



**Department of Transport and Regional Services
Australian Transport Safety Bureau**

Survey on Speeding and Enforcement

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Note: This report (CR 214a) updates the version previously released as CR 214. It contains some additional data analysis, presented in the new Chapter 11 (*Attitudes Towards Speed in Car Commercials*). All other information from the original report remains unchanged.

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Abstract

Australian residents were surveyed about a range of issues relating to driving speeds, speed infringements, perceived and preferred speed enforcement tolerances, and attitudes towards speed enforcement measures. Telephone interviews were conducted during May 2002 with a sample of 2,543 people aged 15 years and over residing in the mainland States of New South Wales, Victoria, South Australia, Queensland and Western Australia.

Keywords

SURVEY, SPEED, ENFORCEMENT, TOLERANCE, ATTITUDES

NOTES:

- (1) This report is disseminated in the interests of information exchange.
 - (2) The views expressed are those of the author(s) and do not necessarily represent those of the Commonwealth.
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1. EXECUTIVE SUMMARY

This report provides the results of a survey of Australian residents on a range of issues relating to driving speeds, speed infringements, perceived and preferred speed enforcement tolerances, and attitudes towards speed enforcement measures. Findings from the survey were derived from telephone interviews conducted during May 2002 with a sample of 2,543 people aged 15 years and over residing in the mainland States of New South Wales, Victoria, South Australia, Queensland and Western Australia. A summary of the main findings from the survey is provided below. More detailed results are provided in the main body of this report. Further information can be obtained from the Australian Transport Safety Bureau (ATSB).

1.1. Main Findings

- While most people say they normally drive within the speed limit, six in ten indicate that they sometimes drive at higher speeds.
- Many admit to exceeding posted limits by 10 km/hr or more, in both urban 60 km/hr zones (33% of drivers) and rural 100 km/hr zones (46% of drivers).
- On average, one in five drivers has been booked for speeding in the past two years, though this varies between States: from a low in NSW (12%), to a high in Western Australia (30%).
- Three-quarters of the community assumes that speed limits are enforced with some degree of tolerance.
- Half the community believes the enforcement tolerance in 60 km/hr urban speed zones is at least 5 km/hr; and four in ten think the tolerance in 100 km/hr rural zones is at least 10 km/hr.
- NSW residents are more likely than others to assume the tolerance is 10 km/hr or more, in both 60 km/hr zones (20%, compared with 9% from other States) and 100 km/hr zones (45%, compared with 35% from other States).
- Victorian residents tend to nominate lower permissible speeds than people who live elsewhere; many believe the enforcement tolerance is set at 3 km/hr, particularly in urban 60 km/hr zones.
- A majority of people in all jurisdictions think that speed limits *should* be enforced with a tolerance of 5 km/hr or less; substantial minorities favour a zero tolerance approach, in both urban (29%) and rural (24%) speed zones.
- The community generally believes that enforcement intensities should either stay the same or increase; there is little support for any reduction in current enforcement levels, including the number of speed cameras and the severity of penalties.
- There is a strong view in the community that speed is given too much emphasis in television commercials for new cars.

1.2. Driving speeds

When people were asked to compare their driving speed with that of other drivers, most said they normally drive at average (40%) or below average (38%) speeds. However, the response to this question was strongly age-related. Almost 40% of 20 to 24 year-olds claimed to drive faster than average, a proportion that steadily declined with increasing age.

A majority of drivers said they commonly drive at or below the speed limit in both 60km/hr urban and 100km/hr rural zones. Just over half (54%) said they normally drive at the speed limit in a 60km/hr urban zone, and a further 28% said they drive below the limit. Similar proportions said they commonly drive at (45%) or below (25%) the limit in 100km/hr rural zones.

However, when asked about their highest speeds, six in ten drivers indicated that they sometimes drive above the limit. A third (33%) admitted to driving ten km/hr or more above the 60km/hr urban limit and almost one in two (46%) admitted to speeds of 10 km/hr or more above the 100km/hr rural limit.

Speeds at the higher end of the range were more likely to be reported by males, drivers under 40 years of age, and (for 60 km/hr zones) people who live in major urban centres.

1.3. Factors influencing speed choice

Most licensed drivers agreed that "the possibility of being fined" (83%) or "the possibility of losing demerit points" (75%) are important factors in speed selection. At the same time, most people (80%) agreed that "driving safely for the conditions is more important than staying under the speed limit."

Less than a third (31%) of people agreed with the proposition that "keeping up with traffic is more important than driving within the speed limit", however males (41%) were much more likely than females (22%) to hold this view. Support for this statement was also more prevalent among people who had recently been booked for speeding, particularly those booked in the previous six months (48%).

1.4. Drivers booked for speeding

Overall, close to two in ten drivers (19%) said they had been booked for speeding in the last two years. A further 2% said they had been cautioned in that period.

Two-thirds (67%) of those who had been booked said they were detected by speed camera and almost a third (30%) by a mobile patrol vehicle (police car or motorcycle). This was consistent across all States except for Queensland, where half (51%) said they were booked by speed camera and 43% by mobile patrol.

Licence holders who had been booked for speeding were typically males in their early 20s. Almost three in ten 20 to 24 year olds reported being booked or cautioned for speeding. There was a clear linear decline in the likelihood of being booked after the age of 24, culminating in less than one in ten being booked after the age of 59 (9%).

Males (26%) were almost twice as likely as females (15%) to have been booked or cautioned for speeding in the previous two years. This gender relationship was consistent across age groups and place of residence. The research also showed that those who drive every day were twice as likely as those who drive less often to have been booked or cautioned.

Drivers in major urban centres were more likely to say they had been booked for speeding than were licensed drivers in smaller locations (20% versus 15%). This difference was evident in all States except Queensland where community members were equally likely to say they had been booked regardless of the size of the centre in which they resided.

Western Australians were significantly more likely than drivers in the other four States to report that they had been booked in the last two years. Some 30% of Western Australian drivers had been booked, compared with an average of 21% from Victoria, Queensland and South Australia. The least likely to have been booked were drivers from New South Wales, with a frequency of only 12%.

While drivers who had been booked for speeding generally admitted a tendency to drive faster than the average, they did not show a significantly different perception of speeds generally permitted over the posted limit, when compared to those who had not been booked.

1.5. Speed enforcement tolerances

Most people believe that speed limits are enforced with some degree of tolerance in both urban 60 km/hr and rural 100 km/hr zones.

For 60km/hr urban areas, just 17% of drivers thought that no tolerance was generally allowed. Half of all drivers assumed that at least 65 km/hr would be permitted, including 13% who believed that they generally would not be booked at 70 km/hr.

Even greater tolerance was assumed in 100 km/hr rural zones. Two in three drivers (65%) said that at least five km/hr over the posted limit would generally be tolerated by police, and almost four in ten drivers (39%) believed that speeds of 110 km/hr or more would be permitted.

On average, one in four drivers (25%) under the age of 60 years believed it was allowable to drive above 65 km/hr in a 60 km/hr urban zone without being booked. This declined to 14% of community members who were 60 years or over.

Similarly, 38% of those aged 15 to 59 years considered it permissible to drive at 110km/hr or more in a 100km/hr rural zone, compared with 28% of older people.

Residents of NSW were more likely than people living elsewhere to nominate tolerances of 10 km/hr or more, both in urban speed zones (20%, compared with 9% from the other States) and in rural zones (45%, compared with 35%).

On the other hand, perceived tolerances tended to be considerably lower than average among Victorian residents. Two-thirds (67%) of Victorians said the maximum allowed speed in 60 km/hr urban zones was less than 65 km/hr, compared with 33% of people

across the other four States; and 60% of Victorians thought the maximum speed allowed in 100 km/hr rural areas was 105 km/hr or lower, compared with 42% of non-Victorians.

These differences were most likely influenced by a highly publicised announcement in Victoria (in March 2002) that speed camera tolerances were being reduced to 3 km/hr: 35% of Victorians specified a maximum permitted speed of 63 km/hr in urban zones, and 19% nominated 103 km/hr in rural zones.

When asked how much leeway *should* be given before drivers are booked for speeding, a majority of people nominated tolerances of 5 km/hr or less for both 60 km/hr urban zones (78%) and 100 km/hr rural zones (53%). In both situations, a substantial proportion of people advocated a zero tolerance approach (29% and 24% respectively).

1.6. Attitudes towards speed enforcement

Overall, 40% of the community supported an increase in the number of speed cameras, 42% supported an increase in speed limit enforcement and 23% supported an increase in the severity of speeding penalties. Relatively few people favoured a reduction in any of these items.

Residents from NSW were more supportive of increases in speed cameras (48%), speed limit enforcement (46%) and penalties (27%) than were residents from the other four States. People from South Australia and Western Australia were least likely to support increases in speed cameras (26% and 31% respectively) and speed limit enforcement (31% and 38%). This finding is perhaps not surprising for Western Australian residents, given that they were much more likely to have been booked for speeding than drivers elsewhere (30% versus the national average of 19%).

1.7. Attitudes towards speed in car commercials

A clear majority of people (56%) agreed that there is too much of a focus on speed in television commercials for new cars. Community support for this view was unusually emphatic, with 41% of people indicating that they agreed strongly with the proposition. By contrast, only 17% of respondents said they disagreed strongly.

This pattern of response was consistent across States and types of location, but did vary somewhat by sex and age. The belief that speed is over-emphasised was more prevalent among females (61%, compared with 51% of males) and people aged 40 years or over (69%, compared with 43% of younger people).

2. INTRODUCTION

Research studies have shown that road safety outcomes are highly sensitive to changes in traffic speeds, and that a substantial proportion of casualties can be attributed to quite moderate violations of the speed limit¹. These findings underscore the focus on speed management strategies in Australian road safety, including the widespread use of police enforcement programs.

There is evidence linking enforcement measures with improvements in both speed compliance and safety outcomes. However, one important determinant of actual travel speeds is likely to be the level of tolerance, both real and perceived, exercised by enforcement agencies.

The Australian Transport Safety Bureau (ATSB) requested broad based and statistically reliable quantitative research to examine community perceptions on this issue, along with general attitudes towards speeding and speed limit enforcement.

Some information on adherence to posted speed limits and to speed tolerance is already collected in the ATSB's series of annual Community Attitudes Surveys (CAS). This new survey provides more detailed examination of these speed issues through addition of several new questions and by increasing the sample size both overall and in the different States.

The survey was conducted by telephone in the five mainland States using a stratified, probability selection methodology that provided sufficient numbers of interviews in each State for reliable comparison. The chosen sample size for each State was 500 interviews, spread evenly across each gender and reflecting the correct age distribution. A total of 2,543 interviews were completed over the period 7-30 May 2002 after a formal pilot test of the survey instrument.

The data collected from each State was adjusted by weighting to the latest available population statistics (ABS, 30 June 1999 estimates) to reflect the full population of all people aged at least 15 years and resident in the five mainland States.

The survey methodology closely followed the CAS series approach and maintained the same respondent age/sex definition and sample selection procedure that has been implemented annually since 1993. This methodology, which incorporates an advance letter advising selected households about the survey and a modified "Kish-grid" respondent selection process, optimises response rate and sample reliability through stringent sampling, in-home selection and interviewer controls.

¹ For example: Kloeden CN, McLean AJ, Moore VM, Ponte G. *Travelling speed and the risk of crash involvement*. FORS report, CR 172, Canberra, 1997.

3. SURVEY METHODOLOGY

3.1. Summary

The method used in the Survey on Speeding and Enforcement adopted a rigorous sampling approach that was developed in 1993 for the ATSB's Community Attitudes Survey series. An essential feature of the research method included an advance letter, under ATSB letterhead, advising selected households about the survey. This has the effect of at least doubling the effective survey response when compared to more commercially driven research.

An associated and also integral feature of the research and sampling design was the probability based, non-substitution selection of the person in the dwelling who was asked to answer the questions.

As a first step, the researchers limited the mailing of the advance letter to a level that would lead to some 75-80% of respondents for the full survey in each State being selected on a probability basis. At contact with each dwelling, the researchers introduced a respondent selection process that increased the chance of males and young people being included in the raw sample. These population groups are traditionally harder to include in community surveys and therefore steps were taken to ensure their proper representation in this research. The over-riding principle in respondent selection, however, was that interviewer bias should be eliminated in respondent selection. Hence, the control rested with a computer program (not the interviewer) selecting the respondent.

At contact with the dwelling, the interviewer listed all household members by gender and sequentially by age. The computer program selected the person to interview. Only that person was to be interviewed. Workstations were programmed to increase the chance of the 'harder to find' age or gender groups being selected.

The sampling design defined 10 independent regions to be surveyed. Each of the five States was split into two regions, namely a "major urban" region comprising all urban conurbations of 100,000 residents or more (capital plus large cities) and "rest of State" (under 100,000 population centres)². Prior to commencement of the survey, minimum targets were set within each region for both gender and across age groups, approximating the 30 June 1999 population estimates. Age/gender respondent achievement within each region was monitored against the targets.

After exhaustion of the initial mailed sample, which yielded 2,030 interviews, including those derived from follow up of initial refusals and non-English speaking contacts, the balance of the fieldwork was completed through a supplementary, controlled achievement method within each region. More letters were dispatched and the extra households were then systematically followed up by telephone in order to complete at least the minimum target number of interviews by age group and gender originally set for each region.

² These "rest of State" regions were later split into two (or more if required) size categories at the analysis stage, based on location of the residence. For additional analysis opportunity, findings were made available for total "major urban" versus "rest of State" and also split by "5,000-100,000 population" (440 interviews) and "under 5,000" (326 interviews).

On contact with households for this supplementary phase of fieldwork, only the unmet age/gender categories were listed for selection and the same computer-controlled probability selection process was used. The approach still meant that interviewers had no influence over whom to select and interview in any dwelling. At the contacted households that could not yield any of the needed age/sex groups, no interview took place.

Throughout fieldwork, interviewers acted strictly in line with a laid down procedure on a dwelling-by-dwelling basis, so that selection remained systematic across the community at large and, later, within the needed age/gender categories. This maintained an independent, stratified sampling process and ensured that any sampling error was minimised.

This sampling method led to the respondent numbers ending up close to the desired sample size in each region.

The data collected in this survey has been weighted to mainland State population statistics estimated by the Australian Bureau of Statistics as at 30 June, 1999. This report is based on these weighted statistics, representing the mainland population aged from 15 years.

3.2. Sample Coverage and Source

The five mainland States of Australia were covered by the sample. A target of 500 interviews was set for each State, including at least 350 interviews in the "major urban" sample in order to reflect the dominant population represented by such areas. In addition, the researchers ensured at least 150 interviews in the "rest of State" regions per State so that there would be adequate sample size to analyse those regions at a national level and also allow potential analysis by conurbation size (e.g., "smaller urban" being 5,000-100,000 population centres and "rural", reflecting centres under 5,000 population).

TAVERNER Research Company estimated a sample yield from each region prior to fieldwork commencement and reached or exceeded targets in all cases. Because of the non-substitution design within dwellings and the requirement to maximise the sample response rate (yield), TAVERNER continued to interview in some regions even though the desired total number of interviews was reached before achievement of minimum age/gender numbers.

For that reason, the survey reports on 2,543 completed interviews, slightly above the planned sample size of 2,500.

After exclusion of the sample component that could be classed as out of scope (e.g. unobtainable number, no answer after 9 or more calls, household member away for survey period), the effective national response rate was estimated at 59% participation overall. This reflects a very high response level relative to more conventional commercial survey standards.

Dwelling addresses and their telephone numbers were systematically selected from the latest available electronic Australia-on-Disk White Pages directories, reflecting both the "major urban" and "rest of State" regions.

3.3. Interviewing and Processing

Following despatch of an initial 4,932 advance letters, TAVERNER Research Company interviewers contacted dwellings over the period 7-20 May 2002. Supplementary fieldwork, as described, took place up to 30 May 2002.

The questionnaire, included under Appendix I, was administered by trained TAVERNER interviewers to the selected respondents (one per dwelling) using the OzQuest Computer Assisted Telephone Interviewing (CATI) system under direct control of supervisors.

The data collected by the interviewers was entered directly into the computer data processing system in the TAVERNER offices. The sampling and survey responses were monitored progressively. Detailed tabulations were then prepared in a format weighted to the State population distributions estimated as at 30 June, 1999.

All interviewing was conducted at least in accordance with the guidelines of the Interviewer Quality Control scheme (IQCA), introduced to Australia under the auspices of the Market Research Society of Australia (MRSA) and the Association of Market Research Organisations (AMRO). TAVERNER Research Company has IQCA accreditation, is a member of AMRO and our fieldwork is audited appropriately.

3.4. Statistical Analysis

The data were analysed by TAVERNER Research Company using OzPro and SPSS 11.0 for Windows.

The report and analysis include simple descriptive statistics, mainly involving percentages, means and medians. Inferential statistics including univariate and multivariate analyses were employed to explore statistical differences between groups. In particular, any differences between respondents from different States and geographic locations and between different ages and genders were explored to ascertain whether attitudes, beliefs and behaviours differ between different demographic groups.

Logistic regression was utilised to explore whether particular demographic groups predicted certain attitudes, beliefs or behaviours with regard to speeding.

A χ^2 , t or F statistic is reported in the footnotes when a relationship was found to be statistically significantly different. A statistical significance level of $\alpha=0.05$ was employed.

4. TOPICS AND QUESTIONNAIRE

The topics covered in the Survey on Speeding and Enforcement were nominated by the ATSB and were piloted tested by TAVERNER Research Company. Questions covered awareness, attitudes, beliefs and behaviours in respect to speeding and enforcement. The following issues were covered in this survey:

Licence ownership:

- past and present licence holding;
- length of time had licence.

Driving behaviour:

- frequency of driving a motor vehicle;
- personal driving speed relative to other drivers;
- incidence of driving a motorcycle on the road in the past year;
- incidence of being booked for speeding in the last two years and in the last six months, plus method of being booked;
- most common driving speeds in urban 60 km/hr and rural 100 km/hr zones;
- highest driving speeds in urban 60 km/hr and rural 100 km/hr zones;
- perceptions of speed enforcement tolerances in urban 60 km/hr and rural 100 km/hr zones;
- preferred speed enforcement tolerances in urban 60 km/hr and rural 100 km/hr zones;
- factors (suggested to respondents) which may influence the choice of speed covering possibility of getting a fine, possibilities of losing demerit points, needing to keep up with the traffic and driving to the conditions.

Attitudes to speed enforcement:

- whether the number of speed cameras should be changed;
- whether the amount of speed enforcement should be changed;
- whether the severity of speeding penalties should be changed.

Attitudes to speed in car commercials

Demographics:

- Age;
- Work status and occupation;
- Education level;
- Gender;
- Location (major urban plus rest of State with opportunity for segmentation to show smaller urban versus rural).

The questionnaire used in the survey is attached as Appendix I.

5. SAMPLE CHARACTERISTICS

For comparison of weighted and unweighted numbers analysed in this survey, examples of respondent characteristics are presented below. These show strong consistency between raw and weighted numbers, prior to weighting of the data to reflect the different State populations. The main effects of weighting were from bringing the age/sex distributions into their correct proportion for both the major urban and rest of State regions within each of the five mainland States and representing the survey data across the full mainland area.

Table 1: Demographic characteristics of survey sample

CHARACTERISTICS %	UNWEIGHTED %	WEIGHTED %
Base:	2,543	14,308 ('000)
Age: (15 years and over)		
15-24 years	17	18
25-39 years	28	29
40-59 years	33	32
60 and over	23	20
Sex:		
Male	50	49
Female	50	51
Work Status:		
Student	10	10
Home duties	9	10
Employed	57	58
Retired/Pensioner	21	20
Unemployed	3	3
Highest Education Level:		
Up to secondary/still at school	58	55
Trade/TAFE	14	14
Tertiary	28	30
Driver Characteristics:		
Licence Ownership		
Have current licence or permit	90	88
Previous holder	2	3
Never held	9	9
Length of Time Licence Held:		
Base:	2244	12,577('000)
Up to 3 years	8	10
3-5 years	5	6
6-10 years	11	13
Over 10 years	75	71
Penalised/cautioned for Speeding:		
Base:	2206	12,300('000)
Last 6 months	8	7
Last 2 years	22	21

Totals may not always add exactly to 100% due to rounding of percentages.

6. DRIVING SPEEDS

6.1. Beliefs about personal driving speed

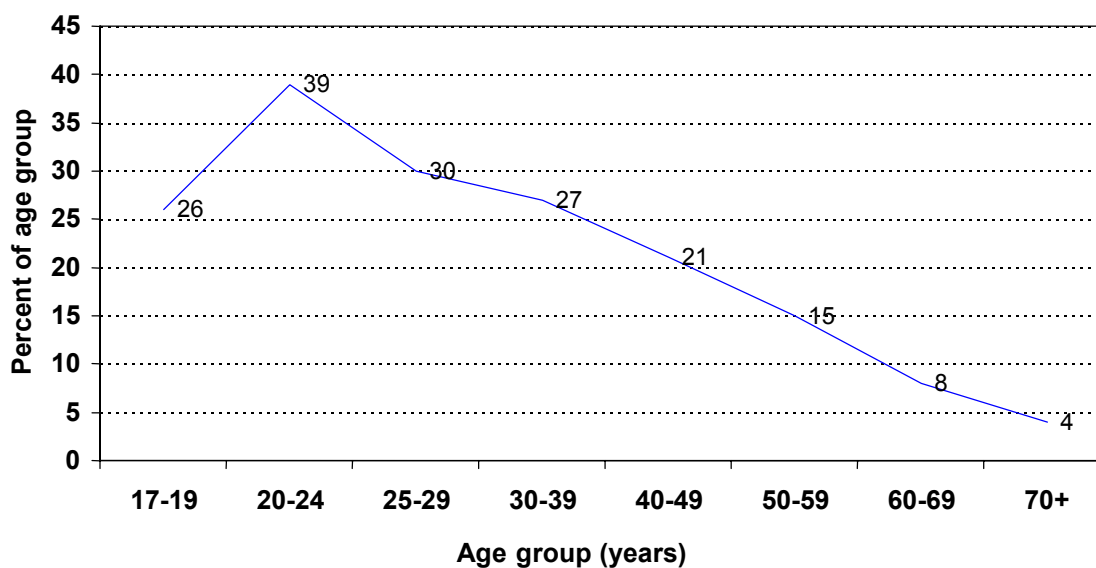
Licensed drivers were asked how they thought their normal driving speed compared with the average driver:

“How would you compare your normal driving speed to other drivers? Do you normally drive faster than the average driver or do you drive slower than the average driver?”

Drivers were equally likely to say that they drive at an average speed (40%) or below the average speed (38%). Only two in ten (21%) said they drive faster than the average though just 1% described it as ‘a lot’ faster than the average.

As shown in Figure 1 below, younger drivers were by far the more likely to respond that they drive faster than the average. Almost 40%, double the national figure, of 20 to 24 year olds said that their driving speed was faster than the average. This percentage declined steadily with increasing age, to a low of 4% among drivers 70 years or over.

Figure 1: Percent of licensed drivers in each age group who said they drive faster than the average



It is interesting to note that when asked about actual driving speeds, people aged between 25 and 39 years were just as likely as the younger group to say they *commonly* drive ten percent or more above the speed limit in both 60 km/hr urban zones and 100 km/hr rural zones.

Self-reported speeds in 60 km/hr and 100 km/hr zones are discussed in detail in the sections that follow.

6.2. Driving speed in 60 km/hr urban zones

Community members were asked about their driving behaviours in 60 km/hr urban speed zones. Specifically, they were asked the following questions:

“I’d like you to think about your typical driving patterns in normal daylight conditions. Assume good weather and good road conditions.

“First of all, in 60 km/hr zones in urban areas, what is your most common driving speed in light traffic conditions?”

“Still thinking about 60 km/hr zones in urban areas, what is the highest speed you sometimes travel at?”

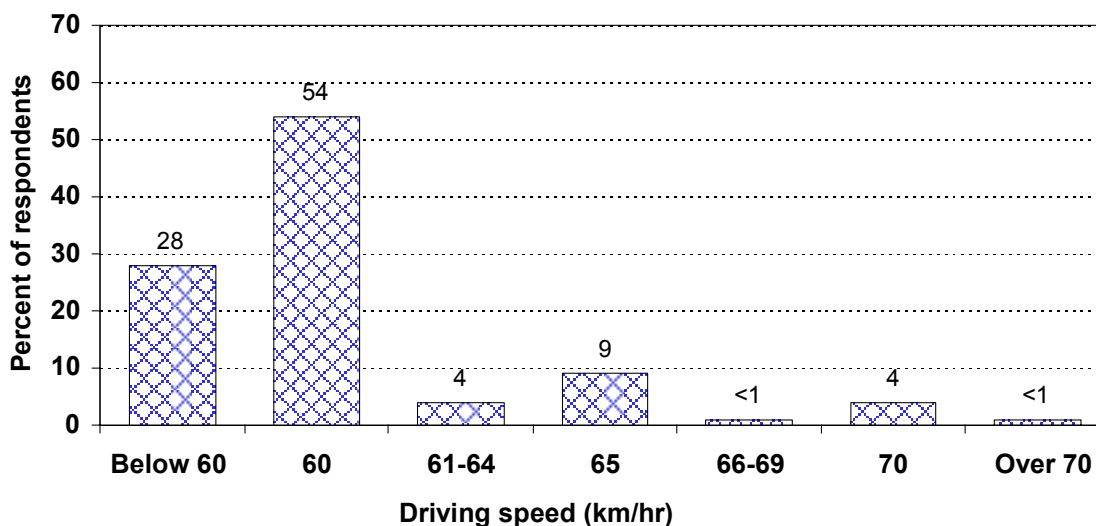
The results are presented and discussed in the sections below.

6.2.1. Most common speed driven in 60 km/hr urban zones

The majority of drivers (82%) said they commonly drive at or below 60 km/hr in a 60 km/hr urban zone, with just over half (54%) saying they drive at the limit. Fourteen percent of drivers indicated that they normally exceed the speed limit by at least 5 km/hr, including a small group of four percent who nominated speeds of 70 km/hr or more.

These findings are illustrated in Figure 2.

Figure 2: Most common speed driven in a 60 km/hr urban zone



One in four drivers below the age of 25 (23%) admitted to commonly driving 5 km/hr or more above the speed limit in 60 km/hr zones. This incidence declined with increasing age: 18% of 25 to 39 year olds, 13% of 40 to 59 year olds, and 3% of drivers over 60 years said they commonly exceed the limit by 5 km/h or more.

These comparisons are shown in Table 2.

Table 2: Most common speed driven in a 60 km/hr urban zone by gender and age group

Most common speed driven in 60 km/hr urban zones (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
Below 60	27	28	23	23	28	39	28
60	50	57	48	55	54	56	54
61-64	5	4	6	4	5	3	4
65	11	7	12	11	9	1	9
66-69	1	0	1	1	1	0	1
70	5	3	8	6	3	1	4
More than 70	1	0	1	1	1	0	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

As shown in Table 3 below, almost two in ten licence holders from major urban centres (18%) said they drive at 65 km/hr or above in a 60 km/hr urban zone. This is three times higher than the 6% of drivers from smaller centres who said they drive at 65 km/hr or above.

Drivers from NSW, Victoria and Queensland were more likely than South Australian and Western Australian drivers to say that they drive below 60 km/hr (averaging 29% versus 22%).

Table 3: Most common speed driven in a 60 km/hr urban zone by location and State of residence

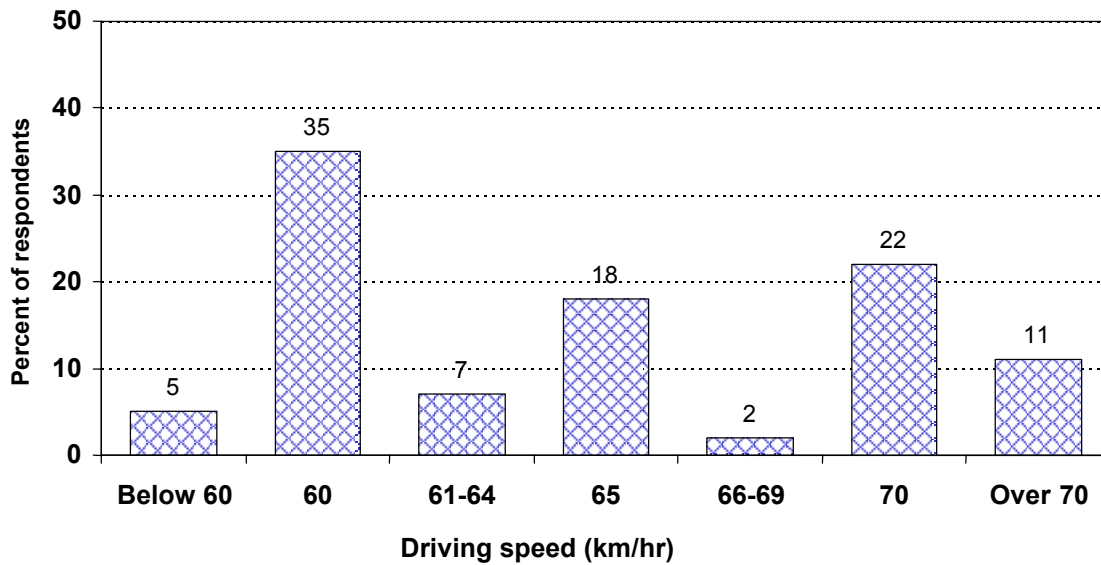
Most common speed driven in 60 km/hr urban zones (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queensland %	South Australia %	Western Australia %	
Below 60	23	40	29	31	29	20	23	28
60	54	52	52	50	58	55	57	54
61-64	5	3	3	4	4	9	4	4
65	10	5	9	9	8	12	9	9
66-69	1	0	0	1	0	2	1	1
70	5	1	6	4	2	1	5	4
More than 70	1	0	1	1	0	1	1	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

6.2.2. Highest speed driven in 60 km/hr urban zones

As shown in the Figure below, four in ten drivers (40%) said their maximum speed is 60 km/hr or below in a 60 km/hr urban zone. At least one in three drivers (35%) said they drive over 65 km/hr in such areas with most of these (33%) admitting speeds of at least 70 km/hr.

Figure 3: Highest speed driven in a 60 km/hr urban zone



The median for the highest driving speed in a 60 km/hr urban zone was 65 km/hr. It was consistently at this level for all ages up to 59 years and fell sharply to 60 km/hr over the age of 60 years (see Table 4 below). Males were more likely than females to admit to exceeding the speed limit by 10 km/hr or more (37% compared with 29%).

Table 4: Highest speed driven in a 60 km/hr urban zone by gender and age group

Highest speed driven in 60 km/hr urban zones (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
Below 60	4	5	4	5	4	8	5
60	32	38	26	27	37	54	35
61-64	6	8	4	5	9	9	7
65	18	19	20	19	19	15	18
66-69	2	1	2	1	2	2	2
70	23	21	27	28	22	8	22
More than 70	14	8	16	16	7	5	11
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Reported speeds by area of residence are presented in Table 5. Drivers from major urban centres said they drive at higher speeds (median of 65 km/hr) than those in the smaller urban and rural regions (median of 60 km/hr). This is consistent with the finding that people from major urban centres are more likely to report common driving speeds of 65 km/h or more (18% versus 6%).

NSW, Victorian and Queensland residents were more likely than Western and South Australian residents to say that their highest speed in a 60 km/hr zone was 60 km/hr or below (42% versus 32%).

Table 5: Highest speed driven in a 60 km/hr urban zone by location and State of residence

Highest speed driven in 60 km/hr urban zones (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Below 60	4	7	6	7	3	1	3	5
60	32	44	37	33	41	31	29	35
61-64	7	7	5	8	7	10	7	7
65	19	18	17	19	17	23	22	18
66-69	2	2	1	1	2	5	3	2
70	25	15	23	21	21	20	25	22
More than 70	13	7	12	12	9	11	10	11
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Analysis also shows that drivers booked for speeding in the previous two years were more likely to mention speeds of 75 km/hr or more (19%) than those not booked (7%). Similarly, 21% of people who had ridden a motorcycle in the past year admitted to exceeding the limit by 15 km/hr or more (compared to 10% of non-motorcyclists).

6.3. Driving speed in 100 km/hr rural zones

Similar to 60 km/hr urban zones, community members were also asked about their behaviours and beliefs regarding driving in a 100 km/hr rural zone. They were asked the following questions:

“Thinking about your typical driving patterns in normal daylight conditions in 100 km/hr zones in rural (country) areas, what is your most common driving speed in light traffic conditions? Assume good weather and good road conditions.”

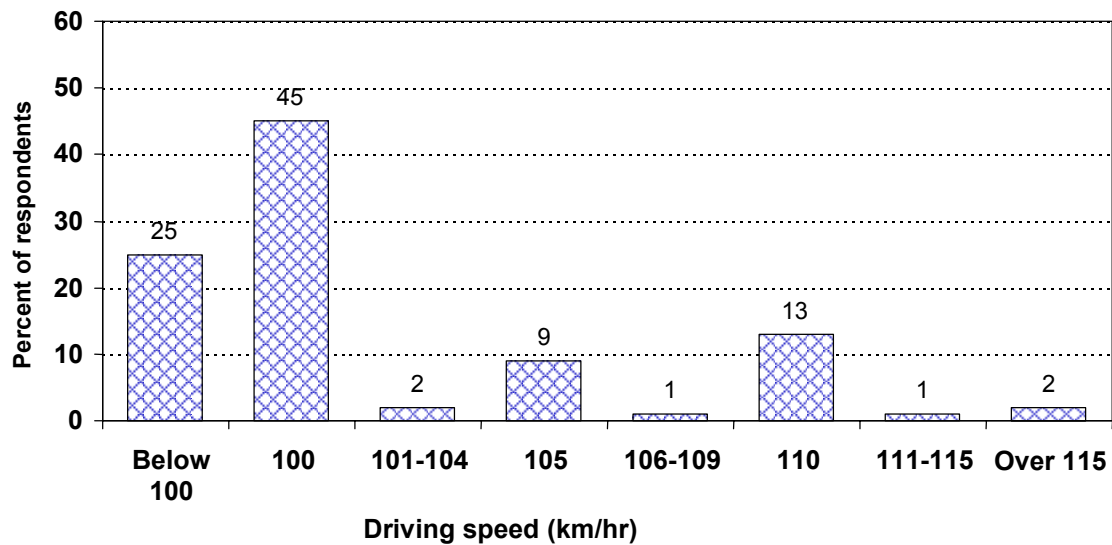
“Still thinking about 100 km/hr zones in rural (country) areas, what is the highest speed you sometimes travel at, when traffic conditions allow it? Assume good weather and good road conditions.”

The results are presented and discussed in the sections below.

6.3.1. Most common speed driven in 100 km/hr rural zones

As illustrated in Figure 4, close to half of all drivers (45%) said they normally drive at 100 km/hr in a 100 km/hr rural zone and a further 25% said they drive below 100 km/hr. While 9% said they drive at 105 km/hr, a further 17% said their common driving speed was at least 110 km/hr. Two percent of licence holders said they drive above 115 km/hr.

Figure 4: Most common speed driven in a 100 km/hr rural zone



Within the 17% who said they commonly drive ten percent or more above the 100 km/hr limit, a majority (65%) were below the age of 40. By contrast, the proportion of all licence holders under 40 is estimated at 47%.

Comparing behaviour across age groups, two in ten licence holders (20%) under the age of 25 reported commonly driving 110 km/hr or more in a 100 km/hr rural zone. An even higher proportion of the 25 to 39 age group (24%) reported this behaviour. The proportion driving 110 km/hr or more in a 100 km/hr rural zone declined to 15% for the 40 to 59 age group and to a low of 3% for drivers 60 years or over.

Licence holders aged 60 years or older were more than twice as likely as younger drivers to say that they usually drive below 100 km/hr (45% versus 20% below 60 years of age).

Females were more likely than males to say that they drive below 100 km/hr (30% versus 20% of males), while males were more likely to say that they commonly drive at least 110 km/hr (21% versus 12% of females).

Table 6: Most common speed driven in a 100 km/hr rural zone by gender and age group

Most common speed driven in 100 km/hr rural zones (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
Under 100	20	30	24	16	22	45	25
100	44	46	45	45	47	41	45
101-104	2	1	1	2	3	1	2
105	11	7	7	11	11	5	9
106-109	1	1	1	1	2	1	1
110	17	10	15	19	13	3	13
111-115	1	1	1	2	1	0	1
More than 115	3	1	4	3	1	0	2
Not applicable	0	3	2	1	0	4	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

As shown in the following Table, there was very little difference between the States or across community sizes in how fast licence holders said they normally drive.

Table 7: Most common speed driven in a 100 km/hr rural zone by location and State of residence

Most common speed driven in 100 km/hr rural zones (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Under 100	25	24	29	23	23	24	21	25
100	45	45	44	46	43	46	51	45
101-104	1	3	1	2	3	2	2	2
105	9	10	9	10	12	8	5	9
106-109	1	2	1	1	2	2	1	1
110	13	14	13	12	15	13	15	13
111-115	1	1	1	1	1	1	2	1
More than 115	2	1	1	2	1	3	3	2
Not applicable	2	0	2	2	1	1	-	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

6.3.2. Highest speed driven in 100 km/hr rural zones

The median highest speed driven in a 100 km/hr rural zone was 105 km/hr. This median is heavily influenced by the 38% of drivers who maintained they drive at 100 km/hr or less in a 100 km/hr rural zone. Around one in ten (11%) said they sometimes drive at 105 km/hr but a far higher 27% drive at 110 km/hr. A further two in ten drivers (20%) said they sometimes drive at speeds of more than 110 km/hr, with most (16%) nominating speeds of 120 km/hr or over. These findings are illustrated in the Figure below.

Figure 5: Highest speed driven in a 100 km/hr rural zone

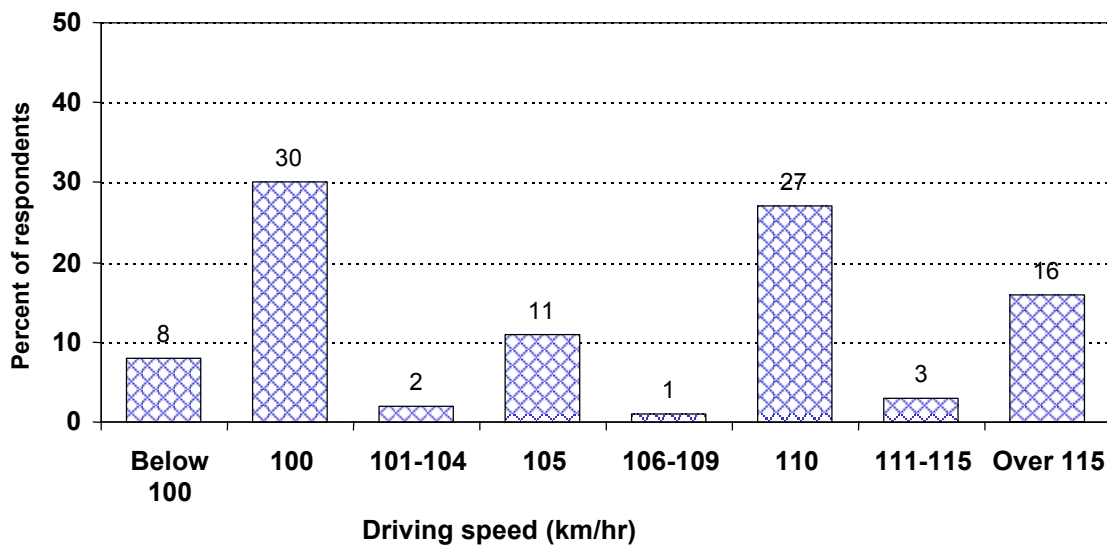


Table 8 shows that males (22%) were significantly more likely than females (11%) to say they drive at speeds above 115 km/hr in a 100 km/hr rural zone. The median highest speed for male drivers was 110 km/hr, well ahead of the median for females at 105 km/hr.

Drivers who admitted to speeds above 115 km/hr were also more likely to be under 40 years of age (21%, compared with 15% of 40 to 59 year olds and 5% of drivers 60 years or over).

Table 8: Highest speed driven in a 100 km/hr rural zone by gender and age group

Highest speed driven in 100 km/hr rural zones (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
Under 100	5	11	7	4	8	16	8
100	25	35	26	25	30	43	30
101-104	2	2	2	2	3	2	2
105	12	10	10	11	12	9	11
106-109	1	0	1	1	1	0	1
110	28	26	27	31	27	20	27
111-115	5	2	3	4	4	2	3
More than 115	22	11	21	21	15	5	16
Not applicable	0	2	3	1	0	4	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

The Table below indicates few differences between areas of residence. However, further analysis shows that South and Western Australian licence holders from rural locations were more likely to report speeds of at least 120 km/hr (15%, compared with 10% of residents from all other locations)

Table 9: Highest speed driven in a 100 km/hr rural zone by location and State of residence

Highest speed driven in 100 km/hr rural zones (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Under 100	9	6	9	8	6	8	7	8
100	31	27	33	28	27	31	29	30
101-104	2	3	2	2	3	1	2	2
105	10	13	10	13	13	7	10	11
106-109	1	1	0	0	2	1	2	1
110	27	28	26	27	30	25	26	27
111-115	3	4	2	4	3	6	5	3
More than 115	16	17	15	16	15	21	19	16
Not applicable	2	0	2	2	1	1	0	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Other demographic groups who were clearly above the average in saying they drive at 120 km/hr or more included:

- Those who drive 50 km or more at least three times a week (21%, compared with 16% of those who drive 50 km fewer than three times a week, and 6% of those who drive 50 km less often than four times a year);
- Drivers who had been booked for speeding in the past two years (and the past six months). Among those booked in the past two years, 30% sometimes travel at 120 km/hr or more, against only 13% who had not been booked in the past two years.
- People who had ridden a motorcycle in the past year (32%, compared with 15% of non-motorcyclists).

7. FACTORS INFLUENCING SPEED CHOICE

Licensed drivers were asked to rate their level of agreement with four statements addressing choice of driving speed. The findings were assessed to ascertain the relative strength of each factor's influence on drivers' selection of travel speed.

The four Statements were:

“The possibility of getting a fine is an important factor in my choice of driving speed”

“The possibility of losing demerit points is an important factor in my choice of driving speed”

“I feel that keeping up with traffic is more important than driving within the speed limit”

“Driving at a safe speed for the conditions is more important than staying under the speed limit”

The vast majority of drivers agreed that the possibility of fines and the loss of demerit points were important factors in speed choice. Similarly, driving safely for the conditions was considered to be an important factor by most community members.

While keeping up with traffic was considered important by the least number of drivers, the importance placed upon this factor was the best predictor amongst the four items of whether a respondent had been booked for speeding in the past. This might suggest that people who are prone to speeding are more likely to be influenced by the speed of the traffic than are other drivers.

Levels of agreement for each of the above four statements are summarised in the Table below and are described in more detail in the sections that follow.

Table 10: Factors which influence driving speed

Levels of agreement with influence:	Factors influencing driving speed			
	Possibility of getting fine %	Possibility of losing demerit points %	Keeping up with traffic %	Driving at safe speed for conditions %
Agree strongly	58	50	13	53
Agree somewhat	25	25	19	27
Disagree somewhat	9	15	27	9
Disagree strongly	7	9	41	9
Don't know	1	1	1	2
TOTAL*	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

7.1. The possibility of being fined

The majority of community members (83%) agreed that the possibility of getting a fine was an important factor in their choice of driving speed. There were no differences in levels of agreement between males and females or between community members from different States.

Drivers who had their licence for five or less years were more likely to say that the possibility of a fine was an important factor when compared with drivers who had their licence for six or more years (90% versus 82%)³. Residents of major urban centres were also slightly more likely than people in smaller urban and rural areas to agree that this was an important factor (85% versus 80%)⁴.

7.2. The possibility of losing demerit points

Three out of four community members (75%) agreed that the possibility of losing demerit points was an important factor in their choice of driving speed.

Similar to the possibility of receiving a fine, drivers who had their licence for five or less years were more likely than more experienced drivers to agree that the possibility of losing demerits influenced their choice of speed (80% versus 75%)⁵. It is also interesting to note that drivers who had been booked for speeding were slightly *less* likely to say that losing demerit points was an important factor in their choice of speed when compared with drivers who said they had not been booked for speeding (72% versus 76%)⁶.

7.3. Keeping up with traffic

Two in three community members (68%) disagreed that keeping up with the traffic was an important factor in their choice of speed. Only 31% agreed with the statement.

Community members who were more likely to agree that keeping up with traffic was an important factor in their choice of speed included:

- Males, who were almost twice as likely as females to say this was important (41% versus 22%);
- NSW (37%) and Western Australian (33%) residents, compared with residents across the other three States (28%) ;
- Residents of major urban centres (35%), compared with those in smaller urban and rural locations (25%); and
- Drivers who had been booked for speeding in the last two years (39%) or the last six months (48%), compared with those who had not been booked (30%).

³ $\chi^2=18.76$, $df=4$, $p<0.01$.

⁴ $\chi^2=106.4$, $df=1$, $p<0.001$.

⁵ $\chi^2=18.8$, $df=4$, $p<0.01$

⁶ $\chi^2=15.6$, $df=1$, $p<0.001$.

7.4. Driving at a safe speed for conditions

By far the majority of community members (80%) agreed that driving at a safe speed for the conditions was more important than keeping under the speed limit as a factor in their choice of speed. The only significant difference between community members was between males and females, with males slightly more likely than females to agree that this was an important factor (84% versus 80%)⁷.

⁷ $\chi^2=5.4$, $df=1$, $p<0.05$

8. DRIVERS BOOKED FOR SPEEDING

8.1. Incidence of being booked for speeding

Licensed drivers were asked:

“Have you personally been cautioned or booked for speeding in the last 2 years?”

“Thinking about the last time you were booked for speeding, how were you picked up?”

Almost two in ten drivers across the five States (19%) said they had been booked for speeding in the last two years. A further two percent said they had been cautioned in the last two years. When probed further, 7% of all drivers said they had been booked in the last six months.

As shown in Table 11 below, a greater percentage of residents from Western Australia had been booked for speeding (30%) compared with residents of all other states. NSW residents were the least likely to have been booked with only 12% indicating that they had been booked in the last two years.

The likelihood of being booked was greater for people living in major urban centres (20%) than in smaller urban or rural locations (15%).

Table 11: Drivers booked for speeding by location and State of residence

	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Booked for speeding in the last 2 years:								
Yes – booked	20	15	12	19	22	20	30	19
Yes – cautioned only	2	2	2	1	1	1	3	2
No	78	83	86	79	77	79	67	80
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Of the 19% of licence holders booked for speeding, the majority (67%) had been detected by a speed camera. Queensland differed significantly from the other four States in that fewer of its residents were detected by a speed camera (51% compared with an average of 73% for the other four States). More Queensland residents were detected speeding by a mobile patrol vehicle compared with the other states (43% compared with an average of 25% for the other four States).

Offending drivers from major urban centres were also much more likely than people in other locations to be detected by speed camera (74%, compared with 44%).

The methods by which residents were detected speeding are summarised in the following Table.

Table 12: Method of detection by location and State of residence

Method of detection:	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Speed Camera	74	44	76	70	51	71	74	67
Mobile patrol	23	51	24	27	43	29	23	30
Radar gun	2	5	0	2	7	0	3	3
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

8.2. Demographic characteristics of those booked for speeding

Logistic regressions were performed to assess whether particular demographic variables predicted the likelihood of being booked or cautioned for speeding.

The demographic variables assessed were:

- Study/work status
- Education level
- Gender
- Age
- Urban or rural residence
- Length of time had licence
- Frequency of driving during an average week
- Whether ridden motorcycle in the past year.

The variables with the strongest predictive capacity for a person being booked for speeding, in order of importance, were⁸:

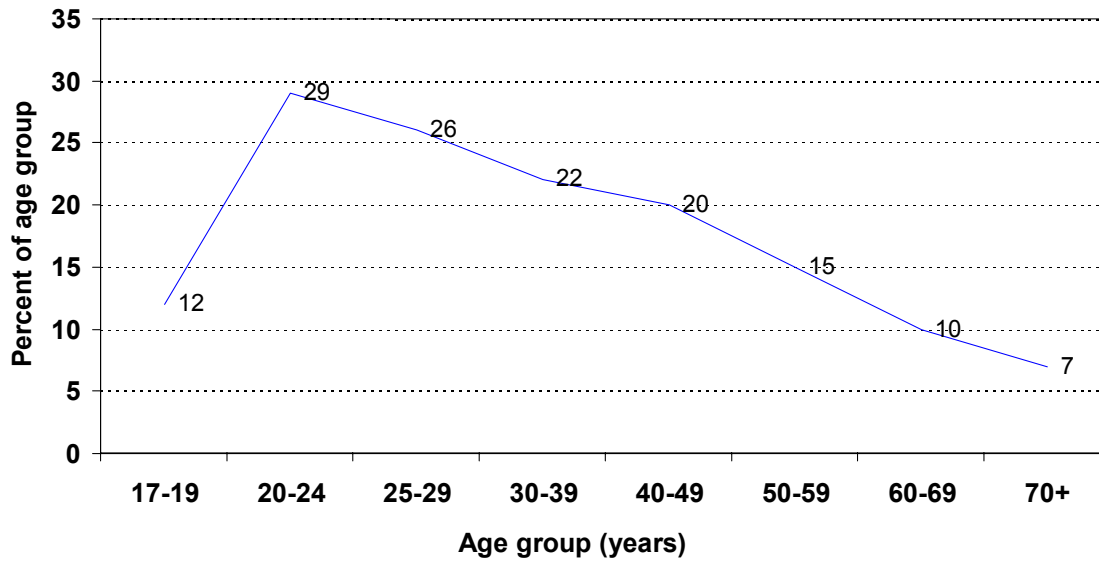
1. Age
2. Gender
3. Frequency of driving.

Age was the strongest predictor of being booked for speeding. As shown in Figure 6, almost three in ten 20 to 24 year olds reported being booked or cautioned for speeding in the past two years. This compares with around one in ten 17 to 19 year olds and approximately one in four drivers between the ages of 25 and 49 years. There is a clear linear decline in the likelihood of being booked after the age of 24, down to only one in ten drivers being cautioned or booked after the age of 59.

Gender and frequency of driving were equally strong predictors of being booked. Males were almost twice as likely as females to have been booked or cautioned for speeding (26% of males compared with 15% of females). Similarly, community members who said they drive every day were twice as likely as those who said they drive six or fewer days a week to have been booked or cautioned (25% compared with 12% respectively).

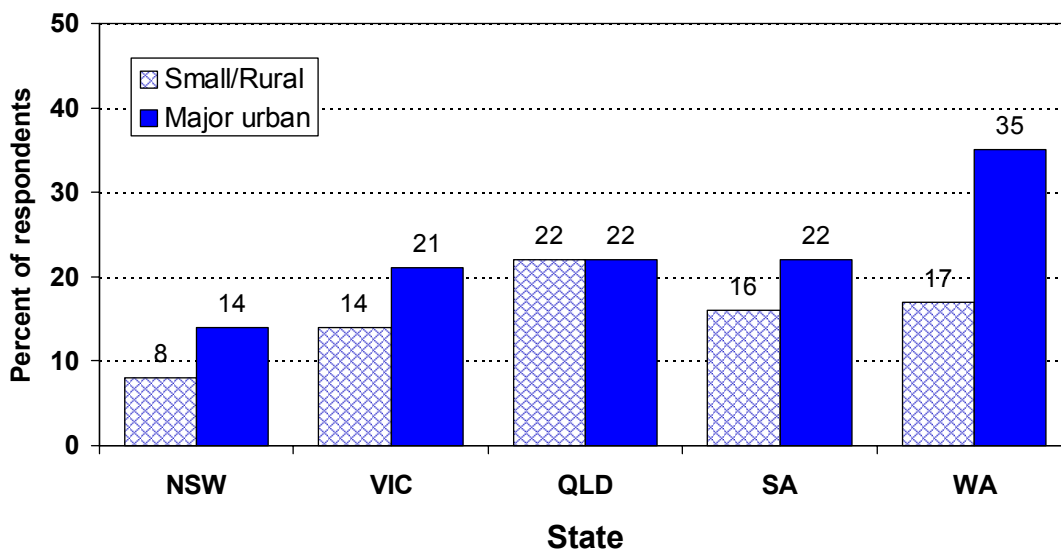
⁸ $\chi^2=130.6$, $df=6$, $p<0.001$

Figure 6: Drivers booked or cautioned for speeding by age group



Overall, residents of major urban centres (100,000 or higher population) were more likely to say they had been booked for speeding compared with their smaller urban or rural counterparts (20% versus 15%). This difference was seen in all States except Queensland where community members were equally likely to say they had been booked regardless of the size of the centre in which they resided. The Figure below illustrates the percentage of residents in each State who said they were booked for speeding in the last two years according to whether they resided in a major urban centre or a smaller urban or rural centre.

Figure 7: Drivers booked for speeding by State of residence and type of population centre



Of some interest were also the demographic variables which, by themselves, were *least* predictive of a driver having been booked or cautioned. The demographic variable least predictive was the length of time having had a driver's licence. While those who had a licence for over 25 years were less likely than all other drivers to have been booked in the past two years, when all other demographic variables are held constant it appears that this effect is explained by the strong interaction with age. In short, older drivers who have had their licence for a short period of time were less likely to have been booked than younger drivers who have had their licence for the same period of time.

Having ridden a motorbike in the last year was not in itself a strong predictor of being booked. The strong interaction with gender and age suggests that, since most motorbike riders are young males, those variables have a stronger predictive relationship than does the act of motorbike riding per se.

8.3. Attitudes and beliefs of those booked for speeding

The factors which can influence driving speed were compared for drivers who had been booked for speeding in the last two years and those who had not been booked. Of the four factors explored in the questionnaire (getting a fine, losing demerit points, driving safely for the conditions and keeping up with traffic) the only factor that significantly differentiated those who had been booked from those who had not been booked was the statement ***"I feel that keeping up with traffic is more important than driving within the speed limit"***⁹.

Almost four out of ten (39%) of those who had been booked agreed this was an important factor in their choice of speed compared with less than one in three (30%) drivers who had not been booked. Conversely, 43% of those who had not been booked strongly disagreed with this statement compared with only 30% of drivers who had been booked.

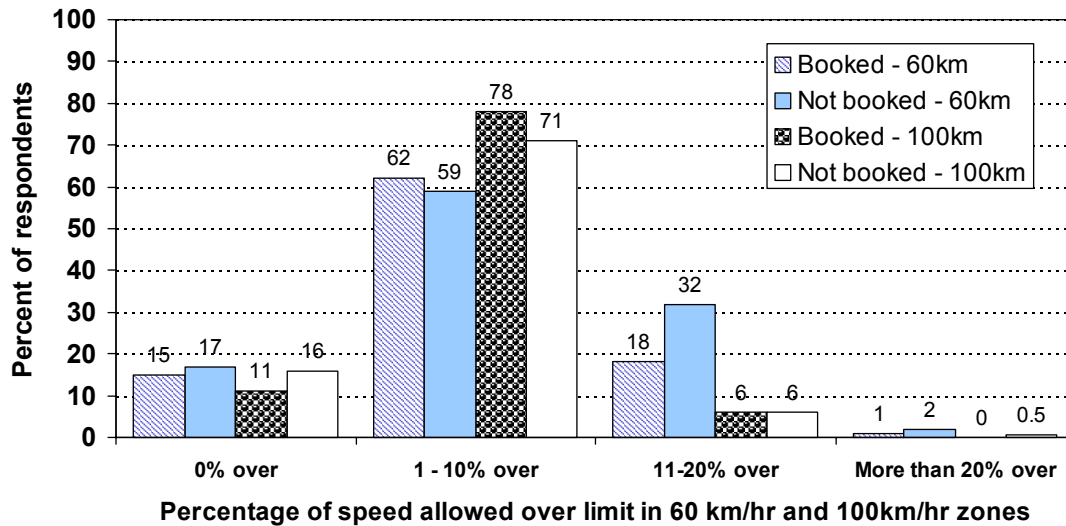
Drivers who had been booked demonstrated some insight into their driving behaviour with 38% saying that they drive ***"a bit faster than the average"*** compared with only 17% of drivers who had not been booked. Conversely, twice as many drivers who had not been booked for speeding perceived that they drive ***"a bit slower than the average"*** (39% versus 20% of those who had been booked).

Drivers who had been booked for speeding were more likely to report that they commonly drive at higher speeds in both 60 km/hr and 100 km/hr zones. Almost two in ten (19%) reported driving as much as 15 km/hr or more above the posted limit in a 60 km/hr urban zone compared with only 8% of drivers who had not been booked. This tendency to drive significantly faster than the speed limit was even more pronounced when drivers were asked about their highest speeds in a 100 km/hr rural zone. Thirty (30) percent of drivers who had been booked admitted to driving at least 120 km/hr in a 100 km/hr zone compared with 13% of those who had not been booked.

⁹ $\chi^2=26.6$, $df=1$, $p<0.001$.

As shown in the Figure below, these two groups did not differ significantly in their perceptions of speeds generally allowed over the limit without being booked. This suggests that the higher speeds driven by those who have been booked for speeding cannot be attributed to them being under a greater misapprehension about allowable speeds.

Figure 8: Perceived enforcement tolerance in 60 km/hr and 100 km/hr zones - comparison of those booked for speeding and those not booked



9. SPEED ENFORCEMENT TOLERANCES

9.1. Perceived tolerances

All survey participants were asked to indicate the speed enforcement tolerances that they thought normally applied in urban and rural areas. They were asked the following questions:

“Thinking about 60 km/hr zones in urban areas, how far over the limit are people generally allowed to drive without being booked for speeding?”

“Thinking about 100 km/hr zones in rural (country) areas, how far over the limit are people generally allowed to drive without being booked for speeding?”

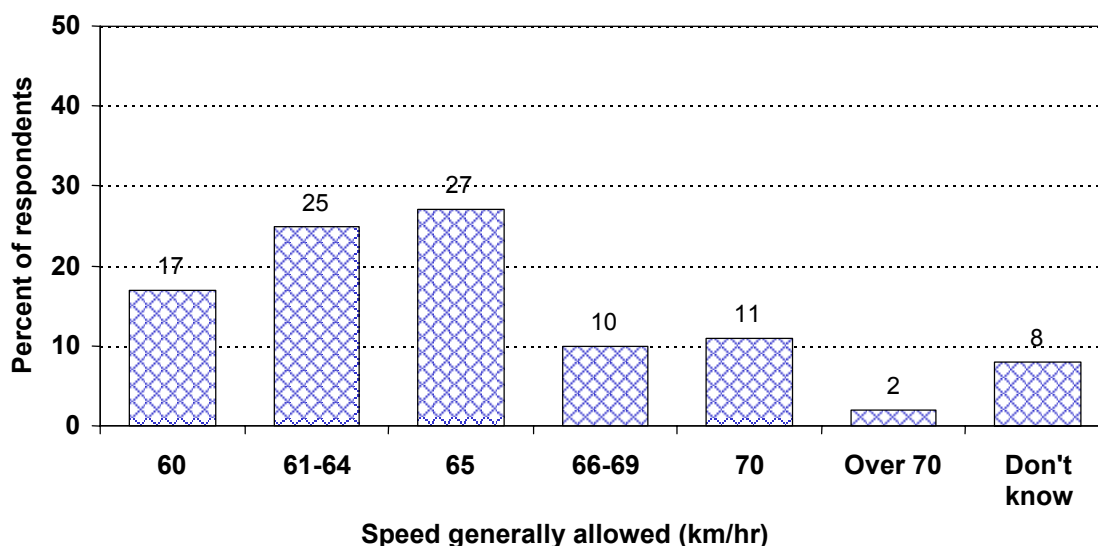
Respondents were required to specify a maximum permitted speed or margin of tolerance for each situation. The results are summarised below.

9.1.1. Perception of speed allowed in 60 km/hr urban zones

About three-quarters of all respondents expressed the belief that urban speed limits are generally subject to some level of enforcement tolerance. Half (50%) indicated that speeds of at least 65 km/hr were allowed, including 13% who thought drivers could travel at 70 km/hr or more without getting booked. The median speed nominated was 65 km/hr.

The overall distribution of speeds is illustrated in the Figure below.

Figure 9: Perception of the speed generally allowed in a 60 km/hr urban zone



Slightly fewer than two in ten community members (17%) believed that zero tolerance applies in a 60 km/hr zone, with people under 25 years of age significantly less likely to hold this view than older people (8% versus 19%). A further one in four (25%) specified maximum permissible speeds ranging from 61 to 64 km/hr.

Victorian residents were significantly more conservative than residents of the other States. As shown in Table 13, the majority of Victorians (67%) stated allowable speeds in the range 60 to 64 km/hr in a 60 km/hr urban zone (with 35% specifically nominating 63 km/hr). This could be attributed to the influence of a Victorian Police campaign advising the public that speeds would be enforced with a tolerance of 3 km/h.

More than half of residents of the other four States believed it was acceptable to drive 65 km/hr or above in a 60 km/hr zone. NSW residents were more likely than residents of the other States to believe that it was generally acceptable to drive 70 km/hr or more in a 60 km/hr zone (20% compared with an average of 9% from other States).

Close to one in ten community members (8%) said they could not estimate the allowable limit. Victoria had the lowest incidence of community members who could not give an allowable limit (5%) and Queensland had the highest rate (10%).

Table 13: Perception of the speed generally allowed in a 60 km/hr urban zone by location and State of residence

Speed generally allowed (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
60	16	20	18	18	18	12	17	17
61-64	25	25	15	49	15	17	24	25
65	27	29	29	20	32	33	29	27
66-69	11	8	10	3	13	21	11	10
70	12	9	17	5	10	8	12	11
More than 70	2	2	3	1	1	1	1	2
Don't know	8	8	8	5	10	8	7	8
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

As shown in the Table below, there was little difference between genders but some variation between age groups. For example, the assumption that no tolerance is allowed clearly increased with age. Those over 60 years of age were also more likely than their younger counterparts to say they did not know what speed was allowed over 60 km/hr.

Table 14: Perception of the speed generally allowed in a 60 km/hr urban zone by gender and age group

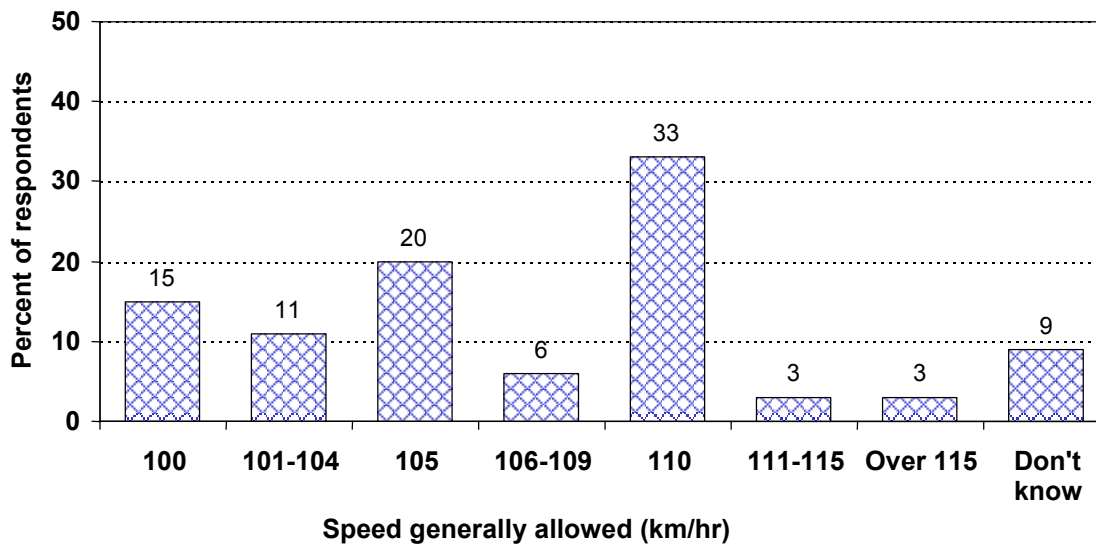
Speed generally allowed (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
60	15	19	8	16	20	23	17
61-64	24	26	30	21	24	27	25
65	29	26	29	30	26	24	27
66-69	13	7	12	13	10	4	10
70	11	11	12	14	11	8	11
More than 70	2	2	1	1	2	2	2
Don't know	6	9	7	6	6	13	8
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

9.1.2. Perception of speed allowed in 100 km/hr rural zones

A third (33%) of the national community indicated that speeds up to 110 km/hr are generally allowed in 100 km/hr rural zones, and a further 6% said that higher speeds are permitted. Two in ten (20%) nominated 105 km/hr as the maximum allowed (this was also the median speed), while 15% said that nothing above the limit is tolerated. These findings are illustrated in the Figure below.

Figure 10: Perception of the speed generally allowed in a 100 km/hr rural zone



Overall, two thirds (65%) of the community considered that police would generally tolerate at least five percent over the posted limit and close to four in ten (39%) believed at least ten percent would be acceptable.

As shown in Table 15, fairly similar beliefs about allowed speeds are evident among all age groups, except that the assumption of zero tolerance clearly increases with age. For example, this view was expressed by 20% of people aged 40 or more years, compared with 11% of those below 40 years. People aged 60 or more years were also much more likely than others to offer no opinion (19%, compared with 6%).

Table 15: Perception of the speed generally allowed in a 100 km/hr rural zone by gender and age group

Speed generally allowed (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
Nothing over 100	13	17	9	12	18	23	15
101-104	10	12	13	10	11	10	11
105	19	22	23	21	21	17	20
106-109	7	4	5	8	6	3	6
110	38	27	35	36	33	26	33
111-115	4	2	4	3	3	2	3
More than 115	3	3	4	4	2	2	3
Don't know	6	12	8	6	6	19	9
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Females were more conservative than males in their estimates of acceptable speeds, with 51% nominating speeds of 105 km/hr or less compared with 42% of males.

As was the case for the 60 km/hr urban zones, Victorian residents were significantly more conservative than people in the other four States in terms of their beliefs about speeds allowed in a 100 km/hr rural zone without getting booked¹⁰. Six in ten Victorians (60%) felt that the maximum permissible speed is 105 km/hr or lower. This compares with an average of 42% of residents across the other four States. Overall, NSW residents were the least conservative in their beliefs about allowable speed in 100 km/hr rural zones, with the median speed nominated being 109 km/hr compared with the overall median of 105 km/hr.

The Table below shows the distribution of beliefs across jurisdictions.

Table 16: Perception of the speed generally allowed in a 100 km/hr rural zone by location and State of residence

Speed generally allowed (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Nothing over 100	16	13	17	15	16	12	14	15
101-104	11	11	7	23	5	6	8	11
105	19	25	18	22	23	23	20	20
106-109	5	7	5	4	6	8	9	6
110	33	31	35	25	37	35	33	33
111-115	3	3	5	1	2	2	3	3
More than 115	3	2	5	1	2	2	2	3
Don't know	9	8	9	8	9	12	10	9
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

9.1.3. Comparison of urban and rural tolerances

As indicated above, most people expressed an opinion about prevailing enforcement tolerances, and most nominated maximum speeds ranging from 0 to 10 km/hr above the posted limits.

Further examination of people's assumptions about permissible speeds was undertaken by comparing responses for 60 km/hr urban zones with those for 100 km/hr rural zones. Given the distinctive pattern of Victorian responses already noted, this analysis was conducted separately for Victoria (Table 17) and the other States combined (Table 18).

Note that people who were unable to specify a maximum allowed speed for both urban and rural zones were excluded from the analysis.

¹⁰ Again, possibly reflecting the impact of the March 2002 Victorian police announcement of stricter enforcement of speed limits.

Table 17: Perception of the speed generally allowed in a 60 km/hr urban zone by perception of the speed generally allowed in a 100 km/hr rural zone: VICTORIA

Speed generally allowed in 60 km/hr zones (km/hr):	Speed generally allowed in 100 km/hr zones (km/hr)							Total %
	100 %	101-102 %	103 %	104-106 %	107-109 %	110 %	More than 110 %	
60	77	11	8	9	0	9	14	19
61-62	5	81	7	12	0	10	0	11
63	14	8	80	34	31	24	13	36
64-66	5	0	5	41	49	44	24	26
67-69	0	0	0	0	15	1	9	1
70	0	0	0	3	5	12	23	5
More than 71	0	0	0	1	0	0	17	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%
%	16	4	21	26	3	27	3	100%

Based on people who specified a speed for both urban and rural zones

*Totals may not always add exactly to 100% due to rounding of percentages.

Table 18: Perception of the speed generally allowed in a 60 km/hr urban zone by perception of the speed generally allowed in a 100 km/hr rural zone: NSW, QLD, SA & WA

Speed generally allowed in 60 km/hr zones (km/hr):	Speed generally allowed in 100 km/hr zones (km/hr)							Total %
	100 %	101-102 %	103 %	104-106 %	107-109 %	110 %	More than 110 %	
60	71	8	14	8	4	8	9	18
61-62	5	64	27	12	2	4	0	8
63	3	16	48	13	4	4	1	7
64-66	13	11	9	62	54	48	37	43
67-69	1	0	0	2	32	7	8	6
70	5	0	2	2	4	27	29	15
More than 71	3	0	0	0	0	2	15	2
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%
%	17	3	3	24	6	39	8	100%

Based on people who specified a speed for both urban and rural zones

*Totals may not always add exactly to 100% due to rounding of percentages.

Overall, it appears that a majority of people adopt one of three broad assumptions about the magnitude of speed enforcement tolerances:

- no tolerances exist in either urban or rural speed zones (about 12% of people);
- tolerances are set at a fixed number of km/hr above the posted limit (about a third of people)
- tolerances are roughly proportional to the posted limit (about a quarter of people).

This pattern is equally evident among Victorians and the residents of the other States. However, within both fixed number and proportional tolerance groups, Victorians tend to specify lower speeds than their interstate counterparts. This reflects the relatively common perception that a 3 km/hr tolerance operates on Victorian roads, particularly in urban speed zones.

9.2. Preferred tolerances

Respondents were also asked to specify the speed enforcement tolerances they believed *should* apply in both urban and rural areas. The actual questions asked were:

“Still thinking about 60 km/hr zones, how far over the speed limit do you think people should be allowed to drive, without being booked?”

“Still thinking about 100 km/hr zones in rural (country) areas, how far over the speed limit do you think people should be allowed to drive, without being booked?”

9.2.1. Preferred speed which should be allowed in 60 km/hr urban zones

The majority of community members (78%) believe the maximum allowed speed in 60 km/hr urban zones should be no higher than 65 km/h, with 29% favouring strict adherence to the 60 km/hr limit. A further 13% believed they should be allowed to drive 10 km/hr or more over the limit in a 60 km/hr urban zone.

These findings are illustrated in the Figure below.

Figure 11: Preferred speed which should be allowed in a 60 km/hr urban zone

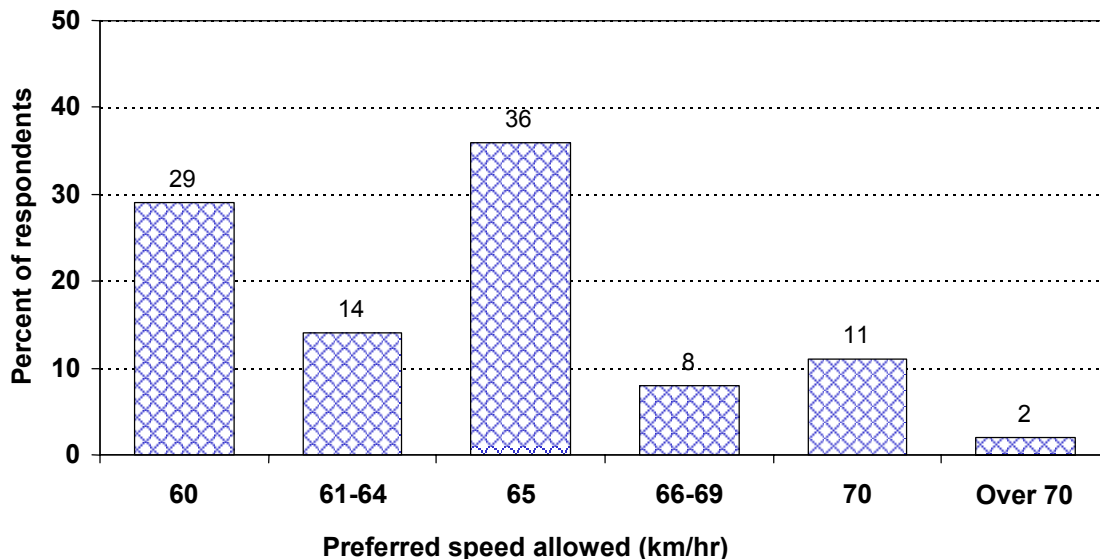


Table 19 shows that males, as a group, tend to favour larger tolerances than females. For example, a quarter of males thought speeds above 65 km/hr should be allowed (25%, compared with 17% of females), while a third of females favoured strict enforcement of the posted limit (32%, compared with 25% of males).

Table 19: Preferred speed which should be allowed in a 60 km/hr urban zone by gender and age group

Speed which should be allowed (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
60	25	32	20	23	29	43	29
61-64	12	15	15	11	13	17	14
65	37	35	38	39	36	29	36
66-69	10	6	10	10	9	3	8
70	12	10	13	15	10	5	11
More than 70	2	1	2	1	2	1	2
Don't know	1	0	1	1	0	2	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

In terms of age, older members of the community are inclined to a less permissive approach than younger people. Only 9% of people aged 60 years or older thought that speeds above 65 km/hr should be allowed, compared with 24% of those under 60; a relatively large proportion of the older group (43%) indicated a preference for zero tolerance.

The pattern of response by residential area is shown in Table 20 below. A quarter (24%) of residents in major urban centres thought speeds above 65 km/hr should be allowed, compared with 15% of residents of smaller urban and rural centres. The distribution of preferences was reasonably uniform across the States, except that Queenslanders were more likely to favour strict enforcement of the limit (34%, compared with 29% overall) and Victorians were less likely to favour a tolerance of 10 km/hr or more (7%, compared with 13% overall).

Table 20: Preferred speed which should be allowed in a 60 km/hr urban zone by location and State of residence

Speed which should be allowed (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
60	27	33	29	27	34	24	24	29
61-64	13	15	12	18	10	14	13	14
65	36	37	33	38	35	36	42	36
66-69	9	6	6	9	9	13	6	8
70	13	7	15	6	10	11	13	11
More than 70	1	2	3	0	1	1	1	2
Don't know	1	0	1	0	1	1	1	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Other demographic groups likely to nominate higher preferred speeds included licence holders, drivers booked for speeding in the previous two years, and people who had ridden a motorcycle in the past year.

Specifically:

- 22% of licensed drivers thought speeds above 65 km/hr should be allowed, compared with 15% of people without a licence;
- 28% of people booked for speeding thought speeds above 65 km/hr should be allowed, compared with 20% of drivers who had not been booked;
- 31% of motorcyclists thought speeds above 65 km/hr should be allowed, compared with 20% of non-motorcyclists.

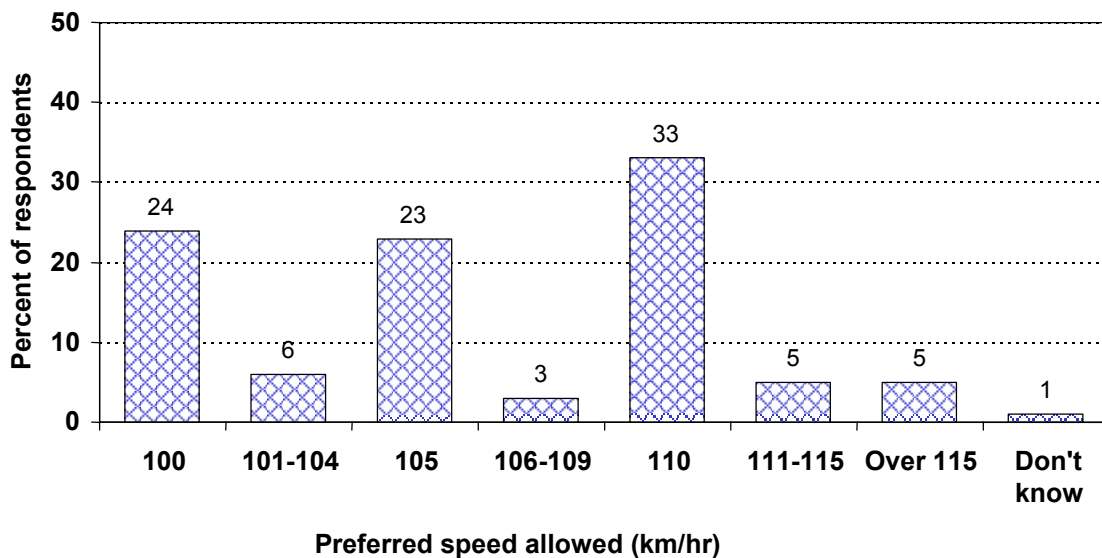
9.2.2. Preferred speed which should be allowed in 100 km/hr rural zones

As with urban speed zones, a majority of community members (53%) thought that speed limits in 100 km/hr rural zones should be enforced with a tolerance of 5 km/h or less.

Almost one in four (24%) indicated that the 100 km/hr limit should be strictly adhered to, while a similar proportion (23%) considered speeds up to 105 km/hr to be generally acceptable (this was the median speed nominated). One in three people in the community (33%) thought the maximum allowable speed should be 110 km/hr.

These findings are illustrated in the Figure below.

Figure 12: Preferred speed which should be allowed in a 100 km/hr rural zone



As shown in Table 21, younger drivers and males tend to favour higher speed tolerances in rural areas, compared to other people in the community. More than half (55%) of drivers under the age of 40 thought they should be able to drive above 105 km/hr, compared with 43% in the 40 to 59 age group, and only 27% of drivers 60 years or older.

Similarly, 55% of males thought they should be able to drive above 105 km/hr, compared with 37% of females.

Table 21: Preferred speed which should be allowed in a 100 km/hr rural zone by gender and age group

Speed which should be allowed (km/hr):	Gender		Age group (years)				Total %
	Male %	Female %	15-24 %	25-39 %	40-59 %	60+ %	
Nothing over 100	17	30	15	16	24	44	24
101-104	5	8	8	5	6	9	6
105	21	24	24	22	26	18	23
106-109	4	2	3	4	3	2	3
110	38	28	37	41	31	19	33
111-115	6	4	6	6	3	3	5
More than 115	7	3	6	5	6	2	5
Don't know	1	1	1	0	1	3	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

The overall median of 105 km/hr was consistent for all five states. NSW and Queensland residents were slightly more likely than the residents of the other three states to say that no speed above 100 km/hr should be allowed in 100 km/hr rural zones (27% versus 21%). Victorian residents were significantly more likely than NSW residents to nominate 105 km/hr as the preferred speed (28% versus 18%). However, NSW residents were twice as likely as Victorian residents to nominate speeds above 110 km/hr as the preferred speed (12% versus 6%).

Table 22: Preferred speed which should be allowed in a 100 km/hr rural zone by location and State of residence

Speed which should be allowed (km/hr):	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Nothing over 100	24	23	27	21	26	21	20	24
101-104	7	5	7	7	4	8	6	6
105	21	27	18	28	22	24	25	23
106-109	3	4	2	4	2	4	4	3
110	35	29	32	32	35	31	33	33
111-115	4	5	6	2	5	4	5	5
More than 115	5	5	6	4	4	6	6	5
Don't know	1	1	1	1	1	1	1	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Other population groups with a stated preference for higher tolerances were drivers booked for speeding in the previous two years and people who had ridden a motorcycle in the past year.

Specifically:

- 55% of those booked for speeding thought they should be allowed to drive at speeds of at least 110 km/hr, compared with 40% of those not booked;
- 60% of motorcyclists thought they should be allowed to drive at speeds of at least 110 km/hr, compared with 41% of non-motorcyclists.

10. ATTITUDES TOWARDS SPEED ENFORCEMENT

Community members were asked a number of questions about whether speed enforcement should be increased, decreased, or stay the same. The questions were as follows:

“Do you think the number of speed cameras on the roads should be increased, decreased or should the number stay the same?”

“Do you think the overall total amount of speed limit enforcement activity should be increased, decreased or stay the same?”

“Do you think the penalties for exceeding speed limits should be more severe, or should they be less severe, or should they stay the same as they are now?”

Overall, community members were in favour of enforcement and penalties increasing or at least staying the same. Only a small proportion of the community supported any decrease in enforcement and penalties. The overall support for changes is summarised in the Table below. Differences between States are highlighted in more detailed Tables in the sections which follow.

Table 23: Preferred change in speed limit enforcement and penalties

Preferred change:	Change in speed cameras %	Change in speed limit enforcement %	Change in severity of speeding penalties %
Increase	40	42	23
No change	43	50	61
Decrease	13	7	12
Don't Know	4	1	5
TOTAL*	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Overall, there was more support for increases in speed enforcement and increases in penalties in NSW than in the other four States. South Australian and Western Australian residents were least likely to support increases in enforcement. This finding for Western Australia is perhaps not surprising given that drivers in that State were much more likely to have been booked for speeding in the last two years than drivers elsewhere (30% versus the national average of 19%). The same logic does not hold for South Australia however, where only 20% of drivers had been booked for speeding.

10.1. Preferred change in number of speed cameras

Respondents were asked whether they thought the number of speed cameras on the roads should be increased, decreased or stay the same. Responses were almost evenly divided between people who thought that the number of speed cameras should be increased (40%) and those who thought they should stay the same (43%). A relatively low 13% of the community thought there should be fewer cameras.

Attitudes on this issue differed significantly between the States¹¹. As shown in Table 24, almost one in two NSW residents (48%) thought the number of cameras should be increased. This compares with less than one in three Western Australian residents (31%) and one in four South Australian residents (26%) with that opinion. South Australian and Western Australian residents were more likely to say that they thought the number of cameras should not change. The percentage of community members who thought the number of cameras should decrease did not vary significantly across the five States.

Table 24: Preferred change in speed cameras by gender and State of residence

Preferred change in speed cameras:	Gender		State					Total %
	Male %	Female %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Increase	35	45	48	39	38	26	31	40
No change	42	45	37	43	46	57	51	43
Decrease	19	7	12	15	13	14	15	13
Don't Know	4	3	4	3	3	3	4	4
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

Attitudes to the number of speed cameras varied only slightly between residents of major urban centres and smaller urban or rural centres, with marginally higher support for additional cameras in locations with populations in the range 5-10,000.

Community members who were significantly *less* likely to support an increase in the number of speed cameras were:

- males – 35% of males supported an increase in speed cameras compared with 45% of females¹²;
- drivers booked for speeding in the last two years – 25% of those who had been booked in the last two years supported an increase compared with a far higher 42% of those who had not been booked¹³;
- those under 60 years of age – 38% of the community below 60 years of age supported an increase compared with 47% of community members over 60 years of age¹⁴.

¹¹ $\chi^2=58.6$, $df=12$, $p<0.001$.

¹² $\chi^2=84.2$, $df=3$, $p<0.001$.

¹³ $\chi^2=47.0$, $df=3$, $p<0.001$.

¹⁴ $\chi^2=102.3$, $df=24$, $p<0.001$.

10.2. Preferred change in speed limit enforcement

Community members were asked whether they thought the total amount of speed limit enforcement activity should be increased, decreased or stay the same. Support for increased enforcement activity was very similar to support for increases in the number of cameras though there was less support for a decrease in enforcement activity than for a decrease in the number of cameras.

Overall, half the community (50%) thought the amount of enforcement should stay the same. Slightly fewer (42%) thought there should be more enforcement, while only 7% thought the amount of enforcement should be decreased.

Similar to attitudes about speed cameras, community members were less likely to support an increase if they were male, or if they had been booked in the last two years or if they were from South Australia. Gender and State differences are shown in Table 25.

Attitudes did not differ significantly between residents of major urban centres and smaller urban or rural centres.

Table 25: Preferred change in speed limit enforcement by gender and State of residence

Preferred change in speed limit enforcement:	Gender		State					Total %
	Male %	Female %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Increase	39	45	46	41	42	31	38	42
No change	51	49	47	49	50	59	54	50
Decrease	9	4	5	8	7	8	7	7
Don't Know	1	1	2	1	1	2	1	1
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

10.3. Preferred change in speed penalties

Community members were asked if they thought the penalties for exceeding speed limits should be more severe, less severe, or stay the same. There was less support for increased severity of penalties than for either increases in speed cameras or increases in enforcement.

The majority of people (61%) thought the penalties should stay the same. Close to one in four (23%) thought the penalties should increase and slightly more than one in ten (12%) thought they should be less severe.

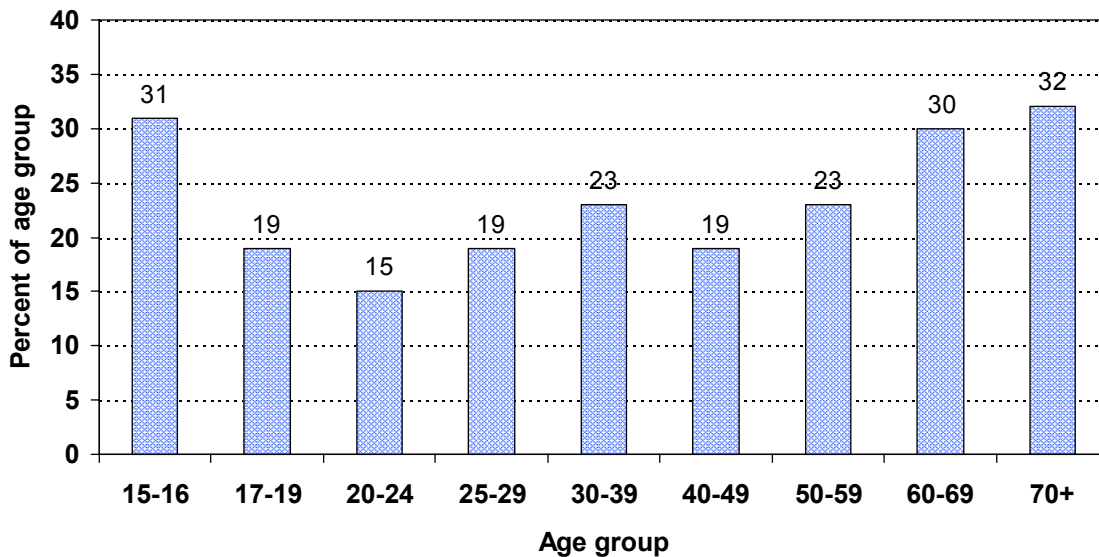
A significantly higher percentage of NSW residents thought the penalties should be increased (27%) compared with residents from the other four States (21%)¹⁵.

¹⁵ $\chi^2=21.9$, $df=12$, $p<0.001$.

Not surprisingly, community members who had been booked for speeding were twice as likely to think that penalties should be decreased (20%) compared with community members who had not been booked (10%)¹⁶.

Similar to attitudes about speed enforcement, males and younger drivers were *least* likely to support an increase in the severity of penalties. However, it is interesting to note that 15 to 16 year olds were more likely to share the more punitive attitudes of community members over 59 years of age, with almost one in three being supportive of increases in penalties (31%) compared with an average of only two in ten across 17 to 59 year olds.

Figure 13: Preferred increase in speed penalties by age group



Gender and State differences are summarised in the Table below.

There was little overall difference in opinion on changes to the severity of speeding penalties between the different community population sizes.

Table 26: Preferred change in speed penalties by gender and State of residence

Preferred change in speed penalties	Gender		State					Total %
	Male %	Female %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Increase	19	26	27	21	22	19	18	23
No change	61	60	57	61	64	61	64	61
Decrease	15	8	10	14	10	15	12	12
Don't Know	5	5	6	5	4	5	6	5
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

¹⁶ $\chi^2=45.8$, $df=3$, $p<0.001$.

11. ATTITUDES TOWARDS SPEED IN CAR COMMERCIALS

All respondents were asked their views about the way in which speed is featured in television advertisements for new cars. The specific question asked was as follows:

“Some people have raised concerns about the promotion of speed in television commercials for new cars. Do you personally agree or disagree that there is too much emphasis on speed in car commercials? Is that (agree/disagree) somewhat or (agree/disagree) strongly?”

As shown in Table 27 below, a clear majority (56%) of adult Australians agreed that there is too much of a focus on speed in car commercials. Community support for this view was unusually emphatic, with 41% of people indicating that they agreed *strongly* with the proposition (compared with 16% who agreed *somewhat*). By contrast, only 17% of respondents said they *disagreed strongly*.

This pattern of response was very consistent across all States and types of location.

Table 27: Attitudes to speed in car commercials by location and State of residence

Agree or disagree that speed is over-emphasised:	Location		State					Total %
	Major urban %	Other %	NSW %	Victoria %	Queens land %	South Australia %	Western Australia %	
Agree strongly	40	42	41	40	39	43	43	41
Agree somewhat	16	14	15	16	15	17	16	16
TOTAL AGREE	56	56	56	57	54	60	59	56
Disagree somewhat	23	22	25	23	23	21	18	23
Disagree strongly	17	18	16	17	18	16	19	17
TOTAL DISAGREE	40	40	41	40	41	37	37	40
Don't know	4	4	3	3	5	3	4	4
TOTAL*	100%	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

A majority of both sexes believed that speed is over-emphasised in car commercials, though this view was more prevalent among females (61%) than males (51%).

Attitudes also varied according to the age group of respondents, with older people more inclined to agree with the proposition than younger people. Among people aged 40 years or over, seven in ten (69%) indicated that there is too much emphasis on speed; this compares with 43% of people under 40 years of age.

These results are summarised in Table 28 on the next page.

Table 28: Attitudes to speed in car commercials by gender and age group

Agree or disagree that speed is over-emphasised:	Gender		Age group (years)				Total
	Male	Female	15-24	25-39	40-59	60+	
	%	%	%	%	%	%	%
Agree strongly	37	45	17	31	45	69	41
Agree somewhat	15	17	16	17	17	11	16
TOTAL AGREE	51	61	33	48	62	80	56
Disagree somewhat	25	21	39	26	20	8	23
Disagree strongly	21	13	26	22	14	7	17
TOTAL DISAGREE	45	34	65	49	34	15	40
Don't know	3	4	2	3	4	5	4
TOTAL*	100%	100%	100%	100%	100%	100%	100%

*Totals may not always add exactly to 100% due to rounding of percentages.

APPENDIX I - QUESTIONNAIRE

Questionnaire for Speed Enforcement Survey

APPROVED (06/05/2002)

Random population aged from 15 years (as per CAS)

SPEED ENFORCEMENT SURVEY (ATSB) – APPROVED QUESTIONNAIRE

TAVERNER Research Company Level 2, 88-90 Foveaux Street SURRY HILLS, NSW 2010	TAVERNER Ref: TRC.947/MT Consultancy Commission No. B2002/0031
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FINAL QUESTIONNAIRE - POST-PILOT

Good (...). My name is (...) from TAVERNER Research Company. I am calling about the letter sent last week from the Director of the Australian Transport Safety Bureau (for the Department of Transport and Regional Services), inviting someone in your home to take part in a survey about roads and traffic.

IF NECESSARY: Did you see the letter?

1. Yes
2. No

IF NO: The Australian Transport Safety Bureau (a section of the Department of Transport and Regional Services) conducts regular surveys into public opinion. Your home has been selected at random to be included in a short survey on roads and traffic.

IF CONTACTED PERSON HAS NOT SEEN THE LETTER AND / OR IS UNWILLING TO PROCEED WITHOUT IT, OFFER TO SEND ANOTHER LETTER - OBTAIN FULL MAILING ADDRESS. USE ALL REASONABLE ARGUMENT TO OBTAIN CO-OPERATION

Q1S We need to speak to just **ONE** person in each household and it is very important that we randomly select that person. To help me select the person for this interview, please tell me the name of each person living in your home, who is aged 15 years and over. Please start with the youngest.

Person No.	Name or position in home	Sex (M/F)	Age Group (Code)	Selected Respondent
1				1
2				2
3				3
4				4
5				5
6				6

ASK SEX / AGE OF EACH LISTED PERSON

S.2 SEX OF HOUSEHOLD MEMBER

Is (..person..) male or female?

1. Male
2. Female

S.3 AGE CODE OF HOUSEHOLD MEMBER

Which of the following age groups does (..person..) fall into? **READ OUT**

AGE CODES FOR RESPONDENT SELECTION

1. 15-16 years
2. 17-19 years
3. 20-24 years
4. 25-29 years
5. 30-39 years
6. 40-49 years
7. 50-59 years
8. 60-69 years
9. 70 years and over

THEN SAY, AFTER COMPUTER HAS RANDOMLY SELECTED ONE MEMBER:

The person I need to speak to is (..person..). Is (he / she) home now?

NOTE: ONLY PROCEED WITH SELECTED RESPONDENT - DO NOT SUBSTITUTE

IF NECESSARY: Let me assure you that all of your responses are strictly confidential. All responses will remain anonymous as all answers are combined with the answers of all the other people we are interviewing.

Q1a CURRENT LICENCE OWNERSHIP

Do you personally have a current driver's licence or motor cycle licence or permit?

1. Yes GO TO Q2
2. No CONTINUE

IF DO NOT HAVE CURRENT LICENCE ("NO" in Q.1a) ASK:

Q1b PAST OWNERSHIP OF LICENCE

Have you **EVER** had a driver or motorcycle licence?

1. Yes GO TO Q13
2. No GO TO Q13

Q2 TYPES OF LICENCES OWNED (CURRENT OWNER ONLY)

What licence or licences do you hold? Any other licences?

READ OUT TO CLARIFY

1. Car: Learner's permit
2. Car: Provisional Licence or P/plate
3. Car: Full driver's licence
4. Heavy Vehicle licence
5. Bus driver's licence
6. Motorcycle: Learner's permit
7. Motorcycle: Provisional licence
8. Motorcycle: Full motorcycle licence
9. Taxi or Hire Car Licence

Q3 LENGTH OF TIME HAD LICENCE

How long have you had your driver's licence or permit?

IF MORE THAN ONE LICENCE OR PERMIT, ACCEPT THE LONGEST PERIOD OF TIME

READ OUT IF NECESSARY

1. Up to 3 years
2. 3-5 years
3. 6-10 years
4. 11-25 years
5. Over 25 years

Q4a FREQUENCY OF DRIVING DURING AN AVERAGE WEEK

How often do you drive or ride a motor vehicle on the road, assuming an average week? **READ OUT**

1. Every day of the week
2. 4-6 days a week
3. 2-3 days a week
4. At least one day a week
5. Less than one day a week/at least sometimes
6. Never/Do not drive nowadays GO TO Q13

Q4b FREQUENCY DRIVE 50 KM/HR DISTANCES OR MORE

On average, how often would you drive or ride to a destination that is 50 kilometres or more from home?

READ OUT

1. 3 or more times a week
2. At least once a week
3. At least once a month
4. At least once every three months
5. At least once a year
6. Less than once a year

Q.5 PERSONAL DRIVING SPEED VERSUS AVERAGE DRIVER

How would you compare your normal driving speed to other drivers? Do you normally drive faster than the average driver or do you drive slower than the average driver. Is that a bit (faster/slower) or a lot (faster/slower). **YOU CAN ACCEPT "SAME AS OTHERS" ONLY AFTER PROBE**

IF RESPONDENT SAYS "DEPENDS", PROBE FOR USUAL DRIVING BEHAVIOUR (generally speaking...etc)

1. A lot faster than the average
2. A bit faster than the average
3. A bit slower than the average
4. A lot slower than the average
5. The same as others/average (AFTER PROBE)
6. Would not say/depend (AFTER PROBE)

Q6a WHETHER OR NOT BEEN CAUTIONED OR BOOKED FOR SPEEDING IN LAST 2 YEARS

Have you personally been cautioned or booked for speeding in the LAST 2 YEARS?

1. Yes, cautioned only CONTINUE
2. Yes, booked CONTINUE
3. No, neither GO TO Q8
4. Not driven in last 2 years GO TO Q13

Q6b) WHETHER OR NOT BEEN CAUTIONED OR BOOKED FOR SPEEDING IN LAST 6 MONTHS

And have you personally been cautioned or booked for speeding in the **LAST 6 MONTHS?**

1. Yes, cautioned only GO TO SKIP INSTRUCTION
2. Yes, booked CONTINUE
3. No, neither CHECK SKIP INSTRUCTION BELOW
4. Not driven in last 6 months CHECK SKIP INSTRUCTION BELOW

**SKIP INSTRUCTION
FOR CODES 1, 3-4 IN Q6B:**

**IF CODE 2 IN Q6a OR Q6b – GO TO Q7
IF DRIVEN IN LAST 2 YEARS BUT NOT BEEN BOOKED - GO TO Q8**

Q.7 METHOD OF BOOKING (PAST 6 OR 24 MONTHS)

Thinking about the LAST time you were booked for speeding, how were you picked up?

PROMPT IF NECESSARY

1. Speed camera (penalty in mail)
2. Mobile patrol / police car or cycle
3. Other (specify)_____

Q.8 MOST COMMON DRIVING SPEED IN URBAN 60 km/hr ZONES

I'd like you to think about your typical driving patterns in **NORMAL DAYTIME CONDITIONS**. Assume good weather and good road conditions.

First of all, in **60 km/hr** zones in **URBAN** areas, what is your most common driving speed in light traffic conditions?

IF RESPONDENT IS UNFAMILIAR WITH 60 KM/HR ZONES, PROBE FOR MOST LIKELY SPEED WOULD DRIVE IF IN A 60 KM/HR ZONE IN A TYPICAL URBAN AREA IN GOOD AND LIGHT TRAFFIC CONDITIONS

IF NECESSARY: LIGHT TRAFFIC CONDITIONS = FREE FLOWING AND NOT CONGESTED, LITTLE TRAFFIC AROUND

DO NOT AID

IF RESPONDENT SAYS "DEPENDS", PROBE FOR MOST COMMON OR TYPICAL/USUAL

1. Under 60 (specify) _____
2. 60
3. 61
4. 62
5. 63
6. 64
7. 65
8. 66
9. 67
10. 68
11. 69
12. 70
13. 71
14. 72
15. 73
16. 74
17. 75
18. over 75 (specify) _____

Q.9 HIGHEST SPEED DRIVE IN URBAN 60 km/hr ZONES

Still thinking about **60 km/hr** zones in **URBAN** areas, what is the **HIGHEST** speed you sometimes travel at? Assume good weather and good road conditions.

IF RESPONDENT IS UNFAMILIAR WITH 60 KM/HR ZONES, PROBE FOR MOST LIKELY HIGHEST SPEED WOULD DRIVE IF IN A 60 KM/HR ZONE IN A TYPICAL URBAN AREA IN GOOD AND LIGHT TRAFFIC CONDITIONS

IF NECESSARY: LIGHT TRAFFIC CONDITIONS = FREE FLOWING AND NOT CONGESTED, LITTLE TRAFFIC AROUND)

DO NOT AID

IF RESPONDENT SAYS "DEPENDS", PROBE FOR HIGHEST SPEED

1. Always stay under 60
2. 60 – never exceed it
3. 61
4. 62
5. 63
6. 64
7. 65
8. 66
9. 67
10. 68
11. 69
12. 70
13. 71
14. 72
15. 73
16. 74
17. 75
18. over 75 (specify) _____

Q10 MOST COMMON SPEED DRIVE IN RURAL 100 km/hr ZONES

Now thinking about your typical driving patterns in **NORMAL DAYTIME CONDITIONS** in **100 km/hr** zones in **RURAL** (country) areas, what is your most common driving speed in light traffic conditions? Assume good weather and good road conditions.

IF NECESSARY: LIGHT TRAFFIC CONDITIONS = FREE FLOWING AND NOT CONGESTED, LITTLE TRAFFIC AROUND

DO NOT AID

IF RESPONDENT SAYS "DEPENDS", PROBE FOR MOST COMMON OR TYPICAL/USUAL

1. Under 100 (specify) _____
2. 100

3. 101
4. 102
5. 103
6. 104
7. 105
8. 106
9. 107
10. 108
11. 109
12. 110
13. 111
14. 112
15. 113
16. 114
17. 115
18. 116
19. 117
20. 118
21. 119
22. 120
23. over 120 (specify)_____

Q.11 HIGHEST SPEED DRIVE IN RURAL 100 km/hr ZONES

Still thinking about **100 km/hr** zones in **RURAL (country)** areas, what is the highest speed you sometimes travel at, when traffic conditions allow it? Assume good weather and good road conditions.

IF NECESSARY: LIGHT TRAFFIC CONDITIONS = FREE FLOWING AND NOT CONGESTED, LITTLE TRAFFIC AROUND

DO NOT AID

IF RESPONDENT SAYS "DEPENDS", PROBE FOR HIGHEST SPEED

1. Always stay under 100
2. 100 / Never exceed it
3. 101
4. 102
5. 103
6. 104
7. 105
8. 106
9. 107
10. 108
11. 109
12. 110
13. 111
14. 112
15. 113
16. 114
17. 115
18. 116
19. 117
20. 118
21. 119
22. 120
23. over 120 (specify)_____

Q.12 AGREE OR DISAGREE WITH STATEMENTS ABOUT CHOICE OF SPEED

I am going to read a list of statements about things that can influence people's choice of driving speed. Please say how much you agree or disagree with each statement. Is that (..agree/disagree..) somewhat or (..agree/disagree..) strongly? **READ OUT STATEMENTS**

ROTATE ORDER	Agree Strongly	Agree Somewhat	Disagree Somewhat	Disagree Strongly	(Don't know)
a) The possibility of getting a fine is an important factor in my choice of driving speed	1	2	3	4	5
b) The possibility of losing demerit points is an important factor in my choice of driving speed	1	2	3	4	5
c) I feel that keeping up with traffic is more important than driving within the speed limit	1	2	3	4	5
d) Driving at a safe speed for the conditions is more important than staying under the speed limit	1	2	3	4	5

ASK EVERYONE

Q.13 PERCEPTION OF SPEED GENERALLY ALLOWED OVER THE LIMIT WITHOUT BEING BOOKED IN 60 KM/HR URBAN ZONES

Thinking about **60 km/hr** zones in **URBAN** areas, how far **OVER THE SPEED LIMIT** are people **generally allowed to drive** without being booked for speeding?

PROBE IF NECESSARY: So what speed is generally allowed, without being booked in a **60 km/hr** zone?

GENERALLY SPEAKING...IN NORMAL CIRCUMSTANCES

DO NOT AID

*****IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

1. 61 (one km/hr over)
2. 62 (two km/hr over)
3. 63 (three km/hr over)
4. 64 (four km/hr over)
5. 65 (five km/hr over)
6. 66 (six km/hr over)
7. 67 (seven km/hr over)
8. 68 (eight km/hr over)
9. 69 (nine km/hr over)
10. 70 (ten km/hr over)
11. 71 (eleven km/hr over)
12. 72 (twelve km/hr over)
13. 73 (thirteen km/hr over)
14. 74 (fourteen km/hr over)
15. 75 (fifteen km/hr over)
16. Over 75 (more than ten km/hr over) **SPECIFY**

.....

24. ACTUAL SPEED RANGE GIVEN (after probe for specific speed) **SPECIFY RANGE**

.....

30. PERCENTAGE GIVEN (do not prompt further) **SPECIFY %**

.....

60. NOTHING OVER 60 km/hr – STAY WITHIN 60 km/hr - MAXIMUM 60 km/hr

.....

80 Other response **SPECIFY IN DETAIL**

.....

98. Really do not know/Cannot say (**AFTER PROBE – DO NOT PROMPT**)

(POST CODING NOTE: for “ranges”, post code to median, rounding up to the nearest whole number)

Q.14 PREFERRED SPEED THAT SHOULD BE ALLOWED OVER THE LIMIT BEING BOOKED IN 60 km/hr URBAN ZONES

Still thinking about **60 km/hr** zones, how far **OVER THE SPEED LIMIT** do you think people **SHOULD BE ALLOWED** to drive, without being booked?

PROBE IF NECESSARY: So what speed should be allowed, in your opinion, without being booked in a **60 km/hr** zone.

GENERALLY SPEAKING...IN NORMAL CIRCUMSTANCES

DO NOT AID

*****IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

1. 61 (one km/hr over)
2. 62 (two km/hr over)
3. 63 (three km/hr over)
4. 64 (four km/hr over)
5. 65 (five km/hr over)
6. 66 (six km/hr over)
7. 67 (seven km/hr over)
8. 68 (eight km/hr over)
9. 69 (nine km/hr over)
10. 70 (ten km/hr over)
11. 71 (eleven km/hr over)
12. 72 (twelve km/hr over)
13. 73 (thirteen km/hr over)
14. 74 (fourteen km/hr over)
15. 75 (fifteen km/hr over)
16. Over 75 (more than fifteen km/hr over) **SPECIFY**
.....
- 24 SPEED RANGE GIVEN (after probe for specific speed) **SPECIFY RANGE**
.....
30. PERCENTAGE GIVEN (do not prompt further) **SPECIFY %**
.....
- 60 NOTHING OVER 60 km/hr – STAY WITHIN 60 km/hr - MAXIMUM 60 km/hr
.....
- 80 Other response **SPECIFY IN DETAIL**
.....
98. Really do not know/Cannot say (**AFTER PROBE – DO NOT PROMPT**)

(POST CODING NOTE: for “ranges”, post code to median, rounding up to the nearest whole number)

Q.15 PERCEPTION OF SPEED GENERALLY ALLOWED OVER THE LIMIT WITHOUT BEING BOOKED IN 100 KM/HR RURAL ZONES

And now thinking about **100 km/hr** zones in **RURAL** (country) areas, how far **OVER THE SPEED LIMIT** are people **generally allowed to drive** without being booked for speeding?

PROBE IF NECESSARY: So what speed is generally allowed, without being booked in a 100 km/hr rural zone – generally speaking...in normal circumstances?

*****IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

1. 101 (one km/hr over)
2. 102 (two km/hr over)
3. 103 (three km/hr over)
4. 104 (four km/hr over)
5. 105 (five km/hr over)
6. 106 (six km/hr over)
7. 107 (seven km/hr over)
8. 108 (eight km/hr over)
9. 109 (nine km/hr over)
10. 110 (ten km/hr over)
11. 111 (eleven over)
12. 112 (twelve over)
13. 113 (thirteen over)
14. 114 (fourteen over)
15. 115 (fifteen over)
16. 116 (sixteen over)

- 17. 117 (seventeen over)
- 18. 118 (eighteen over)
- 19. 119 (nineteen over)
- 20. 120 (twenty over)
- 21. Over 120 (more than fifteen km/hr over) **SPECIFY**
.....
- 25. SPEED RANGE GIVEN (after probe for specific speed) **SPECIFY RANGE**
.....
- 30. PERCENTAGE GIVEN (do not prompt further) **SPECIFY %**
.....
- 60 NOTHING OVER 100 km/hr – STAY WITHIN 100 km/hr - MAXIMUM 100 km/hr
.....
- 80. Other response **SPECIFY IN DETAIL**
.....
- 98. Really do not know/Cannot say (**AFTER PROBE – DO NOT PROMPT**)

(POST CODING NOTE: for “ranges”, post code to median, rounding up to the nearest whole number)

Q.16 PREFERRED SPEED THAT SHOULD BE ALLOWED OVER THE LIMIT WITHOUT BEING BOOKED IN 100 KM/HR RURAL ZONE

And still thinking about **100 km/hr** zones in **RURAL** (country) areas, how far **OVER THE SPEED LIMIT** do you think people **SHOULD BE ALLOWED** to drive, without being booked?

PROBE IF NECESSARY: So what speed should be allowed, in your opinion, without being booked in a 100 km/hr rural zone?

GENERALLY SPEAKING...IN NORMAL CIRCUMSTANCES

DO NOT AID

*****IF RANGE MENTIONED, PROBE FOR SINGLE SPEED FIGURE ALLOWED**

- 1. 101 (one km/hr over)
- 2. 102 (two km/hr over)
- 3. 103 (three km/hr over)
- 4. 104 (four km/hr over)
- 5. 105 (five km/hr over)
- 6. 106 (six km/hr over)
- 7. 107 (seven km/hr over)
- 8. 108 (eight km/hr over)
- 9. 109 (nine km/hr over)
- 10. 110 (ten km/hr over)
- 11. 111 (eleven over)
- 12. 112 (twelve over)
- 13. 113 (thirteen over)
- 14. 114 (fourteen over)
- 15. 115 (fifteen over)
- 16. 116 (sixteen over)
- 17. 117 (seventeen over)
- 18. 118 (eighteen over)
- 19. 119 (nineteen over)
- 20. 120 (twenty over)
- 21. Over 120 (more than fifteen km/hr over) **SPECIFY**
.....
- 26. SPEED RANGE GIVEN (after probe for specific speed) **SPECIFY RANGE**
.....
- 30. PERCENTAGE GIVEN (do not prompt further) **SPECIFY %**
.....
- 60 NOTHING OVER 100 km/hr – STAY WITHIN 100 km/hr - MAXIMUM 100 km/hr
.....
- 80 Other response **SPECIFY IN DETAIL**
.....
- 98 Really do not know/Cannot say (**AFTER PROBE – DO NOT PROMPT**)

(POST CODING NOTE: for “ranges”, post code to median, rounding up to the nearest whole number)

- | | | |
|----|--------------------------|-----------|
| 5. | Unemployed | GO TO D.4 |
| 6. | Working | CONTINUE |
| 7. | (Don't know) AFTER PROBE | GO TO D.4 |

IF WORKING (CODE 6 IN D.1.)

D.2 WORKING FULL OR PART TIME (IF WORKING)

Would that be ... **READ OUT**

1. Full time (more than 20 hours per week)
2. Part time

D.3 PERSON'S OCCUPATION (IF WORKING)

What is your occupation?

1. Managers/Administrators (incl. all managers, government officials, administrators)
2. Professionals (include. architects, lawyers, accountants, doctors, scientists, teachers, health professionals, professional artists)
3. Technical or Para-Professionals (eg. technical officers, technicians, nurses, medical officers, police officers, computer programmers or operators, teaching or nursing aids, scientific officers)
4. Trades persons (eg. building, electrical, metal, printing, vehicle, food handling, horticulture, marine trades persons)
5. Clerks (eg. secretarial, data processing, telephonist, sorting clerks, messengers)
6. Sales & Personal Service Workers (eg. investment, insurance, real estate sales, sales reps, assistants, tellers, ticket sellers, personal service workers)
7. Plant & Machine Operators/Drivers (eg. road, rail, machine, mobile or stationary plant operators/drivers)
8. Labourers & Related Workers (eg. trades assistants, factory hands, farm labourers, cleaners, construction and mining labourers)
9. Other (specify) _____

EVERYONE

D.4 EDUCATION LEVEL

And what is the highest level of education you have so far reached?

1. Still attending school
2. Year 11 or less (did not complete HSC or equivalent)
3. Completed High School Certificate (Year 12 or equivalent)
4. Trade Certificate
5. Other Certificate
6. Associate or Undergraduate Diploma
7. Bachelor's Degree or Higher
8. Other (Specify) _____
9. (Don't know) **AFTER PROBE**

D.5 POSTCODE OF RESIDENCE

And may I have your home postcode please? _____

RECORD SUBURB IF DON'T KNOW _____

D.6 SEX OF RESPONDENT

1. Male
2. Female

D.7 AGE GROUP OF RESPONDENT

And may I confirm your age group again?

1. 15-16 years
2. 17-19 years
3. 20-24 years
4. 25-29 years
5. 30-39 years
6. 40-49 years
7. 50-59 years
8. 60-69 years
9. 70 years and over

GEOGRAPHIC DEFINITION

****MAJOR URBAN SAMPLE ASK Q8D**

****COUNTRY SAMPLE GO TO Q9D**

Q8D LOCATION IN MAJOR URBAN SAMPLE

Do you live in a suburban part of a major city?

1. Yes (SPECIFY SUBURB + CITY, THEN GO TO END)
2. No ASK D9

Q9D URBAN OR RURAL RESIDENCE

Do you live in a regional city, a large or small town or do you live outside of town?

READ OUT OPTIONS TO CLARIFY

CODE APPROPRIATELY

1. Large town/city (over 50,000 people) ASK D10
2. Medium town (20,000-50,000 people) ASK D10
3. Smaller town (10,000-20,000 people) ASK D10
4. Smaller town (5,000 – 10,000 people) ASK D10
5. Small town (under 1,000-5,000 people) ASK D10
6. Other township/village under 1,000 people ASK D10
7. Outside of town / rural GO TO D11

Q10D TOWN OF RESIDENCE

What (city/town) do you live in? (SPECIFY)

NOW SKIP TO END

IF DO NOT LIVE IN A TOWNSHIP, ASK D11-12

D11 NEAREST TOWN

What is the nearest town to where you live? (SPECIFY)

D12 DISTANCE FROM NEAREST TOWN

How far do you live from (..nearest town in D11..)?

1. Within 1 km/hr
2. 2 km/hr
3. 3-5 km/hr
4. 6-10 km/hr
5. Over 10 km/hr
6. Other (specify)

RESPONDENT NAME: _____

TELEPHONE NUMBER: _____ **DATE:** _____ / _____ / 2001

CLOSE – IQCA INFORMATION

LOCATION:

1. NSW Major Urban (Sydney Stat Div/Wollongong/Newcastle urban) (350)
2. NSW Country (150)
3. Vic Major Urban (Melbourne Stat Div/Geelong urban) (350)
4. Vic Country (150)
5. Qld Major Urban (Brisbane Stat Div/Gold Coast/Cairns/Townsville) (350)
6. Qld Country (150)
7. SA Major Urban (Adelaide Stat Div) (350)
8. Other SA Country (150)
9. WA Major Urban (Perth Stat Div) (350)
10. Other WA Country (150)