



Community Perceptions Benchmark

Office of the Road Safety Camera
Commissioner

Key Findings (1/2)

There is a disparity between what constitutes speeding and dangerous driving... particularly in the 100km/h zone where speeds of 105-119 are substantially more likely to be acknowledged as speeding than dangerous driving. Furthermore, just 5% of those having received a speeding fine believe that they were driving dangerously at the time.

There is a strong link between traffic infringements and collisions... with Victorians having received a traffic infringement being three times as likely to have had a collision in the past when compared to those who haven't had an infringement. Around one in two of those having received a traffic infringement have been involved in a reportable collision at some point in time.

Two in three drivers consider themselves to be better than average drivers.

Victorians who have received a speeding fine are more inclined to believe that their driving ability is above average.

Over one in three Victorians admit to intentionally speeding at least some of the time... with one in five doing so in 40km/h zones. The incidence of intentional speeding increases in higher speed limit zones and amongst those who ride a motorcycle or scooter.

Rewarding low infringement drivers with licence and registration discounts is an attractive proposition... however it is not necessarily an effective safety measure. This initiative was ranked amongst the highest in terms of support and is perceived the lowest in terms of effectiveness.

There is strong support for better signposting of speed limits... with this initiative also considered to be one of the most effective ways to improve road safety.

Young Victorians are the most likely candidates for occupational driving... with one in five of those aged 18-29 currently driving for a living. Of concern, younger drivers are also more inclined to exhibit dangerous driving behaviours like exceeding the speed limit when tailgated or speeding through an intersection to avoid a red light. The younger cohort also tend to be less aware of speed limits than their older counterparts, and less inclined to believe themselves to be better than average drivers.

The media negatively impacts community perceptions of the road safety camera system... with more than one in three (36%) having seen stories related to road safety cameras. The most commonly recalled themes from the media releases pertain to the unfairness of the system. The predominant source of media coverage is TV news / Current Affairs programs.

A third of Victorians perceive speed cameras to be highly accurate... However, there is a considerable proportion (60%) who feel the system is only moderately or somewhat accurate and some even believe it is not accurate at all (6%). Red light cameras, on the other hand, are generally perceived as being more accurate and the system is seen to be fairer.

Amongst those who received a speeding fine, only one in three believe that they were actually speeding at the time. The most common justifications for disagreeing with the speed fine are inaccurate speedometer readings and the perception that all other cars were travelling at a similar speed at the time. Half of those who received a fine state they have altered their driving behaviour, typically becoming more careful and slowing down more often.

Key Findings (2/2)

45% of those who received red light camera fines believe they did not travel through a red light at the time of the fine... And of these motorists, who feel the fine was invalid, half state that the lights were amber at the time that they entered the intersection. However, 47% of those fined say they have changed their behaviour since receiving a fine - they are often now stopping at traffic lights that turn amber and slowing down when approaching intersections.

There are a wide variety of different perceptions of who is responsible for overseeing the management of road safety cameras in Victoria... When prompted with a list of options, one in five Victorians identify the office of the Road Safety Camera Commissioner. The most commonly cited organisation is VicRoads - being selected by a quarter of respondents. The Victoria Police and Civic Compliance Victoria are also selected by considerable numbers of Victorians (13% and 11%, respectively).

Amongst those who are aware of the Office of the Road Safety Camera Commissioner, the main perceived functions of the office are overseeing the integrity of the road safety camera system, following up on complaints about speed/red light cameras and improving the accuracy of cameras.

Less than 5% of Victorians have had an interaction with the Office of the Road Safety Camera Commissioner. Amongst those who have, two in three (68%) are either extremely satisfied or very satisfied with the response they received. Encouragingly, more than one in three (35%) Victorians aged 25 or over are more confident in the integrity of the management of road safety cameras, compared to five years ago. Only around one in eight (12%) are less confident. However, those who could recall stories in the media about road safety camera are significantly more likely to not be confident (18%).

