowledge of the location of potential speed cameras or to avoid speeding where they have seen or heard of speed cameras operating
- agree that speed cameras are located where most tickets are issued or in convenient locations for police
- oppose the use of fixed speed cameras
- agree that fixed speed cameras are there to raise revenue for the government
- oppose marked mobile speed cameras
- view unmarked mobile speed cameras as revenue raising
- oppose the use of point-to-point speed cameras and to regard them as revenue raising
- report exceeding the reduced roadworks speed limit (at least occasionally) when:
  - road workers are present
  - driving/riding through familiar roadworks sites
  - other drivers/riders are exceeding the reduced speed limit
  - driving/riding through unfamiliar roadworks sites
- agree that more enforcement that would increase the chances of being caught would deter them from exceeding the speed limit at roadworks sites
- believe that they drive/ride at a safe speed for the prevailing road conditions.

### Female drivers/riders

Females are more likely than males to:

- believe that speeding causes crashes or that it's time the community took a stand against speeding
- feel that speeding is as dangerous as drink driving/riding
- agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash
- agree that penalties for speeding are genuinely intended to deter people from speeding
- agree that speed cameras help to reduce the road toll
- believe that mobile speed cameras are being placed in locations where the public complain about speeding drivers
- support the use of fixed speed cameras

- agree that unmarked speed enforcement is sneaky
- support red light/speed cameras
- oppose point-to-point speed cameras because they feel it is a waste of public money
- agree that road changes/lane closures would encourage them to slow down.

### South Eastern region residents

More likely than average to:

- expect to be allowed to speed up to 5 km/hr over the limit in 60 km/hr zones without being booked in urban areas
- feel entitled to speed up to 10 km/hr over the speed limit in 60 km/hr zones in rural areas
- oppose point-to-point speed cameras because they feel it is a waste of public money
- believe reduced speed limits at roadworks only apply when road workers are present.

### Northern region residents

More likely than average to:

- consider speeding as any speed over the speed limit
- report being likely to speed when overtaking, when they are confident they are not putting anyone in danger or when driving/riding on a rural road
- agree that the penalties for speeding are genuinely intended to deter people from speeding
- feel that fixed speed cameras are placed in areas that have a history of crashes or where the public complain about speeding drivers
- agree that mobile speed cameras are located in areas that have a history of crashes.

### Central region residents

- More likely than average to justify speeding when overtaking.

### Southern region residents

More likely than average to:

- report speeding when driving/riding during the day in fine road conditions

- feel that no speed over the limit would be tolerated in 100 km/hr zones in urban areas or in 60 km/hr zones in rural areas without penalty
- support the use of point-to-point speed cameras
- agree that the presence of road workers would encourage them to adhere to reduced speed limits at roadworks sites.

### Open licence holders

More likely than average to:

- consider speeding as any speed over the speed limit
- agree that there can be serious consequences for others when people speed
- agree that the safety of their passengers, themselves, the possibility of getting a fine or the possibility of getting demerit points has a bearing on their decision of whether to speed
- agree that penalties for speeding are genuinely intended to deter people from speeding
- feel that fixed speed cameras are on roads where motorists are always speeding or areas unsafe for police to work
- agree that mobile speed cameras are located on roads where motorists are always speeding
- oppose the use of point-to-point speed cameras
- agree that the presence of road workers, reduced speed limits based on prevailing road conditions, more distinct signage or more enforcement that increases the likelihood of being caught speeding would deter them from speeding at roadworks sites.

### Sub-open licence holders

More likely than average to:

- cite the capability of their vehicle or the benefits of speeding as important factors influencing their decision to speed
- agree they only avoid speeding in locations that they are aware of speed cameras operating
- agree that they drive at a speed safe for road conditions, that reduced speed limits only apply when road workers are present or that reduced limits at roadworks are not enforceable
- admit exceeding the reduced roadworks speed limit (at least occasionally) when other drivers/riders are complying with the reduced limit.



## Motorcycle riders

More likely than average to:

- report a greater propensity to speed
- report speeding when:
  - driving/riding at night
  - on a winding road
  - needing to blow off steam
  - driving/riding for a thrill
  - the roads are wet
- 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
- expect to be allowed to speed up to 20 km/hr over the limit in 100 km/hr zones without being booked in urban and rural areas
- agree that the benefits of speeding are important factors in the decision to speed
- agree they only avoid speeding in locations that they are aware of speed cameras operating
- agree that they drive at a speed safe for road conditions, that reduced speed limits only apply when road workers are present or that reduced limits at roadworks are not enforceable
- admit exceeding the reduced roadworks speed limit (at least occasionally) when driving/riding through short roadworks sites, at familiar roadworks sites or when other drivers/riders are complying with the reduced limit.

Less likely than average to:

- agree that speeding is a major contributor to crashes, that there can be serious consequences for others when people speed or that they themselves are responsible for the speed they drive/ride
- agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash
- agree speed cameras help to reduce the road toll.

## 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 agree that drink drivers/riders should not be given special licences for work purposes.

### Drivers/riders aged 40-59 years

More likely than average to agree that:

- if they're planning to drive/ride they never drink enough to exceed the drink driving/riding limit
- they don't drink and drive/ride because they can't afford to lose their licence
- random breath testing units are everywhere so they never drink and drive/ride.

### Older drivers/riders (60+ years)

- More likely than average to agree that people who drink and drive/ride are irresponsible
- More likely than average to support both compulsory and voluntary drink driving/riding education/rehabilitation courses.

### Male drivers/riders

Males are more likely than females to agree that:

- they sometimes drive/ride when they could be over the legal limit
- if they are planning to drive/ride, they never drink enough to exceed the drink driving/riding limit
- they don't drink and drive because they don't want to pay a fine
- they don't drink and drive/ride because they can't afford to lose their licence
- they don't drink and drive/ride because they don't want an alcohol ignition interlock installed
- random breath testing units are everywhere so they never drink and drive/ride
- they have been stopped at a Random Breath Testing site in the past 12 months.

### Female drivers/riders

Females are more likely than males to agree that:

- penalties for drink driving/riding are not harsh enough.

### Southern region residents

- More likely than average to agree they would be embarrassed if they were caught drink driving/riding
- More likely than average to support both compulsory and voluntary drink driving/riding education/rehabilitation courses.

### Open licence holders

More likely than average to:

- agree that people who drink and drive/ride are irresponsible
- support compulsory drink driving/riding education/rehabilitation courses
- agree that they have been stopped at a Random Breath Testing site in the past 12 months.

### Motorcycle riders

More likely than average to agree that:

- they sometimes drive/ride when they could be over the legal limit
- the Blood Alcohol Concentration limit for driving/riding should be reduced from .05
- they don't drink and drive/ride because they don't want an alcohol ignition interlock installed
- RBTs do not deter them from drink driving/riding.

## Key trends – Drugs

### Drivers/riders aged 25-39 years

More likely than average to:

- admit having ever taken recreational drugs
- believe it is unlikely they would be caught and penalised for driving/riding under the influence of recreational drugs
- report ever consuming a combination of drugs and alcohol before driving/riding.

### Drivers/riders aged 40-59 years

- More likely than average to agree that it is illegal to drive/ride when feeling affected by recreational drugs.

### Older drivers/riders (60+ years)

- More likely than average to agree that people who use recreational drugs and drive/ride are irresponsible
- More likely than average to agree that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs.

### Male drivers/riders

Males are more likely than females to:

- admit having ever taken recreational drugs
- believe it is unlikely they would be caught and penalised for driving/riding under the influence of recreational drugs.

### South Eastern region residents

- More likely than average to agree that roadside drug testing would deter people from driving/riding under the influence of recreational drugs.

### Northern region residents

- More likely than average to agree that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs.

### Sub-open licence holders

More likely than average to:

- admit having ever taken recreational drugs
- agree that roadside drug testing would deter people from driving/riding under the influence of recreational drugs
- report ever consuming a combination of drugs and alcohol before driving/riding.

### Motorcycle riders

More likely than average to:

- admit having ever taken recreational drugs
- believe it is unlikely they would be caught and penalised for driving/riding under the influence of recreational drugs
- be unsure about the consequences of driving/riding under the influence of drugs
- report ever consuming a combination of drugs and alcohol before driving/riding.

## Key trends – Road User Behaviour

### Younger drivers/riders (< 25 years)

- More likely than average to self-report sending or reading text messages sometimes/mostly/always while driving/riding
- More likely than average to report sometimes/mostly/always talking on a hand held mobile phone while driving/riding.

### Drivers/riders aged 25-39 years

More likely than average to:

- self-report sending or reading text messages sometimes/mostly/always while driving/riding
- report sometimes/mostly/always talking on a hand held mobile phone, talking on a hands free mobile phone or using another mobile phone function while driving/riding
- believe they are likely to see the police always or most of the time when driving/riding.

### Drivers/riders aged 40-59 years

More likely than average to:

- support impounding vehicles for drivers/riders caught for illegal street racing
- report seeing a police vehicle patrolling or observing Queensland roads in the last 12 months
- believe that most types of crashes should be reported to the Queensland Police Service.

### Older drivers/riders (60+ years)

More likely than average to:

- be interested in learning more about in-vehicle technology
- rate driving when talking on a hands free mobile phone as a risky behaviour
- say they never use their mobile phone while driving/riding
- support impounding vehicles
- report seeing a police vehicle patrolling or observing Queensland roads in the last 12 months
- agree that the police are everywhere so they always obey the road rules
- believe that most types of crashes should be reported to the Queensland Police Service.

### Male drivers/riders

Males are more likely than females to:

- be interested in learning more about in-vehicle technology
- admit using their mobile phone at any time while driving/riding
- admit sometimes/mostly/always talking on a hands free mobile phone while driving/riding.

### Female drivers/riders

Females are more likely than males to:

- rate the behaviours of overloading the vehicle with too many passengers, driving/riding up to or more than 10 km/hr over the speed limit as risky
- say they never use their mobile phone while driving/riding
- support impounding vehicles
- agree that the police are everywhere so they always obey the road rules
- believe that most types of crashes should be reported to the Queensland Police Service.

### Northern region residents

- More likely than average to say they never use their mobile phone while driving/riding.

### Central region residents

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

### Southern region residents

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

### **Open licence holders**

More likely than average to:

- rate driving through a stop sign without stopping or not wearing a seatbelt as risky behaviours
- support impounding vehicles
- report seeing a police vehicle patrolling or observing Queensland roads in the last 12 months
- believe that most types of crashes should be reported to the Queensland Police Service.

### **Sub-open licence holders**

More likely than average to:

- self-report sending or reading text messages sometimes/mostly/always while driving/riding
- report sometimes/mostly/always talking on a hand held mobile phone or using another mobile phone function while driving/riding
- have driven/ridden without a valid licence in the past year
- agree that the number of police vehicles on Queensland roads has increased.

### **Motorcycle riders**

More likely than average to:

- self-report sending or reading text messages sometimes/mostly/always while driving/riding
- report sometimes/mostly/always talking on a hand held mobile phone, talking on a hands free mobile phone or using another mobile phone function while driving/riding
- have driven/ridden without a valid licence in the past year.

method

## Research Method

The 2015 method comprised an online self-completion survey using the ORU research panel. Where relevant, results from the 2015 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 hold, or who have ever held a drivers/riders (motorcycle, scooter or moped) licence.

### 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 7th April – 28th April, 2015. 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 2015.

### Definitions

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

Sub-open – Learner, Provisional and Probationary licences

Sth Eastern – South Eastern

km/hr – kilometres per hour

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 differences 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 DTMR.

		Gender		Age				Region				Licence Type*		
		Male	Female	<25	25-39	40-59	60+	Central	Northern	South-East	Southern	Open	Sub-Open	Motorcycle
Overall Survey	No.	308	292	85	163	216	136	51	63	415	71	539	49	52
	%	51	49	14	27	36	23	9	11	69	12	90	8	9
Sub Groups														
Gender (%)	Male	100		14	27	36	23	8	11	69	12	91	7	12
	Female		100	14	27	36	23	9	10	69	12	88	9	5
Age (%)	<25	51	49	100				13	11	65	12	58	41	11
	25-39	52	48		100			6	9	74	12	90	7	13
	40-59	51	49			100		11	7	70	12	98	1	8
	60+	51	49				100	5	18	65	13	98		3
Region (%)	Central	51	49	22	18	47	14	100				92	8	6
	Northern	52	48	14	22	25	38		100			97	3	3
	South-East	51	49	13	29	36	21			100		89	8	9
	Southern	51	49	14	27	35	24				100	86	13	11
Licence Type (%)	Open	52	48	9	27	39	25	9	11	69	11	100		7
	Sub-Open	45	55	71	22	6		8	4	69	18		100	24
	Motorcycle	71	29	17	40	35	8	6	4	75	15	77	23	100
	None	42	58	8	50	17	25			92	8			

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

## Publication of Information

MCR is a member of 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](http://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.

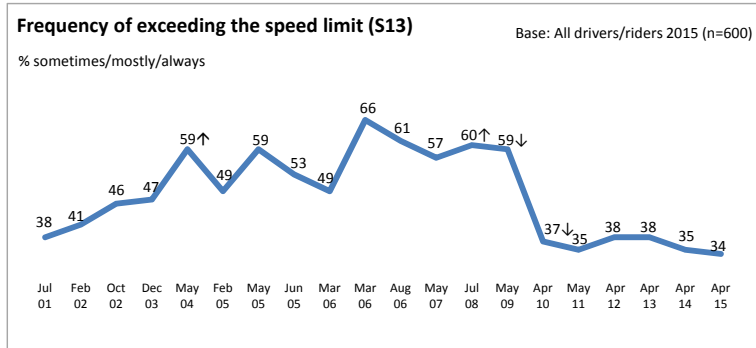


findings



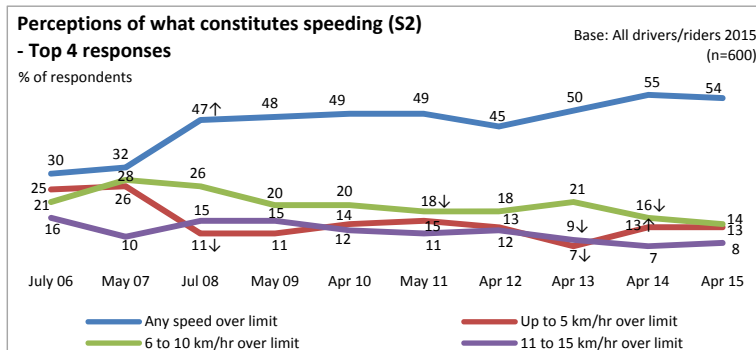
speed

# 1.0 Speeding/speed limits



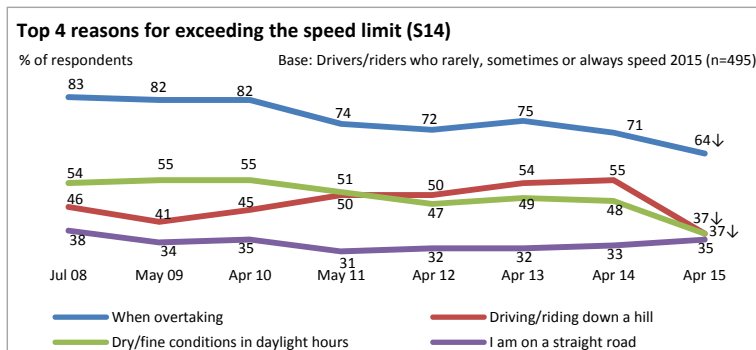
## 1.1.1 How often do you drive/ride over the speed limit, even if only by a few kilometres? (S13)

In a consistent result with the past six years, 34% of drivers/riders in 2015 say they sometimes, mostly or always drive/ride over the speed limit.



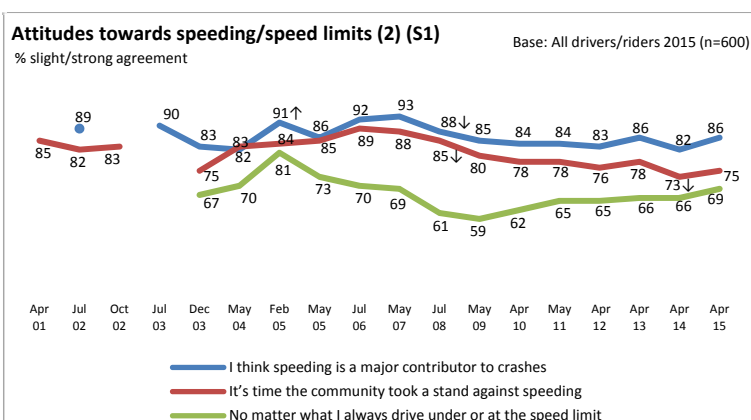
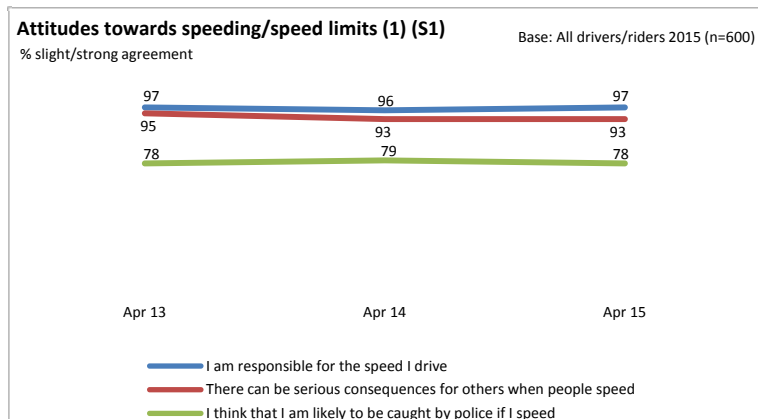
## 1.1.2 Do you think speeding is.....? (S2)

Respondents most commonly perceive speeding as being any speed over the limit (54%). Among those attempting to define the point at which speeding occurs, 14% select 6 to 10 km/hr over the speed limit, 13% select up to 5km/hr over the speed limit while 8% define speeding as travelling 11 to 15 km/hr over the speed limit. These results remain consistent with previous waves.



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

The situations where respondents reported being most likely to speed are when overtaking another vehicle (64%, this being a significant decline since 2014 – 71%), driving/riding down a hill (37%, a significant decline since 2014 - 55%) or driving/riding during fine conditions in daylight hours (37%, in decline since 2014 - 48%). 35% of drivers/riders report being likely to speed on straight roads.



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

Most drivers/riders agree that they are responsible for the speed they drive (97%), that there can be serious consequences for others when people speed (93%) or that speeding is a major contributor to crashes (86%). The majority of respondents also agree that they are likely to be caught by police if they speed (78%) or that it's time the community took a stand against speeding (75%). 69% of respondents agree that they drive/ride at or under the speed limit no matter what. Current levels of agreement with these statements are consistent with those recorded in 2014.

#### 1.1.5 Key sub-group differences

Young drivers/riders (aged under 40 years) are more likely than average to report a greater propensity to speed. Those aged under 25 years are more likely than average to report speeding when driving/riding on a straight road. Drivers/riders aged 25-39 years are more likely than average to report speeding when they want to get through an amber traffic light, when they think they are unlikely to get caught or when driving/riding at night. Respondents aged 40-59 years are more likely than average to believe it is likely they will be caught by the police when speeding. Those aged 60+ years are more likely than average to consider speeding as driving any speed over the limit and to report they always drive/ride under the speed limit. They are also more likely to agree there are serious consequences for others when people speed or to agree it's time the community took a stand against speeding.

Regarding results by regions, Northern region residents are more likely than average to regard speeding as driving/riding any speed over the limit. They are however, more likely than average to report being likely to speed when overtaking, when they are confident they are not putting anyone in danger or when driving/riding on a rural road. Residents of the Central region are more likely than average to report exceeding the speed limit when overtaking while Southern region residents are more likely than average to report being likely to speed when driving/riding during the day in fine road conditions.

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, that they themselves are responsible for the speed they ride or that there are serious consequences for others when people speed. Motorcyclists are also more likely than average to report speeding when riding at night, when on a winding road, when needing to blow off steam, when riding for a thrill or when the roads are wet.

Drivers/riders who hold an open licence are more likely than average to define speeding as any speed over the speed limit.

Male drivers/riders are less likely than females to feel that speeding causes crashes or that it is time the community took a stand against speeding. They are 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	4	2	7↑	3	1	2	2	4	7	5	4↑	1	1			2	4	2	4	3	4	2	4	2	6	4	16↑	3
Most occasions (90% of the time)	7	9	7	10	8	7	15	9	10	13	5↓	9	4	1	11	12	14	10	9	4	6	9	7	9	10	9	14	14
Sometimes (about half the time)	22	24	23	24	21	23	28	32	28	28	22	22	13	17	16	22	20	25	23	28	24	23	23	24	24	20	27	26
Just occasionally (less than 10% of the time)	49	48	46	45	51	51	38	28	37	37	53	52	64	66	46	46	49	47	46	53	50	47	50	50	37	34	30	42
Never	18	18↑	17	18↑	19	18	17↓	27↑	19	18↑	16	15	18	15	27	18	14	17	18	13	16	19↑	17	15↑	23	34	13	16
TOTAL sometimes/most/always	34	35	37	37	30	32	46	45	44	45	31	32	18	18	27	36	37	36	35	35	34	34	34	35	41	32	56	42

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Any speed over the speed limit	54	55	53	50	55	60	45	56	47	50	57	56	65	58	67	60	41	57	62	61	52	53	56	54	33↓	56	40	51
Up to 5 km/hr over the speed limit	13	13↑	11	12↑	14	13	13	14↑	11	12	14	11	13	17	8	15	16	9	10	8	14	14↑	12	13↑	20	12	8	11
From 6 to 10 km/hr over the speed limit	14	16↓	15	17	14	15	20↑	11	11↓	18	15	19	15	13↓	8	15	24	23	11	14	15	16	14	17	20↑	9	21	19↑
From 11 to 15 km/hr over the speed limit	8	7	8	9	8	5	9	7	17	11	5	6	1	4	5	5	6	4	6	6	9	8	8	7	12	9	11	8
From 16 to 20 km/hr over the speed limit	1	1	1	1	*	1			1	2	1			1							1	1	1	1	2		6	
^More than 20 km/h over the speed limit	1	*	1	1	1				2		1	*		1	2				1		1	*	1	*	2		4	
Depends on the speed limit	7	6↓	8	8	5	3↓	8	6	6	6	7	6	7	6	10	4	10	6	7	11	6	5↓	7	6	6	6	4	8
Don't know	2	2	3	2	2	3	5	6	4	1	1	2		1	2	1	4	2	3		2	3↑	2	1	4	7	6	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 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who exceed the speed limit	495	494	257	254	238	240	71	62	132	134	181	183	111	115	46	55	44	44	58	63	347	332	449	438	38	53	45	102
% of respondents																												
I need to overtake	64↓	71	63↓	71	65	71	60↓	76	60↓	70	65	71	69	71	<b>78</b>	78	<b>77</b>	<b>86</b>	69↓	<b>82</b>	<b>59</b> ↓	<b>66</b> ↓	<b>66</b> ↓	73	<b>42</b> ↓	60	53↓	69↓
Dry/fine road conditions in daylight hours	37↓	48	40↓	<b>58</b>	35	<b>38</b>	41	50	37↓	48	33↓	51	44	43	39	53	39↓	57	<b>50</b>	51	35↓	46	38↓	<b>50</b>	31	<b>34</b>	40	53
I am driving/riding down a hill	37↓	55	38↓	58	36↓	52	31↓	63	35↓	54	40↓	54	37↓	55	26↓	43	30↓	48	38↓	59	39↓	58	38↓	56	29↓	53	38	52
I am on a straight road	35	33	<b>39</b>	<b>40</b>	<b>30</b>	<b>26</b>	<b>45</b>	<b>45</b>	38	30	<b>27</b>	34	37	30	33	40	43	39	35	40	34	<b>30</b>	34	33	45	36	43	35
There are no other cars on the road/the road is quiet	33	30	32	<b>35</b>	33↑	<b>25</b>	40	<b>50</b>	30	24	31	31	34	27	41	42	36	32	28	33	32	28	33	<b>29</b>	29	39	29	37
To keep up with traffic	31	35	33↓	<b>41</b>	29	<b>28</b>	<b>12</b> ↓	31	29	<b>26</b>	34	39	<b>39</b>	40	28	33	32	25	31	25	31↓	<b>38</b>	<b>33</b>	35	5↓	28	31	35↓
I am confident I am not putting anyone in danger	30	33	30↓	<b>40</b>	30	<b>25</b>	38	26	27	33	26↓	<b>39</b>	33	27	<b>44</b>	40	32	36	36	33	<b>26</b>	31	30	34	37	25	36	<b>45</b>
To avoid a crash/an accident	25	25	28	27	22	23	27	29	23	22	28	21	22↓	<b>32</b>	26	27	30	25	24	22	24	25	24	25	37	25	27	29
I know the road very well	23	27	23	28	23	25	28↓	<b>42</b>	23↓	33	23	25	20	<b>13</b>	22↓	<b>42</b>	30	27	28	24	22	24	24	25	16↓	36	29	30
I am on a rural road	21	22	21	<b>25</b>	21	<b>18</b>	18↓	<b>39</b>	21	21	20	22	24↑	<b>13</b>	<b>35</b>	<b>36</b>	23	27	29	25	<b>17</b>	<b>18</b>	22	<b>20</b>	18	32	16	26
I am on a multi-lane road	20	20	22	<b>27</b>	17	<b>12</b>	17	16	21	<b>13</b>	19	<b>25</b>	22	20	28	20	14	16	16	21	20	20	21	21	11	11	29	21
In a hurry to get to destination/running late for something	19	22	17	<b>18</b>	22	<b>26</b>	26	<b>36</b>	25	<b>31</b>	20	20	<b>7</b>	<b>5</b>	20	29	11	16	19	19	21	22	19	21	18	30	11↓	24
I want to get through an amber traffic light	15	13	13	13	17	14	15	21	<b>21</b>	15	16	14	<b>4</b>	<b>7</b>	9	13	18	11	10	8	16	15	15	14	10	11	18	16
I am alone	12↓	20	12↓	<b>26</b>	12	<b>14</b>	10↓	24	13↓	22	13↓	24	10	<b>10</b>	11↓	27	18	21	9	19	12↓	19	13↓	21	5	13	13↓	<b>30</b>
I think I am very unlikely to get caught	10	11	<b>13</b>	13	<b>7</b>	8	10	16	<b>16</b>	13	7	12	7	<b>3</b>	11	<b>20</b>	5	9	9	10	11	9	10	10	11	13	<b>20</b>	15
I don't like to travel behind other vehicles	8	9	9	<b>13</b>	7	<b>4</b>	11	8	8	<b>13</b>	7	7	6	7	9	13	14	7	5	10	7	8	8	9	5	6	14	11
At night	6	7	<b>9</b>	<b>9</b>	<b>3</b>	<b>3</b>	10	<b>18</b>	<b>10</b>	8	6	5		<b>1</b>	2↓	<b>13</b> ↑	7	5	9	3	6	6	6	<b>5</b>	5	<b>15</b>	<b>20</b> ↑	5
I am on a winding road	2	1	<b>4</b>	2	<b>1</b>	*	1	3	<b>5</b> ↑	1	1	1	1	1		2	2		4		2	2	2	1	<b>11</b>	4	<b>18</b> ↑	<b>4</b>
I need to 'blow off steam'	2	2	3	<b>4</b>	1		<b>6</b>	<b>8</b>	1	2	2	1				4	5				2	2	2	2	3	4	<b>9</b>	3
I feel like a thrill	2	2	3	3	1	1	1	<b>6</b>	2	3	2	1	2			2	5				2	2	2	<b>1</b>	3	<b>6</b>	<b>9</b>	3
I am driving/riding a powerful vehicle	1↓	5	2↓	<b>8</b>	1	<b>3</b>	1↓	10	3	5	1↓	6	1	3		7		2		6	2↓	5	1↓	6	3	4	2	<b>10</b>
The roads are wet	1	1	<b>2</b>	2		*			<b>3</b>	<b>3</b>	1	1			2	2	2		2		1	1	<b>1</b>	1	<b>8</b>	2	<b>9</b>	<b>4</b>
I want to impress others	*	*	1	1			1			1	1	1							2		*	1	*	*	<b>3</b>		<b>4</b>	<b>2</b>
I have passengers	*	1	*	2		*	<b>1</b>	3		1		1				2					*	1		1	<b>3</b>	2	<b>2</b>	2
Other	6	5	5	<b>3</b>	6	<b>7</b>	6	6	<b>2</b>	3	8	5	7	8	2	4	9	2	7	5	6	6	6	5	5	6	4	7
Don't know	6↑	4	7	4	5	3	6	5	6	3	<b>9</b> ↑	4	<b>2</b>	3	4	7	7	5	5	5	<b>7</b> ↑	3	<b>6</b> ↑	3	11	6	2	5

\* 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 1.1.4 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slight/strong agreement)																												
I am responsible for the speed I drive	97	96	96	94	97	97	93	89	95	92	98	99	98	99	98	97	96	98	96↓	100	96	95	97	97	90	89	89↓	97
There can be serious consequences for others when people speed	93	93	92	90	94	96	85	87	92	88	95	96	97	98	97	94	90	94	92	97	93	92	94	94	82	88	82	89
I think speeding is a major contributor to crashes	86	82	81	77	90	88	87	80	81	80	88	83	85	86	94	85	78	89	86	90	85↑	80	85	83	88	80	73	74↑
I think I am likely to be caught by police if I speed	78	79	78	77	78	81	71	67	69↓	80	84	82	84	80	78	82	75	79	84	85	77	77	78	79	72	76	77	78
It's time the community took a stand against speeding	75	73↓	72↑	66	79	80	67	71	71	69	76	71	84	81	82↑	70	69	74	82	74	74	73	75	72↓	72	76	65	62
No matter what I always drive/ride under or at the speed limit	69	66	69↑	61	70	70	64	59	63	63	72↑	63	77	77	76↑	58	65	60	65	71	70	67	70↑	65	61	70	65	62↑

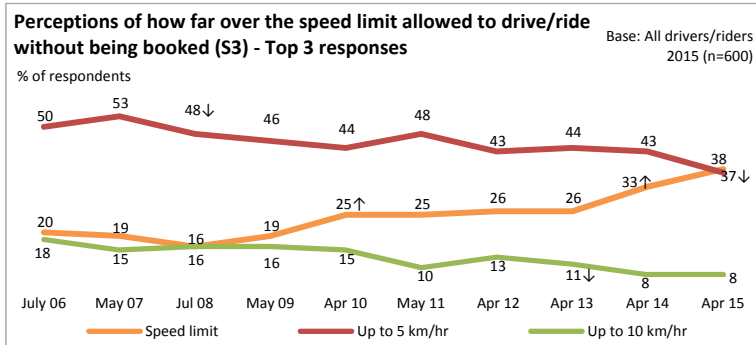
**Bold** figures are significantly different to the average (of that wave) at at least the 95% confidence level.

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



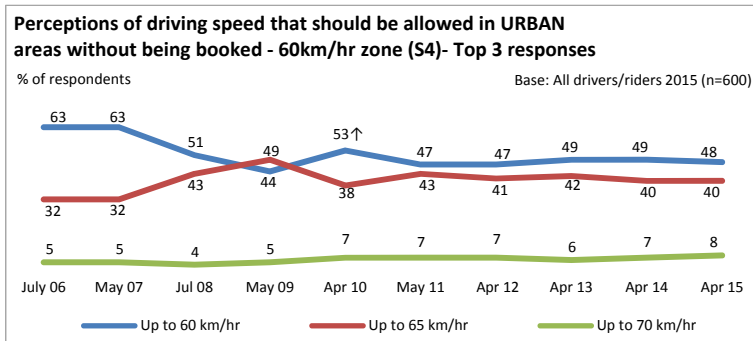
## 2.0 Expectations of when people are likely to be booked for speeding

### 2.1 Expectations of speed enforcement in URBAN areas



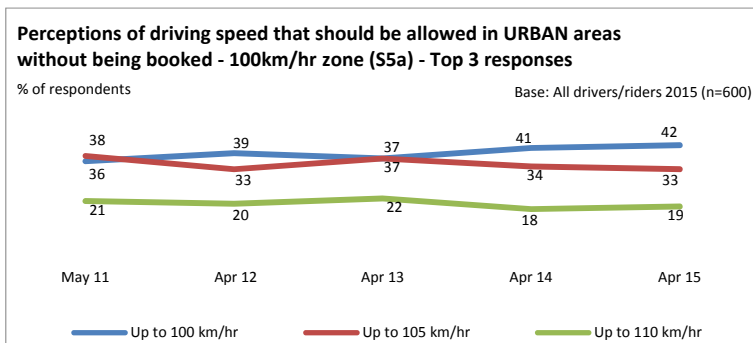
#### 2.1.1 How far over the speed limit are people generally allowed to drive/ride without being booked for speeding? (S3)

In a continuing trend, 38% of drivers/riders believe that people cannot drive any speed over the speed limit without being penalised. 37% report that it is usually possible to travel up to 5 km/hr over the limit without being booked (in decline since 2014 – 43%) 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)

In keeping with results of previous years, around one in two drivers/riders (48%) feels that people would only be allowed to drive/ride to the speed limit in a 60 km/hr speed zone in urban areas. 40% feel that people can travel over the limit by up to 5 km/hr without being penalised while 8% believe travelling up to 10 km/hr over the speed limit will not result in a penalty.



#### 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)

42% 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. 33% feel that travelling over the limit by up to 5 km/hr would not result in a penalty while 19% feel that travelling 10 km/hr over the limit should be penalty-free. These results are consistent with the results over the past four years.

#### **2.1.4 Key sub-group differences**

In a continuing trend, males are generally more likely than females to cite higher thresholds for speeding. They are also more likely to believe that people can exceed the speed limit by up to 10 km/hr in 100 km/hr speed zones in urban areas without being booked.

Consistent with 2014 results, older drivers/riders (aged 60+ years) are more likely than average to feel that no speed over the speed limit should be tolerated without penalty or that people cannot exceed the speed limit in urban areas without being booked. Drivers/riders aged 40-59 years are more likely than average to believe that no speed over the limit in 60 km/hr zones in urban areas should be allowed without being penalised. Those aged 25-39 years are more likely than average to expect to be allowed to speed 5 km/hr over the limit in 60 km/hr zones or 10 km/hr over the limit in 100 km/hr zones with no penalty. They are also more likely than average to agree that it is often possible to drive 10 km/hr or 15 km/hr over the speed limit without being penalised.

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 100 km/hr zones. South Eastern region residents are more likely than average to expect to be allowed to speed 10 km/hr over the limit without being penalised or 5 km/hr over the speed limit in 60 km/hr zones in urban areas without being booked.

Drivers/riders with a sub-open licence are more likely than average to expect to be allowed to speed up to 15 km/hr over the limit without being booked, as are motorcyclists. Motorcyclists are also more likely to believe that riding up to 70 km/hr in a 60 km/hr zone should be allowed without penalty.

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

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
No speed over the speed limit	38	33↑	38	32	38	35↑	34	<b>24</b>	<b>27</b>	31	41	34	<b>49</b>	<b>42</b>	44	34	25	28	44	39	38	33↑	38	34↑	29	31	33	31
Up to 5 km/hr over the speed limit	37↓	43	35↓	42	39	45	34↓	47	41	42	36↓	44	35	40	32↓	48	41	47	38	43	37	42	38↓	44	29	42	33↓	47
Up to 10 km/hr over the speed limit	8	8	<b>11</b>	8↓	<b>5</b>	7	8↑	2↓	<b>13</b>	<b>13</b>	9	9	<b>2</b>	<b>2</b>	<b>2</b>	5	12	10	<b>1</b>	4	<b>10</b>	8	8	8	12	6	13	9
Up to 15 km/hr over the speed limit	2↑	*	1		2↑	*	3	<b>1</b>	<b>4</b>		*						4		1		2↑	*	<b>1</b>		<b>6</b>	<b>1</b>	<b>10</b>	
Up to 20 km/hr over the speed limit	*	1		1	*			1	1	1		*									*	1	*	1				1
More than 20 km/hr over the speed limit	*		1				1		1										<b>3</b>						<b>4</b>		<b>4</b>	
Depends on the speed limit	4	4	<b>6</b>	<b>6</b>	<b>2</b>	2↓	7	7	3	4	3	4	4	4	6	2	4	2	4	3	3	5	4	4	8	4	2	3
Other	1	2↓	1	1↓	1	2	3	<b>5</b>	1	2	1		1	2	3	4	2				1	2	1	1↓	4	<b>5</b>		
Don't know	9	9	7	9	11	9	8	13	9	8	10	8	10	10	13	7	12	13	8	11	8	8	9	9	8	10	6	8

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Up to 60 km/h	48	49	48	46	48	52	<b>32</b>	<b>35</b>	<b>38</b>	<b>37</b>	<b>54</b>	50	<b>62</b>	<b>71</b>	55	49	55	45	58	<b>65</b>	<b>44</b>	46	49	50	<b>31</b>	41	48	45
Up to 65 km/h	40	40	39	42	41	37	48	<b>53</b>	<b>47</b>	<b>48</b>	37	36	<b>31</b>	<b>26</b>	35	42	33	42	33	32	<b>43</b>	40	40	38	48	46	<b>27</b>	35
Up to 70 km/h	8	7	9	8	6	6	12↑	2↓	10	<b>11</b>	6	8	4	<b>1</b>	8	5	8	6	6		8	<b>8</b>	7	7	14↑	4	<b>18</b>	<b>13</b>
Up to 75 km/h	1	*	1	*	1		1		2		*	*									1	*	1	*			2	<b>1</b>
Up to 80 km/h		*		1			1					*						<b>2</b>				*		*		1		1
More than 80 km/h	*	*	1	1			<b>2</b>	1		1			1				2		1		*	*	*	*	2			1
Don't know	3	4↑	3	3	3	5	5	7	4	3	2	5	2	2	2	5	2	6	3	3	4	4	3	4	4	7	6	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.

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)

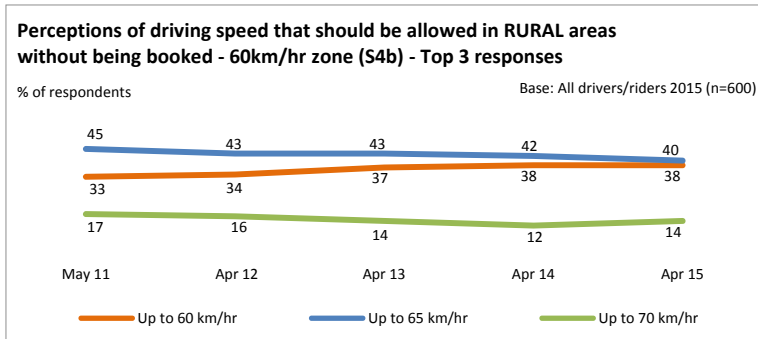
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Up to 100 km/h	42	41	39	37	44	45	26	34↑	34	30	46	39	53	63	44	41	47	38	53	50	39	40	41	40	41	43	42	34
Up to 105 km/h	33	34	33	31	33	37	41	35	31	39	32	33	31	29↓	29	35	24	38	33	35	35	33	33	34	36	35	19	29
Up to 110 km/h	19	18	23	24	15	12	21	19↓	27	23	17	22	11	7	22	21	26	15	8	13	20	19	20	19	16	14	27	27↓
Up to 115 km/h	1	2	1↓	3	2	1	1	2	2	4	1	1	1	1					4	3	1	2	1	2		1	2	2
Up to 120 km/h	1	1	1	1	*	1	2	1		2	1	*	1		2			2			1	1	1	1			4	2
More than 120 km/h	1	1	2	1			1	1	2	1	*	*					2				1	1	1	1				2
Don't know	3	3↑	2	2	5	4	7	7	4	1	2	4	3	1	3	3	4	6	1		4	3	3	2	6	7	6	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.

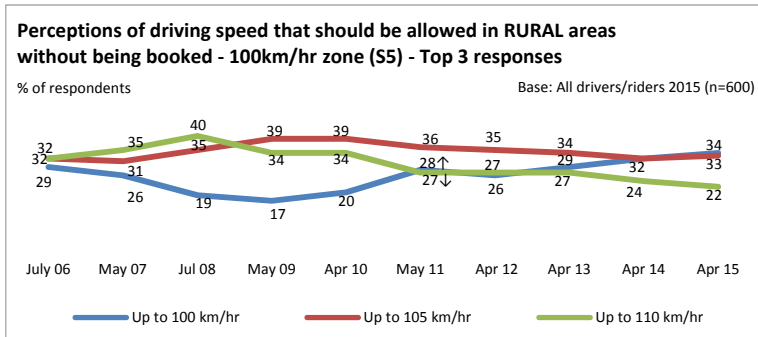
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

## 2.2 Expectations of speed enforcement 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)

In a continuing trend, 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. 40% feel that travelling over the limit by up to 5 km/hr would be tolerated while 14% suggest an even higher threshold of 10 km/hr over the speed limit would be allowed without penalty.



### 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)

One third of drivers/riders (34%) feel that people should only be allowed to drive/ride to the speed limit in a 100 km/hr speed zone in rural areas. A similar proportion (33%) feels that travelling over the limit by up to 5 km/hr in rural areas would be allowed while 22% of respondents believe you can travel 10 km/hr over the limit without being booked. These results are consistent with the findings of the last wave.

### 2.2.3 Key sub-group differences

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 up to 10 km/hr over the limit without penalty in 60 km/hr zones or 15 km/hr over the limit in 100 km/hr zones in rural areas.

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. They are also more likely than average to feel that exceeding the speed limit by 15 km/hr in 100 km/hr zones should be tolerated without penalty. South Eastern region residents are more likely than average to support travelling up to 10 km/hr in excess of the speed limit in 60 km/hr zones in rural areas without penalty.

Motorcyclists are more likely than average to feel that exceeding the speed limit by 20 km/hr in both 60 km/hr and 100 km/hr speed zones in rural areas should not invoke a 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Up to 60 km/h	38	38	39	35	37	41	<b>27</b>	<b>25</b>	<b>32</b>	<b>30</b>	42	40	<b>48</b>	<b>54</b>	43	33	39	40	<b>49</b>	<b>55</b>	<b>36</b>	36	39	39	29	34	35	36
Up to 65 km/h	40	42	38↓	46	43	39	41	45	38↓	49	42	39	41	39	38	45	45	42	38	36	41	43	41	43	40	40	27↓	43↑
Up to 70 km/h	14	12	14	12	14	12	16	16	<b>22</b>	15	12	13	<b>7</b>	<b>3</b>	10	15	10	9	10	<b>4</b>	<b>16</b>	13	14	12	18	14	21↑	10↓
Up to 75 km/h	1	2	2	2	1	1	<b>4</b>	2	1	2	1	1			2	2	4	2		1	1	1	1	2	<b>4</b>	1	<b>6</b>	3
Up to 80 km/h	1	2	2	2	*↓	2	<b>3</b>	4	1	1	1	3	1	1	2	2		2		1	1	2	1	2		4	<b>6</b>	4
More than 80 km/h	1	1	<b>2</b>	1		*	2	1	2	1		*	1	1	2					1	1	1	1	1		1		1
Don't know	4	3	3	3	4	4	6	7	4	2	3	4	2	2	5	4	2	6	3		4	4	<b>3</b>	3	8	6	6	3

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)

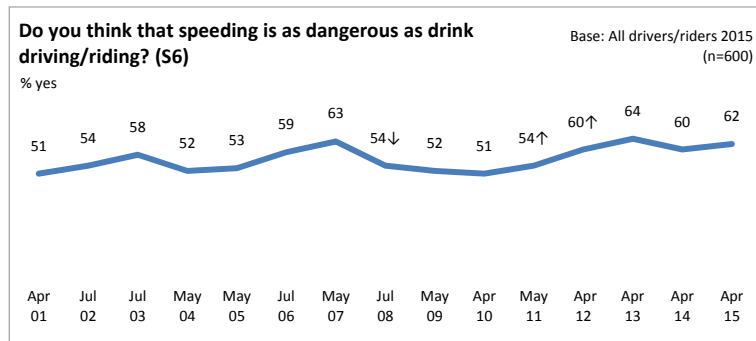
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Up to 100 km/h	34	32	36↑	<b>28</b>	33	<b>36</b>	<b>20</b>	28↑	29	<b>23</b>	37↑	29	<b>44</b>	<b>51</b>	43↑	25	31	26	41	35	32	33	34	31	29	36	31	26
Up to 105 km/h	33	32	30	30	37	34	36	27	28	34	34	34	35	30	27	37	33	32	34	39	34	30	33	32	34	31	21↓	34
Up to 110 km/h	22	24	24	27	19	22	27	28	26	27	20	26	17	<b>16</b>	22	28	26	25	17	22	22	24	22	25	22	18	27	22↓
Up to 115 km/h	3	4	3	5	3	3	4	4	<b>7</b>	<b>7</b>	2	3		<b>1</b>		3		2	<b>7↑</b>	1	3	4	3	4	6	4	6	4
Up to 120 km/h	3	3	2↓	<b>5</b>	3	<b>2</b>	2	4	4	5	2	4	1		3	3	6	<b>10</b>		1	2	3	3	3		4	<b>8</b>	<b>7</b>
More than 120 km/h	2	2	<b>3</b>	<b>3</b>			3	<b>5</b>	2	1	1	1		1	2			2		1	2	2	2	1		2	4	2
Don't know	4	3	2	2	5	3	7	5	4	2	3	4	3	1	3	3	4	4	1		4	3	<b>3</b>	3	8	5	4	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.

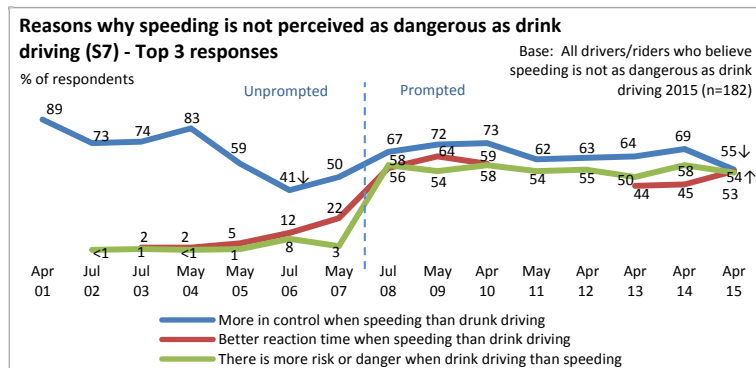
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

### 3.0 Perceived danger of speeding relative to drink driving/riding



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

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



#### 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 (30% of drivers/riders), the most common reasons for this are because people are perceived to be more in control when speeding than when they are drink driving (55%, a significant decrease since 2014 – 69%), people have better reaction times when speeding than when drink driving (54%, a significant increase since 2014 – 45%) or there is more risk or danger when drink driving than when speeding (53%).

#### 3.1.3 Key sub-group differences

Females or drivers/riders aged 40-59 years are more likely than average to feel that speeding is as dangerous as drink driving/riding. Males are more likely than females to believe that speeding is not as dangerous as drink driving because they are good drivers or because they drive/ride a good car/motorcycle when speeding.

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 do not have to speed to crash, drink driving/riding is bad on the body's central nervous system or there are fewer speed related crashes than drink driving/riding crashes. However, older drivers/riders are also more likely than average to agree that speeding is as dangerous as drink driving as this is dependent on road condition quality or to agree that new cars/motorcycles travel safely at speeds greater than the speed limit.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	62	60	<b>58↑</b>	<b>50</b>	<b>67</b>	<b>71↓</b>	55	58	64	61	<b>68</b>	62	56	<b>59↓</b>	67	61	61	56	66	61	61	60	63	59	57	65	54	<b>46↑</b>
No	30	31	<b>37</b>	<b>41</b>	<b>24</b>	<b>21↑</b>	<b>41</b>	31	28	30	<b>25</b>	31	35	<b>35↑</b>	25	25	31	34	25	32	32	32	30	32	39	28	40	<b>46↓</b>
Not sure	7	9	<b>5↓</b>	9	<b>10</b>	8	<b>4↓</b>	12	8	10	7	8	9	7	8	13	8	9	8	7	7	8	8	9	4	8	6	7

**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)

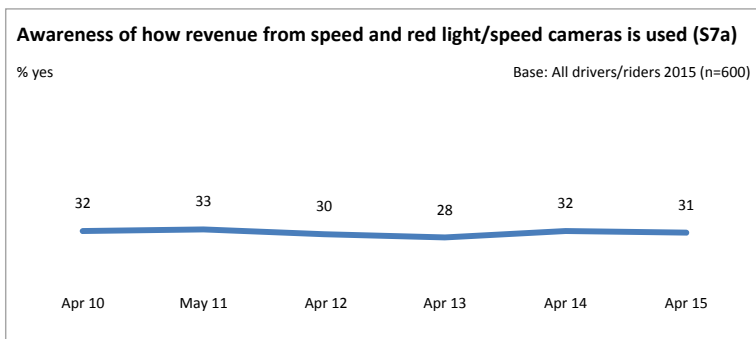
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who believe speeding is not as dangerous as drink driving	182	187	113	126	69	61	35	26^	45	48	54	66	48	47	16^	17^	16^	18^	18^	23^	132	129	160	165	19^	22^	21^	56
% of respondents																												
People are more in control when speeding than drink driving	55↓	69	53↓	64	58↓	79	52	65	58↓	75	54	65	56	70	69	71	62	61	44	78	54↓	68	56↓	68	48	77	58	63
People have better reaction time when speeding than drink driving	54↑	45	52	46	58	44	49	39	56↑	38	55	42	56	62	63	65	44	38	39	26	57	47	56↑	46	42	41	48	41
There is more risk or danger when drink driving/riding than speeding	53	58	52	57	55	59	37	50	42	48	59	55	69	77	50	59	50	55	44	52	55	59	57	60	26	41	52	61
Drink drivers/riders don't have to speed to crash	49	54	46	51	55	59	29	50	42	40	52	52	69	74	62	76	38	44	50	61↑	49	51	53	56	26	41	29	46
You're still alert/you don't lose perception and judgement when speeding	48	50	43	51	55	48	34	50	49	38	48	58	56	51	32	47	50	50	50	39	49	52	49	52	42	36	53	46
The danger of speeding depends on road condition quality	47↓	58	44↓	57	51	60	43	46	38	44	43↓	62	63	74	43	58	50	61	61	65	45↓	56↓	49↓	62	32	32	48	62
Drink driving/riding is bad on the body's central nervous system/impairs reflexes/can't concentrate	41↓	62	36↓	59	49↓	67	29	58	33	46	39↓	68	61	72	56	59	44	56	44	69	39↓	62	44↓	65	26	41	43	66
Depends on the individual	40	43	41	42	39	46	26	58	42↑	25↓	39↓	55	50	38	56	47	25	44	50	39	39	43	44	41	11	59	34	43
Drink driving/riding is a continuous state whereas speeding is a 'moment' state	36↓	52	35↓	51	37↓	54	23	50	27	40	43	55	46↓	64	38	47	44	33	33	48	35↓	57	38↓	53	21	50	33	48
New cars/motorcycles travel safely at speeds greater than the speed limit	17	23	19	28	13	12	3	15	13	21	19	27	29	21	6	36	19	27	11	43	19	16↓	19	24		14	24	30
When I speed it's not as dangerous as drink driving/riding because I'm a good driver/rider	15	18	20	21	7	11	3	8	20	23	19	21	16	15	13	6	6	11	5	26	18	19	17	20		4	19	22
There are less speed related crashes than drink driving/riding crashes	15	17↑	13	17	17	15	12	15	11	23	11	9	25	21	12	18	19	11	5	30↑	16	15	14	16↑	16	23	9	14
When I speed I drive/ride a good car/motorcycle	11	14	15	18	4	7	8	4	11	17	9	17	14	15	13	12		17	11	22	12	13	12	16	5		15	23
Everyone speeds	10	9	11	10	10	5	8	4	11	8	17	12	4	6	6	6	19	11	5	13	11	8	10	9	16	5	24	9
Speeding crashes are less severe than drink driving/riding crashes	2	1	4	1					4		2	2	2				12				2	1	3	1				
Speeding fines aren't as big/penalties aren't as bad as for drink driving	2	2	3	1	1	3				2	5	3	2							4	3	2	2	2			9	2
Other	2	5	3	6	1	3	3	8	4		2	8		6		18		11	6		2	4	2↓	5	5	5		5
Don't know	3	3	3	2	3	3	3	7	7		2	5					6	6	6		2	3	3	2	5	4	10	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.

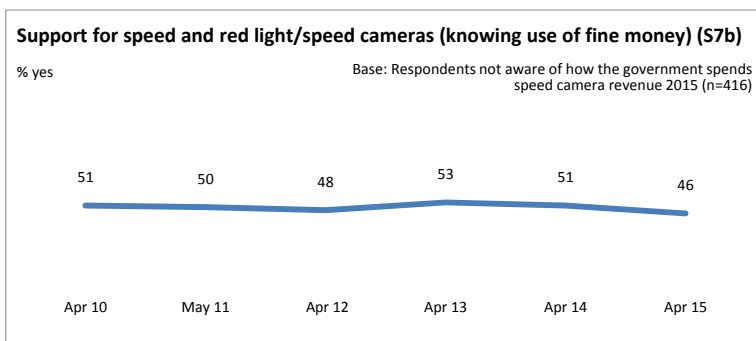
## 4.0 Awareness of how revenue from speed and red light/speed cameras is spent and support for these devices



### 4.1.1

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

In a consistent result with the past five years, 31% of drivers/riders in 2015 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)**

In keeping with results from the past five years, one in two drivers/riders (46%) reports they are more 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**

Males are more likely than females to report that they know how the government must spend speed and red light camera fine revenue. 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	31	32	<b>35</b>	35	<b>26</b>	29	25	25	30	29	30	33	37	<b>40</b>	40	27	22	<b>19</b>	34	37	30	34	31	33	27	28	31	27
No	54	57	<b>49</b>	54	<b>59</b>	60	60	<b>67</b>	58	63	54	56	<b>45</b>	<b>45</b>	48	55	64	<b>72</b>	51	54	54	55	54	56	59	60	53	61
Not sure	15↑	11	16↑	11	15	11	15	8	12	9	17↑	11	18	15	13	18	14	9	15	8	16↑	11	15↑	11	14	13	15	12

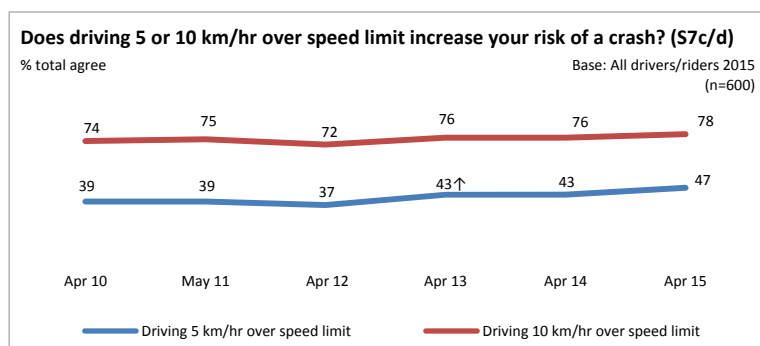
**Table 4.1.2** Knowing that the government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements to Queensland roads, are you more supportive of speed and red light cameras? (S7b)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders not aware of government collection and spending of speed cameras	416	406	200	199	216	207	64	64	114	116	152	144	86	82	38	49	40	43	47	45	291	269	372	342	36	58	36	88
% of respondents																												
Yes	46	51	42	<b>41</b>	50↓	<b>60</b>	44	53	45	48	48	<b>42</b>	47↓	<b>68</b>	34↓	63	50	58	58	51	46	<b>47</b>	46	49	44	57	39	<b>34</b>
No	32	32	<b>39</b>	<b>40</b>	<b>26</b>	<b>24</b>	34	27	29	29	32↓	<b>44</b>	35↑	<b>18</b>	42↑	<b>16</b>	33	28	<b>15</b> ↓	33	34	35	33	34	31	21	39	<b>44</b>
Not sure	21	17	19	19	24↑	16	22	20	26	23	20	14	19	13	24	21	18	14	28	16	21	18	21	17	25	22	22	22

**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 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)

47% of drivers/riders agree that driving/riding 5 km/hr over the speed limit increases their risk of having a crash, a result that has remained stable since 2014.

### 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 five years, 78% 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

Females are more convinced than males that driving/riding 10 km/hr over the speed limit increases their risk of crashing. Motorcyclists are less likely than average to agree that driving/riding 10 km/hr over the speed limit increases their risk of having a crash.

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

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	47	43	48↑	<b>37</b>	45	<b>49</b>	42	<b>54</b>	47	47	46↑	<b>37</b>	51↑	39	51	42	43	39	55	<b>57</b>	45	41	47↑	<b>41</b>	39↓	<b>56</b>	46	<b>34</b>
No	38↓	42	<b>42↓</b>	<b>50</b>	<b>33</b>	<b>34</b>	41	36	39	39	38↓	<b>49</b>	34	40	32	42	43	40	34	36	39	44	37↓	<b>45</b>	43↑	<b>27</b>	44	<b>54</b>
Not sure	16	15	<b>10</b>	13	<b>22</b>	17	16	9	15	14	17	14	15	<b>21↑</b>	17	16	14	21	11	<b>7</b>	17	15	16	15	18	16	10	12

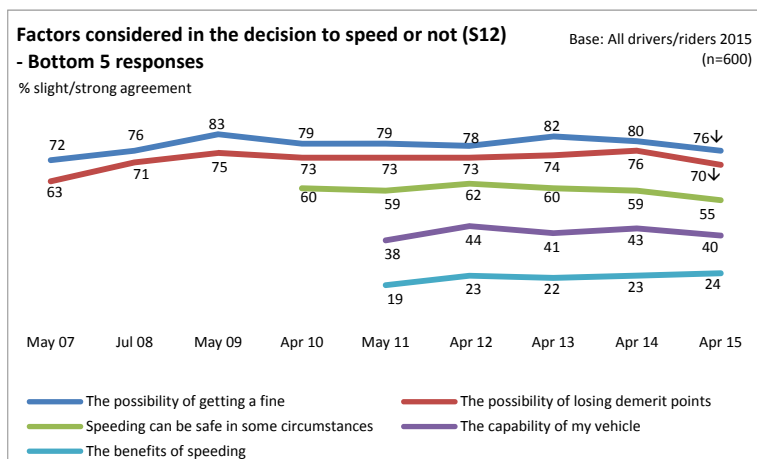
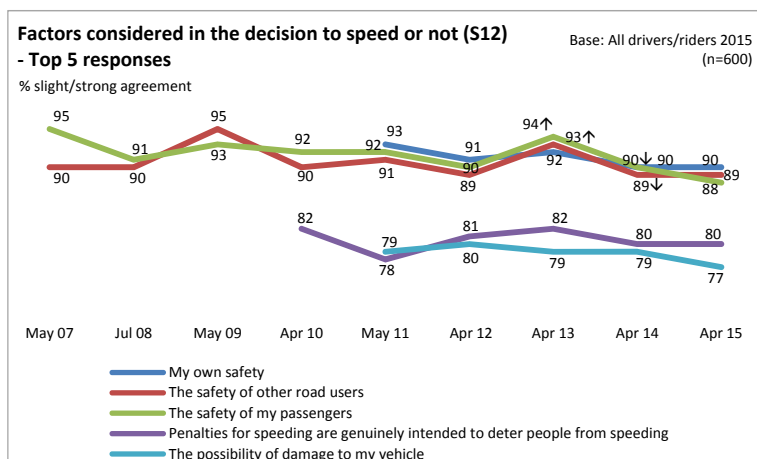
Table 5.1.2 Do you think driving/riding **10 km/hr** over the speed limit increases your risk of having a crash? (S7d)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	78	76	<b>74</b>	<b>72</b>	<b>82</b>	<b>81</b>	71	79	77	77	80	74	82	78	82	79	70	75	82	79	78	75	78	75	75	83	<b>58</b>	<b>66↑</b>
No	14	17	<b>19</b>	<b>22</b>	<b>8</b>	<b>12</b>	20	14	15	18	13↓	20	12	13	8↓	18	22	17	14	20	14	17	14↓	18	12	11	<b>35</b>	<b>31</b>
Not sure	8	6	7	6	9	7	10	7	9	5	8	6↓	7	9	10	3	8	8	4	1	8	8	8	6	12	6	8	3↓

**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. When deciding whether to speed or not, personal safety (90%), the safety of other road users (89%) or passenger safety (88%) are all important considerations. Results are consistent with findings obtained in 2014. This year there has been a significant decrease in people agreeing that the possibility of getting a fine (76% versus 80% - 2014) or losing demerit points (70% versus 76% - 2014) 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, whereas males are more likely than females to agree that speeding can be safe in some circumstances. These findings are consistent with 2014 results. People between the ages of 40-59 years are more likely than average to agree the penalties for speeding are genuinely intended to deter people from speeding. They are also more likely than average to identify personal safety, passenger safety or the possibility of getting a fine in a decision about whether to speed or not. Drivers/riders aged 25-39 years are more likely than average to agree that the benefits of speeding play a role in their decision to speed or not. Younger drivers (aged under 25 years) or sub-open licence holders are more likely than average to cite the capability of their vehicle or the benefits of speeding as important factors influencing their decision to speed or not.

Residents of the Northern region are more likely than average to agree that the penalties for speeding are genuinely intended to deter people from speeding.

Continuing the trend from 2014, open licence holders are more likely than average to regard the safety of their passengers, personal safety, the possibility of getting a fine or the possibility of losing demerit points when considering whether or not to speed. Motorcyclists are more likely than average to agree that the benefits of speeding are important factors in deciding whether to speed or not.

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

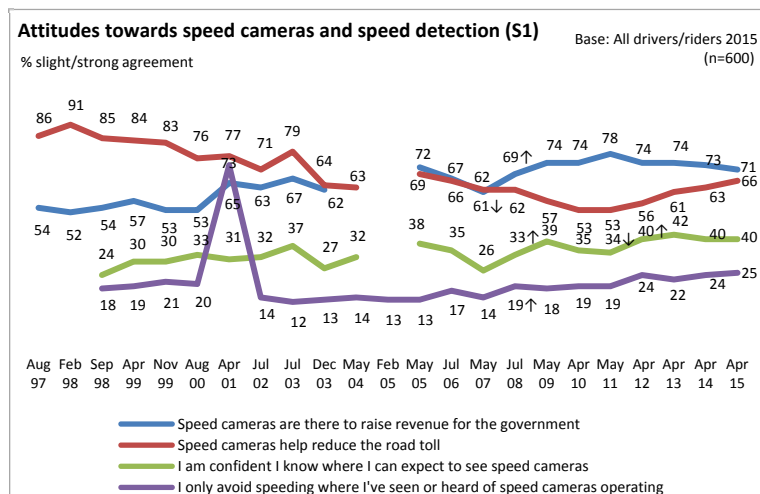
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slight/strong agreement)																												
My own safety is an important factor in my decision about whether to exceed the speed limit or not	90	90	90	88	91	92	<b>84</b>	<b>82</b>	87	87	<b>95</b>	93	90	<b>95</b>	87	91	92	92	93	92	90	89	<b>92</b>	<b>92</b>	<b>82</b>	<b>77</b>	85	88
The safety of other road users is an important factor in my decision about whether to exceed the speed limit or not	89	89↓	90	88	88	91	<b>82</b>	83	87	<b>83↓</b>	91	<b>94</b>	93	93	91	89	86	91	92	93	89	89↓	90	<b>91</b>	88	<b>79</b>	87	86
The safety of my passengers is an important factor in my decision about whether to exceed the speed limit or not	88	90↓	89	89	87	91	<b>81</b>	<b>83↓</b>	85	88	<b>93</b>	<b>95</b>	90	88	91	91↓	86	92	90	90	88	89↓	<b>90</b>	<b>91↓</b>	<b>78</b>	<b>80</b>	83	91
Penalties for speeding are genuinely intended to deter people from speeding	80	80	<b>76</b>	<b>74</b>	<b>85</b>	<b>86</b>	<b>72</b>	74	<b>74</b>	80	<b>85</b>	81	86	82	<b>91</b>	85	72	79	82	86	80	78	<b>82</b>	80	<b>67</b>	77	<b>69</b>	<b>68</b>
The possibility of damage to my vehicle is an important factor in my decision about whether to exceed the speed limit or not	77	79	78	76	76↓	82	78	78	74	76	78	82	78	79	76	81	78	81	82	83	76	78	78	80	76	74	73	77
The possibility of getting a fine is an important factor in my decision about whether to speed or not	76↓	80	77	79	75↓	81	77	76	71↓	79	<b>81</b>	84	74	76	75	81	84	81	80	85	74	79	<b>77</b>	81	74	77	77	81
The possibility of getting demerit points is an important factor in my decision about whether to speed or not	70↓	76	71	76	70	75	65	68	69	77	75	<b>80</b>	68	71	70	75	77	78	79	83	68↓	74	<b>71↓</b>	77	66	71	77	75
Speeding can be safe in some circumstances	55	59	<b>63</b>	<b>65</b>	<b>46</b>	<b>52</b>	57	52↓	55	62	55	60	52	57	54	64	57	62	51	62	55	57	56↓	<b>61</b>	53	<b>48</b>	67	<b>71</b>
The capability of my vehicle is an important factor in my decision about whether to exceed the speed limit or not	40	43	42	46	37	40	<b>52↑</b>	39	44	50	37	43	<b>32</b>	39	38	41	31↓	49	49	46	39	43	38↓	<b>45</b>	<b>57↑</b>	34	52	<b>53</b>
The benefits of speeding (e.g., thrill, enjoyment, getting to my destination faster) are important factors in my decision about whether to exceed the speed limit or not	24	23	26	25	21	20	<b>35↑</b>	21	<b>32</b>	<b>36</b>	19	24	<b>12↑</b>	<b>7</b>	21	26	<b>12</b>	<b>10</b>	23	15	26	<b>26</b>	<b>22</b>	23	<b>37</b>	26	<b>37</b>	29

**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)

71% of drivers/riders believe that speed cameras are there to raise revenue for the government. 66% believe that speed cameras help reduce the road toll while 40% are confident they know where they can expect to see speed cameras in use. 25% 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 and are more likely to only avoid speeding where they have seen or heard of speed cameras operating. Motorcyclists or Central region residents are the segments least likely to agree that speed cameras help to reduce the toll. Motorcyclists, sub-open licence holders or respondents under 40 years of age are more likely than average to agree they only avoid speeding in locations that they are aware of speed cameras operating.

Older drivers/riders (aged 60+ years) are more likely than average to agree that speed cameras help to reduce the road toll while those aged 25-39 years are more confident in their knowledge of speed camera locations.

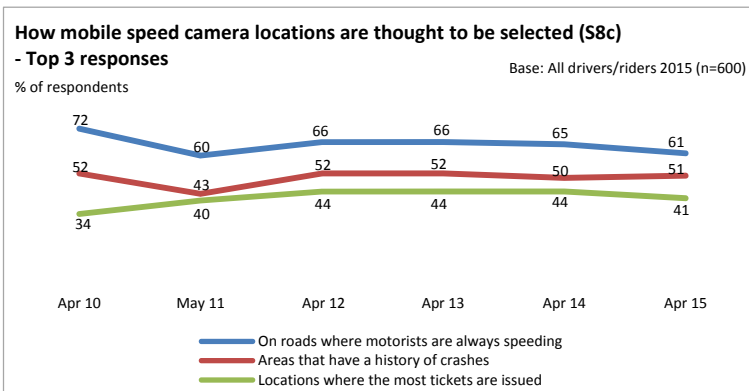
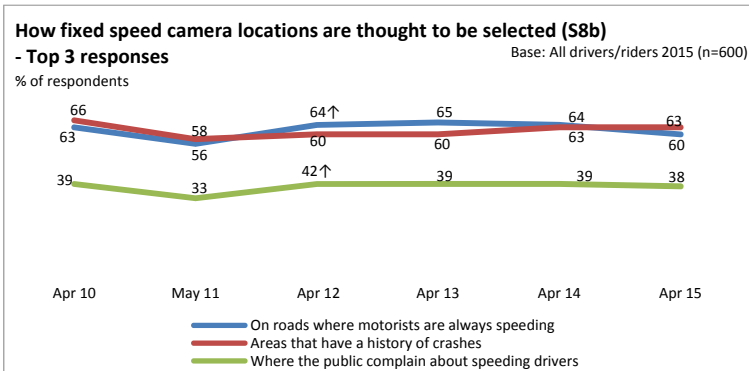
Table 7.1.1 How strongly do you agree or disagree with each statement (about speed cameras)? (S1)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slight/strong agreement)																												
Speed cameras are there to raise revenue for the government	71	73	73	76	68	70	74	<b>63</b>	70↓	<b>79</b>	74	75	65	68	70	67	69	64	66	76	72	75	71	<b>75</b>	70	<b>64</b>	64↓	<b>80</b>
Speed cameras help reduce the road toll	66	63	<b>58</b>	<b>55</b>	<b>75</b>	<b>71</b>	57	59	66	66	63	59	<b>76</b>	68	71	67	<b>53</b>	68	72↑	58	66	62	66	62	68	68	<b>54</b>	<b>52</b> ↑
I am confident I know where I can expect to see speed cameras	40	40	<b>45</b>	<b>45</b>	<b>34</b>	<b>35</b>	46	47	<b>48</b>	<b>48</b>	<b>32</b>	37	39	<b>32</b>	41	34	33	30	37	36	41	<b>43</b>	39	40	45	42	50	41
I only avoid speeding where I've seen or heard of speed cameras operating	25	24	<b>30</b>	26	<b>20</b>	22	<b>40</b>	31	<b>32</b>	29	<b>17</b>	23	<b>18</b>	<b>15</b>	21	21	26	25	18	21↑	27	25	24	23	<b>39</b>	29	<b>51</b> ↑	28

**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)

Drivers/riders are most likely to believe that fixed speed cameras are placed in areas where there has been a history of crashes (63%), where motorists are always speeding (60%) or where the public complain about speeding (38%).

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

People believe that mobile speed cameras are placed in areas where motorists are always speeding (61%), where there has been a history of crashes (51%) or in locations where the most tickets are issued (41%).

### 7.2.3 Key sub-group differences

In regards to fixed speed cameras, males are more likely than females to believe they are placed in convenient locations for police. This perception is also more prevalent among drivers/riders aged 25-39 years compared to the average. Drivers/riders aged 40-59 years are more likely than average to agree that fixed speed cameras are on roads where motorists are always speeding. Respondents aged 60+ years are more likely than average to believe they are placed in areas that have a history of crashes, on roads where motorists are always speeding, in locations that the public complain about speeding, in areas where it is unsafe for police to work or on roads where there are a lot of hills. Residents from the Northern region are more likely than average to state that fixed speed cameras are located in areas that have a history of crashes or where the public complain about speeding drivers, while open licence holders are more likely than average to believe fixed speed cameras are on roads where motorists are always speeding or areas unsafe for police to work.

In the case of mobile speed cameras, older drivers/riders (aged 60+ years) or open licence holders are more likely than average to believe that their locations are selected based on knowing where motorists most commonly speed. 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 or areas with a history of crashes. Those aged 40-59 years are more likely than average to feel that mobile speed cameras are placed where the public complain about speeding drivers. While females are more likely than males to believe that mobile speed cameras are being placed in areas where the public complain about speeding, males are more likely than females to believe they are placed in locations where the most tickets are issued.

Northern region residents are more likely than average to agree that mobile speed cameras are located in areas that have a history of crashes.



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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Areas that have a history of crashes	63	63	59	<b>57</b>	67	<b>70</b>	<b>52</b>	64	<b>54</b>	<b>53</b>	67	68	<b>74</b>	69	<b>75</b>	63	57↓	73↑	69	58	61	63	63	65	59	55	56	<b>55</b>
On roads where motorists are always speeding	60	64	59	63	61	66	52↓	67	<b>49</b>	<b>55</b>	<b>65</b>	67	<b>69</b>	69	63	69	67	70	59	<b>53</b>	58↓	65	<b>61</b>	66	<b>45</b>	57	<b>31</b> ↓	69
Where the public complain about speeding drivers	38	39	37	39	39	39	31	39	<b>28</b>	<b>29</b>	41	43	<b>52</b>	46	<b>52</b>	49	29	42	37	37	37	37	39	40	30	34	<b>20</b> ↓	33
Locations where the most tickets are issued	36↓	42	39	45	33↓	40	34↓	<b>55</b>	34	42	34↓	42	43	<b>35</b>	38	45	31	47	36	32	36↓	43	36	41	33↓	50	<b>21</b> ↓	46
Areas where it is unsafe for police to work	20	22	21	21	18	23	18	19	15	<b>15</b>	19↓	<b>26</b>	<b>29</b>	24	20	25	18	21	28	25	19	21	<b>21</b>	23	<b>6</b>	14	10	<b>13</b>
Convenient location for police	17	18	<b>21</b>	21	<b>13</b>	15	16	19	<b>24</b> ↑	16	<b>12</b> ↓	18	17	20	21	12	26	27	17	17	15	18	17	18	14	15	25	21
On roads where there are a lot of hills	13	14	14	15	11	12	12	18	10	10	12	14	<b>17</b>	15	11	8	14	15	13	15	13	14	12	13	16	16	<b>4</b> ↓	14
Don't know	12	12	10	12	14	11	<b>19</b>	14	14	13	10	11	7	10	8	10	12	9	13	<b>22</b> ↑	12	10	11	<b>10</b>	18	<b>19</b>	19↑	7

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

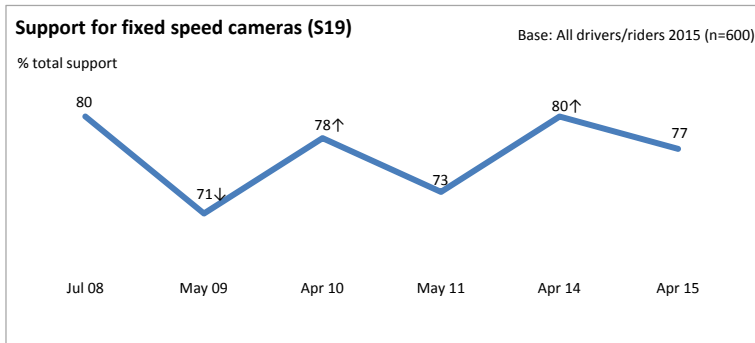
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
On roads where motorists are always speeding	61	65	60	<b>61</b>	63↓	<b>69</b>	<b>47</b> ↓	60	58	<b>58</b>	64	68	<b>70</b>	<b>73</b>	71	67	65↓	<b>79</b>	65	60↓	59	64	<b>64</b>	<b>68</b>	<b>41</b>	<b>47</b>	<b>39</b> ↓	65
Areas that have a history of crashes	51	50	49	<b>44</b>	53	<b>56</b>	<b>37</b>	48	45	<b>42</b>	53	51	<b>64</b>	<b>61</b>	<b>65</b>	54	49	57	54	50	48	49	52	50	41	51	39	44
Locations where the most tickets are issued	41	44	<b>45</b>	46	<b>36</b>	42	39	47	44	47	39	46	42	<b>36</b>	32	40	37	49	47	42	42	45	42	44	35	42	31↓	50
Where the public complain about speeding drivers	38	38	<b>34</b>	37	<b>42</b>	40↓	<b>22</b> ↓	36	<b>30</b>	<b>29</b>	<b>48</b>	40	41	<b>48</b>	48	36	35	47	42	39	36	37	38	39	32	34	<b>23</b>	35
Convenient location for police	38↓	45	36↓	<b>50</b> ↑	39	<b>40</b>	35	47	38	41	34↓	47	43	46	40	40	39	49	45	43	36↓	46	38↓	<b>47</b>	39	<b>34</b>	41	47
Locations where there are a lot of places to hide	31↓	36	30	36	33	36	34	40	26	31↓	33	39	33	34	35	42	35	34	28	36	31	35	32	36	26	36	<b>17</b> ↓	37↓
Areas subject to road works	21↓	26	21↓	28↑	22	23	19↓	31	<b>13</b>	<b>14</b>	22	27↑	<b>31</b>	<b>35</b>	22	19	22	26	27	24	20↓	27	22	26↑	14	25	12	21
On roads where there are a lot of hills	18	18	18	19	17	17	16	18	19	21	17	17	19	17	11	11	12↓	26	17	17	20	19	18	18	16	23	17	20
Don't know	14	12↑	12	12	16	13	18	18↑	16	13	13	12	9	9	11	15	16	13	13	18	14	11	13	<b>11</b>	16	<b>23</b>	19↑	<b>5</b>

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

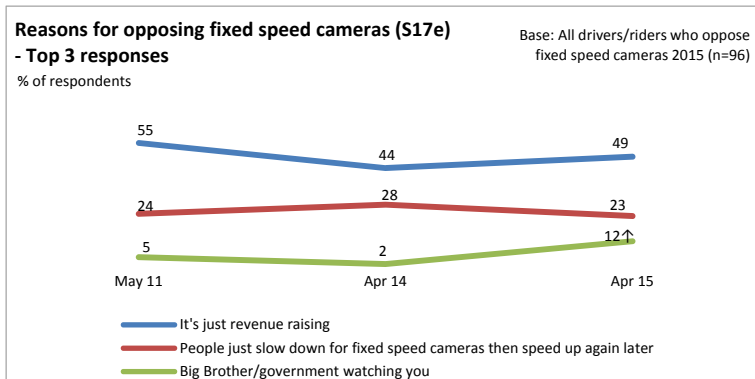
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

## 8.0 Support for speed camera use

### 8.1 Support for fixed speed cameras



Note: The definition of a fixed speed camera in question S19 changed from 'operating on its own, 24 hours a day, 7 days a week' in 2011 to 'operating automatically 24 hours a day, 7 days a week' in 2014.



#### 8.1.1

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

77% of drivers/riders are in support of the use of fixed speed cameras in Queensland, a result that has remained stable since 2014.

#### 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 (49%). Other common reasons for objecting to their use is because they believe people slow down for fixed speed cameras, then speed up again later (23%) or that they are just a way for "Big Brother"/the government to watch you (12%).

#### 8.1.3

##### Key sub-group differences

Females are more likely than males to support the use of fixed speed cameras in Queensland.

Drivers/riders aged 60+ years are the most likely segment to support the use of fixed speed cameras.

Among those who oppose the use of fixed speed cameras, males are more likely than females to oppose them on the basis that they are just revenue raising.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Strongly support	43	45↑	38	39	47	52↑	27	37	38	37	46	45	51	60↑	46	54↑	41	51	47	46	41	43	44	45↑	23↓	43	32	31
Slightly support	35	34	36	33	34	36	39	36	35	39	33	34	35	29	32	33	22	34	38	35	36	35	34	34	45	39	39	40
TOTAL support	77	80↑	74	72	81↓	88↑	66	73	74	76	79	79	86	89↑	78	86	63↓	85	85	81	78	78↑	78	79↑	68↓	81	71	71
Slightly oppose	10	9↓	10	13↓	10↑	5	11	9↓	13	11	10	11	7	5↓	13	6	16↑	2↓	8	15	9	10↓	10	10↓	12↑	4↓	6↓	15
Strongly oppose	6	5↓	11	7	1	2↓	7	5	5	4	7	6↓	4	4↓	2		10	4	1		7	7	6	5↓	2	4	13	8
TOTAL oppose	16	14↓	21	20↓	11	8↓	18	14↓	18	15	17	17↓	11	9↓	14	6↓	26↑	6↓	10	15	16	17↓	16	15↓	14	7↓	19	23
Don't know	7	6↑	6	8↑	8↑	4	16	13	9	9↑	4	4	3	2	8	8	12	10	6	4	6	6	6	5↑	18	11	10	6

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

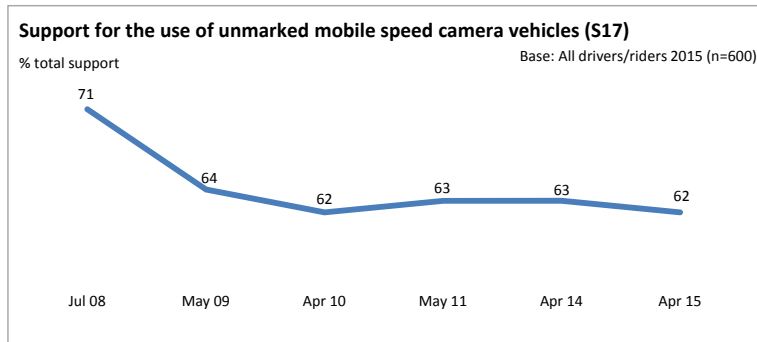
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who oppose the use of fixed speed cameras	96	86	64	63	32	23^	15^	12^	29^	25^	37	37	15^	12^	9^	4^	13^	3^	7^	11^	67	68	87	79	7^	6^	10^	28^
% of respondents																												
It's just revenue raising	49	44	60↑	44	28	44	40	25	55	32	43	54	60	58	45	50	69	34	14	54	49	43	52	44		33	41	50
People just slow down for fixed speed cameras then speed up again later	23	28	17	27	34	30	13	17	21	28	27	32	27	25	22		8	33	71	18	21	31	24	29	14	17	10	32
"Big Brother"/government watching you	12↑	2	9↑	2	19	4	13		10	8	13		14		22	25					15↑	1	10↑	3	43		20	
It only detects speed at one point in time	5	9	3	8	9	13		8	7	4	8	11		17		25	8		14		5	10	6	10				7
Waste of public money	4	7↑	3	8	7	4	20	17	4	12		3			11		8			27	3	4	4	6↑	14	17		4
Speeding is not that dangerous	2	5	3	6			7	17	3	8								33			3	4		4	28	17	20	7
Other	3	2	3	3	3		7	8		4	6						8				3	3	3	3			10	
Don't know	1	2	2	2		4		8		4	3										2	3	1	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.

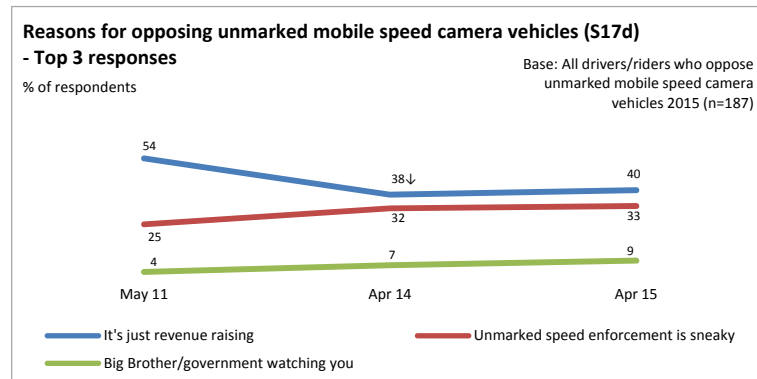
## 8.2 Support for UNMARKED mobile speed cameras



### 8.2.1

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

62% of drivers/riders support the use of unmarked speed camera vehicles in Queensland, while 31% oppose this and the balance (7%) is unsure. These findings are consistent with the 2014 survey wave.



### 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 (40%). Unmarked speed camera vehicles are also commonly seen as a sneaky speed enforcement tactic (33%) or as a way for “Big Brother”/the government to watch you (9%).

### 8.2.3

#### Key sub-group differences

Generally, support for the use of unmarked speed camera vehicles increases with advancing age. Respondents aged 60+ years are the most likely segment to support unmarked speed camera vehicles, however this support is in decline since 2014. Support for unmarked speed camera vehicles is also more widely evident among females than it is among males. Opposition to using unmarked speed camera vehicles is significantly higher among young drivers/riders aged under 25 years.

While males are more likely than females to regard unmarked mobile speed camera vehicles as revenue raising, females are more likely than males to believe unmarked speed enforcement is sneaky. Respondents aged 25-39 years are more likely than average to view unmarked mobile speed camera vehicles as revenue raising (there being a significant increase in this belief since 2014).

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 or a way for “Big Brother”/the government to watch you. Respondents aged 60+ years are more likely than average to oppose unmarked speed camera vehicles because it only detects speed at one point in time.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Strongly support	31	34	31	<b>30</b>	31↓	<b>38</b>	<b>17</b> ↓	27	30	28	33	33	<b>40</b>	<b>46</b>	38	40	23	34	38	40	30	32	32	34	25	31	27	26↑
Slightly support	30	30	28	<b>26</b>	33	<b>34</b>	26	24	34	34	30	27	30	33	29	33	31	30	31	25	31	30	31	30	29	27	37	25
TOTAL support	62	63	59	<b>55</b>	65↓	<b>72</b>	<b>42</b>	<b>51</b>	64	62	62	60	<b>70</b> ↓	<b>79</b>	67	73	55	64	69	65	61	61	62	64	54	59	64	<b>51</b>
Slightly oppose	15	16	14	19	15	14	21	19	13	18	13	18	16	<b>10</b>	16	10	22	19	11	20	14	16	14	17	18	15	10↓	21
Strongly oppose	16	14↓	<b>22</b>	<b>19</b>	<b>11</b>	<b>9</b> ↓	22	18	14	13	19	18	12	<b>8</b> ↓	10	9	14	13	11	10	<b>19</b>	16	17	14↓	14	15	19	<b>23</b>
TOTAL oppose	31	31	<b>36</b>	<b>38</b>	<b>26</b>	<b>23</b>	<b>43</b>	36	27	31	31	<b>36</b>	28↑	<b>18</b>	25	<b>20</b>	35	32	23	29	33	33	31	31	32	30	29↓	<b>44</b>
Don't know	7	6↑	<b>5</b>	7	<b>10</b> ↑	5↑	<b>14</b>	<b>13</b>	9	7	6	4↑	<b>2</b>	3	8	7	10	4	8	6	6	6↑	<b>6</b>	5↑	<b>14</b>	<b>11</b>	8	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who oppose the use of unmarked mobile speed camera vehicles	187	184	112	117	75	67	37	31	44	51	68	77	38	25^	16^	13^	18^	17^	16^	21^	137	133	168	159	16^	24^	15^	53
% of respondents																												
It's just revenue raising	40	38↓	55	44	18	27↓	13	19	57↑	30↓	44	48	40	48	44	23	50	29↓	25	43	40	40↓	44	41↓		13	67	38
Unmarked speed enforcement is sneaky	33	32	22	30	48	36	49	42	23	37	37	29	21	20	37	31	34	30	38	24	31	34	33	30	31	50	13	34
"Big Brother"/government watching you	9	7	7	6	12	9	22	10	2↓	12↑	8	4	8	4	6	8	11	6	13	5	9	7	7	8	38	4	7	9
It only detects speed at one point in time	8	8	8	8	9	9	3	3	5	8	7	8	21	16	6	16	5	17	12	14	9	5	9	9	6	4	7	8
Waste of public money	1↓	4	1	3	1	6	3	10	2	4		3							10	1	4	1	3	6	12		2	
# Speeding is not that dangerous	1	2	1	2		2	3	3		2		1					6				1	2		1	6	4	7	2
Other	6	8	4	6	8	10	3	6	11	8	3	7	8	12	6	23			6	5	7	8	6	8	6	4		6↓
Don't know	2	2	2	2	3	2	5	7			1	1	3					12	6		2	1	2	1	6	8		2

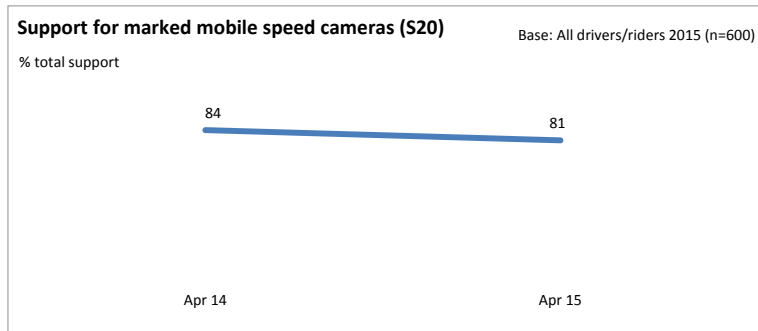
# New response in 2014 survey.

^ 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.

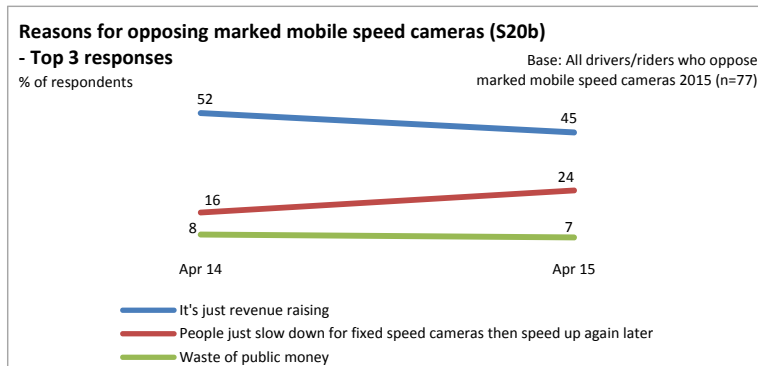
## 8.3 Support for MARKED mobile speed cameras



### 8.3.1

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

In a continuing trend, 81% of drivers/riders support the use of marked mobile speed camera vehicles in Queensland, 13% oppose this while the balance (6%) is unsure.



### 8.3.2

#### Why do you oppose this? (S20b)

The most common reasons for opposing the use of marked mobile speed camera vehicles are because this practice is perceived as revenue raising (45%) or it is felt that people slow down for speed cameras, then speed up once they have passed the camera (24%). 7% of drivers/riders believe marked speed cameras are a waste of public money.

### 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.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Strongly support	48	50	46	<b>44</b>	51	<b>57</b>	<b>34</b>	42	<b>39</b>	<b>42</b>	<b>55</b>	51	<b>58</b>	<b>63</b>	52	51	51	57	51	57	47	48	49	51	41	44	<b>35</b>	<b>40</b>
Slightly support	33	34	33	35	32	33	34	35	38	37	31	33	28	30	30	33	23	34	34	28	34	35	32	33	39	37	38	39
TOTAL support	81	84	79	<b>79</b>	83↓	<b>89</b>	<b>69</b>	78	77	<b>79</b>	<b>86</b>	84	86↓	<b>93</b>	82	83	74↓	91	85	85	81	83	81	84	80	81	73	78
Slightly oppose	8	7	9	9	6	5	11	7	9	7	6	9	7	<b>3</b>	5	6	12↑	2	7	8	8	7	7	7	6	5	8	10
Strongly oppose	5	4	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	9	5	5	5	4	4	4	1	5		2	4	1	1	6	5	5	4	4	4	10	<b>8</b>
TOTAL oppose	13	11	<b>17</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>20</b>	12	14	12	11	12	11↑	<b>4</b>	10	6	14	6	8	10	14	12	13	11	10	9	17	<b>18</b>
Don't know	6	6	<b>4</b>	7	9↑	4	<b>12</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>4</b>	3	3	2	8	10	12	4	7	6	5	5	6	<b>5</b>	10	10	10↑	3

Table 8.3.2 Why do you oppose this? (S20b)

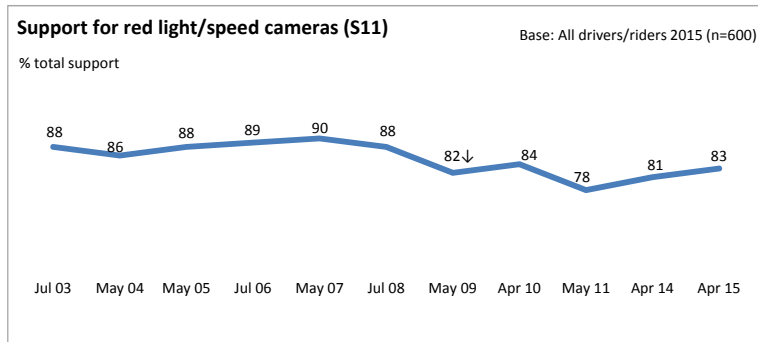
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	77	63	51	45	26^	18^	17^	10^	22^	20^	23^	27^	15^	6^	6^	4^	7^	3^	6^	7^	58	49	69	56	5^	7^	9^	22^
% of respondents																												
It's just revenue raising	45	52	56	55	23	44	47	30	59	45	35	63	34	67	67	25	71	34	16	57	42	55	45	57	20	14	34	64
People just slow down for marked speed cameras then speed up again later	24	16	8	11	58	28	6	30	9	10	48	15	34	17	16	25	14		67	14	22	16	26	14		29	22	9
Waste of public money	7	8	8	7	4	11	12	10	10	15		4	7		17		15			15	5	8	7	9			11	5
"Big Brother"/government watching you	6	5	8	7	4		6		5	10	9	4	7			25					9	4	6	4	20	14	22	5
It only detects speed at one point in time	5	11	8	9		17	12	10	5	10	4	11		17		25			17	14	5	10	4	11	21	14		9
Speeding is not that dangerous	3	3	4	4			12			5		4						66			3		1	4	20		11	9
Other	10↑	2	10	2	11		6		13	5	4		20								14↑	2	10↑	2	20			
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.

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

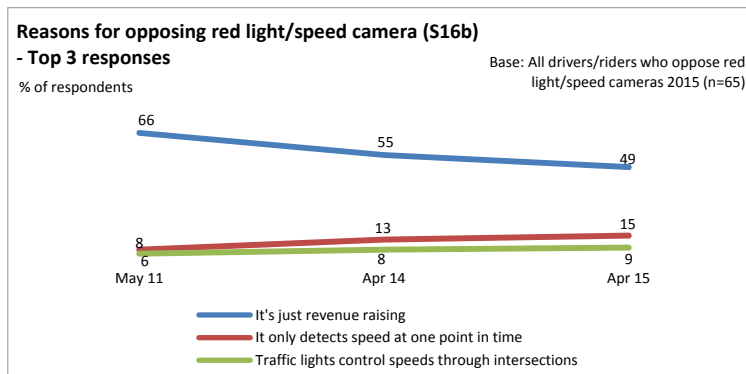
## 8.4 Support for red light/speed cameras at intersections



### 8.4.1

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

Eight in ten drivers/riders in Queensland support the use of red light/speed cameras at intersections (83%), 11% oppose their use while 7% are unsure.



### 8.4.2

#### Why do you oppose this? (S16b)

The main reasons for opposing red light/speed cameras are because they are perceived to be an exercise designed to raise revenue (49%) or because they only detect speed at one point in time (15%). 9% of drivers/riders oppose their use because they believe traffic lights control speeds through intersections.

### 8.4.3

#### Key sub-group differences

Support of the use of red light/speed cameras increases with age. Opposition is higher than average among males or those who reside in the South Eastern region.



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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Strongly support	52	53	49	<b>46</b>	55	<b>60</b> ↑	<b>37</b>	46↑	47	<b>46</b>	56	50	<b>62</b> ↓	<b>71</b>	60	60↑	61	53	<b>63</b>	61	<b>48</b>	50	<b>54</b>	53	<b>31</b> ↓	50	<b>38</b>	<b>40</b>
Slightly support	30	28	30	29	31	27	37	29	34	<b>34</b>	27	29	28↑	<b>18</b>	29	25↓	21	23	27	21	33	30	<b>29</b>	27	<b>47</b> ↑	31	<b>44</b>	33
TOTAL support	83	81	<b>79</b>	<b>75</b>	<b>86</b>	<b>87</b>	<b>74</b>	75	81	80	83	78	<b>90</b>	<b>89</b>	89	85	82	75	90	82	<b>80</b>	80	83	80	<b>78</b>	81	83	<b>73</b>
Slightly oppose	6	8	7	<b>10</b>	5	<b>5</b>	9	8↓	5	6↓	5↓	10	6	7	2	7	4	9	6	11	7	7↓	6	9	4	5↓		8
Strongly oppose	5	5↓	<b>7</b>	<b>7</b>	<b>2</b>	<b>2</b> ↓	7	5	5	5	5	6	2	<b>1</b> ↓	3	2	6	6	1		5	6	5	5↓	6	2	10	<b>10</b>
TOTAL oppose	11	<b>13</b> ↓	<b>14</b>	<b>17</b>	<b>7</b>	<b>8</b> ↓	<b>16</b>	<b>13</b> ↓	11	11↓	10↓	<b>17</b>	8	<b>7</b>	5	9	10	15	7	11	<b>13</b>	<b>13</b> ↓	11	<b>13</b> ↓	10	7↓	10	<b>18</b>
Don't know	7	7↑	7	8↑	7	5	9	12	8	9	7	5	<b>2</b>	4	6	6	8	10	3	7	7	7↑	<b>6</b>	6↑	12	11	8	8

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who oppose the use of red light/speed cameras	65	75	44	52	21^	23^	14^	11^	18^	18^	22^	36	11^	10^	3^	6^	5^	8^	5^	8^	52	53	60	69	5^	6^	5^	22^
% of respondents																												
It's just revenue raising	49	55	53	56	43	52	35	36	56	56	50	64	54	40↓	100	33	60	50	20	88	48	53	54	57		33	81	68
It only detects speed at one point in time	15	13	13	12	19	17	14				22	22↑	27	20		17		25	40		15	13	16	14				9
Traffic lights control speeds through intersections	9	8	7	8	15	9	22	18	5		4	6	9	20		17	20		20		8	9	7	7	41	17		5
"Big Brother"/government watching you	8	8	9	11	5			27	11	11	9		9	10		17					10	9	8	6		34		9
Waste of public money	6	5	5	2	10	13			17	11	5	6							12	8	6	7	6					
# Speeding is not that dangerous	5	3	7	4			21			11								12	20		4	2	2	3	40		19	9
Other	6	4	7	6	5			9	11	5	9			10		17	20	12		6	2	7	4					
Don't know	2	4		2	5	9	7	9		6		3								2	6		3	20	17			

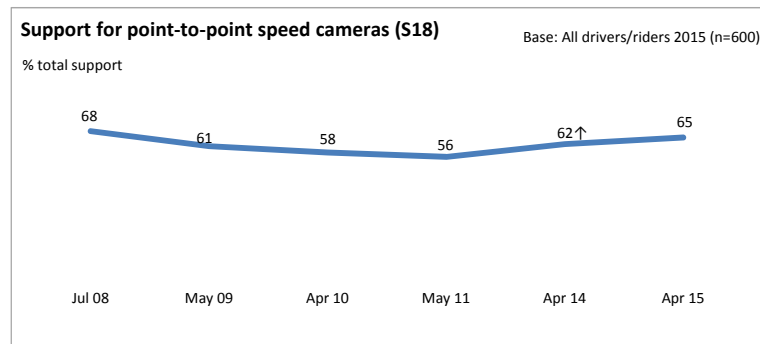
# New response in 2014 survey.

^ 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.

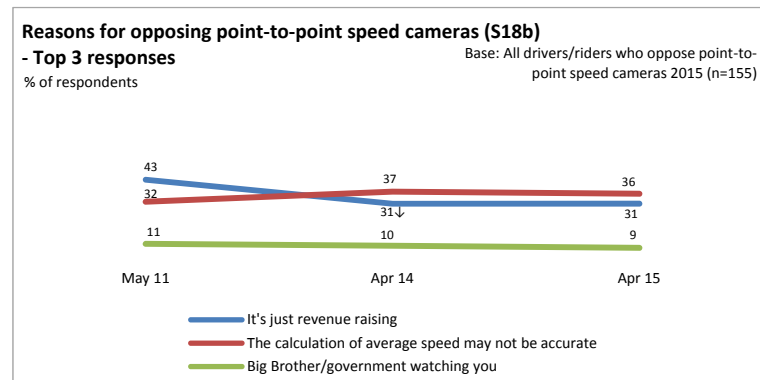
## 8.5 Support for point-to-point speed cameras



### 8.5.1

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

In a continuing trend, 65% of drivers/riders in 2015 support the use of point-to-point speed cameras, 26% oppose their use while 9% 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, their main reasons are because of a concern that the calculation of the average speed may be inaccurate (36%) or because this is perceived as revenue raising (31%).

### 8.5.3

#### Key sub-group differences

Males are more likely than females to oppose the use of point-to-point speed camera systems and to regard them as revenue raising. Females are more likely than males to oppose point-to-point speed cameras because they believe they are a waste of public money. South Eastern region residents are more likely than average to oppose these cameras and tend to be critical of the system because they see it as a waste of public money. Open licence holders are more likely than average to oppose the use of point-to-point speed cameras. Drivers/riders aged 60+ years or Southern region residents show higher than average support for point-to-point speed cameras.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Strongly support	31	32	28	<b>27</b>	35	<b>37</b>	<b>21</b>	28	28	31	33	28	<b>39</b>	<b>41</b>	35	33	21	34	<b>42</b>	33	30	31	32	31	25	36	27	<b>22</b>
Slightly support	34	30	35↑	<b>26</b>	33	<b>35</b>	34	31	35	30	33	29	35	32	38	30	29	19	35	25	34	33	33	31	43↑	27	35	26
TOTAL support	65	62↑	63↑	<b>52</b>	68	<b>72↑</b>	<b>56</b>	59	63	61	66↑	<b>56</b>	<b>74</b>	<b>74↑</b>	73	63	<b>51</b>	53	<b>78↑</b>	58	64	63↑	65	62↑	68	64	62	<b>49</b>
Slightly oppose	13	15	13↓	<b>21</b>	12	<b>9</b>	14	13	16	18	11	16	10	12	6↓	16	14	23	10↓	21	14	<b>13</b>	13	16	10	10↓	8↓	20
Strongly oppose	13	12↓	<b>18</b>	<b>17↓</b>	<b>8</b>	<b>8↓</b>	14	13	13	9↓	14	<b>19</b>	11	<b>7↓</b>	10	<b>4</b>	16	11	7	15	14	13↓	<b>14</b>	13↓	<b>2</b>	9	21	<b>22↓</b>
TOTAL oppose	26	28↓	<b>31↓</b>	<b>38</b>	<b>20</b>	<b>17↓</b>	<b>28</b>	26	29	27↓	25↓	<b>35</b>	21	<b>18↓</b>	16	21	29	34	17↓	36	<b>28</b>	27↓	<b>27</b>	29↓	<b>12</b>	19↓	29	<b>41</b>
Don't know	9	11↑	<b>5↓</b>	10	<b>12</b>	11	<b>16</b>	15	9	12	8	9	<b>5</b>	8	11	16	<b>20</b>	13	6	6	7	10	<b>8</b>	<b>9</b>	<b>20</b>	<b>17↑</b>	10	10

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who oppose the use of point to point cameras	155	166	97	117	58	49	24^	22^	47	44	55	75	29^	25^	10^	14^	15^	18^	12^	26^	118	108	148	149	6^	15^	15^	50
% of respondents																												
The calculation of average speed may not be accurate	36	37	33	<b>32</b>	41	<b>51</b>	42	55	45	38	27	33↑	34	32	30	36	20	28	42	27	38	42	36	37	50	33	27	<b>26</b>
It's just revenue raising	31	31↓	<b>37</b>	35	<b>21</b>	20↓	25	14	28	21	33	35↓	38	52	30	36	67	17↓	25	27	27	33	31	31↓	17	20	33	<b>42</b>
"Big Brother"/government watching you	9	10	9	11	9	8	17	14	4	9	9	12	11	4	40	7		11		16	8	9	9	10	16	13	14	8
Only useful on a small proportion of the network (highways)	8	7	8	6	8	8	4		2	5	13	11	14	4		7	7	11	33	11	7	5	9	7			7	6
Waste of public money	8	7	<b>4</b>	7	<b>15</b>	6	8	4	10	<b>14↑</b>	11	4		4						15	<b>11</b>	6	9	6		13	13	8
# Speeding is not that dangerous	1	1	2	2			4		2	2		1					11				2		1	1	17		7	<b>4</b>
Other	3	4	3	4	3	4			4	9	4	3	3	4		14		11			4	3	3	5				4
Don't know	3	3	3	3	2	2		14	4	2	4	1					7	11		4	3	2	3	1		20		2

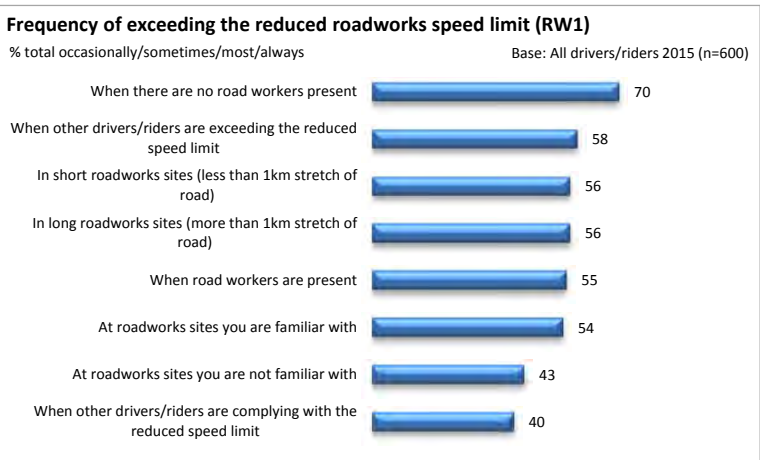
# New response in 2014 survey.

^ 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.

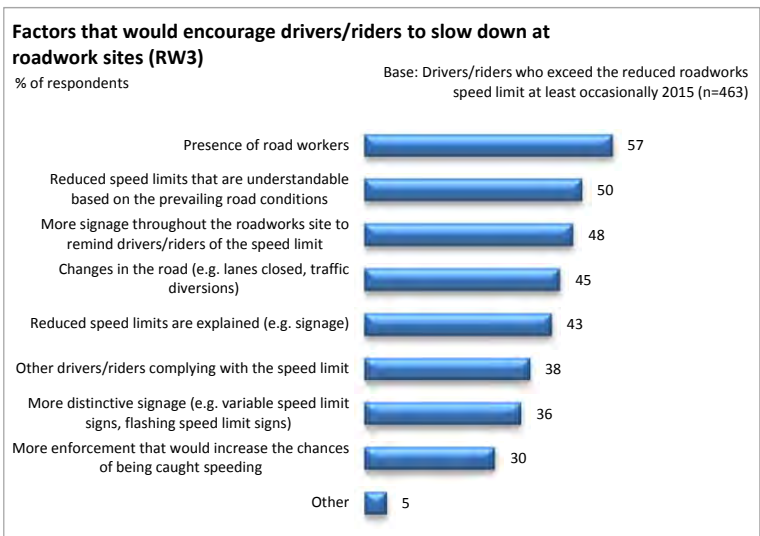
# 8.6 Roadworks



## 8.6.1

### How often do you exceed the reduced roadworks speed limit? (RW1) (*new measure*)

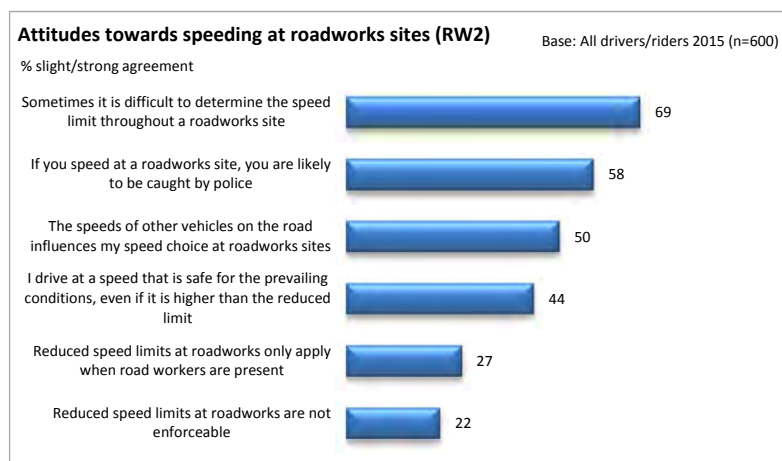
At roadworks people are most likely to exceed the speed limit (at least occasionally) when there are no road workers present (70%). To a lesser extent the speed limit is exceeded (at least occasionally) when other drivers/riders are exceeding the reduced speed limit (58%), when going through short roadworks sites (56%), when going through long roadworks sites (56%), when road workers are present (55%) or at familiar roadworks sites (54%). A minority of drivers/riders is likely to exceed the speed limit (at least occasionally) at unfamiliar roadworks sites (43%) or when other driver/riders are complying with the reduced speed limit (40%).



## 8.6.2

### What would encourage you to slow down at roadwork sites? (RW3) (*new measure*)

Among those who exceed the reduced roadworks speed limit at least occasionally, the presence of road workers (57%) is the most common factor that would encourage them to slow down. 50% of drivers/riders agree that they would be encouraged to slow down if reduced speed limits were understandable based on the prevailing road conditions. 48% agree that more signage throughout the roadworks site to remind drivers/riders of the speed limit would be beneficial in encouraging them to slow down.



### 8.6.3 To what extent do you agree or disagree with the following statements? (RW2) (*new measures*)

69% of drivers/riders agree that it is sometimes difficult to determine the speed limit throughout a roadworks site, 58% believe if you speed at a roadworks site you are likely to be caught by the police while 50% feel the speeds of other vehicles on the road influences their speed choice at roadworks sites.

### 8.6.4 Key sub-group differences

Males, drivers/riders aged under 40 years or motorcyclists are generally more likely than average to exceed the reduced roadworks speed limit on most occasions. Males are more likely than females to agree that more enforcement that would increase the chances of being caught would deter them from exceeding the limit at roadworks sites. Males are also more likely than females to believe that they drive/ride at a safe speed for the prevailing road conditions. Contrastingly, females are more likely than males to agree that road changes/lane closures would encourage them to slow down.

Young respondents (aged under 25 years) are more likely than average to agree that they drive at a speed that is safe for road conditions or that reduced speed limits at roadworks only apply when road workers are present. Among drivers/riders aged 25-39 years there is greater than average agreement that the speeds of other vehicles impacts their speed choice at roadworks sites, that reduced speed limits only apply when road workers are present or that reduced speed limits at roadworks sites are not enforceable. Those aged 40-59 years are more likely than average to agree that more distinctive signage would deter them from speeding. Older drivers/riders (aged 60+ years) are more likely than average to agree that most factors would encourage them to slow down. They are also the most likely age group to agree you are likely to get caught by the police if you speed at roadworks sites.

Southern region residents are more likely than average to agree that the presence of road workers would encourage them to adhere to reduced speed limits at roadwork sites while South Eastern residents are more likely than average to believe reduced speed limits only apply when road workers are present.

Open licence holders are more likely than average to agree that the presence of road workers, reduced speed limits based on prevailing road conditions, more distinct signage or more enforcement that increases the likelihood of being caught speeding would deter them from speeding. Sub-open licence holders and motorcyclists are more likely than average to agree that they drive at a speed safe for road conditions, reduced speed limits only apply when road workers are present or reduced limits are not enforceable.

Table 8.6.1 How often do you exceed the reduced roadworks speed limit? (RW1)

	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% of respondents (total occasionally/sometimes/most/always)														
When road workers are present	55	<b>59</b>	<b>50</b>	63	<b>63</b>	50	<b>47</b>	54	53	48	56	55	61	68
In short roadwork sites (less than 1km stretch of road)	56	60	52	<b>72</b>	<b>66</b>	51	<b>41</b>	51	55	52	58	56	63	<b>71</b>
When there are no road workers present	70	72	68	<b>81</b>	72	67	65	67	69	69	71	71	70	81
At roadworks sites you are familiar with	54	<b>58</b>	<b>50</b>	<b>69</b>	60	51	<b>42</b>	51	55	49	55	54	61	<b>71</b>
When other drivers/riders are exceeding the reduced speed limit	58	<b>61</b>	<b>54</b>	67	63	55	<b>49</b>	54	55	58	58	57	68	68
In long roadworks sites (more than 1km stretch of road)	56	58	54	<b>68</b>	61	52	49	57	53	56	56	56	65	60
At roadworks sites you are not familiar with	43	<b>47</b>	<b>39</b>	<b>59</b>	<b>50</b>	38	<b>32</b>	43	37	42	44	42	55	56
When other drivers/riders are complying with the reduced speed limit	40	43	36	<b>56</b>	<b>47</b>	<b>33</b>	<b>29</b>	38	37	31	41	38	<b>53</b>	<b>62</b>

Table 8.6.2 What would encourage you to slow down at roadworks sites? (RW3)

	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: Drivers/riders who exceed the reduced roadworks speed limit at least occasionally	463	245	218	72	130	158	103	45	40	54	324	418	38	45
% of respondents														
Presence of road workers	57	56	58	<b>42</b>	51	61	<b>69</b>	58	60	<b>70</b>	54	<b>59</b>	<b>34</b>	<b>40</b>
Reduced speed limits that are understandable based on the prevailing road conditions	50	48	52	42	43	49	<b>66</b>	58	50	58	47	<b>51</b>	<b>34</b>	<b>27</b>
More signage throughout the roadworks site to remind drivers/riders of the speed limit	48	47	49	<b>29</b>	42	52	<b>65</b>	55	60	46	46	49	37	42
Changes in the road (e.g. lanes closed, traffic diversions)	45	<b>40</b>	<b>51</b>	40	39	43	<b>58</b>	49	53	52	42	45	43	45
Reduced speed limits are explained (e.g. signage)	43	45	40	36	39	44	51	49	53	43	41	43	48	38
Other drivers/riders complying with the speed limit	38	35	42	29	38	37	<b>49</b>	42	40	50	36	39	34	<b>23</b>
More distinctive signage (e.g. variable speed limit signs, flashing speed limit signs)	36	36	35	<b>21</b>	<b>23</b>	<b>43</b>	<b>52</b>	44	45	39	33	<b>38</b>	<b>16</b>	<b>14</b>
More enforcement that would increase the chances of being caught speeding	30	<b>34</b>	<b>25</b>	<b>15</b>	36	34	25	38	20	32	29	<b>31</b>	16	25
Other	5	4	6	1	4	6	7	2		6	6	5		2

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

Table 8.6.3 To what extent do you agree or disagree with the following? (RW2)

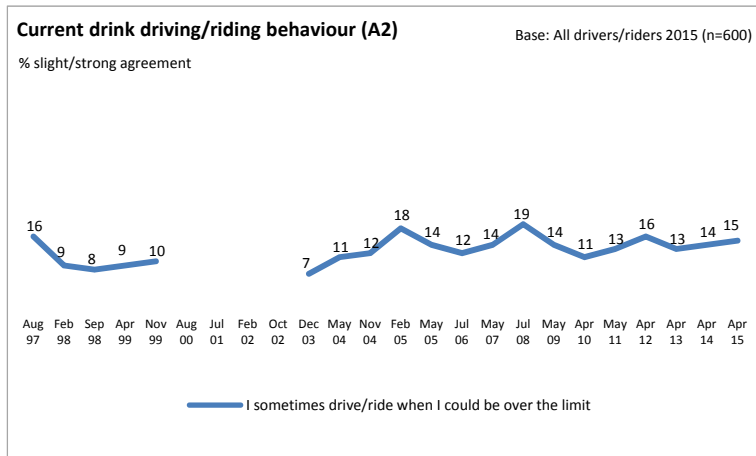
	TOTAL	SEX		AGE				TMR REGION				LICENCE TYPE		
		Male	Female	< 25	25-39	40-59	60+	Northern	Central	Southern	Sth Eastern	Open	Sub-Open	M/C
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% of respondents (total slight/strong agreement)														
Sometimes it is difficult to determine the speed limit throughout a roadworks site	69	72	67	71	72	65	72	73	73	71	68	70	70	66
If you speed at a roadworks site, you are likely to be caught by police	58	60	55	55	51	56	<b>71</b>	57	55	58	58	57	62	65
The speeds of other vehicles on the road influences my speed choice at roadworks sites	50	53	48	52	<b>61</b>	<b>45</b>	45	41	45	58	51	51	55	60
I drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit	44	<b>50</b>	<b>38</b>	<b>59</b>	48	<b>38</b>	40	35	47	48	45	44	<b>59</b>	<b>60</b>
Reduced speed limits at roadworks only apply when road workers are present	27	30	24	<b>43</b>	<b>36</b>	<b>18</b>	<b>20</b>	19	24	23	<b>30</b>	<b>26</b>	<b>49</b>	<b>56</b>
Reduced speed limits at roadworks are not enforceable	22	25	19	28	<b>28</b>	<b>16</b>	20	27	22	25	21	<b>21</b>	<b>37</b>	<b>39</b>

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

alcohol



## 1.0 Attitudes and behaviours - drink driving



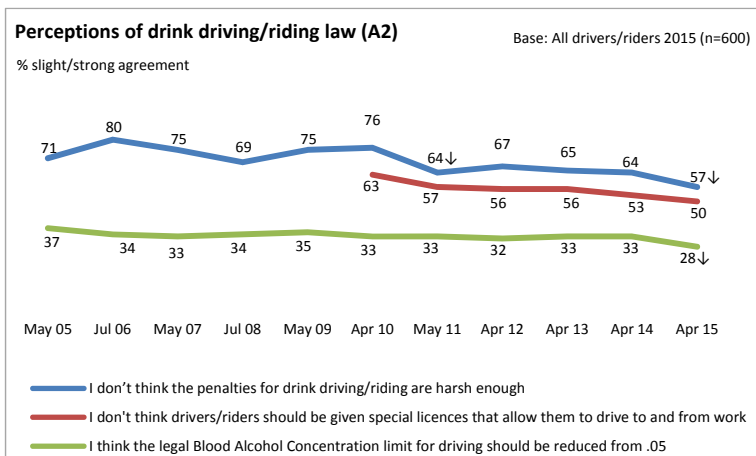
### How strongly do you agree or disagree with each statement? (A2)

#### 1.1.1 Current drink driving/riding behaviour (A2)

15% of drivers/riders agree that they sometimes drive/ride when they could be over the Blood Alcohol Concentration limit, a finding consistent with results recorded in previous years.

#### 1.1.2 Key sub-group differences

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



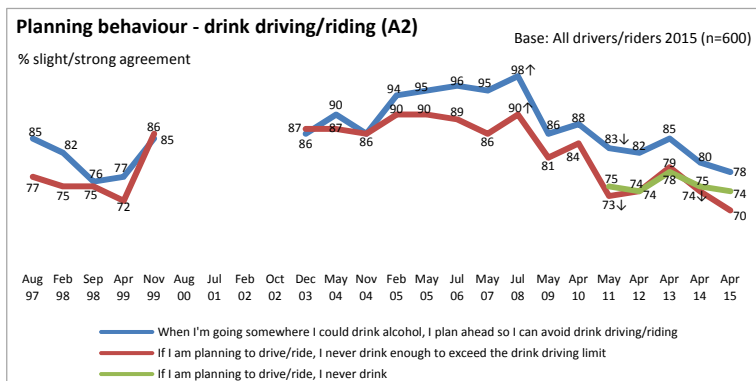
#### 1.1.3 Perceptions of drink driving/riding law (A2)

When questioned on perceptions of drink driving/riding law, the majority of respondents (57%) agree that laws for drink driving/riding are not harsh enough, this being a decline since 2014 (64%). 50% do not support special licences for drink drivers/riders to get to work, while 28% agree that the legal Blood Alcohol Concentration limit for driving/riding should be reduced from .05 (this result being significantly lower than in 2014 – 33%).

#### 1.1.4 Key sub-group differences

In a continuing trend, females are more likely than males to agree that penalties for drink driving/riding are not harsh enough, however this figure has markedly fallen since 2014.

Drivers/riders aged 25-39 years are more likely than average to agree that drink drivers/riders should not be given special licences for work purposes, while motorcyclists are more likely than average to believe the Blood Alcohol Concentration limit should be reduced.

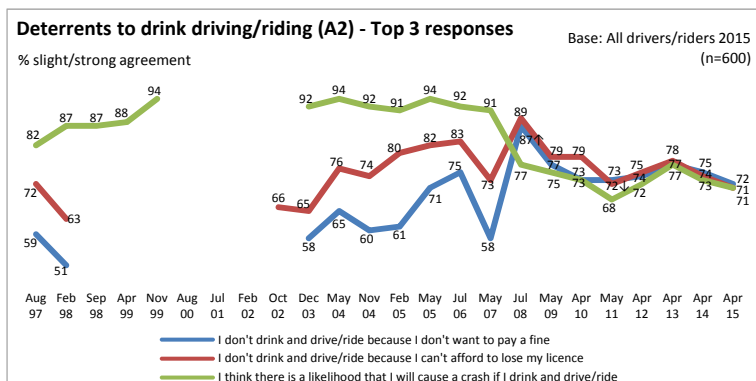


#### 1.1.5 Planning behaviour – drink driving/riding (A2)

In regards to planning behaviour, 78% of people agree that when going somewhere they could drink alcohol, they plan ahead so as to avoid drink driving/riding, 74% agree that if they are planning on driving/riding they refrain from drinking, while 70% of people agree that if they are planning on driving/riding they never drink enough to exceed the legal limit.

#### 1.1.6 Key sub-group differences

Males or drivers/riders aged 40-59 years are more likely than average to agree that if planning to drive/ride they never drink enough to exceed the drink driving/riding limit.

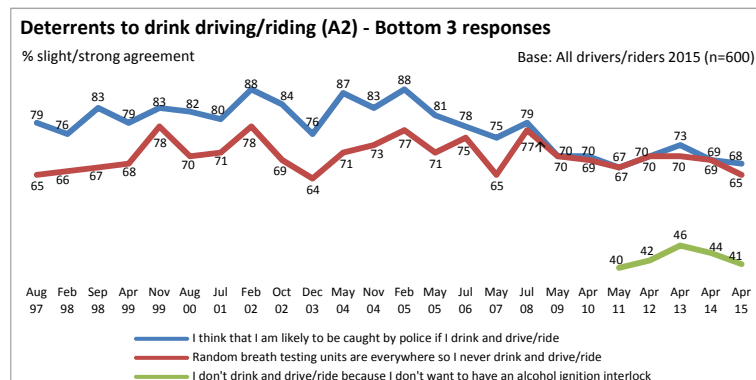


#### 1.1.7 Deterrents to drink driving/riding (A2)

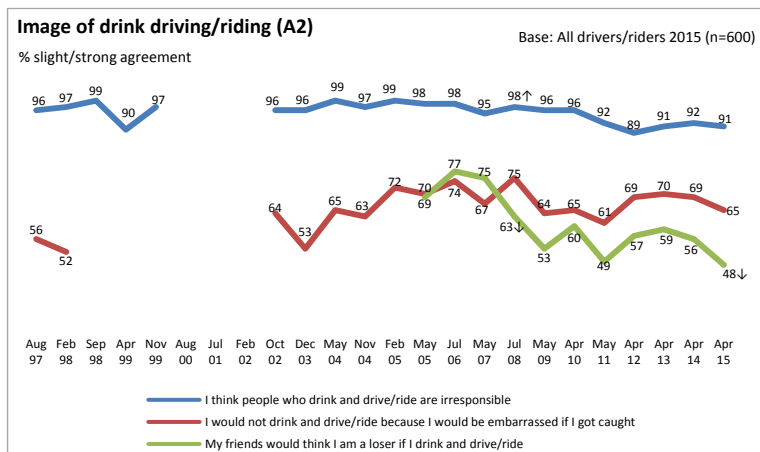
Of all deterrents to drink driving/riding, highest agreement is found for the statement 'I don't drink and drive because I don't want to pay a fine' (72%). 71% of respondents refrain from drink driving/riding because they cannot afford to lose their licence, while the same proportion (71%) agree that there is a likelihood they will cause a crash if they drink and drive/ride. 68% refrain from drink driving/riding because they believe they will be caught by police while 65% do not drink drive/ride because of the common presence of random breath testing units. A minority (41%) agrees that they do not drink and drive/ride because they do not wish to have an alcohol ignition interlock. These results are consistent with 2014 findings.

#### 1.1.8 Key sub-group differences

Males are more likely than females to be deterred from drink driving/riding because they don't want to pay a fine, lose their licence or have an alcohol ignition interlock installed in their vehicle. They are also more likely to believe that random breath testing units are everywhere.



Drivers/riders aged 40-59 years are more likely than average to agree that they choose not to drink and drive/ride because they feel that random breath testing units are everywhere or that they can't afford to lose their licence. The threat of having an alcohol ignition interlock installed is a greater than average deterrent for motorcyclists.



### 1.1.9 Image of drink driving/riding (A2)

91% of drivers/riders regard people who drink and drive/ride as irresponsible, a trend consistent with previous survey data. 65% of respondents claim they would feel embarrassed if caught drink driving/riding while 48% agree they don't drink and drive/ride because they would be considered a 'loser' by their friends (in decline since 2014 - 56%).

### 1.1.10 Key sub-group differences

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.

Residents of the Southern region are more likely than average to agree they would be embarrassed if they were caught drink driving/riding.

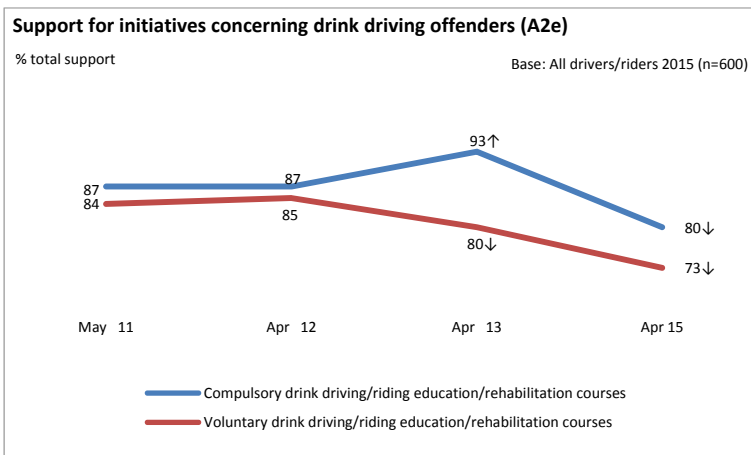
Table 1.1.1 How strongly do you agree or disagree with each statement? (A2)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slight/strong agreement)																												
Current drink driving/riding behaviour																												
I sometimes drive/ride when I could be over the limit	15	14	22	18	8	9	21	14	21	24	13	13	9↑	3	13	26↑	18	13	17	13	15	12	15	14	25	15	25	23
Perceptions of drink driving/riding behaviour																												
I don't think the penalties for drink driving/riding are harsh enough	57↓	64	53	56	62↓	73	41	51	63	60	56↓	67	61↓	72	62	58	53	66	65	71	56↓	63	58↓	66	47	54	63	57
I don't think drink drivers/riders should be given special licences that allow them to drive/ride to work	50	53	49	51	51	56	44	44	56	55	51	53	44↓	59	52	46	51	51	55	62	48	53	49↓	56	49	43	56	54
I think the Blood Alcohol Concentration limit for driving/riding should be reduced from .05	28↓	33	28	29	29↓	38	21	22	30	34	31	37	27	34	27	33	27	32	33	37	28	33	28↓	34	29	29	50↑	35
Planning behaviour – drink driving/riding																												
When I'm going somewhere I could drink alcohol, I plan ahead so I can avoid drink driving/riding	78	80	81	80	76	81	78	68↓	78	83	82	85	72	78	73↓	87	72	85	82	78	79	79↓	79	83	78	66	77	79
If I am planning to drive/ride, I never drink	74	75	76	71	72↓	79	74	66	69	72	77	83	75	71	71	70	73	72	73	75	75	77	73	75	84	74	67	74
If I'm planning to drive/ride, I never drink enough to exceed the drink driving/riding limit	70	74↓	74	73↓	66↓	75	66	66↓	66↓	79	75	75	68	71	72	79	61	75	68	70	71	74↓	71	75	65	64	65↓	78
Deterrents to drink driving/riding																												
I don't drink and drive/ride because I don't want to pay a fine	72	75	76	76	68	74	67	65	69↑	78	76	80	73	71	75	84	73	85	79	77	71	72	72	76	78	70	75	80
I don't drink and drive/ride because I can't afford to lose my licence	71	74	77	73	65↓	74	66	58↓	68↓	80	77	80	70	67	73	79	71↓	85	79	75	70	71↓	72	76	72	61	67↓	79
I think there is a likelihood that I will cause a crash if I drink and drive/ride	71	73	73↑	67↓	69↓	80	71	67↓	72	79	70	73	71	71	67	73	69	72	75	71	72	74	71	74	78	68	67	64
I think that I am likely to be caught by police if I drink and drive/ride	68	69	71	68	65	71	67	62	63↓	74	71	72	71	63	70	72	70	68	75	77	67	67	68	71	78↑	60	62	71
Random breath testing units are everywhere so I never drink and drive/ride	65	69	69	70	60↓	69	53	60	58↓	72	73	74	67	65↓	65	75	57	72	58	71	67	68	65↓	71	67	63	63↓	76
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	41	44	51	44	31↓	43	41	39	40↓	49	39	45	44	38	43	46	35	34	38	49	42	43	41	43	41	48	56	44
Image of drink driving/riding																												
I think people who drink & drive/ride are irresponsible	91	92	90	89	93	95	83	81	86	91	94	93	98	96	97	93	90	89	91↓	99↑	90	91	92	94	86	80	85	88
I would not drink and drive/ride because I would be embarrassed if I got caught	65	69	65	69	65	68	55↓	71	65	71	65	69	69	64	65	73	49↓	77	76	67	65	67	65	69	57	70	58	70
My friends would think I am a loser if I drink and drive/ride	48↓	56	49↓	57	46↓	56	39↓	55	47↓	63	50↓	59	52	46	56	64	47	62	49	58	46↓	54	48↓	57	49	53	45	55

**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 Initiatives associated with drink driving/riding penalties



### 2.1.1 How strongly do you support or oppose the following drink driving initiatives for drink driving offenders? (A2e)

Highest support is found for the development of *compulsory* drink driving/riding education/rehabilitation courses (80%). Support for *voluntary* drink driving/riding education/rehabilitation courses stands at 73%.

### 2.1.2 Key sub-group differences

People aged 60+ years or Southern region residents are more likely than average to support both compulsory and voluntary rehabilitation courses. Compulsory rehabilitation courses are also more likely than average to be supported by open licence holders.

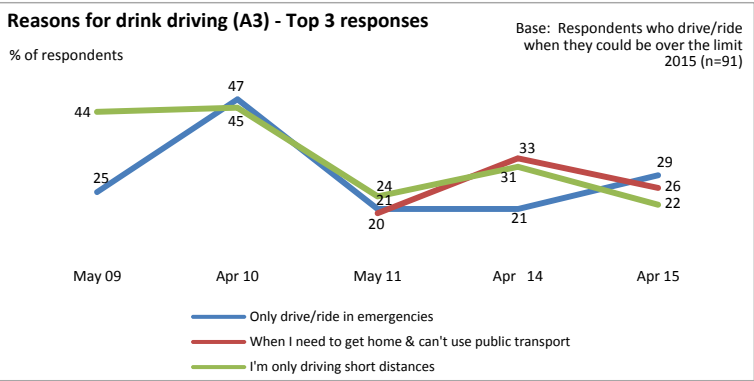
Table 2.1.1 How strongly do you support or oppose the following drink driving initiatives for drink driving offenders? (A2e)

	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	
	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13	15	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	63	57	51	38	71	94	415	414	539	555	49	40	52	37
% of respondents (total slight/strong support)																												
Compulsory drink driving/riding education/rehabilitation courses	80↓	93↑	79↓	92↑	81↓	95↑	<b>72</b>	<b>88↑</b>	79↓	91↑	79↓	94	<b>88↓</b>	<b>98</b>	83	97	78	92	<b>92</b>	93	<b>78↓</b>	93↑	<b>81↓</b>	93↑	<b>65↓</b>	90	<b>67</b>	<b>80</b>
Voluntary drink driving/riding education/rehabilitation courses	73↓	80↓	70	79	77	81	70	81	68	81	72	78	<b>83</b>	83	82	75	72	82	<b>86</b>	<b>72</b>	<b>70↓</b>	<b>82</b>	74	80↓	<b>57</b>	81	<b>61</b>	83

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



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

Among respondents who reported driving/riding when they could be over the Blood Alcohol Concentration limit, the most common justifications for drink driving/riding are: in emergencies (29%), I need to get home and can't use public transport (26%), I'm only driving short distances (22%), because I'm familiar with the road (20%) or I need to get somewhere else and cannot get there another way (19%).

#### 3.1.2 Key sub-group differences

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

Table 3.1.1 Why do you drive/ride after drinking alcohol? (A3)

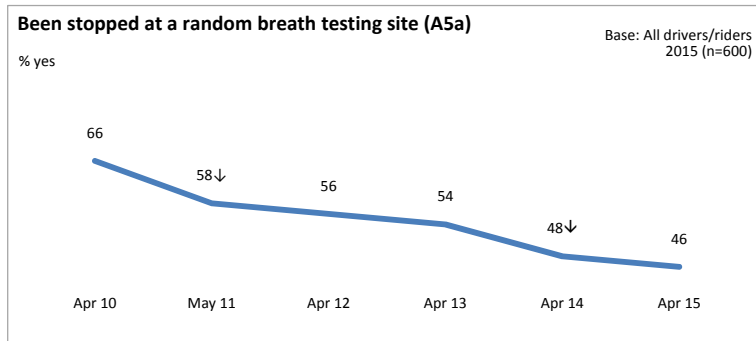
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who drive/ride when they could be over the limit	91	83	68	56	23^	27^	18^	12^	34	39	27^	28^	12^	4^	8^	17^	9^	7^	12^	9^	62	50	78	70	12^	12^	13^	28^
% of respondents																												
Only drive/ride in emergencies	29	21	30	23	27	15	34	42	27	18	30	18	25		63	30	34	14	50	22	19	18	26	17	42	33	32	22
When I need to get home and can't use public transport	26	33	28	32↑	17	33	11	25	36	33	22	32	26	50	38	35	33	28	25	22	23	34	29	34	8	17	38	22
I'm only driving/riding short distances	22	31	22	27	22	41	11	59	24	21	26	36	25	25	25	29	22	14	34	33	19↓	34	24	31	9	25	31	29
When I'm familiar with the road	20	22	16	20	31	26	22	50↑	26	13	15	22	9	25	12	12	22	28	17		21	28	20	20	17	25	16	14
When I need to get somewhere else/can't get there any other way	19	22	22	25↑	9	15	22	50	21	18	22	18			25	6	11	14	17		19	32↑	18	20	25	25	23	25
I'm OK to drive/drinking doesn't affect my ability to drive/ride safely	14↓	31	18↓	35	4	22	17	50	18	26	15	32		25	25	18		14	25	22	13↓	40↑	13↓	31	26	25	23	32
Roads are quiet/remote location	13	22	12	21	18	22	11	42	9	13	19	25	17	25	12	24	22	58	25	11	10	18	14	23	8	17	23	25
When I need to get home and don't want to use public transport	11	8	13	11	4	4	17	16	12	5	11	11				6		14	8		15	10	9	9	25	8	38	11
I don't drink and drive	11		10		13		11				18		25				11		8		13		10		16			
To get food/drink	6	10	6	11	4	7	6	8	9	8	4	14			13				8		5↓	16	4	10	17	8	15	18
I need to drive/ride as part of my job	5	4	6	5	4		6		9	3	4	7						14	9		6	4	3	4	25		23	11
I won't get caught by the police	4	5	6	5		4		8	3	5	4	4	18		12	6	11	15	8		2	4	5	4		8	15	
Boredom/entertainment/something to do/for the thrill of it	3	2	4	2		4	11	8	3	3									8		3	4	1	1	17	8	15	4
I drive/ride more safely after drinking than when I'm not	2	7	1	7	4	7	6	25	3	3		7									3↓	12	1	6		8		4
I need to pick someone up/give someone a ride	2	4	1	5	4		11	8		3		4									3	6	1	3	8	8		4
Other	4		3		9		5		6		4										6		5					

^ 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.

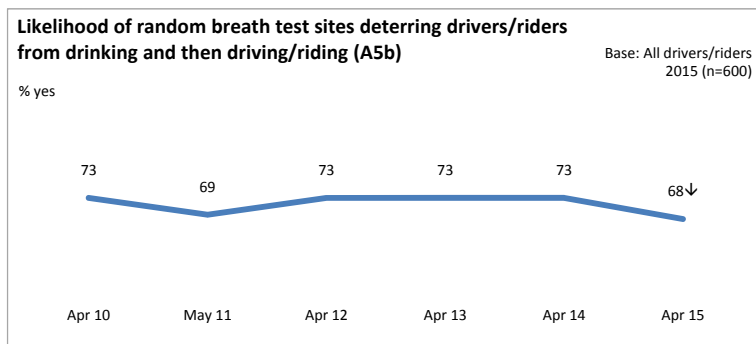
## 4.0 Random Breath Testing (RBT) activity



### 4.1.1

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

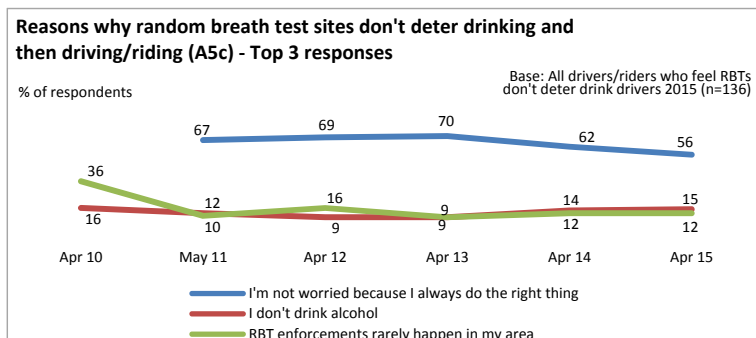
In the last 12 months 46% of drivers/riders report being stopped by a Random Breath Testing (RBT) unit to provide a breath sample, this finding being consistent with the 2014 result.



### 4.1.2

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

Just under seven in ten drivers/riders (68%) feel that RBT vans and enforcement sites deter them from drinking and then driving/riding, a result significantly lower than that recorded in 2014 – 73%.



### 4.1.3

**Why not? (A5c)**

Among those who do not feel deterred by the presence of RBT vans, the most common reasons for this are because they always do the right thing anyway (56%), they don't drink alcohol (15%) or because RBTs are rarely evident in their area (12%).

### 4.1.4

**Key sub-group differences**

In a continuing trend, males are more likely than females to agree that they have been stopped at a Random Breath Testing site in the past 12 months, as are those holding an open licence. Motorcyclists are more likely than average to agree that RBT vans and enforcement sites do not deter them from drinking and riding.

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



**Table 4.1.1** 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	46	48↓	52	52	40	44	44	45	46	48↓	45	49	50	49	51	49	57	49	55	56	42	46	48	51	35	33	52	56
No	51	51↑	43	47	58	55	53	50	49	51↑	53	51	48	51	48	49	41	49	41	43	54	53↑	49	49↑	61	61	42	43
Not sure	3↑	1	4↑	1	2	1	4	5	5↑	1	2	*	2		2	1	2	2	4	1	3↑	1	3↑	*↓	4	6	6↑	1

**Table 4.1.2** 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	68↓	73	68↓	75	69	72	64↓	75	65↓	78	72	73	70	66	67↓	81	73	77	73	74	67	71	68↓	74	76	70	58↓	71
No	23↑	18	22	19	23	18	22↑	11	25↑	15	19	20	27	25	27↑	13	23	17	18	19	23	19	23	19	12	13	35↑	21
Not sure	9	8	9	7	9	11	14	14↑	10	7	9	7	4↓	9	6	6	4	6	9	7	10	10	9	7	12	17	8	7

**Table 4.1.3** 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who feel RBTs don't deter drink drivers	136	110	69	58	67	52	19^	9^	41	24^	40	43	36	34	17^	9^	12^	9^	13^	14^	94	78	125	99	6^	10^	18^	26^
% of respondents																												
I'm not worried because I always do the right thing	56	62	54	55↓	58	69	58	45	49	58	65	63	53	68	65	67	50	56	54	64	55	61	54	60	83	81	33	50
I don't drink alcohol	15	14	11	17↑	20	12	5		7	8	18	16	28	21	23	22	25	22	15	21	13	11	17	16			5	19
RBT enforcement rarely happens in my area	12	12	16	14	7	10	16	22	19	17	5	12	8	6			9	11	15		14	15	11	13	17		33	19
I've never been stopped and asked to provide a breath test	4	4	4	4	4	4	5		5	8	5	2	3	3				11	8		5	4	4	4				8
I take the back streets home to avoid being stopped at a RBT site	4	2	4	2	3	2	5		7	4	2	2									5	3	4	2			6	
My friends alert me to the location of RBT sites	3	1	4	2	2		6	11	5				3				17				2	1	3			10	11	
Other	6	2	6	3	6		5	22	7		5		6		12	11			8		5	1	6			10	12	

^ Caution: small cell size.

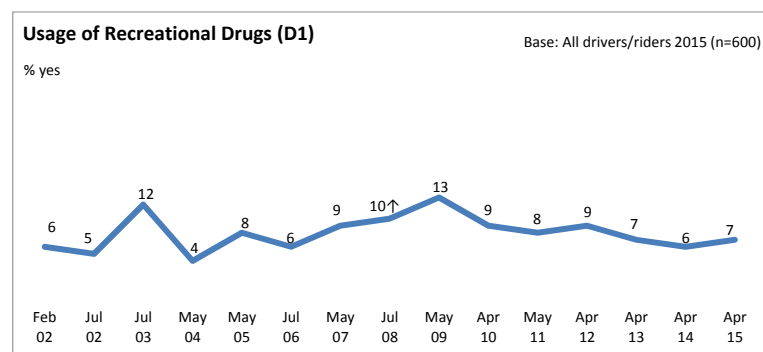
\* Indicates less than 1% of respondents.

**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

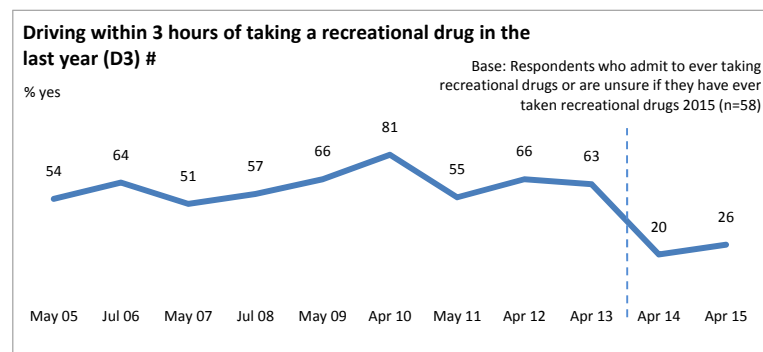
# 1.0 Usage of recreational drugs & driving



## 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)**

Reflecting the results of past years, 7% of all drivers/riders report ever taking recreational drugs.



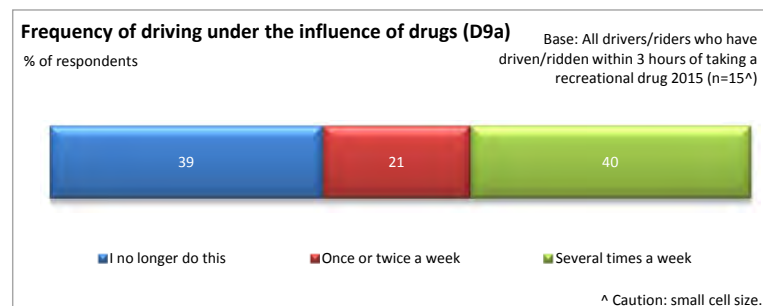
# Up to 2013 this question was only posed to those who had driven within three hours of taking a recreational drug.

## 1.1.2

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

In 2014 and 2015, 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 were posed the question, i.e. those admitting to ever driving within three hours of taking a recreational drug.

Of those who admit to ever taking recreational drugs, 26% report driving/riding within three hours of taking a recreational drug in the last 12 months.



## 1.1.3

**How often do you do this? (D9a) (new measure)**

Of drivers/riders who admit to ever driving/riding within three hours of taking recreational drugs, 21% report doing so once or twice a week, 40% say they have done so several times a week while 39% claim they no longer do this.

## 1.1.4

**Key sub-group differences**

Higher than average levels of recreational drug use are evident among males, those aged 25-39 years, sub-open licence holders or motorcyclists.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	7	6	9	7	5	6	5	8	13	10	7	5	2	2	8	9	12	4	7↑	1	7	7	7	6	17↑	6	22↑	5
No	90	92	89	90	92	93	89	83	82	88	92	94	98	98	92	90	84↓	96	89↓	97	91	90	91	92	77	86	75↓	91
Not sure	3	2	2	3	3	1	6	8↑	4	2	1	1				1	4		4	1	2	3	2	1	6	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who admit to ever taking recreational drugs or are unsure if they have ever taken recreational drugs	58	50	35	30	23^	20^	9^	14^	29^	20^	17^	13^	3^	3^	5^	7^	8^	2^	8^	2^	37	39	47	39	11^	11^	13^	11^
% of respondents																												
Yes	26	20	29	23	21	15	23	14	31	15	17	23	34	67	20	14	37	50	38		22	20	19	18	56	27	55	9
No	50↓	66	51	64	48	70	33	57	44	75	65	77	66		80	72	38		37	51	51	69	58	74	18	37	30	73
Not sure		14		13		15		29		10				33		14		50		49		10		8		37		18

Table 1.1.3 How often do you do this? (D9a)

	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
	15		15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders who have driven/ridden within 3 hours of taking a recreational drug	15^		10^	5^	2^	9^	3^	1^	1^	3^	3^	8^	9^	6^	7^
% of respondents															
Once or twice a week	21		30		49	12	34			34	66		11	34	43
Several times a week	40		30	61	51	33	33	100		66	34	38	22	66	57
I no longer do this	39		40	39		55	33		100			62	66		

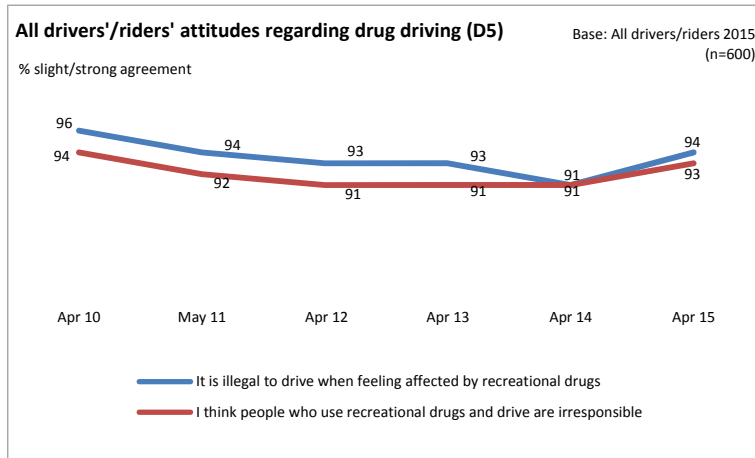
^ Caution: small cell size.

**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.

## 2.0 Attitudes towards drug driving

### 2.1 Attitudes towards drug driving– all drivers/riders



#### 2.1.1

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

In line with 2014 results, the majority of road users agree that it is illegal to drive/ride when feeling affected by recreational drugs (94%). Similarly, most agree that recreational drug users who drive/ride are irresponsible (93%) or that harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs (91%, increasingly significantly since 2014 – 86%).

In a continuing trend, 72% agree that roadside drug testing would deter people from driving/riding under the influence of recreational drugs, 37% agree it is unlikely that a driver would be caught and penalised for driving under the influence of recreational drugs while 36% claim they are not sure about the consequences of driving/riding while under the influence of drugs.

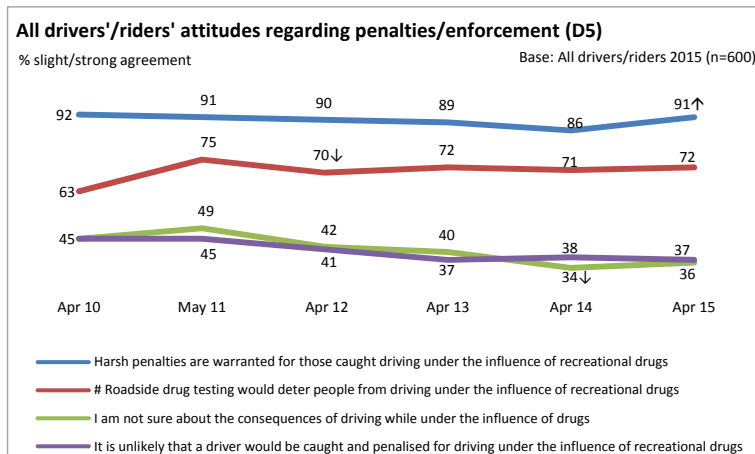
#### 2.1.2

##### Key sub-group differences

Males or drivers/riders aged 25-39 years are more likely than average to believe it is unlikely they would be caught and penalised for driving/riding under the influence of recreational drugs. Older drivers/riders (aged 60+ years) display higher than average agreement 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. Agreement that harsher penalties are warranted for those who drive/ride while affected by recreational drugs is also more likely than average to be found among Northern region residents. South Eastern region residents or sub-open licence holders are more likely than average to believe roadside drug testing would deter people from driving/riding under the influence of drugs.

Compared to the average, motorcyclists are less aware of the law pertaining to driving/riding when affected by recreational drugs. This segment is also less supportive than average of penalties and consequences for those found to be breaking this law.

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



# This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' before 2014.

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

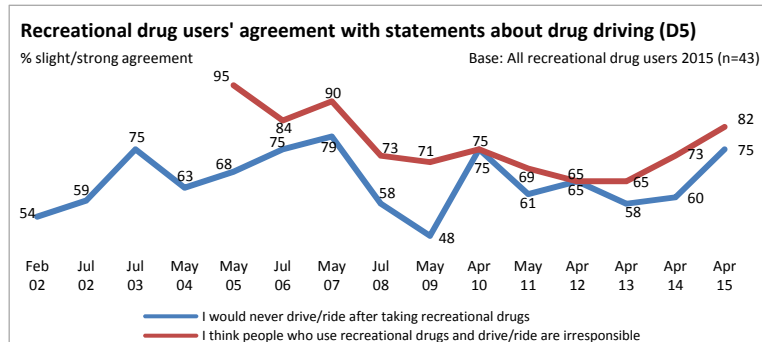
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slight/strong agreement)																												
It is illegal to drive/ride when feeling affected by recreational drugs	94	91	94↑	91	93	92	94↑	<b>81</b>	<b>87</b>	<b>87</b>	<b>97</b>	94	97	<b>99</b>	95	93	<b>82</b>	92	97	93	94↑	91	94	<b>94</b>	90↑	<b>77</b>	88	93
I think people who use recreational drugs and drive/ride are irresponsible	93	91	92	89	95	93	90	<b>82</b>	91	<b>85</b>	93	94	<b>98</b>	<b>98</b>	97	93	88	94	93	89	93	90	93	<b>92</b>	88	<b>79</b>	<b>87</b>	88
Harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs	91↑	86	90↑	84	93↑	89	87↑	<b>75</b>	<b>86</b>	<b>82</b>	93	88	<b>98</b>	<b>95</b>	<b>100↑</b>	85	84	91	90	90	91↑	85	92↑	<b>88</b>	<b>82</b>	<b>70</b>	85	82
# Roadside drug testing would deter people from driving/riding under the influence of recreational drugs	72	71	73	71	71	70	77↑	65	69	74	71	70	75	71	65↓	79	<b>57↓</b>	77	73	64	<b>75↑</b>	69	71	70	<b>86↑</b>	71	67	70
It is unlikely that a driver/rider would be caught and penalised for driving/riding under the influence of recreational drugs	37	38	<b>41</b>	41	<b>32</b>	35↓	36	35	<b>49</b>	40	32↓	40↑	31	35	34	34	35	43	28	29	39	40	37	39	37	<b>28</b>	<b>58↑</b>	39
I am not sure about the consequences of driving/riding under the influence of drugs	36	34↓	36	37	36	31↓	42	<b>45</b>	37	37	36	35	31	<b>24</b>	30	33	27	41	38	35	37	34	35	34	47	38	<b>50</b>	37

# This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' before 2014.

**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



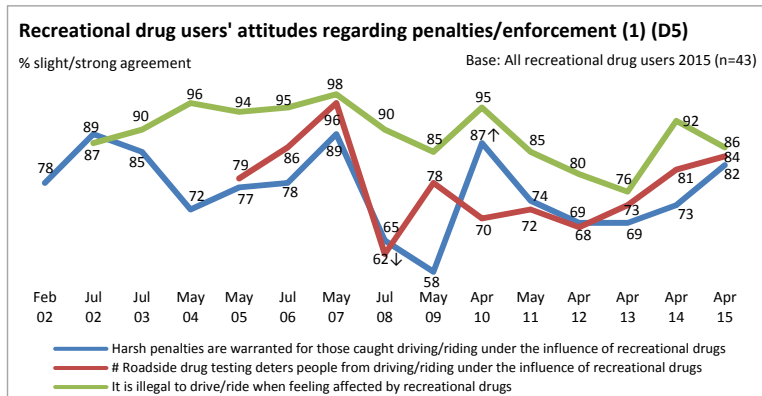
### 2.2.1 How strongly do you agree or disagree with each statement below about drug driving? (D5)

#### Attitudes towards drug driving

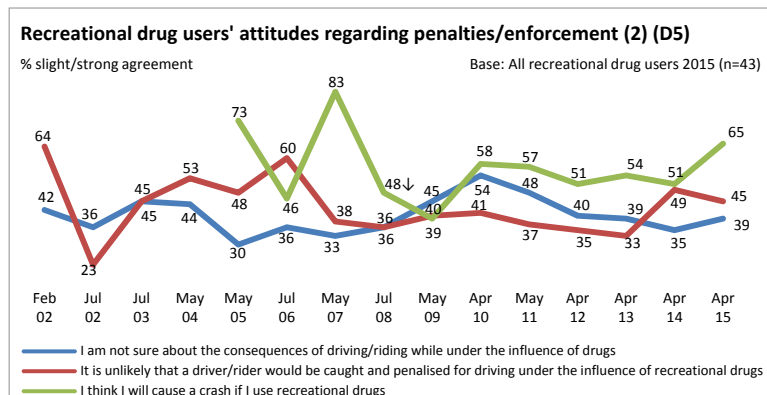
Eight in ten (82%) recreational drug users regard those who use recreational drugs and drive/ride as irresponsible. 75% agree they would never drive/ride after taking recreational drugs.

#### Attitudes towards penalties/enforcement for drug driving

Among recreational drugs users, 86% are aware that it is illegal to drive/ride when feeling affected by recreational drugs. 84% agree that roadside testing would deter people from driving/riding under the influence of recreational drugs while a similar proportion support harsh penalties for those caught driving/riding under the influence of recreational drugs (82%). 65% of recreational drug users say that they would cause a crash if they use recreational drugs, while 45% 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 (39%) is unsure about the consequences of driving/riding under the influence of drugs.



# This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' before 2014.



### 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who admit to ever having taken recreational drugs	43	37	29^	21^	14^	16^	4^	7^	22^	16^	14^	11^	3^	3^	5^	6^	6^	2^	5^	1^	27^	28^	35	32	8^	5^	11^	6^
% of respondents (total slight/strong agreement)																												
It is illegal to drive/ride when feeling affected by recreational drugs	86	92	90	90	78	94	50	86	81	87	100	100	100	100	100	100	50	50	100		89	96↑	89	91	74	100	81	83
# Roadside drug testing deters people from driving/riding under the influence of recreational drugs	84	81	86	71	78	94	50	86	96	81	79	82	65	67	81	67	84	100	81	100	85	82	86	78	75	100	82	100
I think people who use recreational drugs and drive/ride are irresponsible	82	73	73	62	100	87	75	57	86	75	79	82	66	67	100	84	67	50	81		81	75	83	78	75	40	81	67
Harsh penalties are warranted for those caught driving/riding under the influence of recreational drugs	82	73	76	76	93	69	50	71	82	81	86	64	100	67	100	83	84	50	81	100	78	71	86	72	63	80	73	67
I would never drive/ride after taking recreational drugs	75	60	80	53	64	69	49	72	73	56	79	64	100	33	100	84	67	50	80		70	57	75	63	75	40	82	50
I think I will cause a crash if I use recreational drugs	65	51	62	53	71	50	75	29	68	63	57	55	65	33	40	84	67	50	81		67	47	60	50	88	60	91	50
It is unlikely that a driver/rider would be caught and penalised for driving/riding under the influence of recreational drugs	45	49	42	52	51	44	24	43	60	31	36	73↑		67	61	33	51	50	41		41	54	41	50	63	40	73	34
I am not sure about the consequences of driving/riding under the influence of drugs	39	35	38	24	42	50	24	29	41	44	36	28	65	33	20	50	33	50	41		44	32	34	31	63	60	64	17

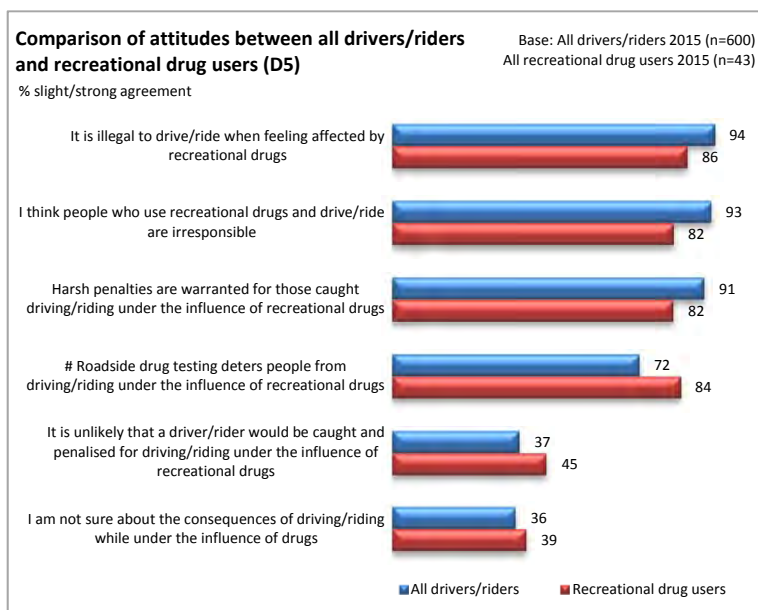
# This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' in previous years.

^ Caution: small cell size.

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



## 2.3 Comparison of attitudes between all drivers/riders and recreational drug users



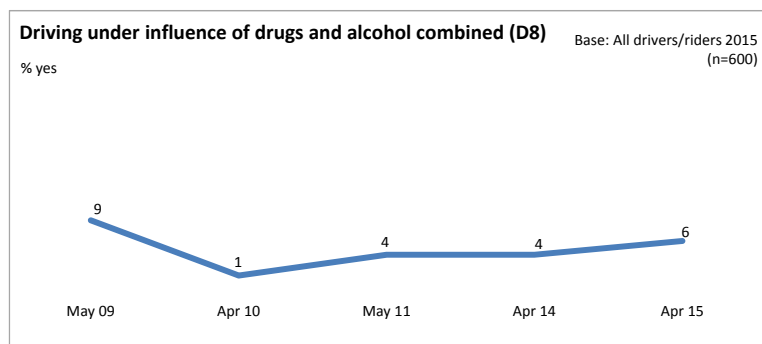
# This statement was worded 'Random roadside drug testing would deter people from driving/riding under the influence of recreational drugs' before 2014.

### 2.3.1

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

When comparing all drivers/riders and recreational drug users in terms of their attitudes towards the use of recreational drugs and driving/riding, responses between these groups do not differ significantly after taking sampling error into account.

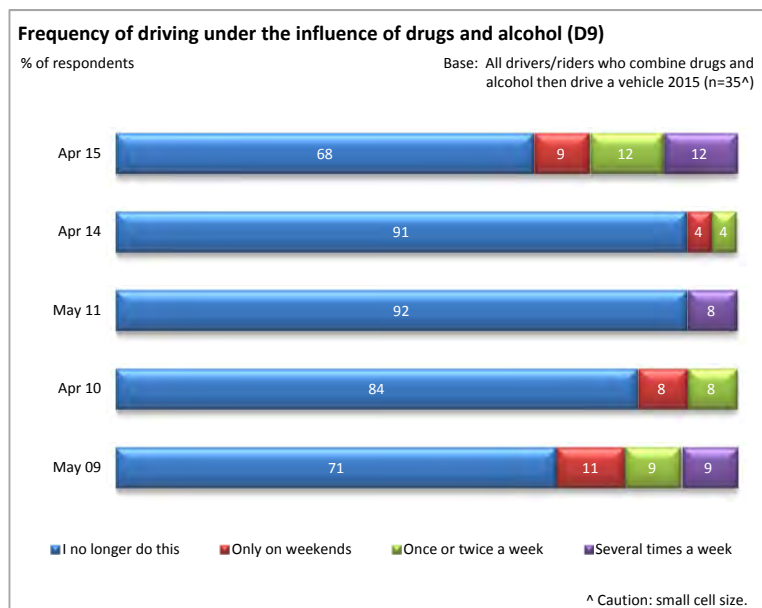
## 3.0 Incidence of combining alcohol and drug driving



### 3.1.1

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

6% of respondents admit having ever driven/ridden while under the influence of a combination of drugs and alcohol.



### 3.1.2

#### How often do you do this? (D9)

Among those who report having ever consumed a combination of drugs and alcohol before driving, 12% say they drive/ride several times a week after consuming a combination of drugs and alcohol, 12% do so once or twice a week, 9% do so only on weekends while the vast majority (68%) claim they no longer do this.

### 3.1.3

#### Key sub-group differences

Drivers/riders aged 25-39 years, sub-open licence holders or motorcycle licence holders are more likely than average to report ever consuming a combination of drugs and alcohol before driving/riding.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	6	4	7	5	5	3	7	2	<b>10</b>	5	5	4	<b>1</b>	2	3	6	8	6	6	3	6↑	3	<b>5</b>	4	<b>17↑</b>	4	<b>22↑</b>	4
No	92↓	95	90↓	94	93	96	87	93	<b>87↓</b>	94	93	95	<b>99</b>	98	95	91	88	94	91	97	92↓	95	<b>93</b>	95	<b>77↓</b>	93	<b>77↓</b>	94
Not sure	2	1	3	1	2	1	<b>6</b>	<b>5</b>	<b>3↑</b>	1	2	1			2	3	4		3		2	1	<b>2↑</b>	<b>1</b>	6	<b>4</b>	2	2

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders who combine drugs and alcohol then drive a vehicle	35	23^	21^	14^	14^	9^	6^	2^	17^	9^	11^	9^	1^	3^	2^	4^	4^	3^	4^	2^	25^	14^	27^	20^	8^	3^	11^	5^
% of respondents																												
Several times a week	12		10		15		17		18								25		25		8				50		37	
Once or twice a week	12	4	19	7			17		12	11	9						25		50		4	7	4		38	33	37	
Only on weekends	9	4	9	7	7			49	18												12	7	11		33	18		
I no longer do this	68	91	62	86	78	100	65	51	53	89	91	100	100	100	100	100	50	100	25	100	76	86	85	100	12	34	9	100

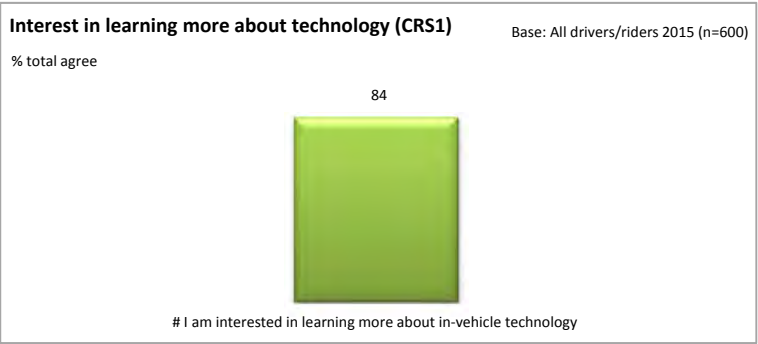
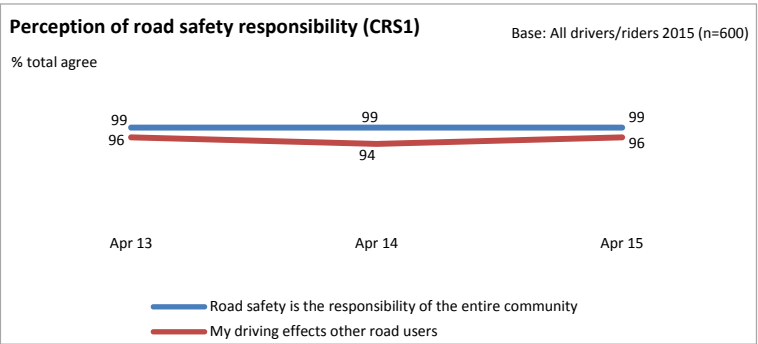
^ Caution: small cell size.

**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.

road user behaviours

# 1.0 Perceptions of road safety



**1.1.1 To what extent do you agree with the following statements about road safety? (CRS1)**

There is almost universal agreement (99%) with the statement that road safety is the responsibility of the entire community, with most (87%, a significant decline since 2014 – 92%) in strong agreement. 96% of respondents also agree that their driving affects other road users, with 80% in strong agreement.

84% of drivers/riders report interest in learning more about in-vehicle technology.

**1.1.2 Key sub-group differences**

Males or drivers/riders aged 60+ years are more likely than average to be interested in learning more about in-vehicle technology.

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

Table 1.1.1 To what extent do you agree with the following statements about road safety? (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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Road safety is the responsibility of the entire community																												
Agree strongly	87↓	92	87	90	87↓	95	81	87	84↓	91	89↓	94	92	94	86	94	82↓	94	89	96	88	91	89↓	94	73	85	73↓	90
Agree slightly	12↑	7	12	9	11↑	4	18	11	15↑	8	9	6	8	4	13↑	5	16↑	6	11	4	11↑	8	10↑	5	27↑	12	25↑	8
TOTAL agree	99	99	99	99	99	99	99	98	99	99	98	100	100	99	98	99	98	100	100	100	99	99	99	99	100	97	98	98
Disagree slightly	1	1	*	1	1	*	1	1	1		1	*		1	2	1	2				1	*	1	*		1		2
Disagree strongly	*	1	*	1		*		1		1	*			1							*	1	*	*		1	2	
TOTAL disagree	1	1	1	1	1	1	1	2	1	1	2	*		1	2	1	2				1	1	1	1		3	2	2
My driving effects other road users																												
Agree strongly	80	83	78	78	82↓	88	73	78	78	84	83	83↓	82	84	82	85	76↓	91	83	92	80	80↓	81	84	69	75	75	79
Agree slightly	16↑	12	17	15	15↑	9	21	15	20↑	11	12	10	15	13	14	9	20↑	8	13↑	4	17	14	16↑	11	22	16	17	18
TOTAL agree	96	94	95	93	97	96	94	93	98	95	95	94↓	96	96	97	94	96	98	96	96	96	94	97	95	92	91	92	98
Disagree slightly	2	2	3	2	1	2	1	4	2	2	2	1	3	2		3			4	1	2	2	2	1	2	6	2	1
Disagree strongly	2↓	4	2↓	5	2	2	5	4		2	3	6↑	1	1	3	3	4	2		3	2↓	4	1↓	4	6	3	6	2
TOTAL disagree	4	6	5	7	3	4	6	7	2	5	5	6↑	4	4	3	6	4	2	4	4	4	6	3	5	8	9	8	2
# I am interested in learning more about in-vehicle technology or other devices that can assist me to comply with road safety rules and drive safely																												
Agree strongly	33		38		28		40		37		29		30		27		29		38		33		32		41		56	
Agree slightly	51		51		50		40		48		52		60		52		59		42		51		51		47		34	
TOTAL agree	84		89		78		80		85		81		90		79		88		80		85		83		88		90	
Disagree slightly	12		7		17		19		11		12		7		14		10		13		12		12		12		6	
Disagree strongly	4		4		4		1		4		6		3		6		2		7		4		5				4	
TOTAL disagree	16		11		22		20		15		19		10		21		12		20		15		17		12		10	

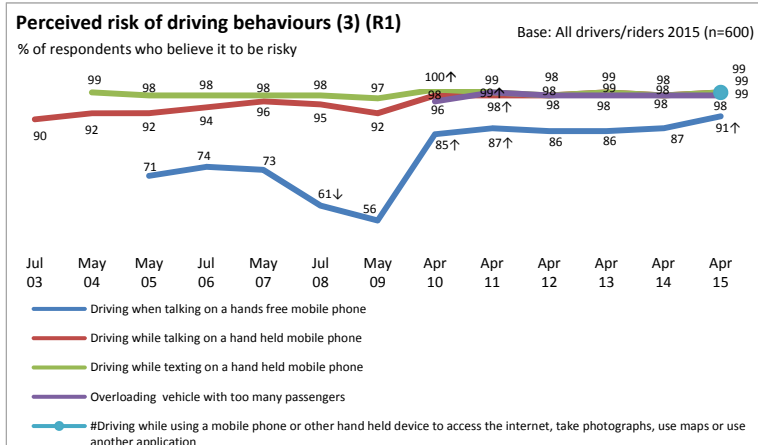
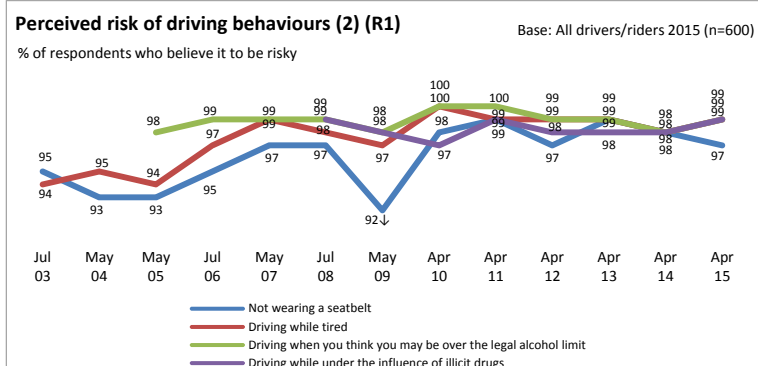
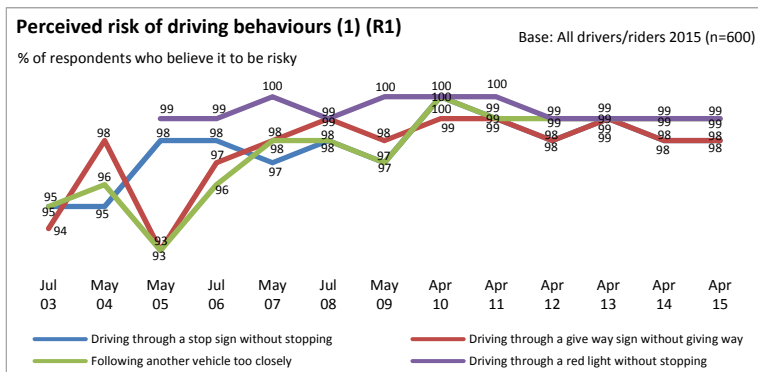
\* Indicates less than 1% of respondents.

**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.

# New statement in 2015 survey.

## 2.0 Risky behaviours when driving/riding



# New measure in 2015 survey.

### 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. There is almost universal agreement (99%) that the following constitute risky behaviour:

- Driving/riding through a red light without stopping
- Following another vehicle too closely
- Driving/riding when you think you may be over the legal alcohol limit
- Driving/riding while tired
- Driving/riding while texting on a hand held mobile phone
- Driving/riding under the influence of illicit drugs
- Driving/riding while talking on a hand held mobile phone
- Driving/riding while using a mobile phone or other hand held device to access applications.

Most other driving/riding behaviours assessed are deemed to be risky by at least 97% of road users with the exception travelling up to 10 km/hr over the speed limit (94%) and driving/riding while talking on a hands free mobile phone (91%).

### 2.1.2

#### Key sub-group differences

Females are more likely than males to rate the behaviours of driving up to or over 10 km/hr over the speed limit or overloading the vehicle with too many passengers as risky.

Drivers/riders over the age of 60 years are more likely than average to identify driving when talking on a hands free mobile phone as risky. Open licence holders are more likely than average to rate driving through a stop sign without stopping or not wearing a seatbelt as risky.

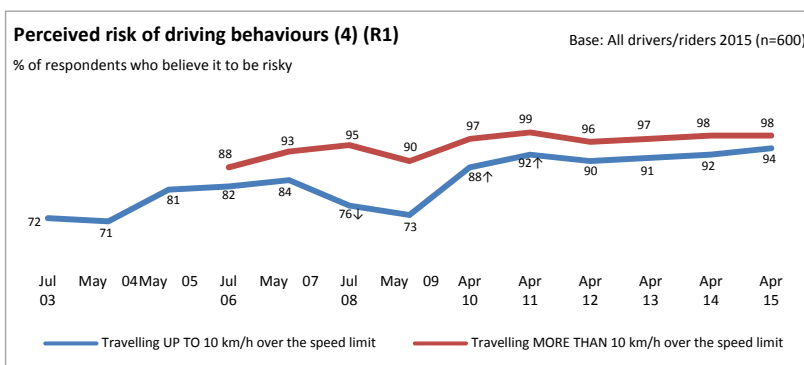


Table 2.1.1 How risky do you rate the following behaviours? (R1)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total little/very risky)																												
Driving/riding through a red light without stopping	99	99	99	98	100	99	100↑	94	98	98↓	100	100	99	100	98	97	100	98	99	100	99	99	99	99	100↑	94	98	98
Following another vehicle too closely	99	99	99	98	99	99	100↑	95	98	97↓	99	100	100	100	97	100	98	99	100	99	99	99	99	99	98	94	96	97
Driving/riding when you think you may be over the legal alcohol limit	99	98	98	97	100	99	100↑	95	98	96	100	99	99	100	98	99	100	96	99	100	99	98	99	99	100↑	94	98	95
Driving/riding while tired	99	98	98	98	99	98	99	97	97	96↓	99	100	99	100↑	100	99	98	98	99	100	98	98	99	99	98	93	98	94
Driving/riding while texting on a hand held mobile phone	99	98	98	98	100	98	99	96	98	97	100	100	99	99	98	99	100	98	97	100	99	98	99	99	98	95	98	98
Driving/riding while talking on a hand held mobile phone	99	98	98	97	99	98	99↑	93	99	98	98	99	99	100	97	99	100	96	96↓	100	99↑	98	99	98	98	94	96	96
Driving/riding when you are under the influence of illicit drugs	99	98	98	98	99	98	99↑	94	98	96	99↓	100	100	100	100	97	100	98	99	100	98	98	99	99	98	93	96	96
# Driving while using a mobile phone or other hand held device to access the internet, take photographs, use maps or use another application	99		99		99		99		97		99		100		98		100		99		99		99		98		96	
Driving/riding through a stop sign without stopping	98	98	98	98	99	98	98	94	98	96	99	100	100	100	98	97	100	98	99	99	98	98	99	99	94	91	94	97
Driving/riding through a give way sign without giving way	98	98	98	98	99	98	98	96	98	96↓	99	99	99	99	98	99	96	100	99	99	99	98	99	98	96	95	94	95
Overloading the vehicle with too many passengers	98	98	97	97	99	98	99↑	94	96	96↓	99↓	100	99	99	98	94	100	98	99	100	98	98	98	98	98	95	96	96
Travelling more than 10 km/h over the speed limit	98	98	96	97	99	98	99	95	94	96	99	99	99	100	98	99	98	92	99	100	97	98	98	98	98	94	94	93
Not wearing a seatbelt	97	98	97	97	98	98	97	95	96	96	99	99	98	99	97	97	94	94	99	99	98	98	98	98	92	94	92	94
Travelling up to 10 km over the speed limit	94	92	91	89	97	96	93	91	91	90	96↑	92	96	97	92	94	90	91	96	96	94	92	94	93	90	90	90	83
Driving/riding when talking on a hands free mobile phone	91↑	87	90↑	84	92	89	82	74	88↑	80	93	92	96	94	92	85	92	89	92	89	91↑	86	91↑	88	90	79	86	80

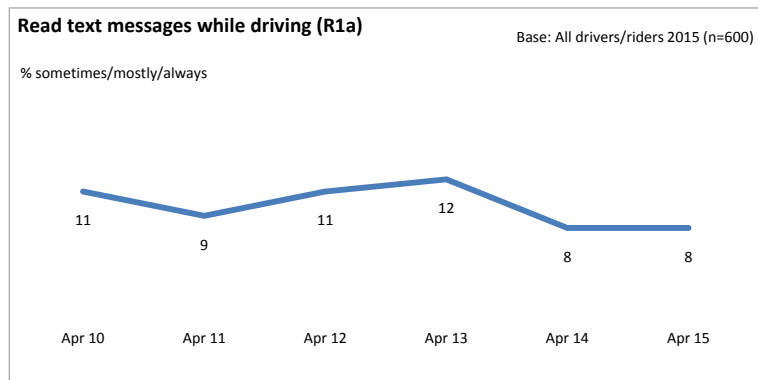
**Bold** figures are significantly different to the average (of that wave) at at least the 95% confidence level.

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

# New measure in 2015 survey.



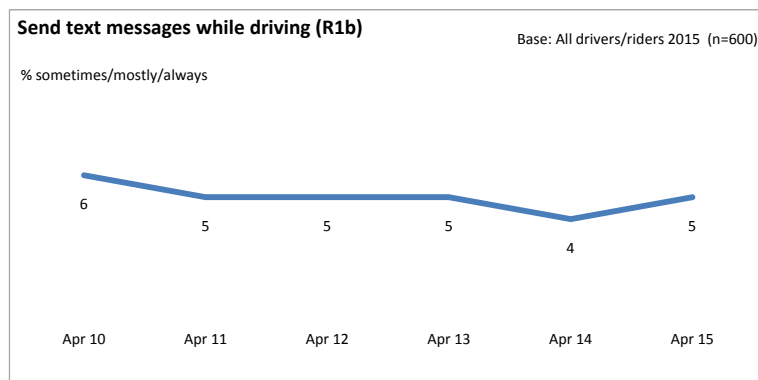
## 3.0 Reading/sending text messages while driving/riding



### 3.1.1

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

Only 3% of drivers/riders admit to reading text messages while they are driving/riding always or most of the time. 4% report doing this sometimes while the occasional reading of text messages occurs among 22% of drivers/riders. 69% of road users say they never read text messages while driving/riding.



### 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 3% of drivers/riders admit to always doing or doing on most occasions while 2% indicate that they do this sometimes. The occasional sending of text messages is reported by 14% of people while 80% of drivers/riders report never engaging in this behaviour when driving/riding.

### 3.1.3

#### Key sub-group differences

As found in previous survey waves, younger drivers/riders (aged under 40 years) are more likely than average to self-report sending or reading text messages while they are driving/riding.

Residents living in the Central or Southern regions, sub-open licence holders or motorcyclists are also more likely than average to self-report sending and reading text messages while driving/riding.

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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	1↑	*	2	1	1		1	1	3↑	1	*								4		1	*	1	*	4	1	10	
Most occasions (90% of the time)	2	2	2	3	2	1	6	8	4	2	*	1			3	3	6	2	1	1	1	2	2	2	8	6	8	3
Sometimes (about half the time)	4	6	5	7	4	5	9	9	8	12	2	4			2↓	12	10	6	9	3	3	5	4	6	6	6	6	8
Just occasionally (less than 10% of the time)	22	23	24	25	20	21	27	21↓	32	36	23	26	4	4	22	24	12	23	21	28	23	22	23	25	12	13	23	26
Never	69	67↑	66	62	72	72	55	60↑	53	50	72	68	93	90	71	58	70	64	63	65	69	69↑	69	66	67	74	52	63
Don't have a mobile phone	1	2	1	2	2	2	1				2	2	2	5	2	3	2	6	1	3	1	1	1	2	2		2	1
TOTAL sometimes/most/always	8	8	9	11	7	6	17	19	15	14	3	5			5↓	15	16	8	14↑	4	6	8	7	8	19	14	23↑	11

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

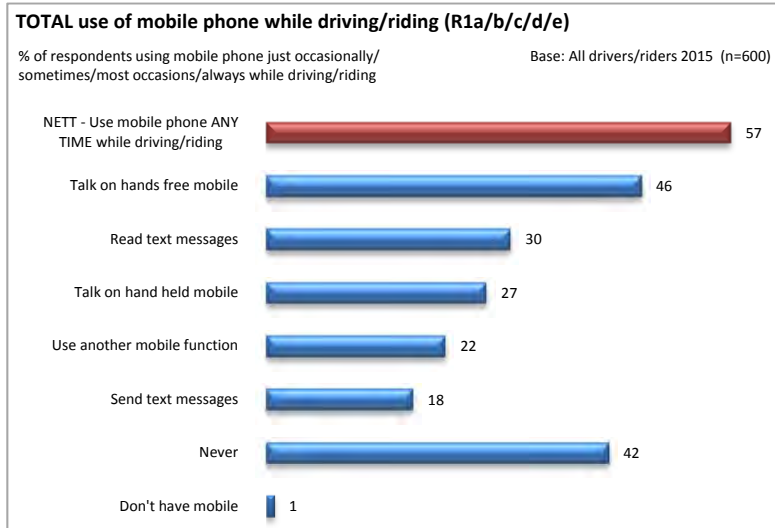
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE					
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	2↑	*	2	1	1	*	2	1	4	1	*							6		1	1	1	*	10↑	1	14↑	1	
Most occasions (90% of the time)	1	1	2	1	1	*	6	2	2	1		*			2	1	6	2			1	1	1	1	6	3	6	2
Sometimes (about half the time)	2	3	2↓	4	2	2↓	1	4	4	7	1	2			2	5	6	4	4	3	1↓	3	2	3		3		6
Just occasionally (less than 10% of the time)	14	15	15	15↓	12	14	22	21	21	23	13	13	1	2	13	20	12	12	16	17	14	14↓	14	16	6	9	17	13
Never	80	79	78	77	82	81	67	72↑	70	67	83	83	97↑	92	82	71	74	77	73	78	82	81↑	81	78	75	85	61↓	78
Don't have a mobile phone	1	2	1	2	2	2	1				2	2	2	6	2	3	2	6	1	3	1	1	1	2	2		2	1
TOTAL sometimes/most/always	5	4	5	6	4	2	10	7	9	9	2	2			3	6	12	6	10↑	3	3	4	4	4	17↑	6	20↑	9

\* 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 Using mobile phone while driving/riding



### 4.1.1

#### Total use of mobile phone while driving. (R1a/b/c/d/e)

57% of drivers/riders admit to using their mobile phone at least occasionally while driving/riding. 42% say they never use their mobile phone while driving/riding while 1% of drivers/riders report they do not have a mobile.

Levels of mobile phone use in various ways while driving/riding are as follows:

- Talking on a hands free mobile (46%)
- Reading text messages (30%)
- Talking on a hand held mobile (27%)
- Using another mobile function (22%)
- Sending text messages (18%).

### 4.1.2

#### How often do you talk on a HAND HELD mobile phone while you are driving/riding? (R1c) (*new measure*)

3% of respondents report talking on a hand held mobile phone while driving/riding always or most of the time. The same proportion (3%) report doing this sometimes while 21% of respondents claim they do so occasionally. 72% of people state they never talk on a hand held mobile phone while driving/riding.

### 4.1.3

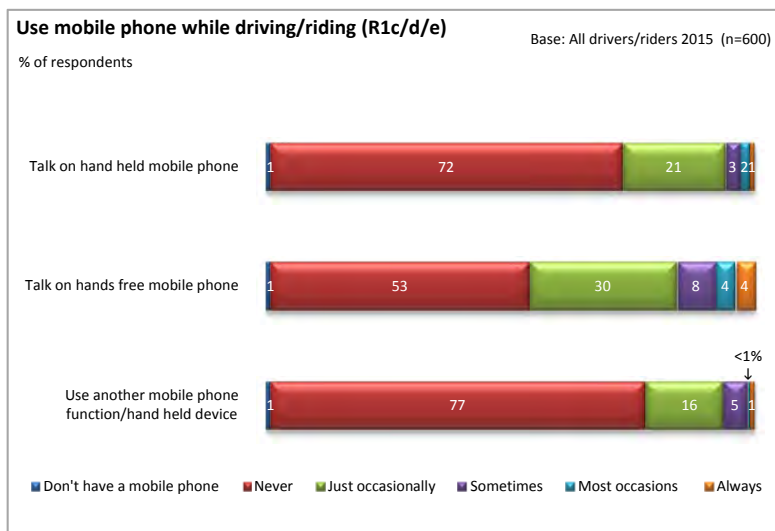
#### How often do you talk on a HANDS FREE mobile phone while you are driving/riding? (R1d) (*new measure*)

Talking on a hands free mobile phone while driving/riding is something that 8% of respondents admit to always doing or doing on most occasions. 8% indicate they do this sometimes while the occasional hands free mobile phone conversation is reported by 30% of drivers/riders. 53% of people report never engaging in this behaviour while driving/riding.

### 4.1.4

#### How often do you use another mobile phone function (e.g. access to the internet, take photographs, or use another application) or use another hand held device (i.e. navigation equipment) while you are driving/riding? (R1e) (*new measure*)

Accessing mobile phone applications always or on most occasions while driving/riding is reported by less than 2% of people while 5% state they do this sometimes. 16% use mobile phone applications on occasion when driving/riding. 77% of drivers/riders report never doing so.



#### **4.1.5 Key sub-group differences**

Males, drivers/riders aged 25-39 years or motorcycle riders are more likely than average to admit to using their mobile phone for any reason while driving/riding. Females, those aged 60+ years or Northern region residents are more likely than average to say they never use their mobile phone while driving/riding.

Drivers/riders aged under 25 years, those aged 25-39 years, sub-open licence holders or motorcyclists are the most likely groups to report sometimes, on most occasions or always talking on a hand held mobile phone while driving/riding. Males, respondents aged 25-39 years or motorcyclists are more likely than average to admit to talking on a hands free mobile phone while driving/riding.

Use of the mobile phone for other functions is most commonly reported by those aged 25-39 years, sub-open licence holders or motorcyclists. Older drivers/riders (aged 60+ years) are the least likely segment to report using the mobile phone for any function while driving/riding.

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

**Table 4.1.1** Total use of mobile phone while driving – Sub-Total use a phone at ANY TIME while driving to send texts/read texts/talk on hand held phone/talk on hands free phone/use another function (at least one). (R1a/b/c/d/e)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
NETT - Use mobile phone ANY TIME	57	<b>61</b>	<b>53</b>	64	<b>74</b>	55	<b>35</b>	<b>45</b>	57	61	58	58	51	<b>75</b>
Talk on hands free mobile	46	49	42	53	<b>60</b>	41	<b>31</b>	35	47	50	46	46	45	<b>64</b>
Read text messages	30	33	26	<b>44</b>	<b>47</b>	26	<b>4</b>	27	28	36	29	30	31	<b>47</b>
Talk on hand held mobile	27	30	23	29	<b>38</b>	26	<b>14</b>	34	22	24	27	27	27	<b>49</b>
Use another mobile function	22	24	19	<b>38</b>	<b>35</b>	<b>15</b>	<b>4</b>	13	24	28	22	21	31	<b>39</b>
Send text messages	18	20	16	<b>32</b>	<b>30</b>	14	<b>1</b>	16	24	26	17	18	23	<b>37</b>
Never	42	<b>38</b>	<b>46</b>	35	<b>26</b>	43	<b>63</b>	<b>54</b>	41	38	41	41	47	<b>23</b>
Don't have mobile	1	1	2	1		2	2	2	2	1	1	1	2	2

**Table 4.1.2** How often do you talk on a HAND HELD mobile phone while you are driving/riding? (R1c)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
Always	1	1	1		<b>2</b>	*				<b>3</b>	*	*	<b>4</b>	<b>8</b>
Most occasions (90% of the time)	2	2	1	2	<b>5</b>	*			4	1	2	<b>1</b>	<b>11</b>	<b>14</b>
Sometimes (about half the time)	3	4	2	<b>8</b>	5	2		3	6	6	3	3	4	6
Just occasionally (less than 10% of the time)	21	23	19	18	26	23	<b>14</b>	30	12	14	22	<b>22</b>	<b>8</b>	21
Never	72	69	75	70	<b>62</b>	72	<b>84</b>	65	76	74	72	71	71	<b>50</b>
Don't have a mobile phone	1	1	2	1		2	2	2	2	1	1	1	2	2
TOTAL sometimes/most/always	6	7	4	<b>11</b>	<b>12</b>	<b>3</b>		3	10	10	5	<b>5</b>	<b>19</b>	<b>27</b>

\* 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 4.1.3** How often do you talk on a HANDS FREE mobile phone while you are driving/riding? (R1d)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
Always	4	<b>6</b>	<b>2</b>	2	<b>7</b>	3	1		4	6	4	4	6	<b>12</b>
Most occasions (90% of the time)	4	<b>6</b>	<b>2</b>	7	6	2	3	3	6	3	4	4	8	<b>10</b>
Sometimes (about half the time)	8	9	7	10	<b>14</b>	7	<b>1</b>	8	8	<b>14</b>	7	8	4	10
Just occasionally (less than 10% of the time)	30	29	31	34	34	28	26	24	29	27	32	30	26	32
Never	53	50	56	46	<b>40</b>	57	<b>66</b>	63	51	49	52	53	53	<b>35</b>
Don't have a mobile phone	1	1	2	1		2	2	2	2	1	1	1	2	2
TOTAL sometimes/most/always	16	<b>20</b>	<b>11</b>	19	<b>26</b>	13	<b>5</b>	11	18	23	15	15	19	<b>31</b>

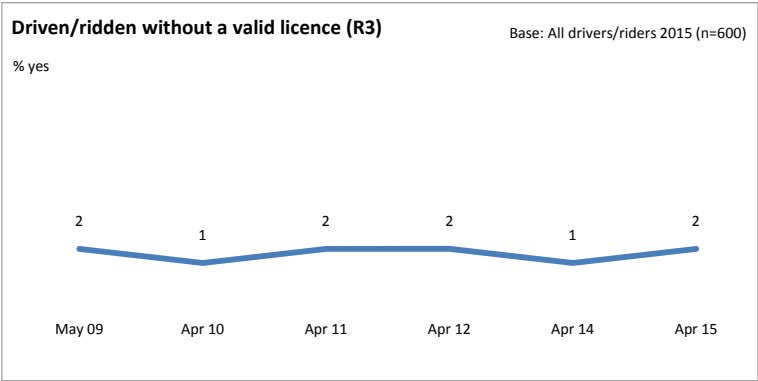
**Table 4.1.4** How often do you use another mobile phone function (e.g. access to the internet, take photographs, or use another application) or use another hand held device (i.e. navigation equipment) while you are driving/riding? (R1e)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
Always	1	1	1	2	2	*				<b>4</b>	1	*	<b>10</b>	<b>10</b>
Most occasions (90% of the time)	*	1	*	1	1						1	1		
Sometimes (about half the time)	5	5	4	7	<b>10</b>	<b>2</b>	<b>1</b>	2	10	4	4	4	<b>10</b>	<b>14</b>
Just occasionally (less than 10% of the time)	16	17	14	<b>27</b>	<b>23</b>	13	<b>4</b>	11	14	20	16	16	10	15
Never	77	74	80	<b>61</b>	<b>65</b>	<b>82</b>	<b>93</b>	86	74	70	77	78	67	<b>59</b>
Don't have a mobile phone	1	1	2	1		2	2	2	2	1	1	1	2	2
TOTAL sometimes/most/always	6	7	5	11	<b>13</b>	<b>2</b>	<b>1</b>	2	10	9	6	<b>5</b>	<b>21</b>	<b>23</b>

\* Indicates less than 1% of respondents.

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

# 5.0 Driving/riding without a valid licence



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

2% of drivers/riders report having travelled on a public road without a valid licence within the last 12 months, a result consistent with the previous five years' surveys.

## 5.1.2 Key sub-group differences

Sub-open licence holders or motorcyclists are more likely than average to have driven/ridden unlicensed in the past year.

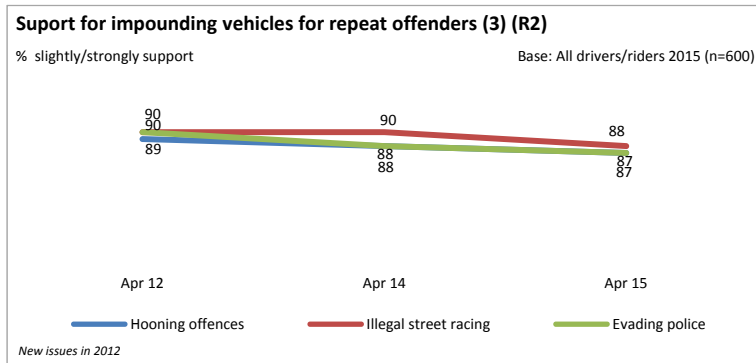
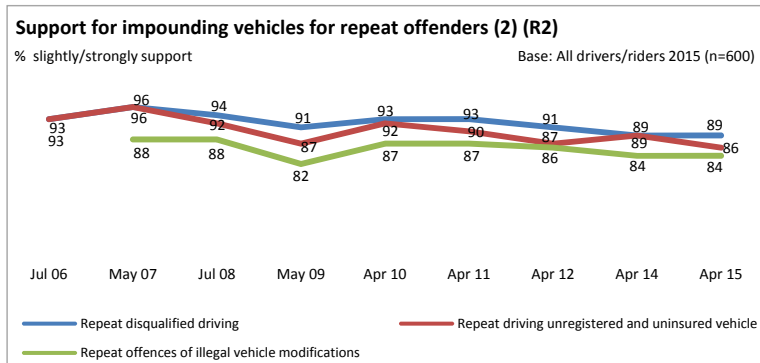
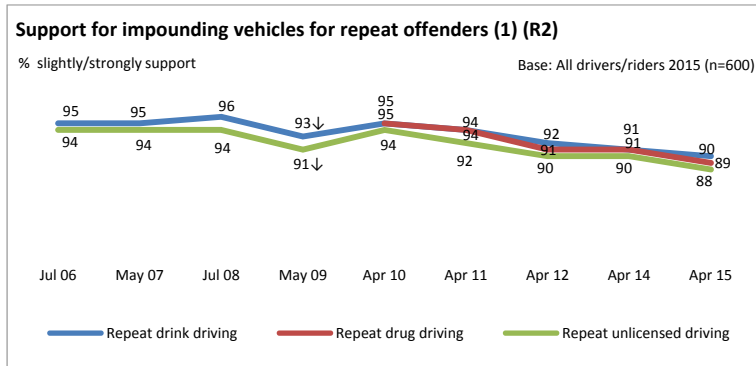
All key sub-group differences are detailed in the following table.

Table 5.1.1 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	2	1	3	2	1	1	2	1	4	2	1	1	1			2	4		4	1	2	1	1	15	4	18	2	
No	97	97	96	96	98	99	95	94	95	96	99	99	99	100	100	97	96	100	94	99	97	97	99	98	81	91	79	97↑
Not sure	1	1	1	2	1	1	2	5	2	2	*					1			1		1	1	1	4	5	4	1↓	

\* 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.

## 6.0 Vehicle impoundment laws



### 6.1.1 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)

The vast majority of drivers/riders support laws that allow police to impound the vehicle of drivers/riders who have been caught for repeat drink driving (90%), repeat drug driving (89%) or repeat disqualified driving (89%). Vehicle impoundment is supported by 88% of people in situations where drivers/riders have repeatedly driven without a valid licence, the same proportion supporting impoundment for illegal street racing. 87% of respondents agree that repeat offenders who have been caught for hooning offences or evading police should have their vehicle impounded while 86% 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 modifications.

### 6.1.2 Key sub-group differences

In all situations, drivers/riders aged 60+ years, females or open licence holders are more likely than average to support laws that allow police to impound vehicles.

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



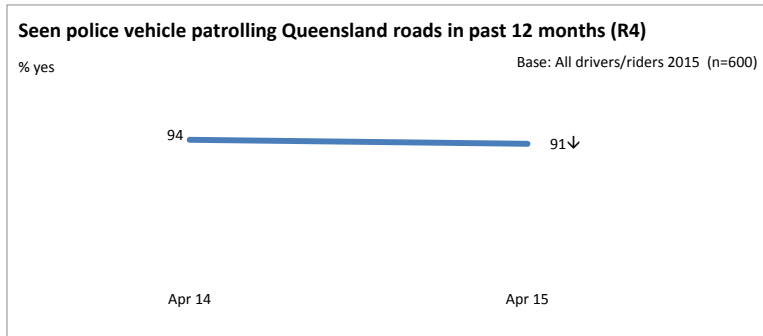
Table 6.1.1 How strongly do you support or oppose laws that allow police to impound the vehicle of a driver/rider who has been caught for...? (R2)

	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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents (total slightly/strongly support)																												
Repeat drink driving	90	91	86	90	93	92	87	86	84	86	92	95	95	95	92	97	90	94	89	94	90	89	92	92	73	84	79↓	90↑
Repeat disqualified driving	89	89	86	88	92	91	86	85	84	82	91	93	95	95	92	95	90	93	87	94	89	87	90	91	78	79	83	85
Repeat drug driving	89	91	85↓	90	93	92	87	89	83	85	91	94	96	95	92	97	88	94	90	94	89	89	91	92	71↓	84	73↓	88↑
Repeat unlicensed driving	88	90	85	89	92	92	86	86	82	84	90↓	95	96	95	91	96	92	96	86	93	88	88	90	92	78	83	77↓	88↑
Illegal street racing	88	90	84	88	92	92	79	86	82	84	91	94	95	94	89	96	82↓	94	90	90	88	88	90	91	61↓	83	69↓	86↑
Hooning offences involving excessive noise or smoke, such as burn outs, donuts, drifting, and other skids/driving/riding stunts	87	88	83	87	91	90	80	86	81	82	90	91	93	93	89	93	86	89	91	86	86	88	88	89	71	80	69↓	82↑
Evading police (failing to stop when directed to do so by a police officer)	87	88	84	86	90	89	79	84	82	81	89	91	94	93	92	94	82	92	89	88	86	86	89	88	69	81	73	83
Repeat driving/riding an uninsured and unregistered vehicle	86	89	83	87	89	91	80	83	77	81	89	94	96	95	86	94	84↓	94	89	92	86	87	88	90	63↓	80	75↓	88↑
Repeat offences of illegal vehicle modifications	84	84	79	80	89	89	74	78	77	76	88	90	93	90	86	91	80↓	93	87	83↓	84	82	86	85	65↓	80	67	74

**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.

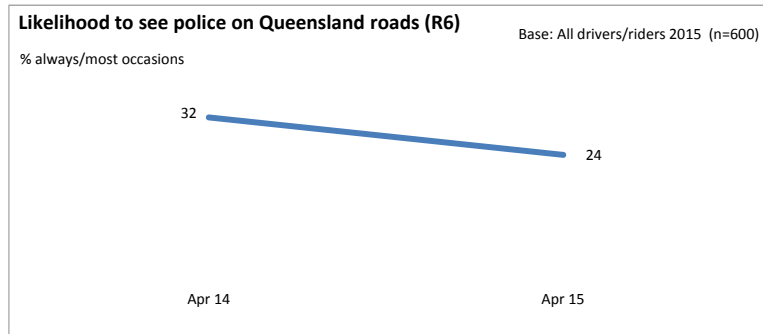
## 7.0 Police vehicles on Queensland roads



### 7.1.1

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

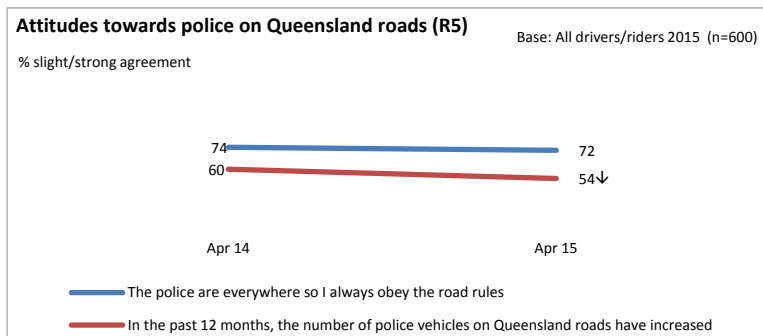
Among all drivers/riders, 91% report having seen a police vehicle patrolling or observing Queensland roads during the past twelve months, this figure decreasing significantly since 2014 – 94%.



### 7.1.2

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

Regarding the perceived likelihood of seeing police on Queensland roads in a given trip, 6% of all drivers/riders report being always likely to see police, 18% expect they will see police on most occasions while 50% expect to sometimes see police on Queensland roads. 24% report they are likely to see police occasionally while driving/riding while 1% never expect to see police on Queensland roads.



### 7.1.3

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

Among all drivers/riders, 54% agree that in the past twelve months the number of police vehicles on Queensland roads has increased, however this figure has fallen significantly in the past twelve months (60%, 2014). Continuing the trend from 2014, 72% of all drivers/riders agree that 'the police are everywhere so I always obey the road rules'.

#### 7.1.4 Key sub-group differences

Drivers/riders aged 40+ years or open licence holders are more likely than average to report seeing a police vehicle patrolling Queensland roads in the last 12 months. Drivers/riders aged 25-39 are more likely than average to report being likely to see the police always or most of the time when driving/riding. Sub-open licence holders are more likely than average to agree that the number of police vehicles on Queensland roads has increased in the past 12 months. Females or drivers/riders aged 60+ years are more likely than average to agree with the statement 'the police are everywhere so I always obey the road rules'.

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

Table 7.1.1 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Yes	91↓	94	92	95	90↓	94	84	88	86↓	93	95	97	96	96	91	95	98	96	94	99	90↓	93	92↓	96	84	87	75↓	94
No	5↑	3	5	4	6↑	3	10	5	8	5	2	2	2	2	6	2		2	3		6	4	5	3	12	5	23↑	5
Not sure	4	2	3	2	4	3	6	7	6↑	2	3	1	2	2	3	3	2	2	3	1	4	3	4↑	2	4	8	2	1

Table 7.1.2 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
Always	6	6	8	8	4	4	4	4	6	7	6	7	8	4	9	7	2		13↑	4	5	7	6	6	8	6	15	11
Most occasions (90% of the time)	18↓	26	18↓	25	18↓	26	17	18	12↓	28	22↓	29	20	21	14	25	28	38	20	31	17↓	23	18↓	26	19	25	13↓	26
Sometimes (about half the time)	50↑	43	49	44	51↑	43	61	51	53	48	47	40	44	39	54	51	47	41	47	52	50↑	41	49↑	43	61↑	42	44	42
Just occasionally (less than 10% of the time)	24	25	23	23	26	27	17	26	26↑	17	24	24	28	35	22	15	23	21	20	14	26	29	26	25	10↓	24	19	21
Never	1	*	2	1	1	*	1	2	2		*		1	1		1			1		1	*	1↑	*	2	3	8	
TOTAL always/most	24	32	27	33	22	30	20	22	18	35	29	36	27	25	24	32	29	38	32	35	22	30	25	32	27	31	29	37

\* 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 7.1.3 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	
	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14	15	14
Base: All drivers/riders	600	600	308	308	292	292	85	85	163	163	216	216	136	136	63	67	51	53	71	72	415	408	539	514	49	80	52	121
% of respondents																												
In the past 12 months, the number of police vehicles (of any type) on Queensland roads has increased																												
Agree strongly	15↓	21	17	19	13↓	23	14	19	16↓	26	17↓	24	10	12	21	19	12	15	20	17	14↓	23	15↓	21	15	21	21	20
Agree slightly	39	39	38	41	40	37	44	41	38	43	33	33	46	41	40	34	35	47	38	46	39	37	38	38	53	39	44	45
Disagree slightly	17	17	16	18	18	17	12	17	16	10	20	21	17	21	13	16	18	17	20	18	17	18	17	18	14	14	13	14
Disagree strongly	6	4	7↑	4	3	4	1	2	7↑	1	7	4	4↓	9			8	6	8	3	6	5	6	4	2	2	8	5
Don't know	24↑	19	22	18	26↑	19	28	21	23	19	23	19	23	17	27	30	28	15	14	17	24↑	18	24↑	18	16	24	13	16
TOTAL agree	54↓	60	55	60	52↓	60	59	60	54↓	69	50	57	56	53	60	54	47	62	58	63	53↓	60	53↓	59	68	60	66	64
The police are everywhere so I always obey the road rules																												
Agree strongly	32	33	33	29	32	38	19↓	31	28	26	35	35	43	42	36	37	29	28	25	32	33	33	33	32	21↓	38	36	27
Agree slightly	40	41	35↓	42	45	39	53	44	34↓	50	39	37	40	34	35	40	37	47	46	49	40	39	39	41	51	37	38	46
Disagree slightly	19	18	20	20	17	17	22	19	27↑	17	17	22	9	12	17	15	18	21	19	17	19	19	18	19	24	17	19	18
Disagree strongly	6	4	8	5	5	3	1	4	6	4	7↑	3	8	7	6	3	10↑	2	7	3	6	5	7↑	4		2	6	4
Don't know	3	4	4	5	2	3	5	4	6	4	3	3		5	5	4	6	2	3		3	4	3	3	4	5		5
TOTAL agree	72	74	68	71	77	77	72	74	61↓	75	73	72	83	76	71	78	67	75	72	81	73	72	72	74	72	75	75	73

**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 Reporting crashes to Queensland Police

### Type of crashes that needed to be reported to the Queensland Police Service (R7)

% of respondents Base: All drivers/riders 2015 (n=600)



#### 8.1.1

#### What type of crashes do you think needed to be reported to the Queensland Police Service? (R7) (*new measure*)

The most common types of crashes that drivers/riders believe should be reported to the Queensland Police Service are crashes involving injury or death (88%), a hazardous environment (88%) or where there is suspected involvement of drugs/alcohol (86%).

### Methods of reporting crashes to Queensland Police (R9) - Top 3 responses

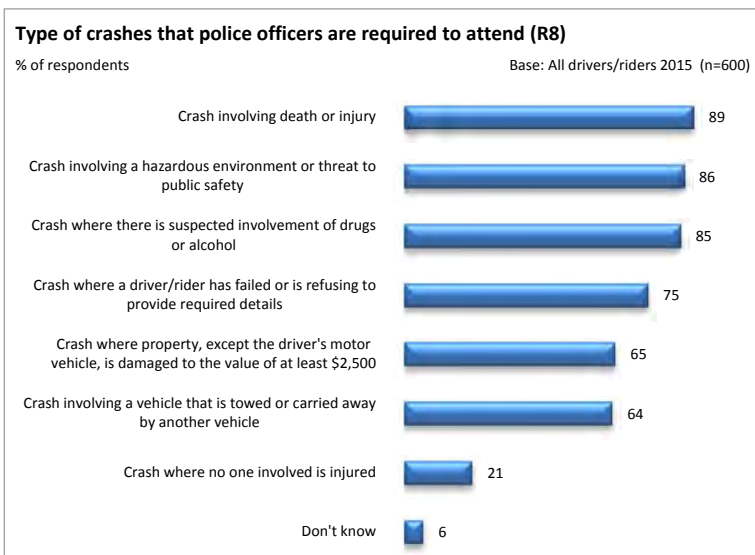
% of respondents Base: All drivers/riders 2015 (n=600)



#### 8.1.2

#### Crashes can be reported to police in a number of ways. Please type in all methods of reporting you can think of? (R9) (*new measure*)

Contacting the police station by phone (65%) is reported as the most common way that people report crashes to the police. 34% report the option to call 000, while 29% state that crashes can be reported in person at police stations.



### 8.1.3

#### What type of crashes do you think police officers are required to attend? (R8) (*new measure*)

Nine in ten respondents (89%) agree that police officers are required to attend a crash involving death or injury, 86% feel that police officers are required for a crash involving a hazardous environment or threat to public safety while 85% believe police should attend a crash where there is suspected involvement of drugs or alcohol.

### 8.1.4

#### Key sub-group differences

Females, open licence holders or respondents aged 40+ years are more likely than average to believe that most types of crashes should be reported to the Queensland Police Service.

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

Table 8.1.1 What type of crashes do you think needed to be reported to the Queensland Police Service? (R7)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
A crash involving death or injury	88	85	90	<b>77</b>	<b>81</b>	<b>94</b>	<b>93</b>	86	90	89	87	<b>89</b>	<b>71</b>	<b>65</b>
A crash where a driver/rider has failed or is refusing to provide required details	84	<b>80</b>	<b>88</b>	<b>77</b>	<b>77</b>	<b>88</b>	<b>91</b>	84	86	84	84	<b>85</b>	<b>69</b>	<b>56</b>
A crash involving a vehicle that is towed or carried away by another vehicle	73	71	75	67	70	73	<b>80</b>	71	76	75	72	73	67	<b>60</b>
A crash involving a hazardous environment or threat to public safety	88	<b>85</b>	<b>91</b>	82	<b>80</b>	<b>93</b>	<b>93</b>	83	90	86	89	<b>89</b>	<b>71</b>	<b>65</b>
A crash where there is suspected involvement of drugs or alcohol	86	<b>83</b>	<b>89</b>	82	<b>77</b>	<b>90</b>	<b>92</b>	79	90	83	87	<b>87</b>	<b>71</b>	<b>58</b>
A crash where property, except the driver's motor vehicle, is damaged to the value of at least \$2,500	75	<b>71</b>	<b>79</b>	72	<b>69</b>	77	80	81	82	70	73	<b>76</b>	<b>61</b>	<b>50</b>
A crash where no one involved is injured	26	28	25	25	26	30	22	24	33	<b>37</b>	24	26	26	<b>13</b>
Don't know	6	7	4	7	<b>10</b>	4	<b>2</b>	6	4	8	5	6	4	12

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

Table 8.1.2 Crashes can be reported to police in a number of ways. Please type in all methods of reporting you can think of? (R9)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
By phone/call/ring local police station	65	66	65	<b>53</b>	68	62	<b>75</b>	65	69	61	66	<b>67</b>	<b>49</b>	<b>52</b>
000/call 000	34	31	36	37	33	36	29	33	31	35	34	35	24	31
In person/at police station	29	29	28	<b>16</b>	<b>19</b>	29	<b>49</b>	28	33	32	28	<b>31</b>	<b>8</b>	19
Internet/online NFI	6	6	6	<b>13</b>	4	6	4	6	4	7	6	6	10	2
Email	6	7	4	8	4	6	5	2	8	8	6	5	10	8
SMS/text message	5	6	4	5	4	6	7	5	4	3	6	5	6	8
Policelink NFI	4	3	6	4	<b>8</b>	2	2	6	6	4	3	5		
Via other people present e.g. tow truck, other motorist etc	4	5	2	1	<b>1</b>	3	<b>11</b>	8	2	1	4	4		4
Policelink/mobile app	3	3	3	4	4	5	1	2	2	4	4	3	4	4
Flagging down a police car	2	2	3		4	2	2		2	3	3	3		2
Written letter	2	3	2	<b>6</b>	2	2	1			3	3	<b>2</b>	<b>8</b>	2
Via social media e.g. Twitter, Facebook etc	2	<b>3</b>	<b>1</b>	1	<b>4</b>	1		2		1	2	2		
Crime stoppers	2	1	2		2	2	3		2	4	2	2		2
Policelink/131444	2	1	2	1	2	2			2	<b>6</b>	1	2		
None	3	<b>5</b>	<b>1</b>	2	5	4		2	2	<b>7</b>	3	3	<b>9</b>	<b>12</b>
Don't know	1	1	1	2	2	1		2		1	1	<b>1</b>	<b>8</b>	<b>6</b>
Other	12	14	11	<b>20</b>	9	10	15	17	18	8	11	<b>11</b>	20	11

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



Table 8.1.3 What type of crashes do you think the police officers are required to attend? (R8)

	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
	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Base: All drivers/riders	600	308	292	85	163	216	136	63	51	71	415	539	49	52
% respondents														
A crash involving death or injury	89	88	90	<b>79</b>	<b>84</b>	91	<b>96</b>	90	88	93	88	<b>90</b>	<b>69</b>	<b>69</b>
A crash where a driver/rider has failed or is refusing to provide required details	75	76	74	<b>64</b>	77	74	81	81	78	75	74	<b>77</b>	<b>57</b>	<b>62</b>
A crash involving a vehicle that is towed or carried away by another vehicle	64	63	64	61	65	62	65	64	69	69	62	63	65	54
A crash involving a hazardous environment or threat to public safety	86	85	87	<b>79</b>	<b>81</b>	89	<b>92</b>	84	90	86	86	<b>87</b>	<b>71</b>	<b>67</b>
A crash where there is suspected involvement of drugs or alcohol	85	83	86	78	<b>79</b>	87	<b>92</b>	81	88	89	84	<b>86</b>	<b>65</b>	<b>59</b>
A crash where property, except the driver's motor vehicle, is damaged to the value of at least \$2,500	65	65	65	70	63	64	65	75	72	61	63	65	59	<b>50</b>
A crash where no one involved is injured	21	23	18	22	22	24	<b>13</b>	27	<b>31</b>	23	<b>18</b>	20	20	13
Don't know	6	7	5	9	7	7	<b>2</b>	6	8	7	6	6	8	8

**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)

### PANEL MODE QUESTIONNAIRE

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

### IF YES TO ANY, TERMINATE

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

### IF YES, TERMINATE

CC	To which of the following age categories do you belong? (SELECT ONE ANSWER ONLY)	
	1. under 16 years	<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"/>
2.	Ride a motorcycle	<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"/>
4.	Ride a bicycle	<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? (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"/>
3.	I am interested in learning more about in-vehicle technology or other devices that can assist me to comply with road safety rules and drive safely	<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)				
	<b>COMPUTER TO ROTATE PRESENTATION OF STATEMENTS</b>	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 <b>talking</b> on a hand held mobile phone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h)	Driving while <b>texting</b> 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"/>
o)	Driving while using a mobile phone or other hand held device to access the internet, take photographs, use maps or use another application	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### DISPLAY TO ALL

R1a	How often do you <b>read</b> 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 <b>send</b> 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

R1c	How often do you <b>talk</b> on a <b>hand held</b> mobile phone 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**

R1d	How often do you <b>talk</b> on a <b>hands free</b> mobile phone 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**

R1e	How often do you <b>use another mobile phone function</b> (e.g. to access the internet, take photographs, or use another application) <b>or use another hand held device</b> (i.e. navigation equipment) 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**

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)					
	<b>COMPUTER TO ROTATE PRESENTATION OF STATEMENTS</b>	<b>1</b> Strongly Support	<b>2</b> Slightly Support	<b>3</b> Slightly Oppose	<b>4</b> Strongly Oppose	<b>5</b> 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 –**

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)					
	<b>COMPUTER TO ROTATE PRESENTATION OF STATEMENTS</b>	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"/>

**DISPLAY TO ALL**

R7 NEW	What type of crashes do you think need to be <b>reported</b> to the Queensland Police Service? (SELECT ANY ANSWERS THAT APPLY)
	1. A crash involving death or injury
	2. A crash where a driver/rider has failed or is refusing to provide required details
	3. A crash involving a vehicle that is towed or carried away by another vehicle <input type="checkbox"/>
	4. A crash involving a hazardous environment or threat to public safety <input type="checkbox"/>
	5. A crash where there is suspected involvement of drugs or alcohol <input type="checkbox"/>
	6. A crash where property, except the driver's motor vehicle, is damaged to the value of at least \$2,500 <input type="checkbox"/>
	7. A crash where no one involved is injured <input type="checkbox"/>
	8. Don't know

**DISPLAY TO ALL**

R8 NEW	What type of crashes do you think police officers are required to <b>attend</b> ? (SELECT ANY ANSWERS THAT APPLY)
	1. A crash involving death or injury
	2. A crash where a driver/rider has failed or is refusing to provide required details
	3. A crash involving a vehicle that is towed or carried away by another vehicle <input type="checkbox"/>
	4. A crash involving a hazardous environment or threat to public safety <input type="checkbox"/>
	5. A crash where there is suspected involvement of drugs or alcohol <input type="checkbox"/>
	6. A crash where property, except the driver's motor vehicle, is damaged to the value of at least \$2,500 <input type="checkbox"/>
	7. A crash where no one involved is injured <input type="checkbox"/>
	8. Don't Know

**DISPLAY TO ALL**

R9 NEW	Crashes can be reported to police in a number of ways. Please type in all methods of reporting you can think of  (FREE TEXT RESPONSE)
-----------	---



## 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
<b>COMPUTER TO ROTATE PRESENTATION OF STATEMENTS</b>						
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 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"/> |

**DISPLAY TO ALL**

A2e

How strongly do you support or oppose the following initiatives for drink driving offenders?  
(SELECT ONE ANSWER FOR EACH STATEMENT. COMPUTER TO ROTATE STATEMENTS).

- | COMPUTER TO ROTATE STATEMENTS                                       | OF | 1<br>Strongly<br>support | 2<br>Slightly<br>support | 3<br>Slightly<br>oppose  | 4<br>Strongly<br>oppose  | 5<br>Don't<br>know       |
|---|----|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| h) Voluntary drink driving/riding education/rehabilitation courses  |    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i) Compulsory drink driving/riding education/rehabilitation courses |    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <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 IF CODE 1 at D3

D9a	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"/>

### 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	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Display (a &amp; b) If Code 1 at D1</b>					
a)	I would never drive/ride after taking recreational drugs				
b)	I think I will cause a crash if I use recreational drugs				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Display to all</b>					
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				
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISPLAY TO AL**

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**

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<br>Agree<br>strongly   | 2<br>Agree<br>slightly   | 3<br>Disagree<br>slightly | 4<br>Disagree<br>strongly | 5<br>Don't<br>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 <b>60 km/hr</b> speed zones in <b>rural</b> areas, how fast do you think <b>people should be allowed to drive/ride</b> 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 <b>100 km/hr</b> speed zones in <b>urban</b> areas, how fast do you think <b>people should be allowed to drive/ride</b> 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 <b>100 km/hr</b> speed zones in <b>rural</b> areas, how fast do you think <b>people should be allowed to drive/ride</b> 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? <del>Why else?</del> (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 kilometres** per hour over the speed limit increases your risk of having a crash?  
(SELECT ONE ANSWER ONLY)
- |             |                          |
|-------------|--------------------------|
| 1. Yes      | <input type="checkbox"/> |
| 2. No       | <input type="checkbox"/> |
| 3. Not sure | <input type="checkbox"/> |

DISPLAY TO ALL

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

DISPLAY TO ALL

- 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<br>Agree<br>strongly   | 2<br>Agree<br>slightly   | 3<br>Disagree<br>slightly | 4<br>Disagree<br>strongly | 5<br>Don't<br>know       | 6<br>Not<br>applicable<br>to me |
|---|--------------------------|--------------------------|---------------------------|---------------------------|--------------------------|---------------------------------|
| <b>COMPUTER TO ROTATE PRESENTATION OF STATEMENTS</b>  |                          |                          |                           |                           |                          |                                 |
| 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 <b>my passengers</b> 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 <b>other road users</b> 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) <b>My own safety</b> 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**

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**

S18b	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 <del>now</del> 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**

S17e

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

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

**DISPLAY TO ALL**

S20

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

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

**DISPLAY ONLY IF S20 = 3-4**

S20b

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

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

**DISPLAY TO ALL**

RW1 (SELECT ONE ANSWER FOR EACH STATEMENT)  
NEW

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

**DISPLAY TO ALL**

RW2 (SELECT ONE ANSWER FOR EACH STATEMENT) NEW					
To what extent do you agree or disagree with the following statements?	1 Agree strongly	2 Agree slightly	3 Disagree slightly	4 Disagree strongly	5 Don't know
a. Reduced speed limits at roadworks are not enforceable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Reduced speed limits at roadworks only apply when road workers are present	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. If you speed at a roadworks site, you are likely to be caught by police	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Sometimes it is difficult to determine the speed limit throughout a roadworks site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. I drive at a speed that is safe for the prevailing conditions, even if it is higher than the reduced limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. The speeds of other vehicles on the road influences my speed choice at roadworks sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISPLAY IF ANSWER 2-5 FOR ANY ITEM AT RW1**

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

## DEMOGRAPHICS - DISPLAY TO ALL

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

Demo 1 What is your occupation?

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
I have been stopped one time in 12 months and I live in a city of over 100,000 people.	1
I don't want to be responsible for killing someone.	1
It comes down to your morals. The limit should be zero for everyone so there can be no excuses or exceptions.	1
I never drink and drive.	2
They always avoid the areas where they should be.	1
I seldom drink so the question is not really applicable.	1
I don't drive when I drink so it does not matter to me.	1

Question A3 Why do you drive/ride after drinking alcohol?	
Response given	Number of Responses
Not applicable.	2
Get a cab.	1
When I've only had a little bit to drink.	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
Up to 3km over the limit.	1
2km	2
10%	4
Depends on the speed of the vehicle, 1 or 2km might still be under the limits.	1
Up to 10%.	1

Question S7 Why don't you think speeding is as dangerous as drink driving? Why else?	
Response given	Number of Responses
By "speeding", I mean 5-10km's over. NO MORE than that.	1
I know what is safe.	1
When speeding most drivers pay more attention as they are on alert that they are speeding.	1
Alcohol has a strong stimulant whereas speeding doesn't.	1

Question S14 In what situations would you be likely to exceed the speed limit?	
Response given	Number of Responses
Lack of attention.	1
Decelerate then accelerate.	1
Cruise control is still powering uphill on the downhill.	1
Emergency.	2
It can be easy to exceed the speed limit when not keeping an eye on the speedometer.	1
I have not looked at my speedometer for half a minute and my speed has crept up. One reason why I always use my speed control on the highway.	1
Use my GPS, very accurate.	1
To move away from a dangerous situation (depending on the situation surrounding myself and my vehicle) from other drivers and where I sense that another driver may be intoxicated or not concentrating or more interested in their mobile phone or a car full of young drivers being idiots and showing off.	1
Sometimes it happens by accident. If I switch off for a second or if I am unsure of the speed limit.	1
When I am unsure where I am driving, my speed tends to increase as I am concentrating on finding where to go rather than the speed limit.	1
Family emergency.	1
Lack of concentration.	1
Don't realise.	1
None.	2
ONLY when it's safe to do so.	1
Traffic lights are not synchronised.	1
Sometimes it just happens, you look at the speedo and uh oh.	1
Get distracted.	1
Inadvertently and momentarily.	1
110km zones.	1
Accidentally.	1
Distracted and speed creeps up when no cruise control fitted.	1
Not keeping an eye on my speedo.	1
If I'm in an area where the speed limit is too low.	1
When another car or truck is pushing me.	1
Frequent unnecessary changes in speed limits.	1
Not concentrating, speed limit changes to a lower speed.	1

Question S16b Why do you oppose this? (Red light/speed cameras)	
Response given	Number of Responses
Equipment can have an inherent fault.	1
Accuracy.	1
Speed of light changes should be standard but isn't.	1
It's revenue raising, only detects speed at one point in time, wastes public money, is "Big Brother"/government watching & speed limits are too low in many places anyway.	1

Question S18b Why do you oppose this? (Point-to-point speed cameras)	
Response given	Number of Responses
It is impossible for the driver to monitor progress against the average.	1
Lack of trust.	1
People can still speed & then slow right down.	1
People can speed for a part of the trip then slow down.	1
Waste of public money, just revenue raising, only useful for areas with no alternate routes & speed limits are too low anyway.	1

Question S17d Why do you oppose this? (Unmarked mobile speed cameras)	
Response given	Number of Responses
Visible police presence deters speeding, unmarked cars do not.	1
A marked vehicle is a deterrent.	1
A police presence should be advertised.	1
Prefer on-road policing.	1
Can be dangerous for the police operating the speed camera.	1
If deterring is the goal then unmarked doesn't give the reminder to watch the speed limit.	1
It's not a presence.	1
I don't feel safe being pulled over by an unmarked police car.	1
If the point of speed cameras is to slow people down, just put a sign saying speed camera ahead and people will slow down.	1
I think people need to realise their error at the time. It allows them time to feel unjust if they don't know they've been booked at the time.	1
"Big Brother" is supposed to serve, not be sneaky. This shows it's about revenue raising & speed limits are too low.	1
Police presence on the road is more of a deterrent.	1

Question S17e Why do you oppose this? (Fixed speed cameras)	
Response given	Number of Responses
Equipment can have an inherent fault.	1
Prefer on-road policing.	1
This makes life easier for police as they do not have to actively participate in speed detection exercises.	1

Question S20b Why do you oppose this? (Marked mobile speed cameras)	
Response given	Number of Responses
Pointless.	1
As before, visible police and on the spot fines are the best deterrent.	1
Should not warn people.	1
Prefer on-road policing.	1
Can be dangerous for police operating the speed camera.	1
They are regularly on hills.	1
They are not heavily marked and the sign they put out is usually on an angle so motorists cannot see what it says.	1
"Big Brother" is raising revenue again & speed limits should be higher.	1

Question RW3 What would encourage you to slow down at roadworks sites?	
Response given	Number of Responses
Signage CLOSER to the actual roadworks, not 3kms before.	1
Don't slow us down so far in advance of the roadworks and so far after they're finished. Also, take the signs down at night and other times when it's safe to do the regular speed limit.	1
Less idiots operating signage.	1
Speeds should not be forcibly reduced when no-one is working there e.g. weekends, it just slows down all the traffic for no reason.	1
Roadwork signs ONLY when actual roadworks are being undertaken or road conditions require it.	1
The removal of signs when there are no roadwork conditions happening at the time.	1
Too many roadwork signs are left on the road when there is no work being carried out. Also a lot of road controllers have no idea how to keep traffic flowing properly.	1
Limits to be lifted when not required e.g. when no workers are present.	1
Speed reductions only when workers are present.	1
More reasonable limits.	1
Slowing traffic when there is not a worker in sight and signs with rags over the limit is STUPID. Put a speed sign up no matter what it's set at.	1
Signs not being left out over weekends.	1
If a person is community minded.	1
Being more focused on my driving speed.	1
Not having speed limits applying far in advance or past the roadwork.	1
If roadworkers removed signs when not applicable.	1
Slower speed making sense. Sometimes it's a slower speed but the road is marked and clear of workers and equipment.	1
If roadwork signs were taken away when there is NO roadworks, then we would be more inclined to believe there is a need to reduce speed.	1
Nothing, generally comply.	1
Workers remembering to remove the signs when they're gone.	1
Removing signs when workers knock off.	1
Remove work signs when workers are not working i.e. weekends.	1



## Appendix C – fieldwork report

**Dates of fieldwork:**

Tuesday 7<sup>th</sup> April to Tuesday 28<sup>th</sup> April, 2015.

**No. of invitations issued:**

Approx. 11,000 invitations for 993 responses (600 completes, 50 incompletes, 92 screeners and 286 quota full)

**Average survey length:**

34.6 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