Office of the Road Safety Camera Commissioner

Road Safety Camera Perceptions W2

EY Sweeney

Contents

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All aspects of this study have been completed in accordance with the requirements of that scheme.

Also please note that EY Sweeney's liability is limited by a scheme approved under professional standards legislation. A copy of the scheme can be obtained from us upon request.

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The results of EY’s work, including the assumptions and qualifications made in preparing the report, are set out in EY's report dated 18/9/2020 ("Report"). You should read the Report in its entirety including any disclaimers and attachments. A reference to the Report includes any part of the Report. No further work has been undertaken by EY since the date of the Report to update it.

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Ernst & Young’s liability is limited by a scheme approved under Professional Standards Legislation.

Background

The road safety camera system represents a key component of the Victorian Government's Towards Zero strategy to save lives and reduce trauma on Victorian roads.

The Office of the Road Safety Camera Commissioner (ORSCC) was established in February 2012 with the intention of promoting increased transparency in the road safety camera system and enhancing accountability for that system.

The ORSCC has the role of independently monitoring the road safety camera system in Victoria, ensuring all fixed and mobile road safety cameras are operating accurately and reliably.

The Commissioner also reviews complaints, and investigates issues related to the integrity of Victoria's camera systems, and is able to provide information to the public following a direct request. However, it is not the role of the Commissioner to intervene in individual cases.

In 2017, EY Sweeney was engaged to conduct research relating to community awareness and perceptions of road safety cameras and the Office of the Road Safety Camera Commissioner.

The research was designed to establish a benchmark to be tracked over time and built upon through subsequent waves of research.

This report details findings from the second wave of Community Perceptions research, and highlights any changes in the perceptions and behaviours of the Victorian community since 2017.

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Objectives

PRIMARY OBJECTIVE

To measure community awareness and understanding of the Office of the Road Safety Camera Commissioner's role as well as the perceived impact, and general attitudes towards road safety cameras. A key objective this wave is to measure how perceptions have changed since the benchmark study was conducted in 2017.

RESEARCH OBJECTIVES

1

Awareness

Determine the level of awareness of the Office of the RSCC and understanding of its function

2

Views on the road safety camera system

Identify current attitudes towards the road safety camera system…

- Strengths and weaknesses
- Perceived impact on road safety
- Perceived accuracy and integrity of the system
- Receptiveness of advanced road safety camera initiatives – specifically point-to-point and distracted driver cameras

3

Impact of COVID-19 on driving behaviour

Understand how COVID-19 has impacted driving frequency and behaviours, in particular whether there has been an increase in dangerous driving on Victorian roads during lock-down periods.

4

Moving forward

Identify any improvements that could be made to enhance the community's views on the road safety camera system and the Office of the RSCC

Research methodology

The study involved the conduct of 1,233 16-minute online interviews conducted between 15th July and 3rd August, 2020

To be eligible for participation, all respondents were…

- Aged over 18 years
- Residing within Victoria

The final achieved sample structure is shown opposite.

Sample for the survey was drawn from the online panel provider Cint. Sample was selected randomly, with quotas employed on the completed interviews to ensure adequate coverage of age, gender, location and vehicle types driven.

Data is weighted to the 2016 ABS Census for gender, age and location to ensure that it is representative of the Victorian population.

Statistical significance testing

Statistical significance testing has been carried out throughout this report to determine how likely the observed differences between subgroup scores are to have occurred by chance, or if they are of statistical relevance.

Significant differences between subgroups are shown at the 95% Confidence Interval. A significantly higher subgroup finding is indicated by an upward facing green arrow ▲ and a significantly lower result is indicated by a downward facing red arrow ▼. A significantly higher finding between wave 1 (benchmark) and wave 2 is indicated by and a significantly lower finding is indicated by .

Fieldwork for wave 2 was conducted during the COVID-19 Pandemic where Victoria was is in stage 3 restrictions. The impact of COVID-19 on Victorians should be taken into account when interpreting results.

Respondent sample structure

		No. of interviews (unweighted) #	Weighted %	[1] Max margins of error +/-
Total		**1,233**	**100%**	
Gender	Male	597	48%	2.9
	Female	636	52%	2.7
Age	18-29	236	22%	5.8
	30-44	348	27%	4.5
	45-59	318	25%	4.8
	60+	331	27%	4.7
Area	Melbourne	970	81%	1.4
	Regional Victoria	263	19%	5.4
Vehicles driven ever	Car	1,111	90%	0.9
	Heavy vehicle, truck or bus	403	33%	4.0
	Motorcycle or scooter	223	19%	6.0

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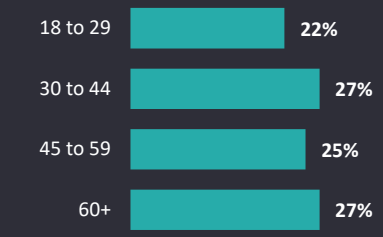
Respondent demographics

GENDER

48% Male

52% Female

AGE



RESIDENCE

81% Metro

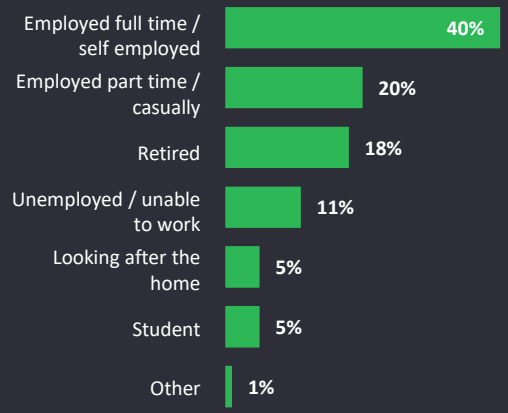
19% Regional

COUNTRY OF BIRTH

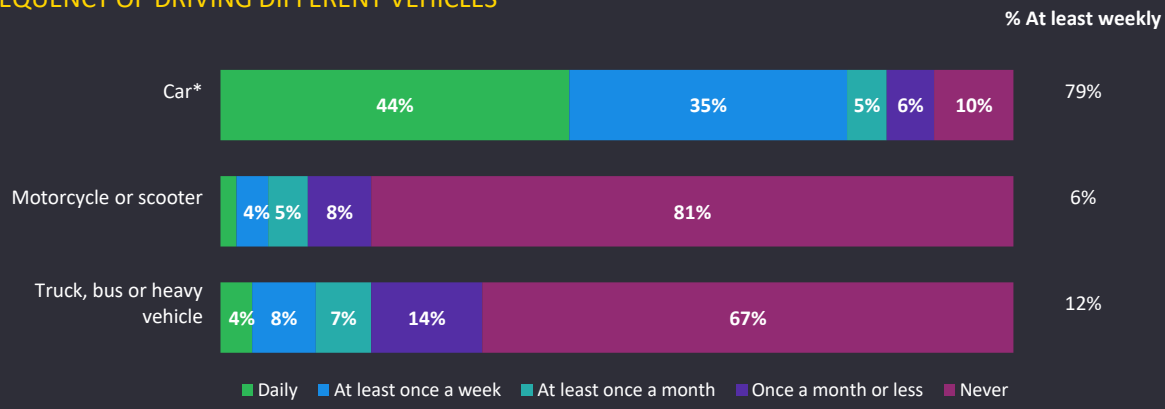
73% Australia

27% Outside Australia

WORK STATUS



FREQUENCY OF DRIVING DIFFERENT VEHICLES



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Key findings

Key findings*

Awareness, contact and confidence in the ORSCC remains similar to the benchmark wave….

- Entering its eighth year of operation, awareness of the Office of the Road Safety Commissioner (ORSCC) has slightly increased since 2017, with one in four aware of the ORSCC this wave (24% vs 21%). There remains some confusion regarding which organisation is responsible for overseeing the management of road safety cameras in Victoria - 31% suggest VicRoads, 19% the ORSCC and 15% the Victoria Police.
- On prompting, perceived roles and responsibilities of the ORSCC include overseeing the integrity of the camera system, dealing with complaints, and improving camera accuracy.
- Although contact with the ORSCC has increased since the benchmark, just 8% of Victorians have had an interaction with the Office of the Road Safety Camera Commissioner. Amongst those who have, three in five (59%) are either extremely satisfied or very satisfied with the response they received.
- Confidence in the management of road safety cameras in Victoria remains on-par with the benchmark wave (36% in 2020, 34% in 2017). The largest proportion of Victorians (44%) are on the fence, being neither more or less confident compared to five years ago.

Positive attitudes towards the road safety camera system are more pronounced this wave when compared to the benchmark…

- Victorians appear to be more educated about road safety cameras, and have more confidence in the integrity of the system than they did in 2017.
- Public perception that speed cameras and red light cameras are 'more about making money than road safety' declines in wave 2. Further to this, more Victorians now believe the government provides adequate access to how speed/red light cameras work (41% vs 36%) and that they allow for a suitable margin of error (41% vs 35%).
- The road safety initiative attracting the most support is rewarding drivers for zero speeding fines in the previous five years (83%). This is particularly appealing to drivers aged 45 and above (89%). However, an attitude of 'indifference' exists around some of the road safety initiatives with the largest tranche of Victorian road users 'neither supporting or opposing' most initiatives tested.
- Consistent with the benchmark wave, around a third of Victorians consider speed cameras to be accurate. Although public perception on the fairness of speed cameras increases in wave 2 (33% vs 29%), receiving a fine appears to negatively influence perceptions of both the accuracy and fairness of speed cameras.

One in four report witnessing an increase in dangerous driving during Victoria's lockdown periods, despite (or perhaps a result of) having a drastically reduced number of cars on the road…

- The most commonly cited dangerous behaviours witnessed are speeding in residential areas, use of mobile phones while driving, erratic driving and speeding on highways/freeways.
- Three in four (73%) report driving less often during lockdown. Riders display similar behaviour, with one in two (52%) riding less as a result of Victoria's lockdown periods.
- Further to this, those driving a car in wave 2 report travelling significantly less distance per week (average of 124km) compared to the benchmark (average of 142km).
- Although riding/driving behaviour remains relatively unchanged for most Victorians (62%), younger drivers (18 to 29) and those who drive for a living (36%) are more likely to have modified their driving behaviour as a result of lockdown.
- Younger drivers and occupational drivers are also more likely than others to be bucking the trend and driving or riding more often than they would outside of lockdown periods (21% vs 7%, and 38% vs 5% respectively).

**Fieldwork for wave 2 was conducted during the COVID-19 Pandemic where Victoria was is in stage 3 restrictions. The impact of COVID-19 on Victorians should be taken into account when interpreting results.*

Key findings (continued)*

The more traffic infringements a person receives, the more likely they are to have had a collision…

- Consistent with the benchmark wave, there is a strong link between traffic infringements and collisions. Victorians who have received an infringement (beyond parking fines) are more than three times as likely to have had a collision (14% vs 52%).
- There appears to be a disproportionality higher incidence of collisions amongst 18 to 29 year old Victorians; this cohort are almost as likely to have had a collision as they are an infringement.

One in four Victorians admit to intentionally speeding at least some of the time…

- Awareness of the speed limits on Victorian roads has declined since the benchmark study
- Arguably the most 'at risk' group, younger drivers (18 to 29), are more likely to speed 'some of the time' (74% vs 65% of other age groups), as are male drivers (72% vs 61% of females).
- Although more Victorians agree they were speeding when fined in wave 2 (38% vs 32%), the likelihood to link speeding with dangerous driving remains low. The biggest discrepancy between speeding and dangerous driving is within the 105-109 km/h bracket. One in four (23%) disagree this constitutes as speeding and two in five (37%) disagree this represents dangerous driving.
- Of the two in five (44%) Victorians who disagree they travelled through a red light the last time they were fined, the most common justification is the perceived belief the lights were not red when they entered the intersection.
- Positively, speeding fines have prompted more behaviour change in wave 2 (54%) compared to the benchmark wave (48%). Red light camera fines also influence more behaviour change (59% vs 47%). Despite some behaviour change centred on avoidance of red light or speed cameras, the common themes include driving more carefully and being conscious to slow down all or most of the time.

Most Victorians rate their driving capability 'above average'…

- A disproportionate perception of above average driving and riding prevails - over two in three in believe their abilities 'superior to others' on the road. Drivers aged 18 to 29 are significantly more likely to rate their driving ability 'above average' in wave 2 (69%) compared to the benchmark (59%).
- At a total level, two in three (66%) Victorian drivers rate their driving capability as above average. Confidence in driving ability is particularly apparent amongst males (71% vs 61% of females) and drivers living in Metro Melbourne (68% vs 60% of regional drivers).
- Benefits could be gained from uncoupling societal links between driving and notions of masculinity in order to reframe what it means to be an 'above average driver'.

Receptiveness to new speed camera initiatives is broadly positive…

- Point-to-point cameras have higher levels of awareness (41%) compared to the more newly introduced (July 2020) distracted driver camera (16%).
- Close to three in five Victorians are supportive of distracted driver cameras (63%) and a similar proportion supportive of point-to-point cameras (57%). Revenue raising, accuracy of cameras and privacy of the driver are the top three influencers for those who oppose the use of these cameras.

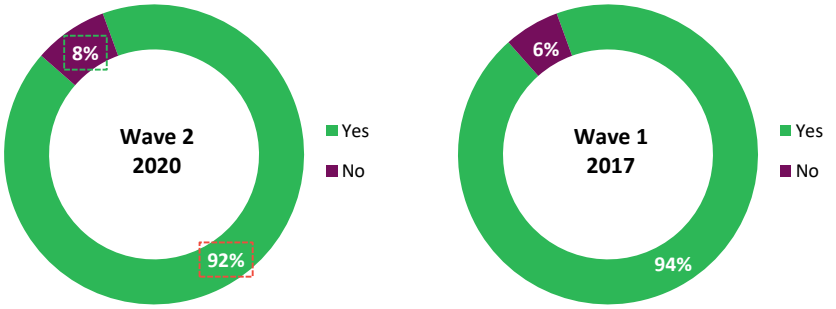
**Fieldwork for wave 2 was conducted during the COVID-19 Pandemic where Victoria was is in stage 3 restrictions. The impact of COVID-19 on Victorians should be taken into account when interpreting results.*


Driver profile

Car licence or permit status

- Nine in ten (92%) Victorians surveyed in wave 2 hold a current licence or permit; a slight drop from the benchmark (94%).
- When asked the type of licence or permit they hold, the majority have a full car licence (87%). To be expected, younger Victorians (aged 18 – 29) are more likely to hold a learner permit, or P1 and P2 probationary licence (45% vs 4% above 30 years).
- Two in three Victorian car licence holders have had their licence or permit for at least ten years (66%).

Valid car licence or permit status



Type of car licence or permit

	W1 2017	W2 2020
Full car licence	90%	87%
Learner permit	4%	5%
P2 probationary licence (Green P Plates)	4%	4%
P1 probationary licence (Red P Plates)	2%	4%

Length of time had car licence or permit

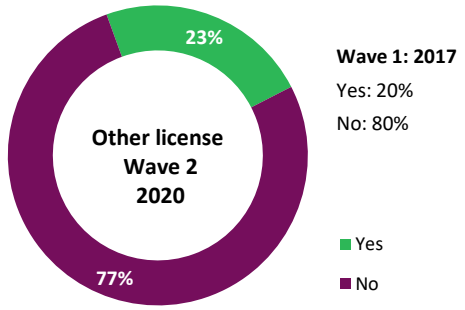
	W1 2017	W2 2020
Less than 1 year	4%	5%
1-2 years	8%	9%
3-4 years	9%	10%
5-9 years	9%	9%
10-15 years	8%	9%
More than 15 years	61%	58%

Base: Total sample W1 (n=1,204), W2 (n=1,233) | Hold a car licence W1 (n=1,132), W2 (n=1,130)
Q1. Do you hold a current car licence or permit that is valid in Victoria
Q2. What type of car licence or permit do you hold?
Q3. For how many years have you had your current Vic. car licence or permit?

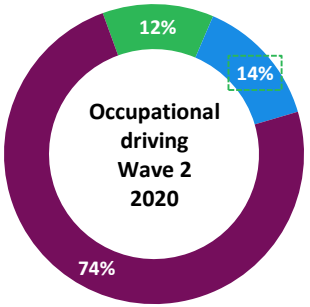
Status of other vehicle licences and permits

- Similar to the benchmark, one in four Victorians hold a licence or permit for a vehicle other than a car (23%). A motorcycle / scooter licence is the most commonly held licence outside of a car licence, with 14% of Victorians holding this licence type.
- One in four Victorians indicate having driven for a living at some point in time (26%), with 12% currently doing so.
- Younger Victorians (18 to 29) continue to be the most likely to currently drive for a living (23%). Driving appears to have become an even more popular occupation for young Victorians, with the proportion who have ever driven for a living having increased significantly since 2017 (37% vs 28%)

Other vehicle licence or permit status



Wave 1: 2017
Yes: 20%
No: 80%



Wave 1: 2017
Yes - currently: 11%
Yes – in the past: 12%
No – never driven for a living: 77%

Type of other vehicle licence or permit

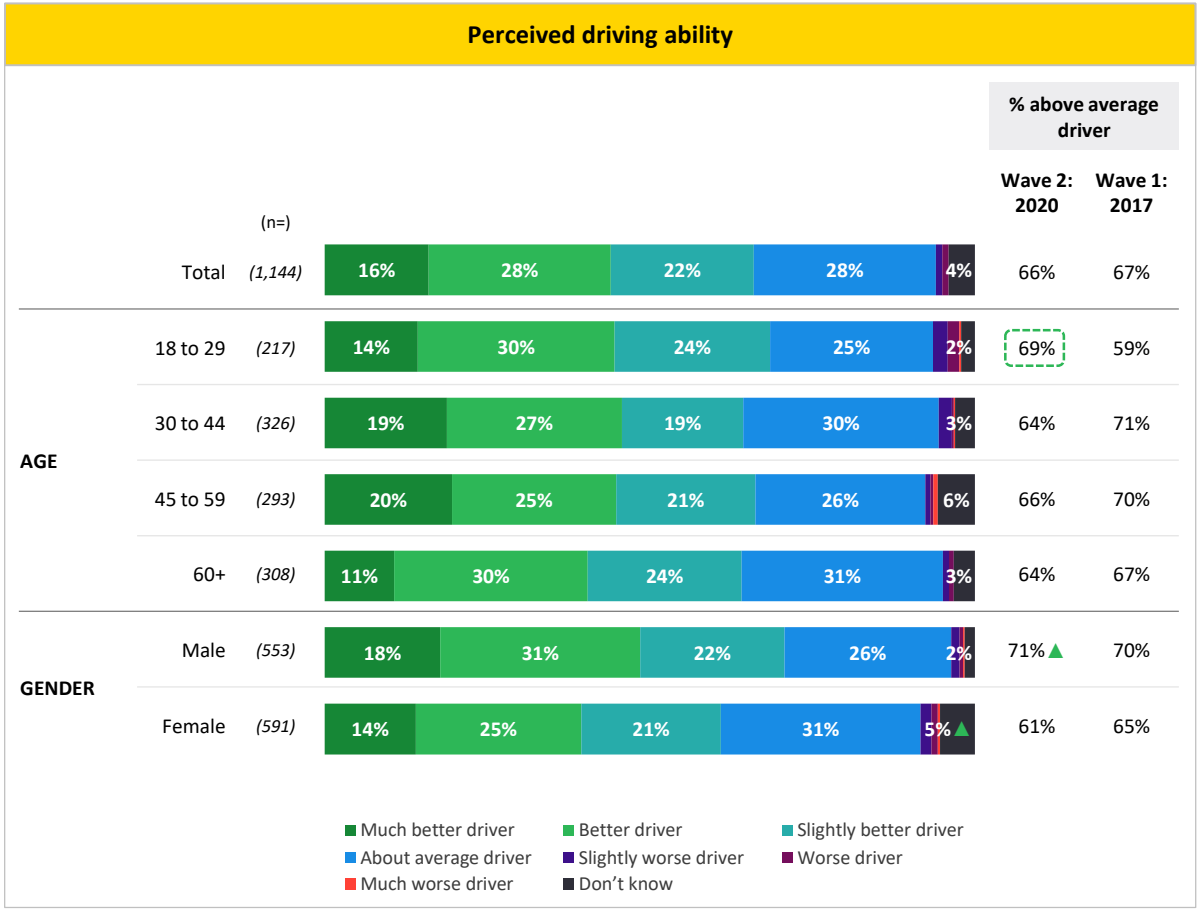
	Wave 2: 2020	Wave 1: 2017
Total: Motorcycle or scooter licence/permit	14%	11%
Motorcycle or scooter - unrestricted license	10%	7%
Motorcycle or scooter - learner permit	3%	3%
Motorcycle or scooter - probationary licence	3%	2%
Light rigid vehicle licence	4%	3%
Medium rigid vehicle licence	4%	4%
Heavy rigid vehicle licence	3%	4%
Heavy vehicle combination licence	2%	2%
Multi-combination licence	2%	1%
Other	2%	3%

Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q4. Do you hold a licence or permit for a vehicle other than a car?
Q7. Do you currently, or have you ever, driven for a living?
Q5. What other type of vehicle licence do you have?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Perceived driving ability

- Two in three (66%) Victorian drivers rate their driving capability as above average. Confidence in driving ability is particularly apparent amongst males (71% vs 61% of females) and drivers living in Metro Melbourne (68% vs 60% of regional drivers).
- A perception of superior driving abilities is heightened amongst the younger cohort this wave. Drivers aged 18 to 29 are significantly more likely to rate their driving ability 'above average' in wave 2 (69%) compared to the benchmark (59%).

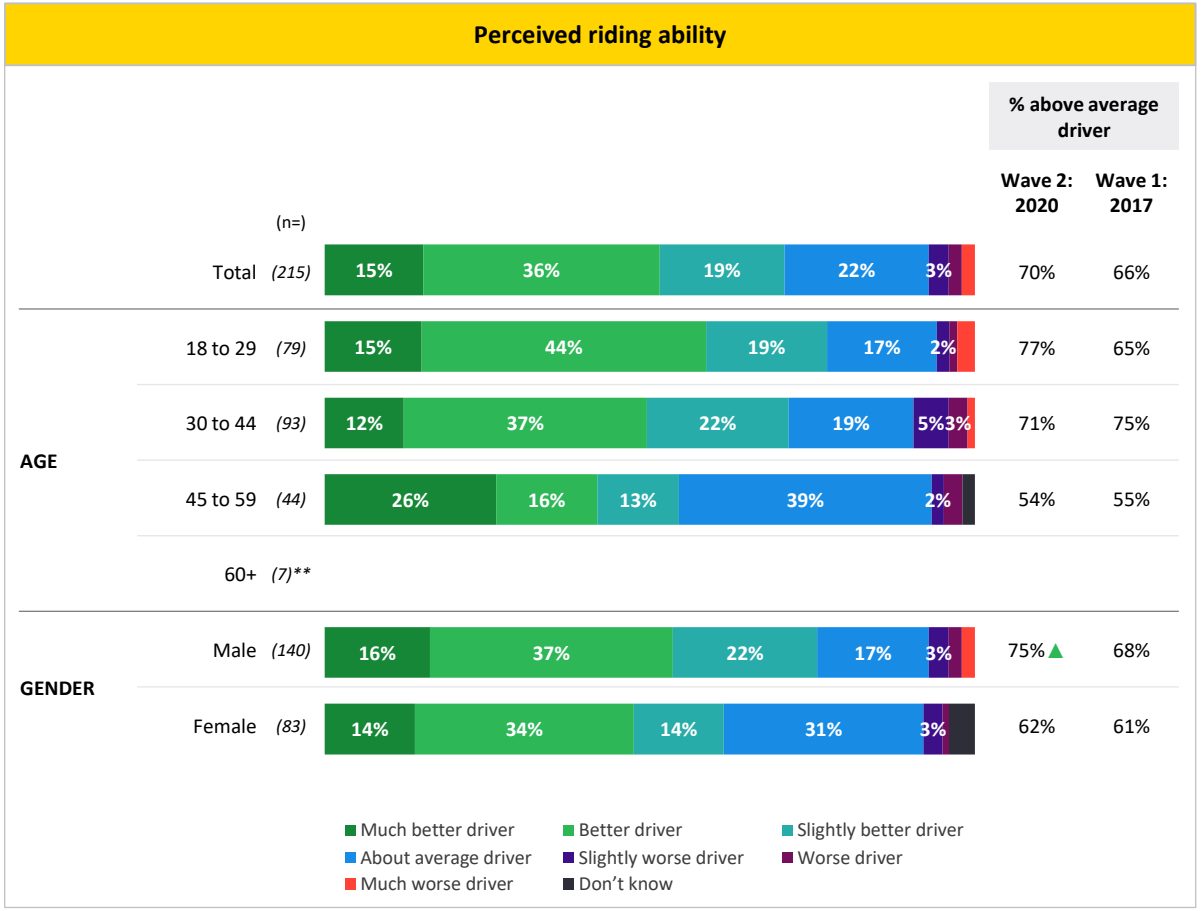


Base: Drive a car or heavy vehicle W1 (n=1,145), W2 (n=1,144). Sample sizes vary by subgroup.
Q14a. Thinking about how you compare to the average driver on Victorian roads, would you say that you are a…?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Perceived riding ability

- In line with Victorian drivers, there is also a disproportionate belief in 'above-average' riding amongst those who ride a motorcycle or scooter. Seven in ten (70%) who ride a motorcycle/scooter believe their riding ability is above average.
- Similar to drivers, male riders are more confident in their riding ability (75%) compared to female riders (62%).



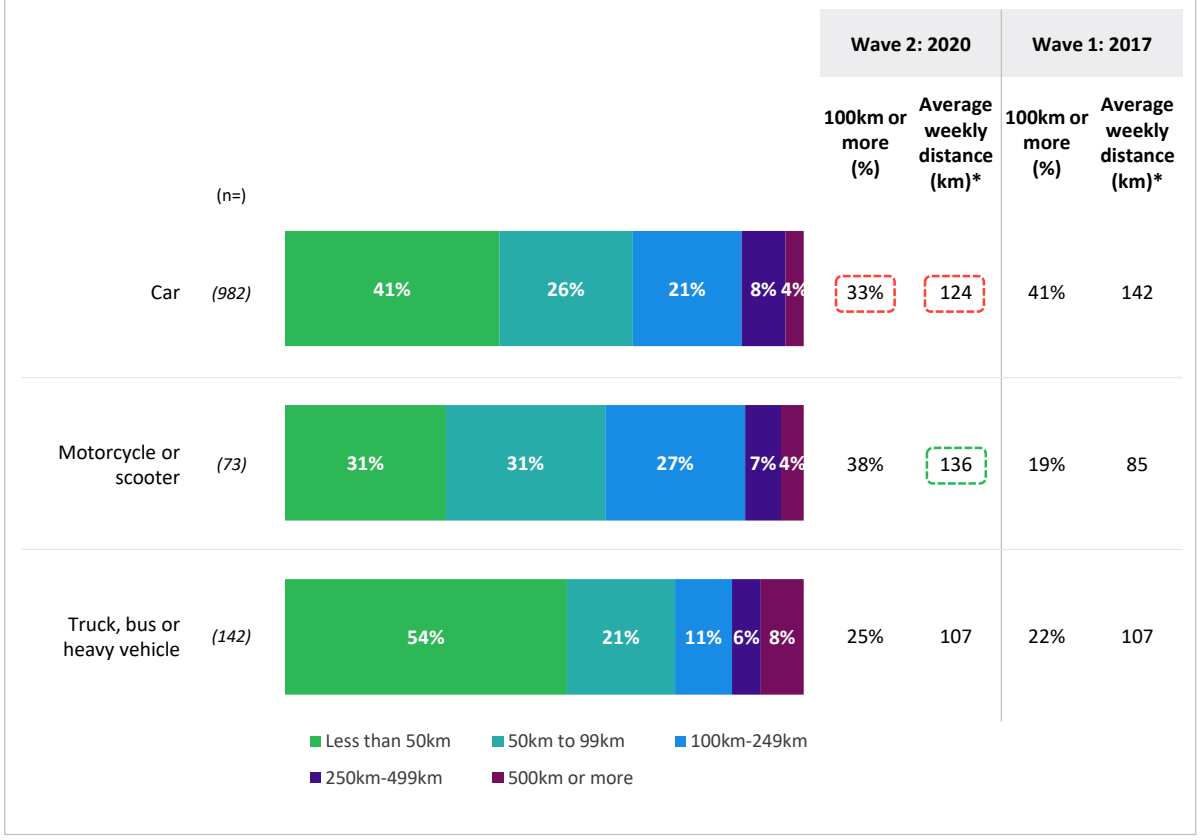
Base: Ride a motorcycle or scooter based on question S5, W1 (n=195), W2 (n=223). Sample sizes vary by subgroup.
Q14b. Thinking about how you compare to the average rider on Victorian roads, would you say that you are a…?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Weekly distance travelled by vehicle type

- Likely influenced by COVID-19 restricting travel around Victoria, those driving a car in wave 2 report travelling significantly less distance per week (average of 124km) compared to the benchmark (average of 142km).
- On the other hand, average km travelled per week increases for Victorians who ride a motorcycle or scooter (136km vs benchmark of 85km).
- Across all vehicle types, males are significantly more likely to travel further per week compared to females. Average weekly distance peaks for Victorians aged 45 to 59 (153km vs average of 124km).

Weekly distance travelled by vehicle type



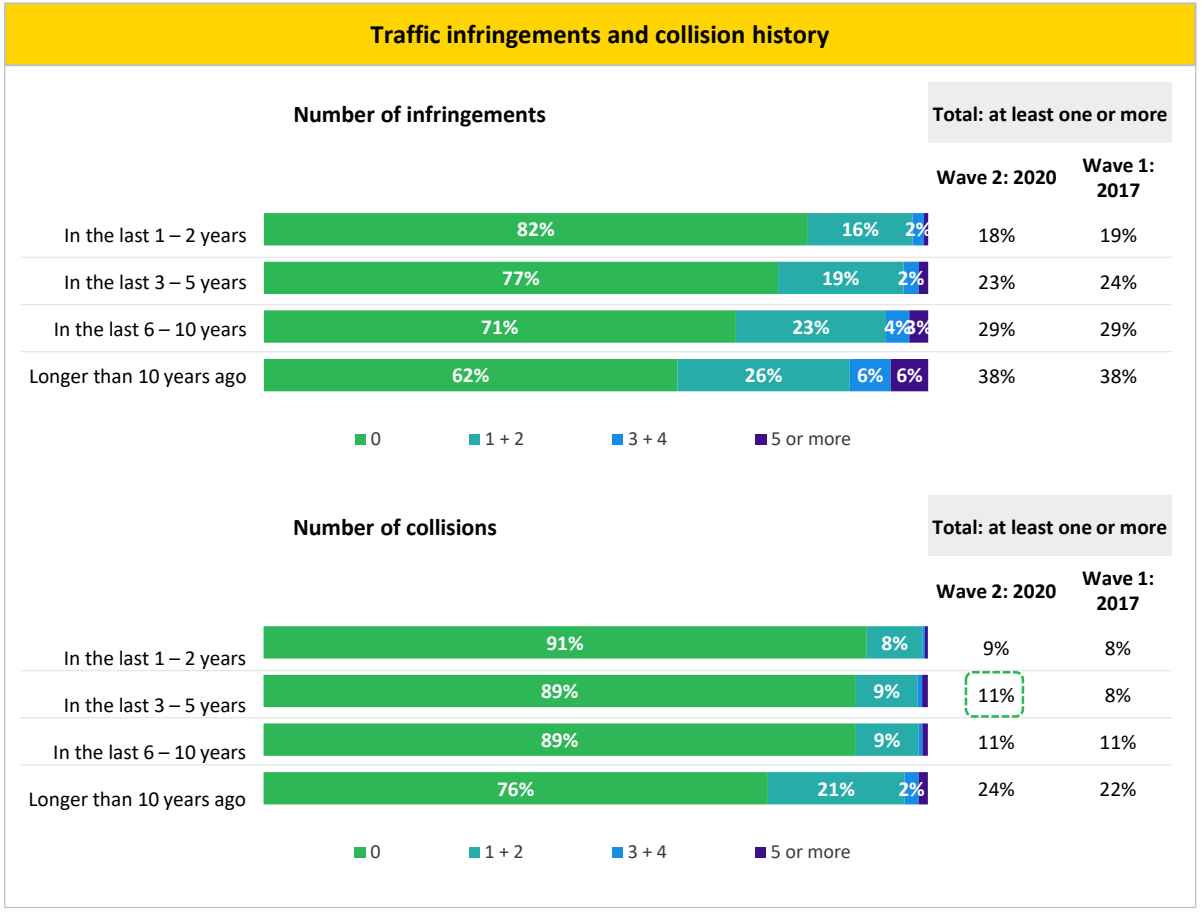
	(n=)	Wave 2: 2020 100km or more (%)	Wave 2: 2020 Average weekly distance (km)*	Wave 1: 2017 100km or more (%)	Wave 1: 2017 Average weekly distance (km)*
Car	(982)	33%	124	41%	142
Motorcycle or scooter	(73)	38%	136	19%	85
Truck, bus or heavy vehicle	(142)	25%	107	22%	107

Base: Drive/ride a vehicle at least weekly. Base sizes as shown
Note: *includes Ute/Panel Van/4WD-SUV
Q6. In an average week, approximately how many kilometres do you usually drive or ride the following vehicle types?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Traffic infringements and collisions history

- In the past two years, the vast majority of Victorians have had neither an infringement or collision in the last 1 to 2 years (82%, 91% respectively).
- The incidence of infringements and collisions increases when looking across a longer time frame; two in five (38%) Victorians have had at least one infringement 10 or more years ago, and one in four (24%) at least one collision.



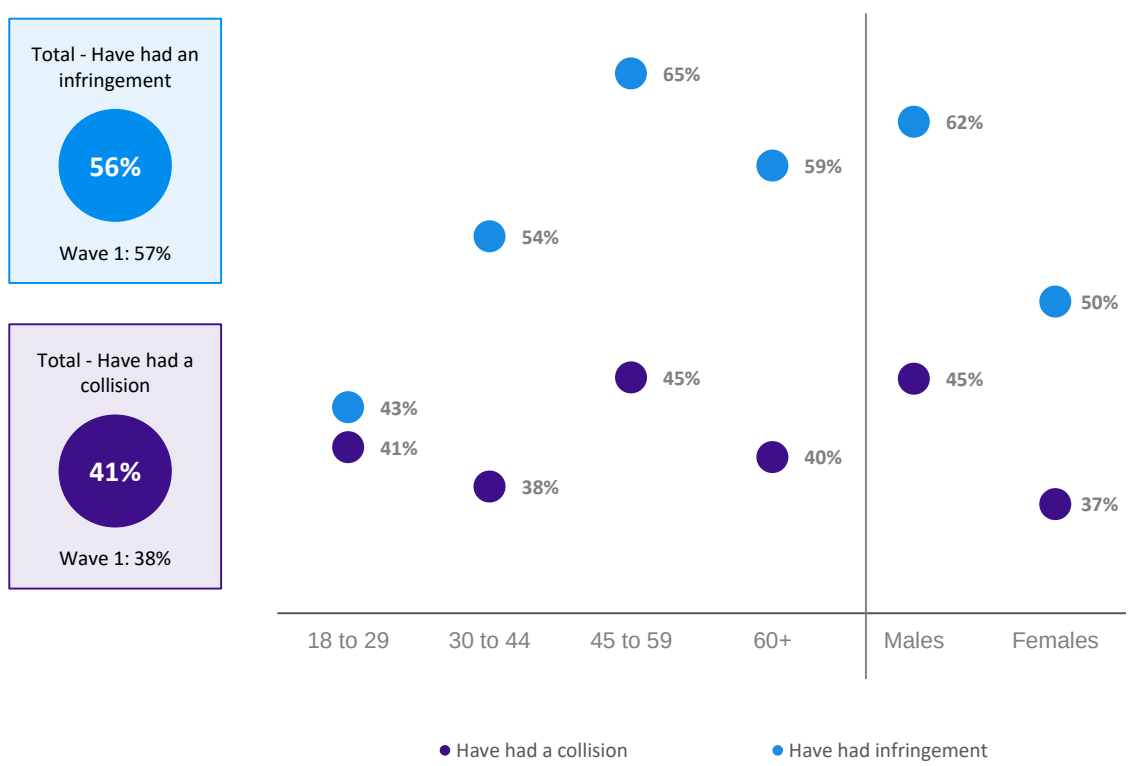
Base: Drive/ride a vehicle at least sometimes W1 (n=1,152), W2 (n=1,152). Note: *Excludes parking fines
Q15a. Approximately how many traffic infringements excluding parking fines have you received during the following time periods?
Q15b. Approximately how many accidents or collisions have you been involved in during the following time periods, which have required you to report that accident/collision to the Police?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Traffic infringements and collisions by and gender

- The majority of Victorian motorists have had an infringement (other than parking fines) during their driving or riding history (56%), and four in ten have had a collision (41%).
- To be expected, the proportion of drivers and riders having ever had an infringement tends to increase with age, and infringements are far more commonplace than collisions for most age groups.
- Younger drivers and riders, however, are almost as likely to have had a collision as they are an infringement, suggesting a disproportionately high incidence of collisions amongst 18 to 29 year olds.
- Males are far more likely than females to have received an infringement and/or had a collision.

Infringements and collisions by age and gender



Base: Drive/ride a vehicle at least sometimes W1 (n=1,152), W2 (n=1,152). Note: *Excludes parking fines **Outliers removed
Q15a. Approximately how many traffic infringements excluding parking fines have you received during the following time periods?
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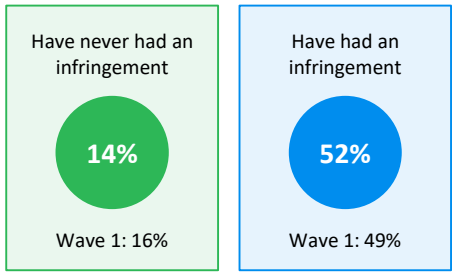
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Traffic infringements and collisions history

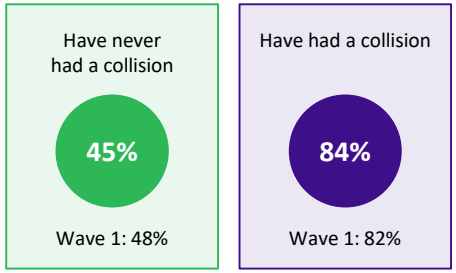
- Consistent with the benchmark wave, a strong correlation exists between traffic infringement and collision. The more traffic infringements a person receives, the more likely they are to have had a collision.
- Victorian motorists who have had an infringement (outside of parking fines) are more than three times more likely to have had a collision at some point in time (14% vs 52%).
- Similarly, the vast majority of Victorian motorists who have had a collision have also had a driving infringement (84%).

Infringements and collisions

Incidents of collisions by infringement history

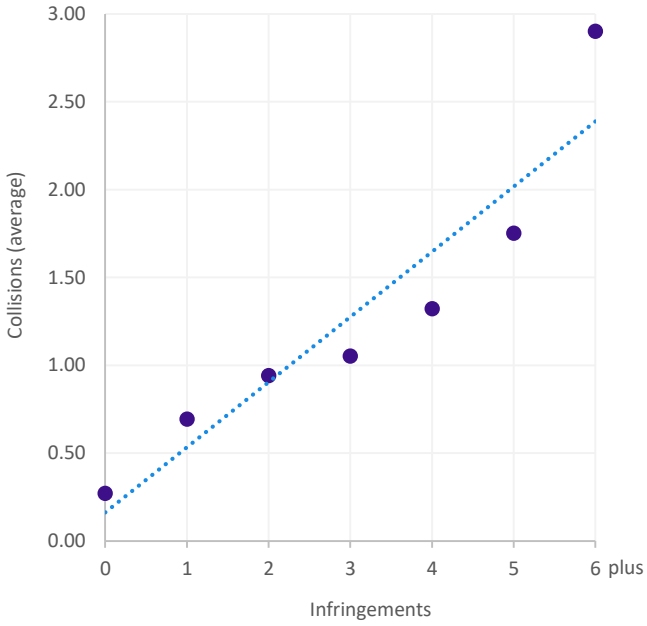


Incidents of infringements by collision history



Relationship between infringements and collisions

Generally, the more infringements a person has had, the more likely they are to have had a collision



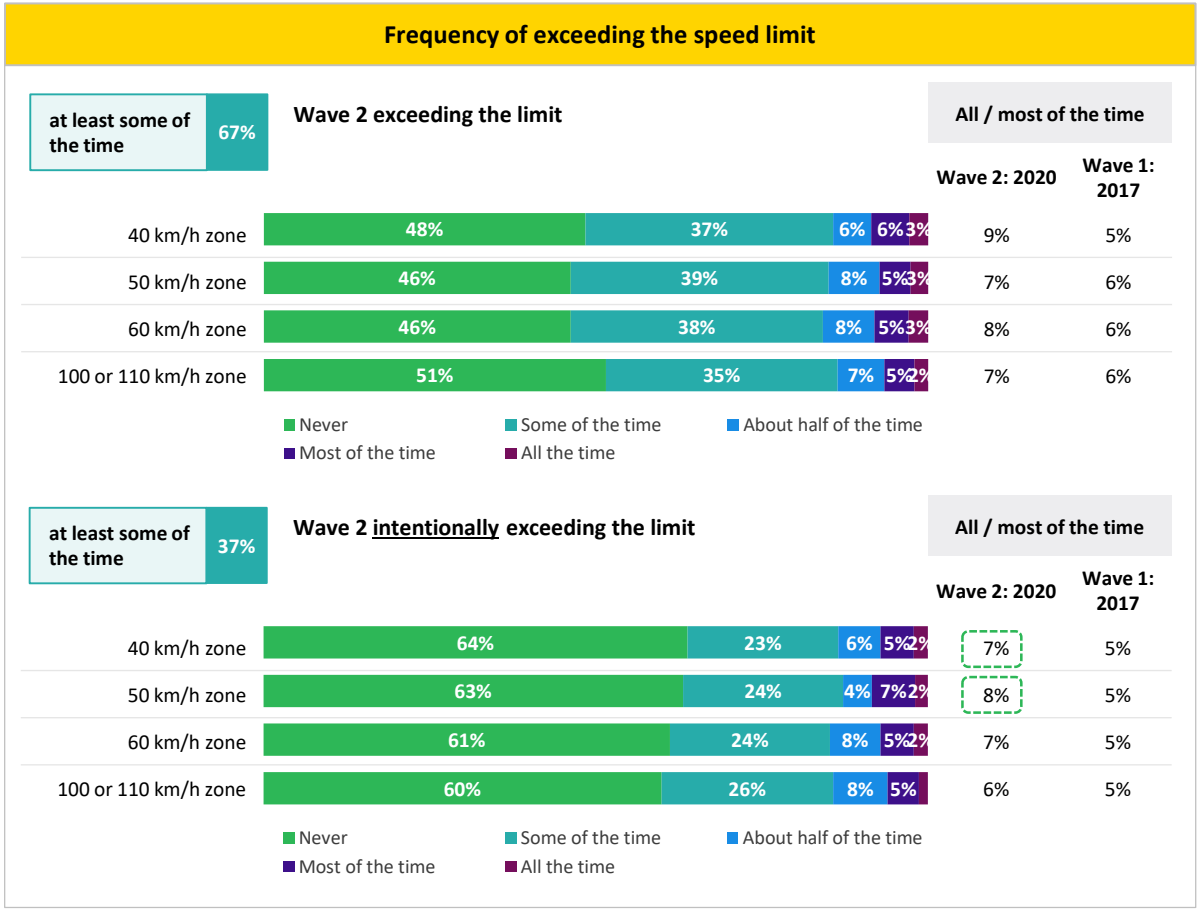
Base: Drive/ride a vehicle at least sometimes W1 (n=1,152), W2 (n=1,152). Note: *Excludes parking fines **Outliers removed
Q15a. Approximately how many traffic infringements excluding parking fines have you received during the following time periods?
Q15b. Approximately how many accidents or collisions have you been involved in during the following time periods, which have required you to report that accident/collision to the Police?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*


Experience
with speeding

Frequency of exceeding the speed limit

- Two in three Victorians admit to speeding at least 'some of the time' regardless of the speed limit, with over one in three of those speeding doing so intentionally. At a total level, around one in four Victorians admit to *intentionally* speeding at least some of the time (not charted).
- Arguably the most 'at risk' group, younger drivers (18 to 29), are the most likely to speed 'some of the time' (74% vs 65% of other age groups), as are male drivers (72% vs 61% of females). Results also highlight the more frequently you drive, the more likely you are to admit to speeding some of the time (78%).
- Those who speed at least some of the time, were asked a follow up question on intentionally exceeding speed limits. The largest tranche (around three in five) say they 'never' intentionally speed. However a notable proportion (around one in four) intentionally speed 'some of the time'. An increase since the benchmark is noted for Victorians who admit speeding intentionally most or all of the time in 40km/h (7% vs 5%) and 50km/h (8% vs 5%) zones.
- Victorians who are younger, drive daily or male are again the most likely to intentionally exceed the speed limit at least some of the time.

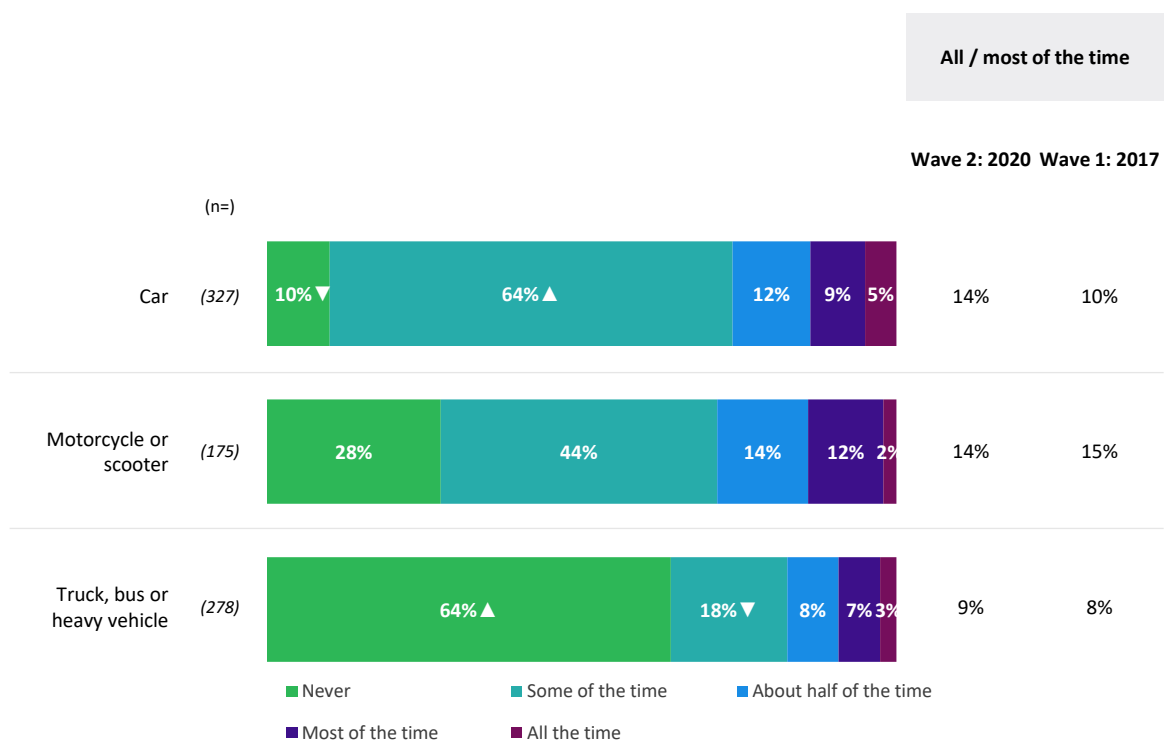


Base: Drive or ride a vehicle W1 (n=1,152), W2 (n=1,152) / Speed at least some of the time W1 (n=881), W2 (n=815)
Q8a. When driving a vehicle or riding a motorbike, how often would you exceed the speed limit, even if only by a few kilometres per hour in the following speed zones?
Q8b. When driving a vehicle or riding a motorbike, how often would you intentionally exceed the speed limit, even if only by a few kilometres per hour in the following speed zones?

Frequency of speeding by vehicle type

- Amongst Victorian motorists who drive multiple vehicle types and admit to speeding at least some of the time, the propensity to speed differs depending on the type of vehicle being used. Victorians are most likely to speed when driving a car, and are least likely to do so driving a truck, bus or heavy vehicle.
- The most caution is exercised when driving heavy vehicles, with two in three maintaining that they never exceed the speed limit when driving heavy vehicles (64%)
- Speeding in heavy vehicles is more commonplace amongst regional drivers (49%) compared to truck drivers from metropolitan Melbourne (33%).

Frequency of speeding by vehicle type

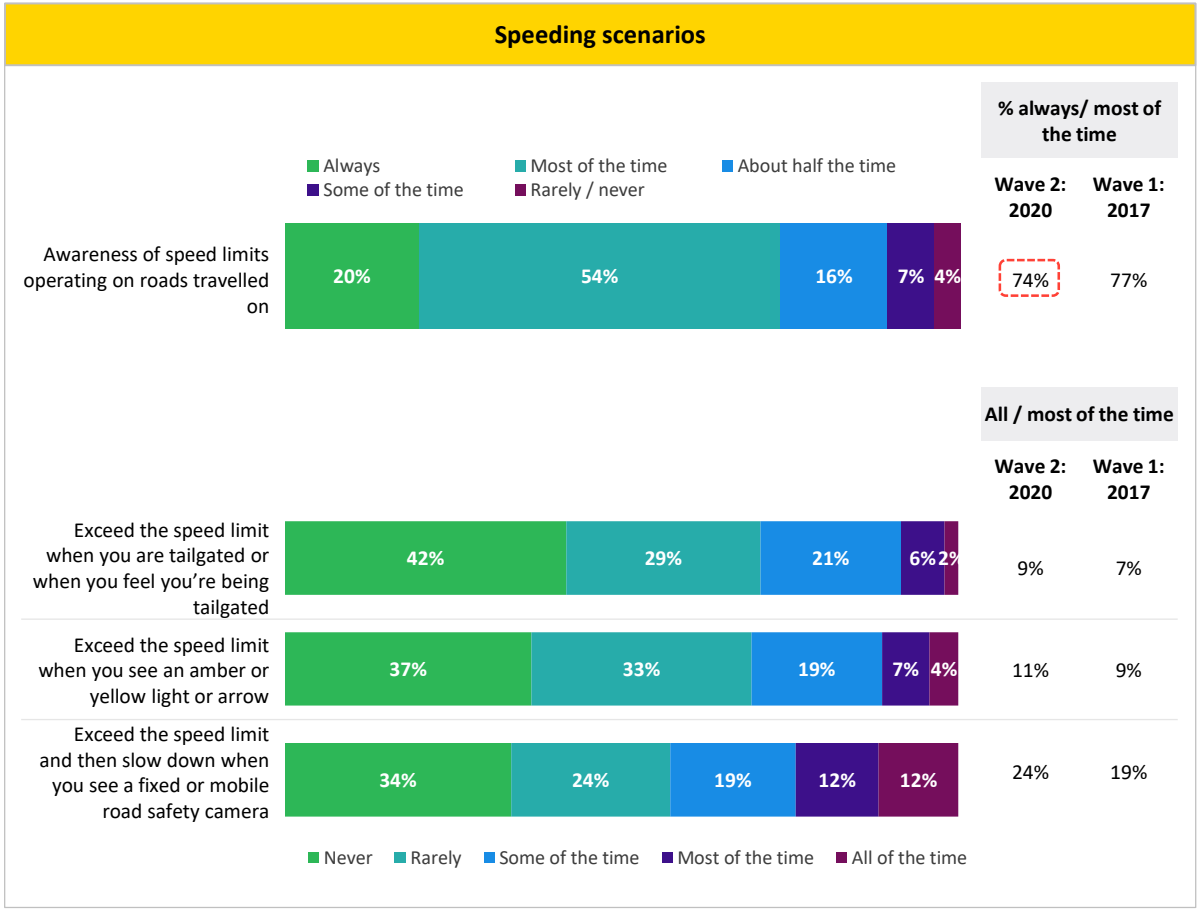


Base: Drive / ride multiple vehicles and speed at least some of the time. Base size varies as shown
Q8C. How often would you exceed the speed limit in the following vehicle types?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Frequency of different speeding offenses

- Awareness of the speed limits on Victorian roads has declined since the benchmark study in 2017.
- The majority of motorists admit to engaging in each of the three speeding scenarios presented in the survey, even if they do so rarely.
- Of those tested, the most common form of speeding is the practice of camera surfing i.e. exceeding the speed limit and slowing down when passing speed cameras. For a sizeable one in four Victorian motorists, camera surfing is practised most or all of the time (24%). Speeding when tailgated or to get through an amber light is less common, with around one in ten admitting to doing either most or all of the time (9% and 11% respectively).
- Similar to previous findings, younger Victorians, those who drive every day and males are more likely to exceeding speed limits at least 'some of the time' in all three scenarios.



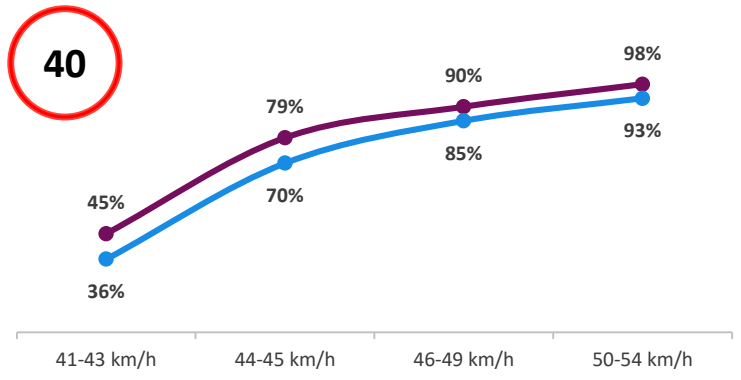
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q32. How often do you know the speed limits operating on the roads you travel on?
Base: Drive a vehicle W1 (n=1,145), W2 (n=1,144)
Q16a. While driving, how often would you usually exceed the speed limit…

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

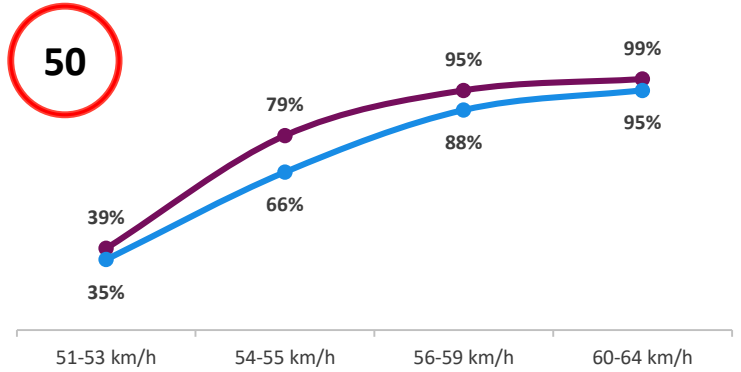
Summary of what constitutes speeding – 40 and 50km/h zones

- Of the respondents shown these scenarios, fewer than one in two Victorians believe going 1-3 km/h constitutes speeding across both 40 km/h and 50km/h zones (45% and 39% respectively). Just over one in three would consider driving 1-3 km/h over the speed limit dangerous driving.
- Slightly increasing speed to 4-5 km/h over the limit significantly increases the proportion of Victorians who classify this as speeding (79%).
- Consistent with the benchmark wave, the biggest gap in perceptions of speeding and dangerous driving behaviour exists for travelling 54-55km/h in a 50 zone, a speed which is far more likely to be considered speeding than it is actually putting other road users and pedestrians at risk.

What constitutes speeding and dangerous driving



Wave 1: 2017 (n=302)	Speeding	Dangerous driving
41-43 km/h	38%	29%
44-45 km/h	74%	63%
46-49 km/h	92%	83%
50-54 km/h	97%	94%



Wave 1: 2017 (n=301)	Speeding	Dangerous driving
51-53 km/h	36%	29%
54-55 km/h	72%	59%
56-59 km/h	89%	82%
60-64 km/h	98%	93%

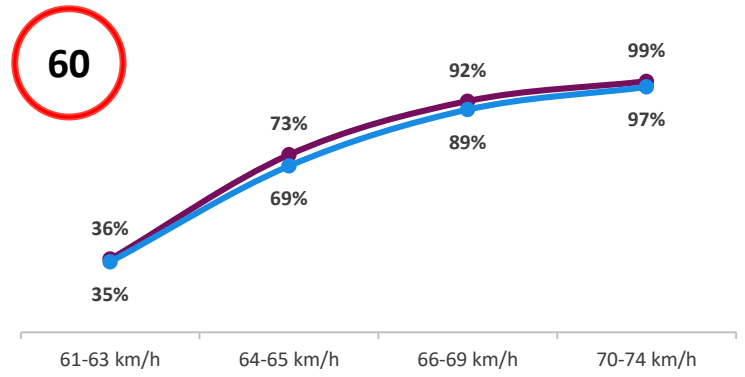
Base: W2 Variable base size between n=308 and n=312. Respondents answered one of four speeding/dangerous driving scenarios
Q9a.Q10a. In a [speed] kilometre per hour zone, at which speed do you consider a vehicle to be speeding?
Q9b.Q10b. In a [speed] kilometre per hour zone, what speed do you consider puts you or other road users including pedestrians at risk?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

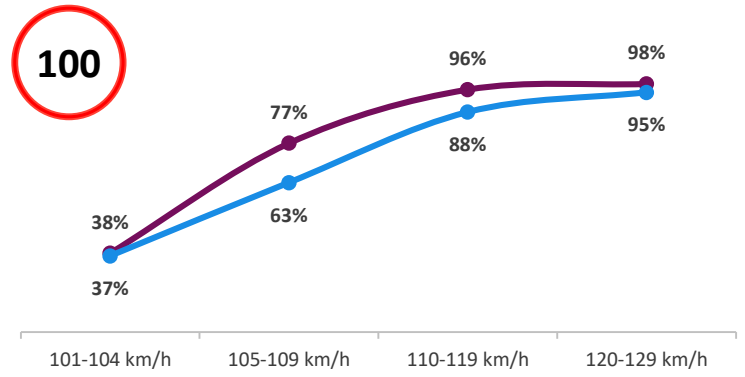
Summary of what constitutes speeding – 60 and 100km/h zones

- The acceptable threshold for most Victorians before they classify their driving as speeding, is 1-3 km/h over the speed limit.
- Around three in four say a vehicle is speeding when it's travelling 4-5km/h over the speed limit in 60 km/h zones and 5-9km/h in a 100km/h zone. There is near universal agreement that travelling 6 or more km/h over the speed limit in 60km/h zones constitutes as speeding, and 10 or more km/h in 100km/h zones.
- The biggest discrepancy between speeding and dangerous driving nests within the 105-109 km/h bracket. One in four (23%) Victorians don't believe this is speeding, whilst two in five (37%) do not link these speeds with dangerous driving.
- Although nearly all (96%) classify 10-19km/h over the speed limit in 100km/h zone as 'speeding', notably fewer classify this as 'dangerous driving' (88%).

What constitutes speeding and dangerous driving



Wave 1: 2017 (n=300)	Speeding	Dangerous driving
61-63 km/h	30%	26%
64-65 km/h	70%	62%
66-69 km/h	94%	88%
70-74 km/h	99%	97%



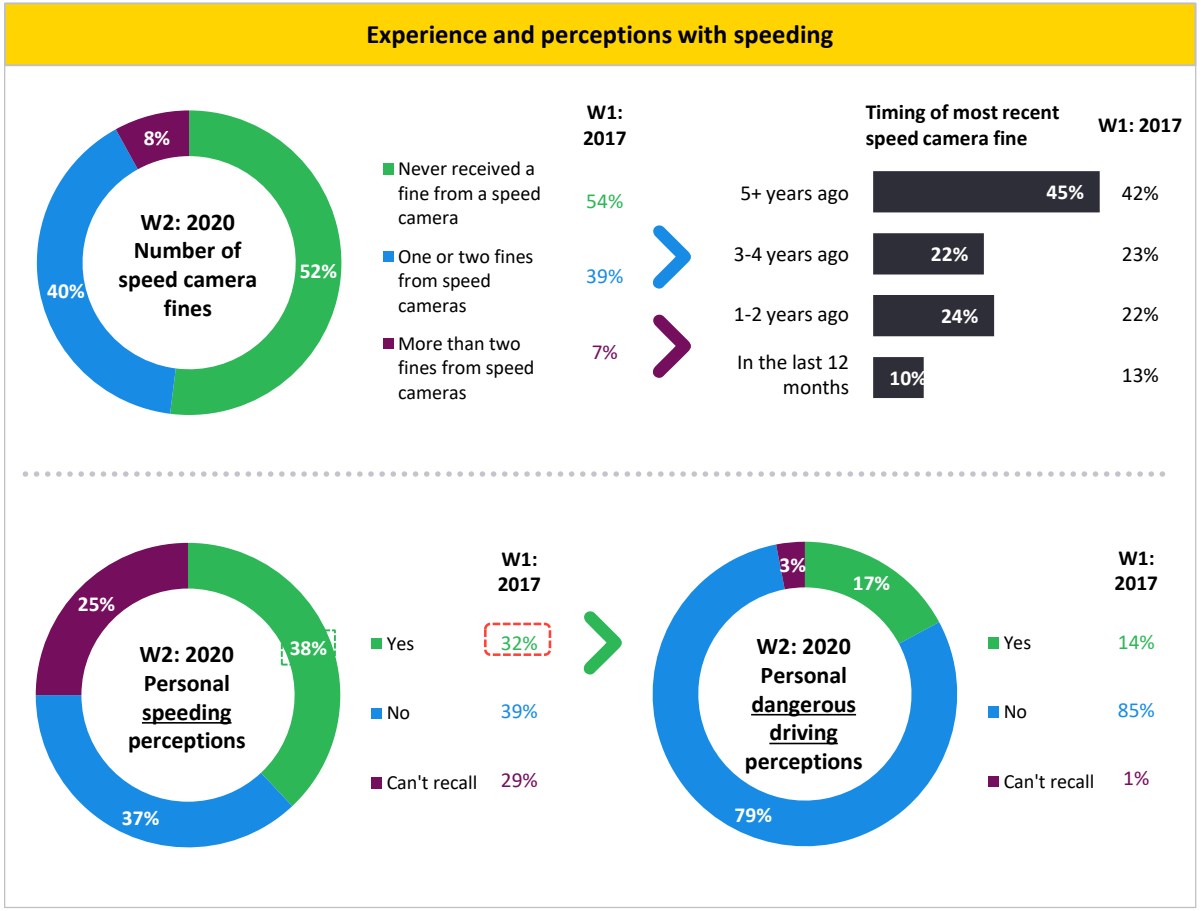
Wave 1: 2017 (n=301)	Speeding	Dangerous driving
101-104 km/h	40%	34%
105-109 km/h	76%	63%
110-119 km/h	97%	87%
120-129 km/h	100%	95%

Base: W2 Variable base size between n=306 and n=307. Respondents answered one of four speeding/dangerous driving scenarios
Q11a.Q12a. In a [speed] kilometre per hour zone, at which speed do you consider a vehicle to be speeding?
Q11b.Q12b. In a [speed] kilometre per hour zone, what speed do you consider puts you or other road users including pedestrians at risk?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Experience and perceptions with speeding

- Around one in two Victorians have received at least one fine from a speed camera (48%). Males (54%) and those living in metropolitan Melbourne (50%) are more likely to have received a speed camera fine (54%) compared to female drivers (43%) and those living in regional / rural Victoria (40%).
- The largest proportion of those receieving a speeding fine indicate that their most recent fine was more than five years ago (45%).
- More Victorians in wave 2 (38%) concede they were actually speeding the last time they were fined compared to the benchmark wave (32%). However, the likelihood to link their speeding with dangerous driving is low. One in six (17%) say they were driving dangerously the last time they were fined, compared to four in five (79%) who believe they were not driving dangerously.
- Drivers from regional Victoria are more likely to contest that they were actually speeding when they received a fine (47%) compared to metropolitan drivers (35%).
- Younger drivers are more likely to link their speeding with dangerous driving (34% vs 13% of those aged 30 or over).



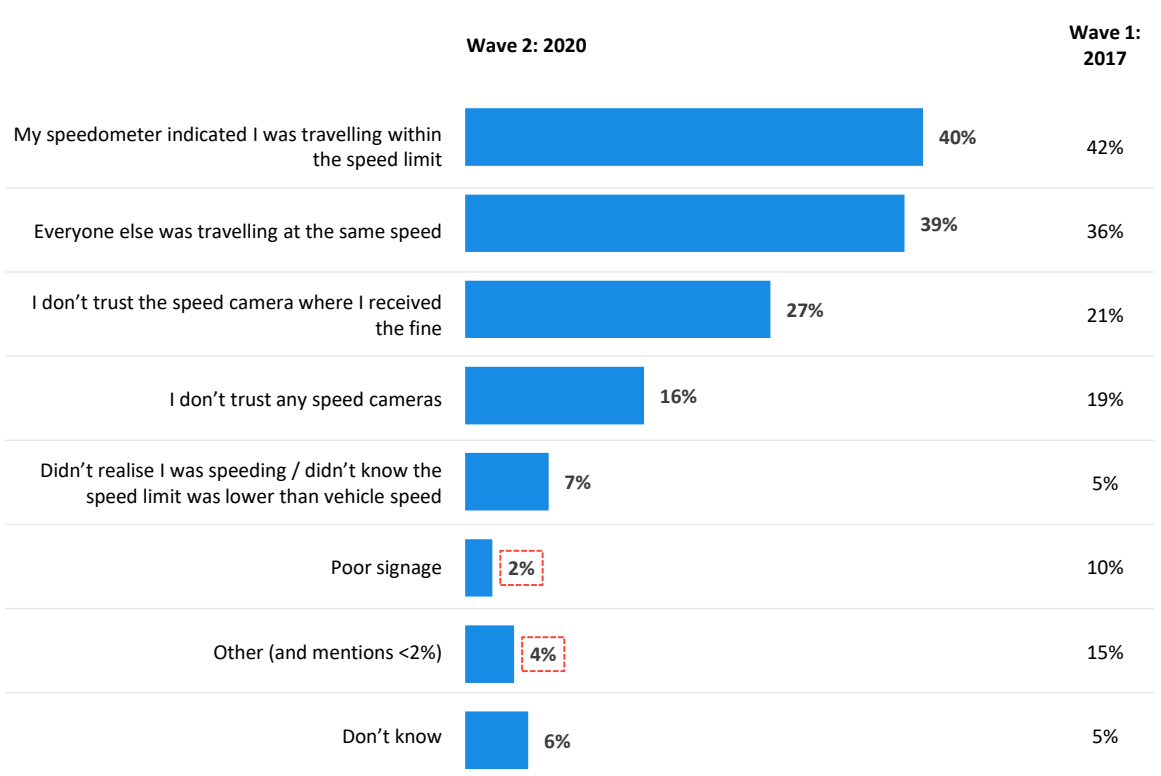
Base: Total sample W1 (n=1,204), W2 (n=1,233). | Those who received a speeding fine W1 (n=565), W2 (n=593). | Those who agree they were speeding when fined W1 (n=182), W2 (n=228).
Q33. Thinking about both fixed and mobile speed cameras, which of the following statements best describes your experience?
Q34. When was the last time you received a fine from a speed camera – either a fixed or mobile speed camera?
Q35. Did you actually think you were speeding the last time you were fined?
Q36. Did you think you were driving dangerously the last time you were fined for speeding?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Reason for not believing speed reading

- For those who do not believe they were speeding the last time they received a fine, their rationale most commonly centres around the speedometer indicating they were travelling within the speed limit (40%) and everyone else travelling at the same speed (39%). A further one in four (27%) indicate they don't trust the speed camera where they received the fine.
- Significantly fewer point to 'poor signage' (2%) compared to the benchmark wave (10%).

Reason for not believing speeding reading



Base: Those who did not agree they were speeding when fined W1 (n=217), W2 (n=216)
Note: All others mentioned by <2%
Q37. You indicated that you didn't think you were speeding the last time you received a fine. For what reason(s) do you say that?

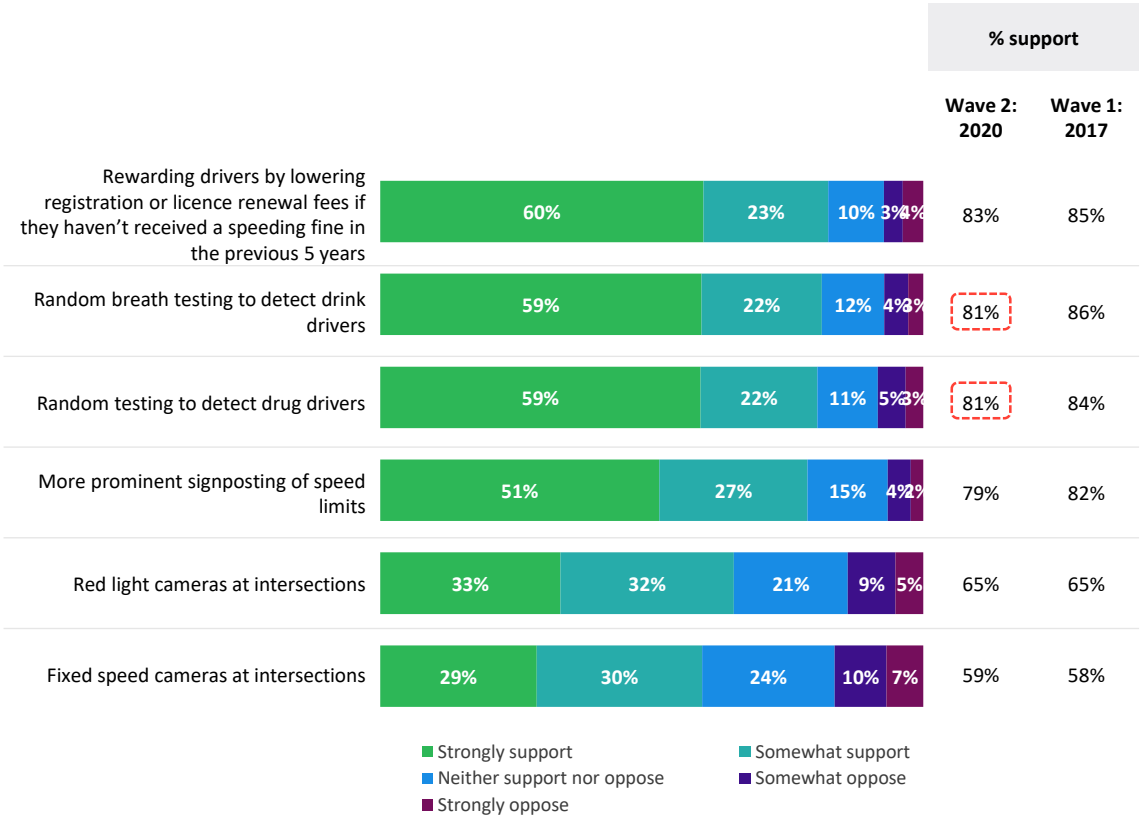
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Attitudes to road safety initiatives

Support for road safety initiatives (more supported)

- Of those tested, the road safety initiative which garners the most support is that of rewarding drivers for zero speeding fines in the previous five years (83%). This is particularly appealing to drivers aged 45 and above (89%).
- Although a decline in support is noted since the benchmark wave, support remains high for random breath testing to detect drink and drug driving (both 81%). Random drink and drug testing is less supported by Victorian males (both 76%) and those aged 18 to 29 (68%, 69% respectively).
- More prominent signposting of speed limits also receives strong support (79%).
- Across all statements assessed, those who have never received a red-light camera fine are significantly more supportive of all initiatives compared to those who have. Similarly, Victorians who have never received a speed camera find are more supportive of red light cameras (68%) and fixed speed cameras (65%) at intersections compared to those who have received speed camera fines previously (62%, 53% respectively).

Support for road safety initiatives



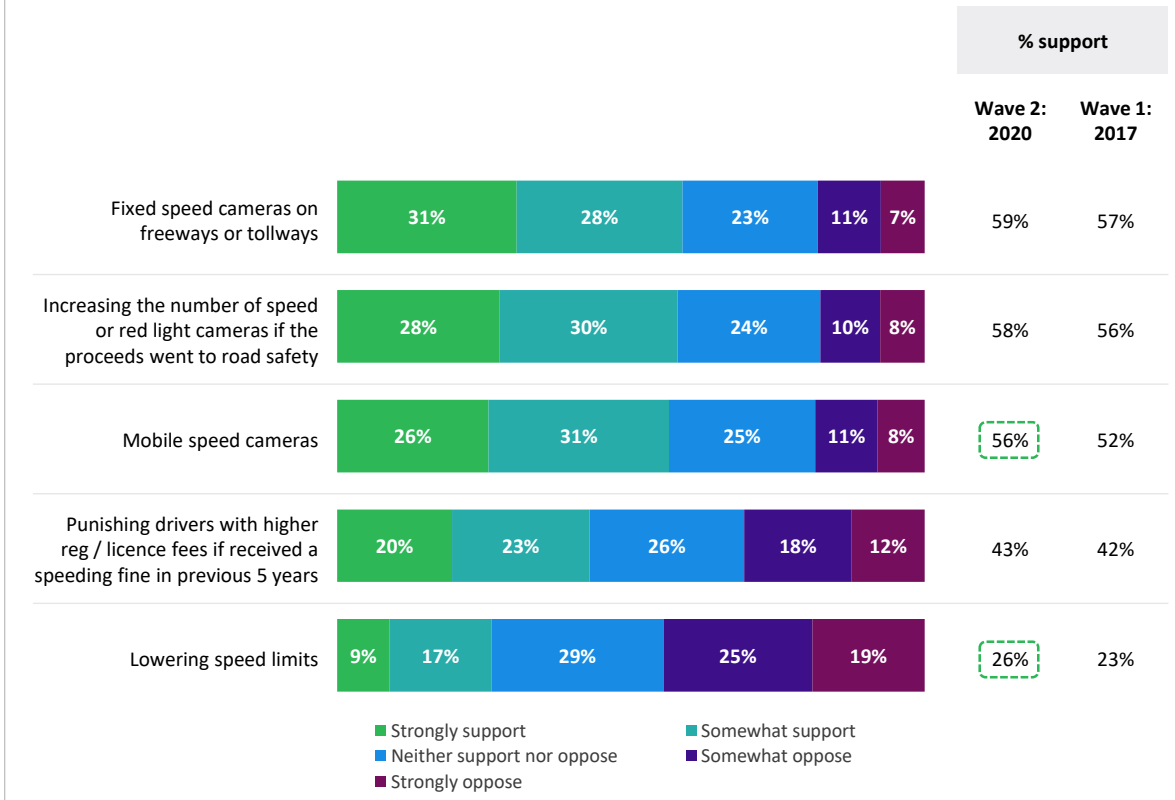
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q18. To what extent do you support or oppose each of these road safety initiatives?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Support for road safety initiatives (less supported)

- A level of apathy exists around some of the road safety initiatives highlighted at the right
- Compared to the benchmark, there is greater support for mobile speed cameras in wave 2 (56% vs 52%).
- Albeit the least supported initiative, lowering speed limits gains traction in wave 2 (26% vs 23%), with support largely driven by younger Victorians aged 18 to 29 and 30 to 44 (both 33%),
- Receiving a red light camera fine or speeding fine appears to influence support for road safety initiatives. Victorians who have never received either type of fine are significantly more supportive of all the initiatives shown opposite compared to those who have.

Support for road safety initiatives



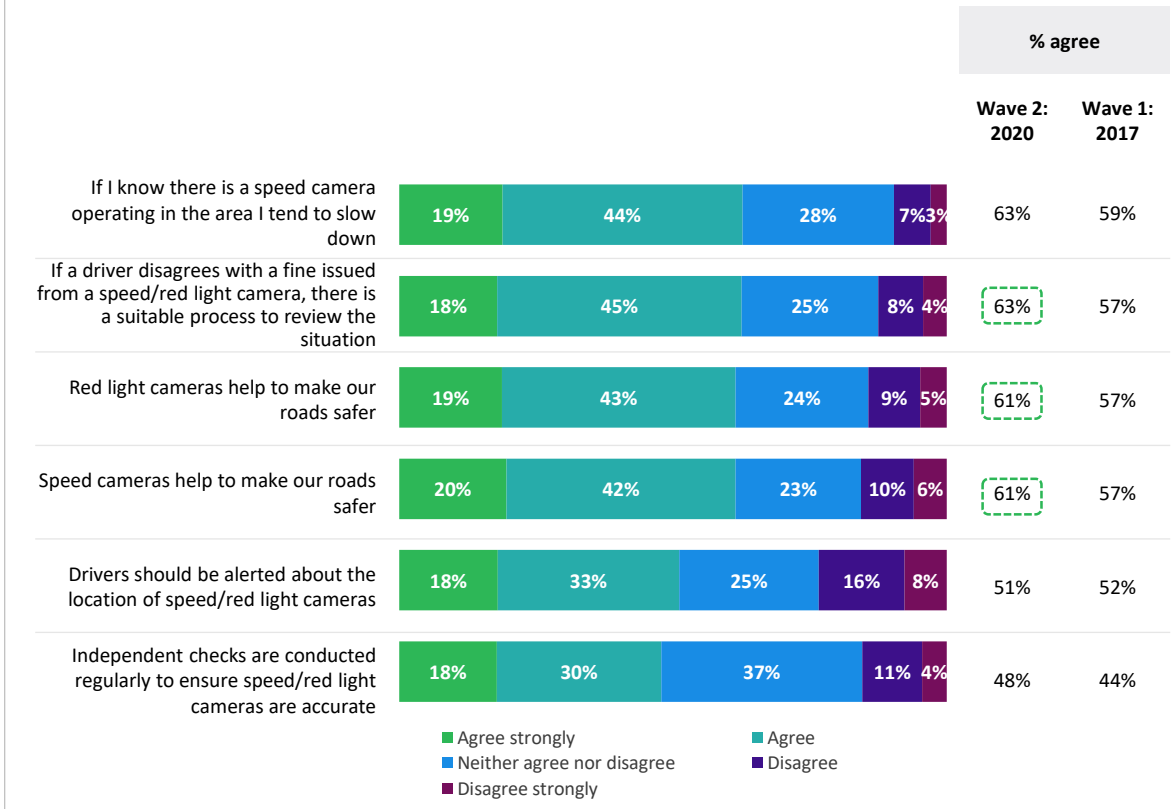
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q18. To what extent do you support or oppose each of these road safety initiatives?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Attitudes towards road safety cameras (more common)

- Positive attitudes towards the road safety camera system are more pronounced this wave when compared to the benchmark.
- Victorians are now more likely to agree that there are suitable review processes in place when a driver wants to dispute a fine (63% vs 57%). Agreement that red light and speed cameras are designed to make roads safer also increases in wave 2 compared to the benchmark wave (61% vs 57%).
- The belief that drivers should be alerted to the location of speed / red light cameras is more prominent amongst those living in metropolitan Melbourne (54%) compared to regional Victoria (40%).
- Those who have previously received a speed camera infringement are less likely to agree that red light cameras (57%) or speed cameras (54%) make the roads safer compared to those who have not (65%, 67% respectively).

Attitudes towards road safety cameras



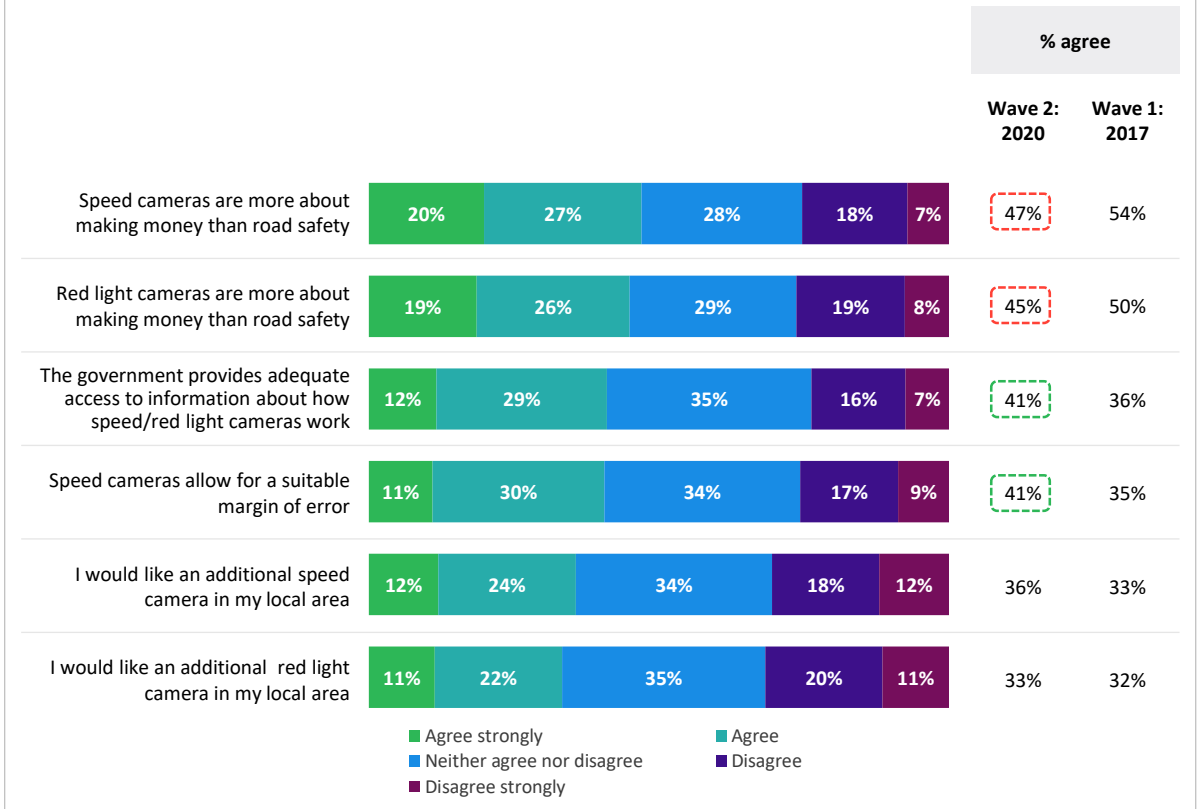
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Attitudes towards road safety cameras (less common)

- Victorians appear to be more educated about road safety cameras, and to have more confidence in the integrity of the system than they did in 2017. Public perception that speed cameras and red light cameras are 'more about making money than road safety' declines in wave 2. Further to this, more Victorians believe the government provides adequate access to how speed/red light cameras work (41% vs 36%) and they allow for a suitable margin of error (41%).
- The idea of having more road safety cameras in their local area is polarising to Victorians – similar proportions agree and disagree that this is something they would want.
- There is opportunity to further enhance education about road safety cameras, with around three in ten or more Victorians 'fence sitting' across the majority of statements assessed at the right.

Attitudes towards road safety cameras



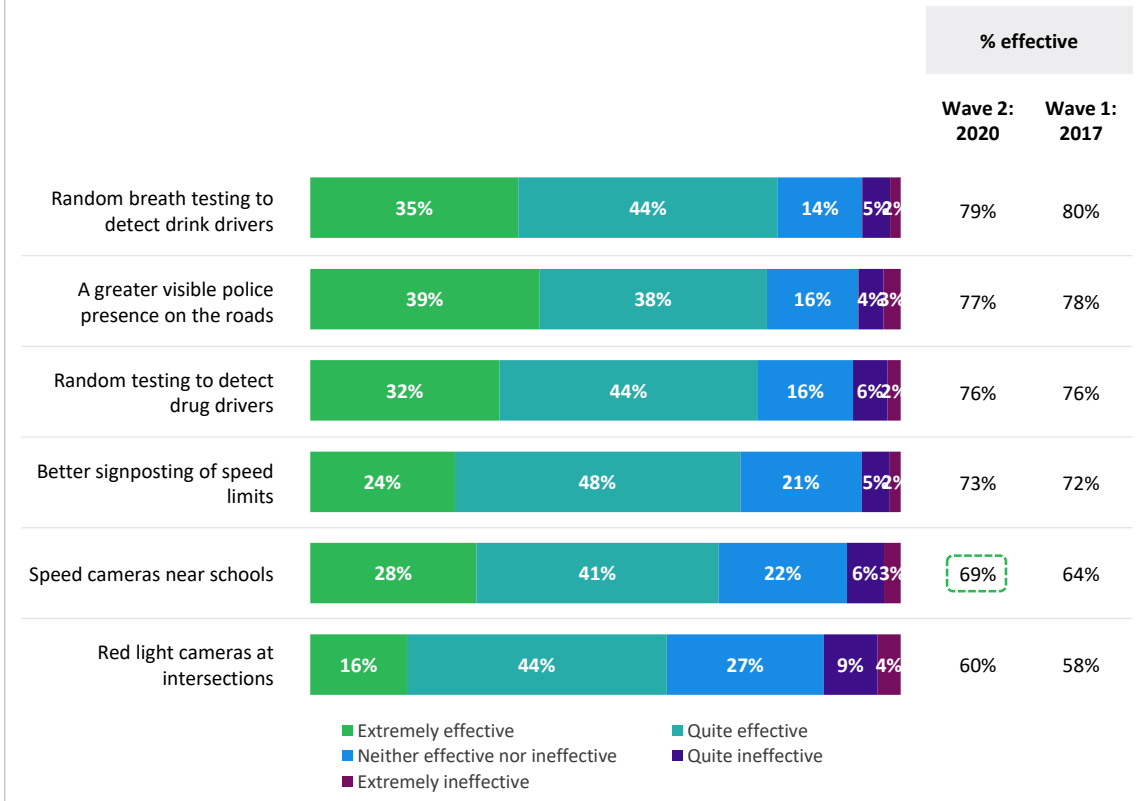
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Road safety initiatives (considered more effective)

- Of the initiatives tested, random breath testing (79%), greater visible police presence on roads (77%) and random drug testing (76%) are considered the most effective for improving road safety.
- Younger Victorians (aged 18 to 29) are less agreeable to random drink (69% vs 82% of older Victorians) and drug (68% vs 78%) testing, as well as greater visible police presence on the roads. Males share a similar sentiment, with fewer believing random breathe testing (75%) and greater police presence (73%) are effective for improving road safety compared to females (83%, 81% respectively).
- Speed cameras near schools is considered more effective now (69%) when compared to in 2017 (64%).

Effectiveness of road safety initiatives



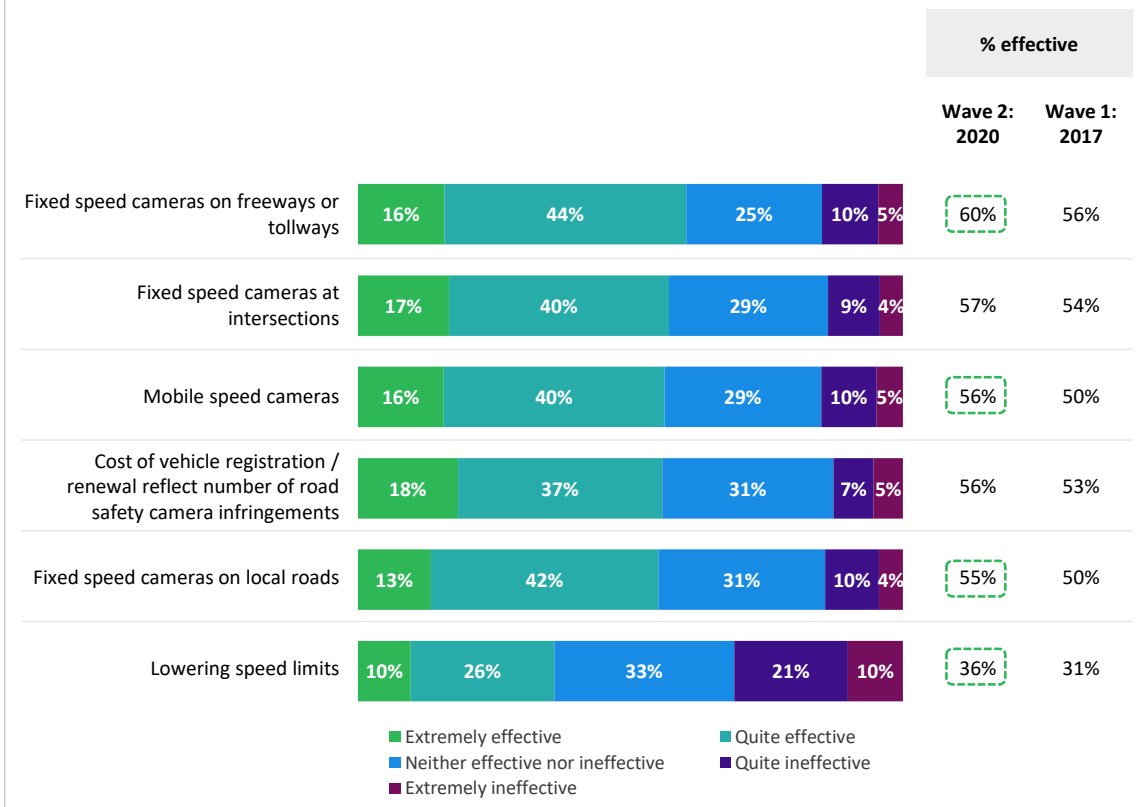
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Road safety initiatives (considered less effective)

- Perceived effectiveness across several of the road safety initiatives shown opposite has increased in wave 2 including…
  - Fixed cameras on freeways or tollways (60% vs 56%)
  - Mobile speed cameras (56% vs 50%)
  - Fixed speed cameras on local roads (55% vs 50%)
- Compared to the benchmark, lowering speed limits is also considered more effective for improving road safety (36% vs 31%).
- Sentiment is broadly consistent across key demographic groups, with a few nuances existing including…
  - Victorians who have had an infringement are less agreeable to fixed speed cameras on local roads (51%) compared to those who have not (61%)
  - Victorians who have received speed cameras fines are less agreeable towards fixed speed cameras at intersections (52%) and speed cameras near schools (65%) compared to those who have not (62%, 73% respectively)

Effectiveness of road safety initiatives



Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

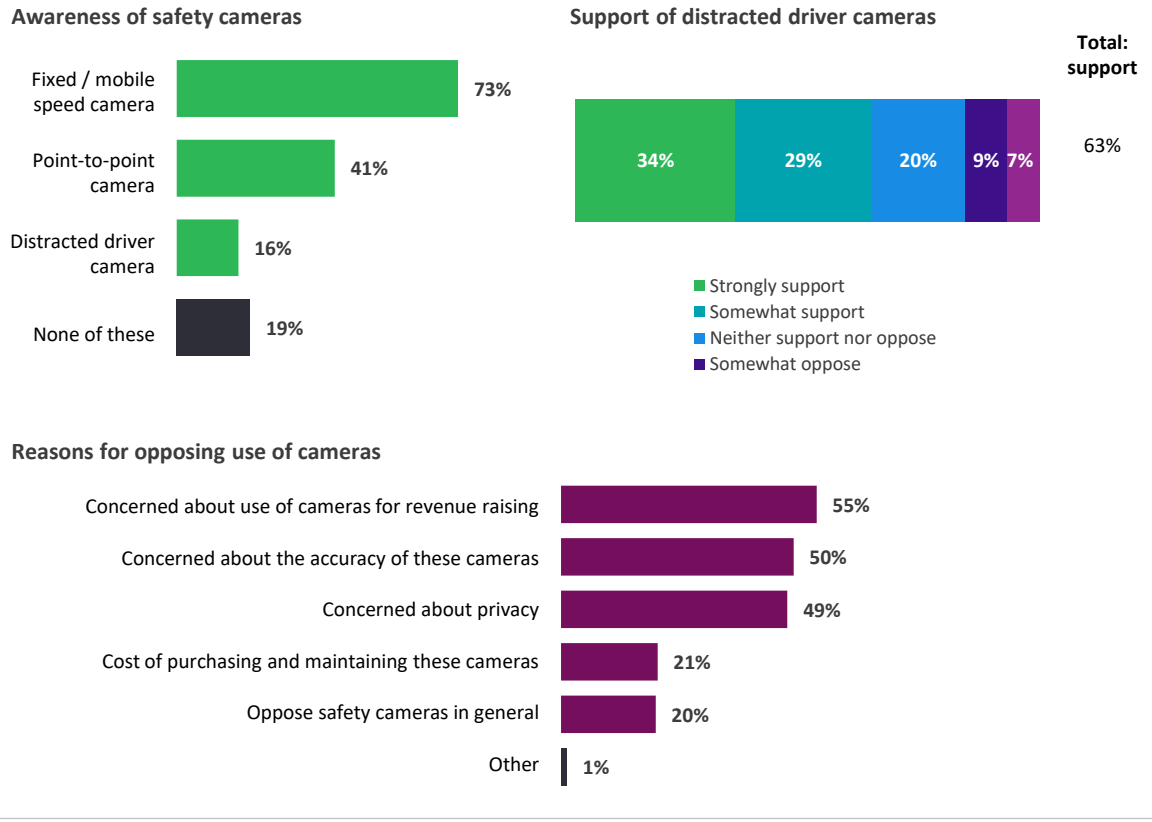
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Advanced road safety cameras

- This wave, awareness and support for two relatively new speed camera initiatives was tested.
- Two in five Victorians (41%) are already aware of point-to-point cameras. To be expected, the distracted driver camera, which was only trialled in Victoria towards the end of fieldwork, attracts lower levels of awareness (16%).
- The definition of distracted driver cameras was provided to Victorian drivers, and around three in five indicate support for them (63%). A further one in five (20%) are 'on the fence', and the balance oppose these cameras (16%).
- When asked to elaborate on their rationale for opposing distracted driver cameras, the most common concerns are around cameras being used for revenue raising (55%), their accuracy (50%) and privacy of the driver (49%).

> "Unreliable…all camera images can be manipulated. I do not consent to random pictures being taken of unconsenting participants…

Distracted drivers cameras



Base: Total sample W2 (n=1,233) Note: new questions added in W2
Q69 Before today have you heard of either of the following types of road safety cameras?
Q70 Distracted driver cameras target drivers and riders illegally using a mobile phone or other unlawful devices, do you support/oppose them?
Q70a Those who oppose use of these cameras (n=196) / Why do you oppose the use of these cameras in Victoria?

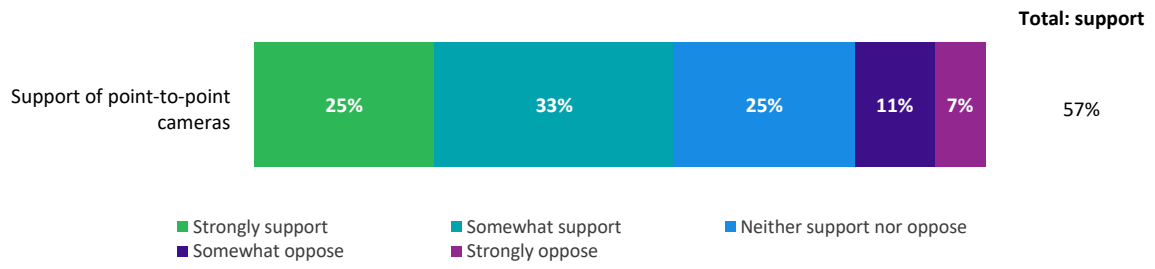
EY Sweeney

Support of point-to-point speed cameras

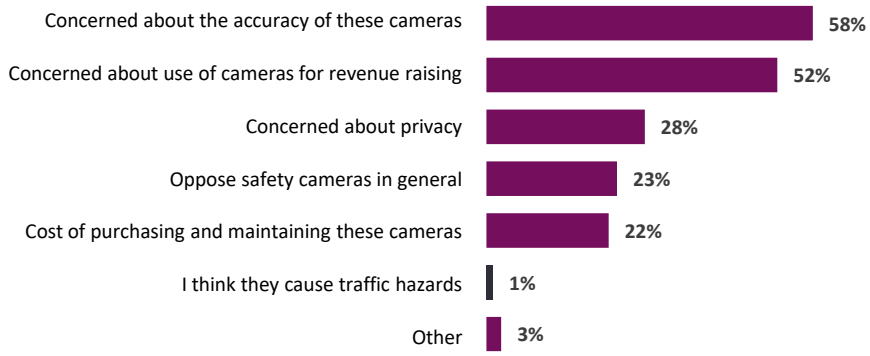
- Close to three in five Victorians support the use of point-to-point cameras to calculate the average speed of vehicles (57%), with just one in six opposing their use (18%).
- Similar to distracted driver cameras, primary concerns include accuracy (58%) and revenue raising (52%). Victorians aged 60 and above are the most concerned about accuracy of these cameras (86%).
- Three in ten of those who oppose point-to-point speed cameras (28%) are concerned about privacy of the driver.

> I've driven a major highway which have these cameras. There was barely anyone on the road and it would have been safe to do significantly greater speeds.

Support of point-to-point speed cameras



Reasons for opposing use of cameras



Base: Total sample W2 (n=1,233) Note: new questions added in W2
Q71 Point-to-point cameras calculate the average speed of a vehicle, do you support/oppose them?
Q71a Those who oppose use of these cameras (n=223) / Why do you oppose the use of these cameras in Victoria?

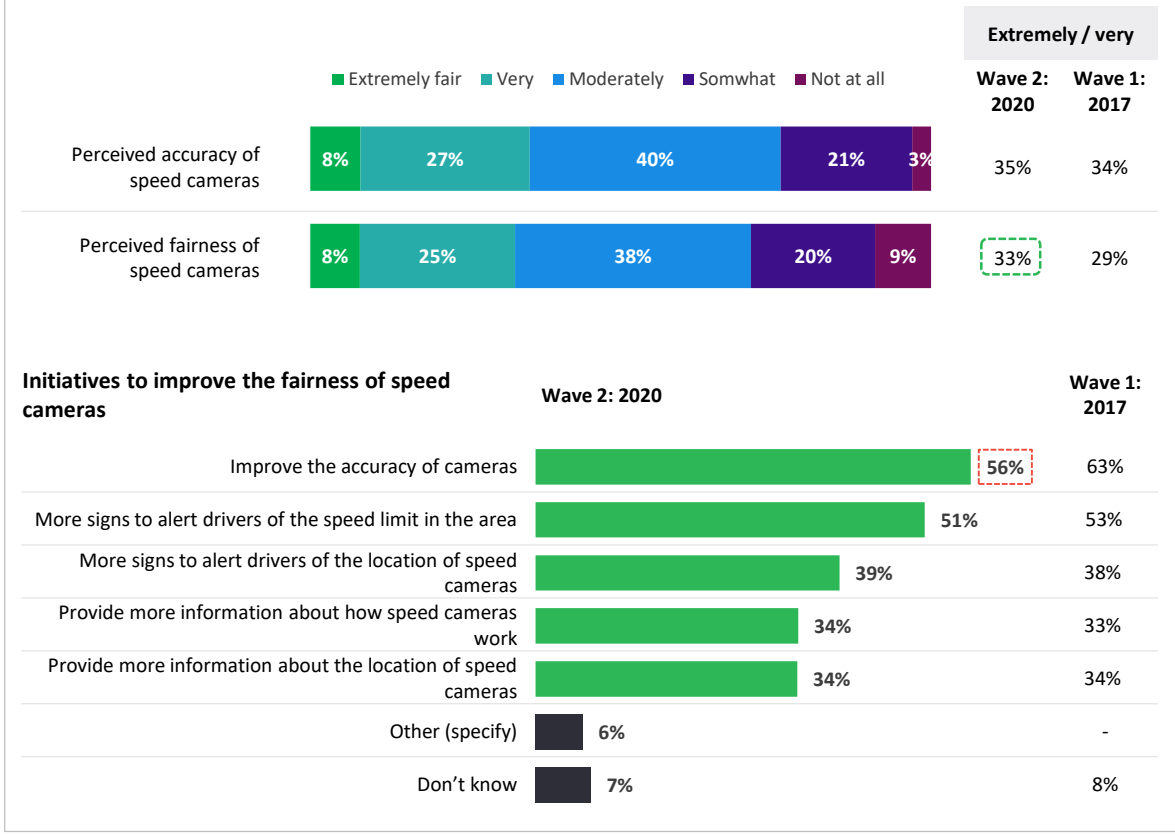
Speeding fines deep dive

Accuracy and fairness of speed cameras

- Consistent with the benchmark wave, around one in three believe speed cameras are very/extremely accurate (35%). A further two in five (40%) say they are moderately accurate,
- Public perception of the perceived fairness of speed cameras increases in wave 2 (33%) compared to the benchmark wave (29%).
- Receiving a speed camera fine in the past appears to negatively influence perceptions on both the accuracy (31%) and fairness (29%) of speed cameras, compared to those who have not (38%, 37% respectively).
- Around one in two of those who consider the system to be moderately fair at best want the accuracy of cameras to improve and more signage to alert drivers to the speed limits in the area.

> Stop having multiple speed limits on the same road as it is confusing to drivers.
>
> Education on why speed cameras are necessary.

Accuracy and fairness of speed cameras



Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q23&Q24. Based on your knowledge of speed cameras that operate in Victoria, how accurate [/fair] would you say these cameras are at detecting vehicles travelling above the legal speed limit?
Q25. Those who think speed cameras are moderately fair – not at all fair, W1 (n=858), W2 (n=827) / In your opinion, what could be done to improve the fairness of the speed camera system in Victoria?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Perceived sources of ineffectiveness in speed cameras

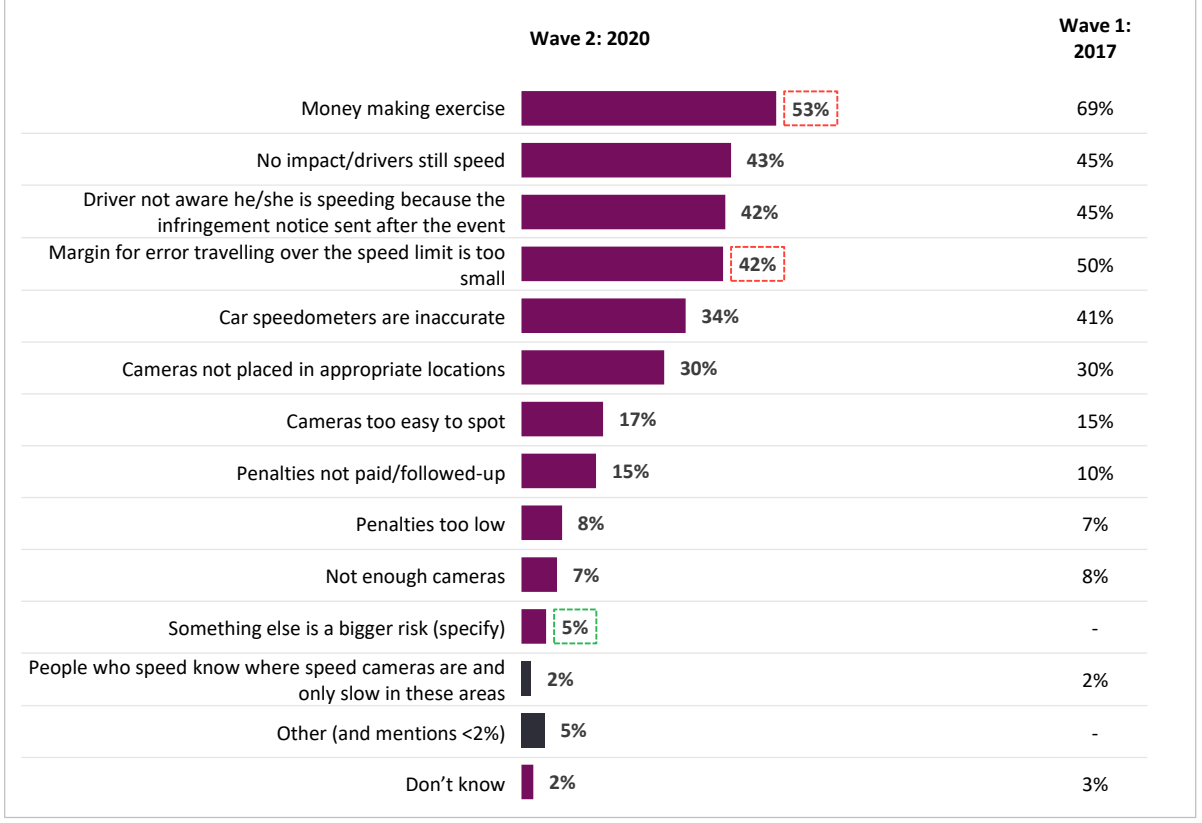
- For Victorians who don't believe speed cameras are very effective, the top three perceptions are centred around revenue raising (53%), limited impact/drivers still speed (43%) and drivers not aware of their speed until after the fact (42%).
- Positively, there are significantly fewer Victorians who perceive speed cameras as a 'money making exercise' in wave 2 (53%) or that 'the margin of error for travelling over the speed limit it too small' (42%), compared to the benchmark wave (69%, 50% respectively).

"

There's always a sign saying there is a camera round the area. People tend to slow down before they get there...

Speed in dry conditions, with good visibility, is not dangerous. It's only dangerous on wet roads / with poor visibility...

Perceived sources of ineffectiveness in speed cameras



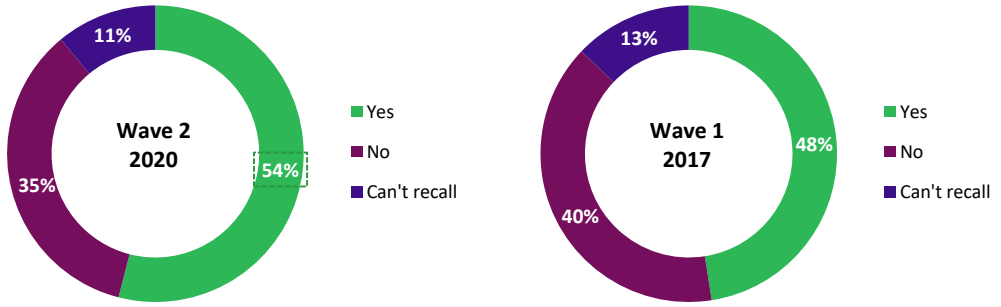
Base: Those who did not think speed cameras are effective W1 (n=340), W2 (n=304)
Q21. Why do you think that speed cameras are not very effective?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

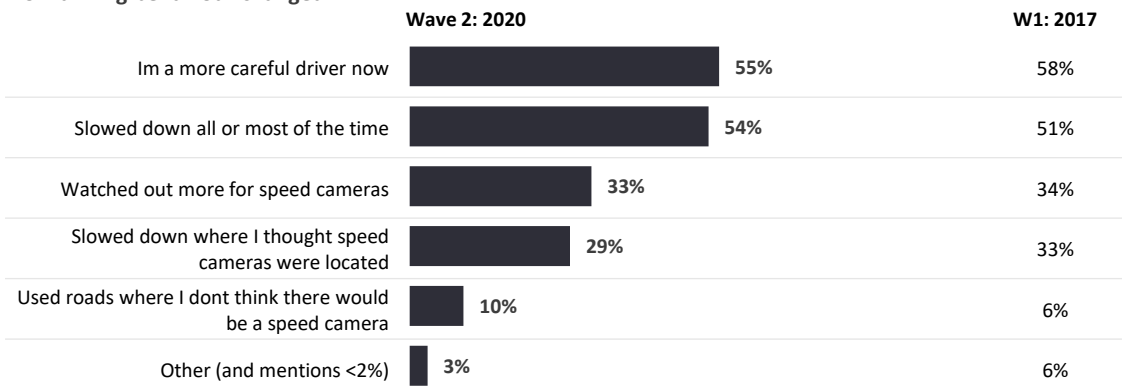
Driving behaviour changes as a result of speed camera fines

- Speeding fines have prompted more behaviour change in wave 2 (54%) compared to the benchmark wave (48%).
- When asked to elaborate on how their driving behaviour changed as a result of receiving a fine, one in two believe they are a more careful driver now (55%) and/or they have slowed down all or most of the time (54%).
- It should be noted that some behaviour change is centred on avoidance of speed cameras / getting caught; one in three have watched out for more speed cameras (33%) and three in ten have slowed down where they thought cameras were located (29%). Victorians aged 18 to 29 are the most likely to avoid known cameras by using alternate routes (23% vs average of 10%).

Changed driving behaviour as a result of fine



How driving behaviour changed



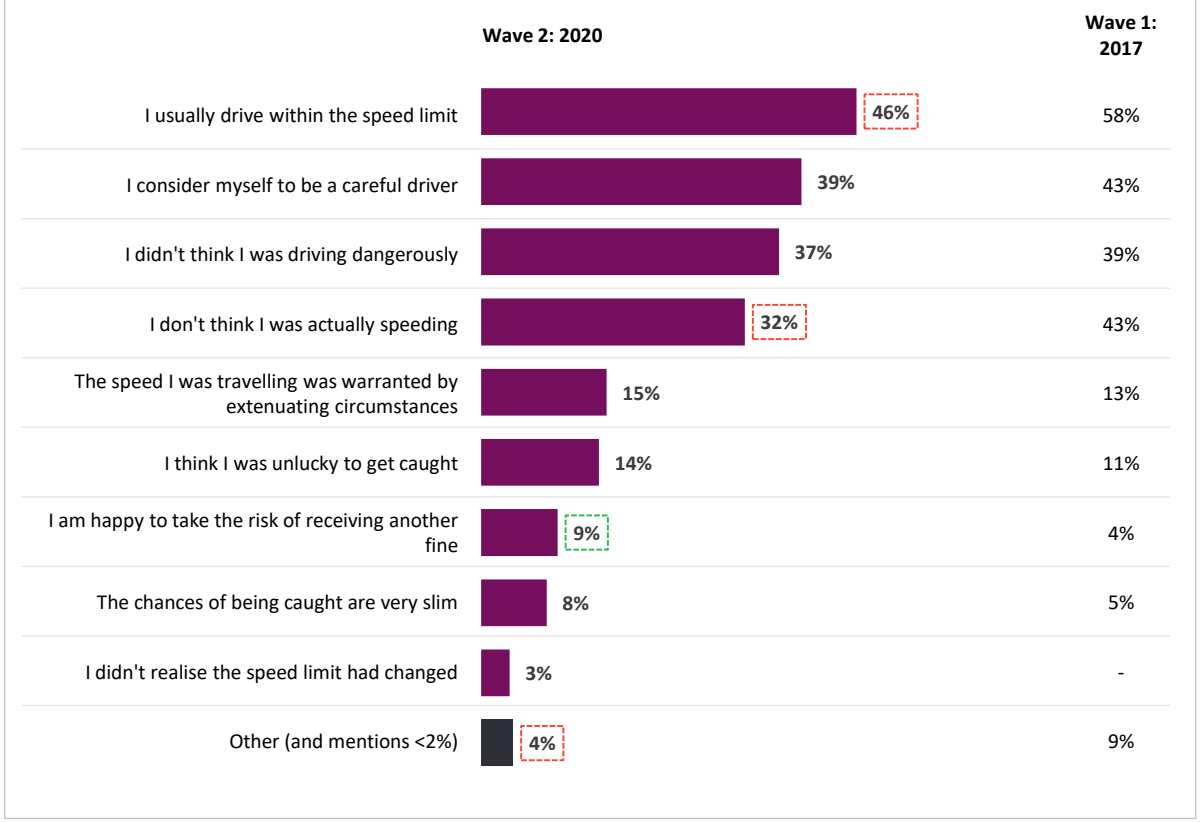
Base: Those who received a speeding fine W1 (n=565), W2 (n=593) | Those who altered driving behaviour W1 (n=267), W2 (n=318) | Q38. After you received your most recent speed camera fine, did you alter your driving behaviour in any way?
Q39. In what way did you change your driving behaviour?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Reason for not altering driving behaviour after speeding fine

- Of the 35% who say they have not altered their driving behaviour after receiving a fine, one in two (46%) believe they usually drive within the speed limit. Other common reasons include drivers considering themselves to be a careful driver, or not being of the opinion that they were driving dangerously.
- A small but noteworthy proportion say they are 'happy to take the risk of receiving another fine' (9% vs 4% in benchmark). This rationale is most prominent amongst 18 to 29 year olds (29%).

Reason for not altering driving behaviour after speeding fine



Base: Those who did not alter driving behaviour W1 (n=230), W2 (n=212)
Q40. Why didn't you change your driving behaviour?

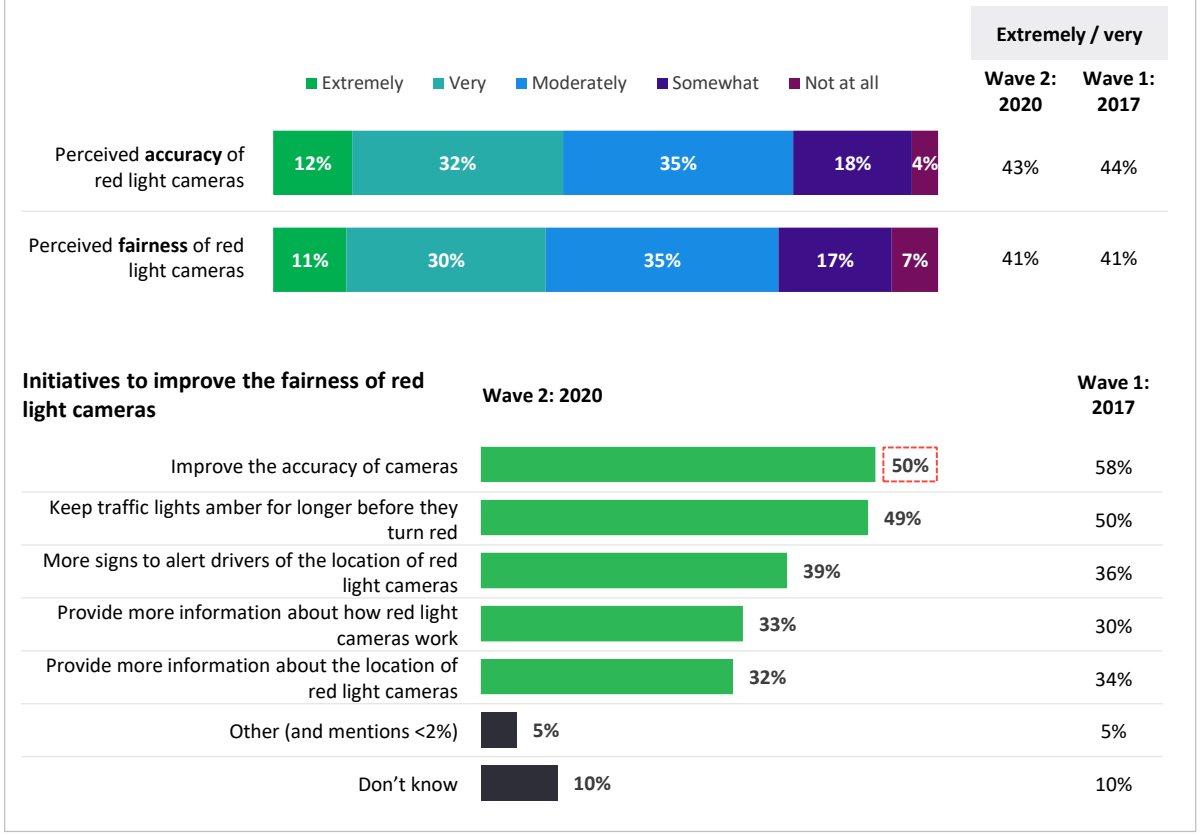
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*


Red light camera
deep dive

Accuracy and fairness of red light cameras

- Consistent with the benchmark wave, two in five believe red light cameras are accurate (43%) and/or fair (41%).
- Victorians who classify themselves as an 'above average driver' are more confident in the accuracy of red light cameras (47% extremely/very accurate) compared to those who believe they are an average/below average driver (39%).
- Of the Victorians who perceive red light cameras as moderately to not at all fair, the top suggestions for improvement are accuracy (50%) and duration between lights turning from amber to red (49%). Two in five (39%) would like more signage to alert drivers of the location of red light cameras, and one in three would like further information on how red light cameras work (33%) and/or their location (32%).
- Duration of amber lights before they turn red is a more common gripe amongst those from regional areas (58%) compared to metropolitan Melbourne (47%) and females (54%) compared to males (43%).

Accuracy and fairness of red light cameras



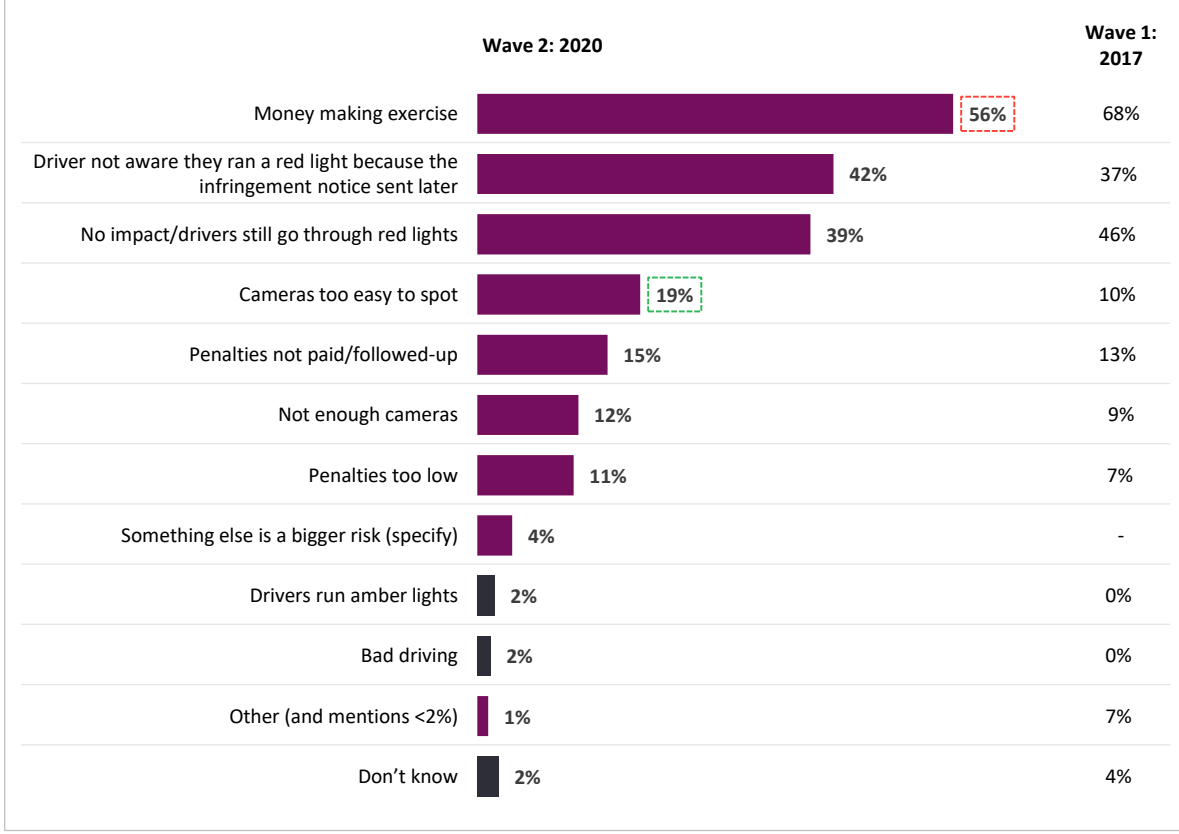
Base: Total sample W1 (n=1,204), W2 (n=1,233)
Q26&Q27. Based on your knowledge of red light cameras that operate in Victoria, how accurate [/fair] would you say these cameras are at detecting vehicles travelling through a red light?
Q28c. Those who think red light cameras are moderately fair – not at all fair, W1 (n=719), W2 (n=731) In your opinion, what could be done to improve the fairness of the red light camera system in Victoria?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Perceived sources of ineffectiveness in red light cameras

- Amongst the one in four Victorians who question the effectiveness of red light cameras (24%), the most commonly held perception is that they are a 'money making exercise', although this belief has weakened since 2017.
- Similar to perceptions on speed cameras, two in five cite 'drivers not aware until after the fact' (42%) and 'limited impact/drivers still go through red lights' (39%) as the rationale behind their belief that red light cameras are not very effective.
- Increasing in prominence since the benchmark wave, one in five (19%) believe that cameras are too easy to spot.

Perceived sources of ineffectiveness in red light cameras



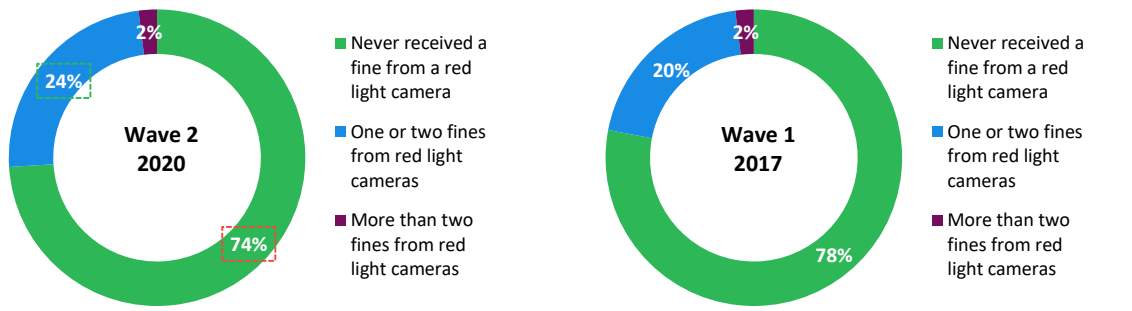
Base: Those who did not think red light cameras are effective W1 (n=166), W2 (n=159)
Q22. Why do you think that red light cameras are not very effective?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

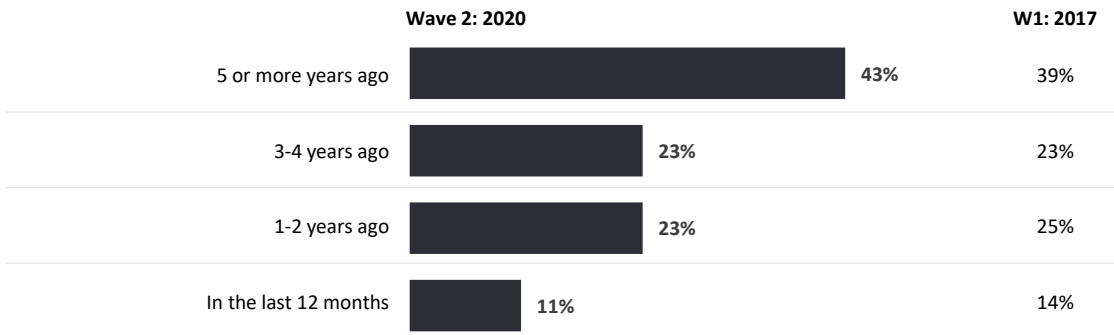
Experience with red light camera fines

- One in four (24%) Victorians confirm they have received one or two fines from red light cameras in wave 2 (vs 20% in the benchmark wave). Males are more likely to have received a red light camera fine (31%) compared to females (22%), as are residents of metropolitan Melbourne (28%) compared to regional (19%).
- In line with findings from the benchmark wave, two in five (43%) say their most recent red light camera fine was 5 or more years ago. Victorians aged 18 to 29 are the most likely to have received a fine in the last 12 months (27%) compared to those aged 30 and above (7%).

Number of red light camera fines



Timing of most recent red light camera fine



Base: Those who received a speed fine W1 (n=1,204), W2 (n=1,233)
Those who received fine from red light camera W1 (n=278), W2 (n=316)
Q41. Now thinking about red light cameras, which of the following statements best describes your experience with red light cameras?
Q42. When was the last time you received a fine from a red light camera?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

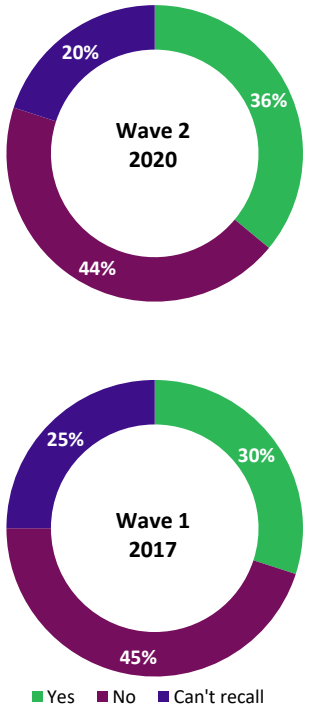
Experience with red light camera fines

As was the case in the benchmark study, Victorians who have received a fine from a red light camera are more likely to believe they did not travel through a red light (44%) than to concede they were at fault (36%).

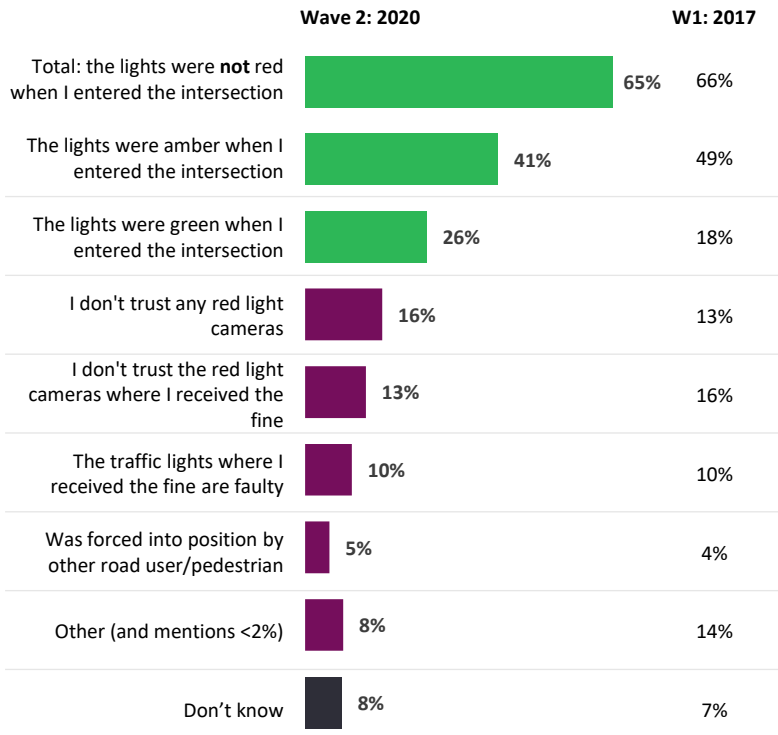
When asked to elaborate on why they felt the red light camera fine was unfair, the majority mention the traffic lights were either green or amber when they entered the intersection (65%).

Experience with red light camera fines

Perceived belief that driver travelled through a red light



Reasons for thinking fine was not fair



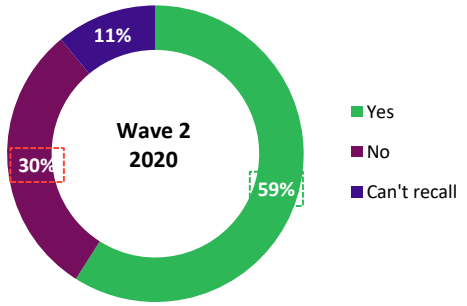
Base: Those who received fine from red light camera W1 (n=278), W2 (n=316) | Those who didn't think they travelled through red light when they received fine W1 (n=125), W2 (n=137)
Q43. Did you actually think you had travelled through a red light at the time?
Q44. You indicated that you didn't think you had travelled through a red light the last time you received a fine. Why do you say that?

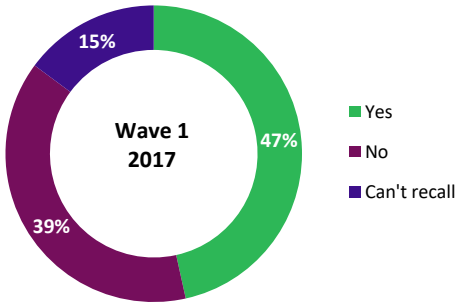
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Driving behaviour changes as a result of red light camera fines

- Red light camera fines have prompted significantly more behaviour change in wave 2 (59%) compared to the benchmark wave (47%).
- When asked how their driving behaviour changed as a result of receiving a red light camera fine, close to one in two indicate they are a more careful driver now (46%). Other common behaviour changes are stopping when traffic lights turn amber and/or slow down when approaching all intersections.
- Similar to behaviour change after receiving a speed camera fine, some change is centred on avoidance of cameras / getting caught; one in three have slowed down at intersections where they thought cameras were located (32%) and three in ten have watched out for more red light cameras (29%).

Changed driving behaviour as a result of red light fine





How driving behaviour changed

	Wave 2: 2020	W1: 2017
Im a more careful driver now	46%	44%
Stopped when traffic lights turn amber	37%	47%
Slowed down on approaching all intersections	36%	44%
Slowed down on approaching intersections where I thought red light cameras were located	32%	28%
Watched out more for red light cameras	29%	30%
Used roads where I dont think there would be a red light camera	17%	14%
Other (and mentions <2%)	2%	3%

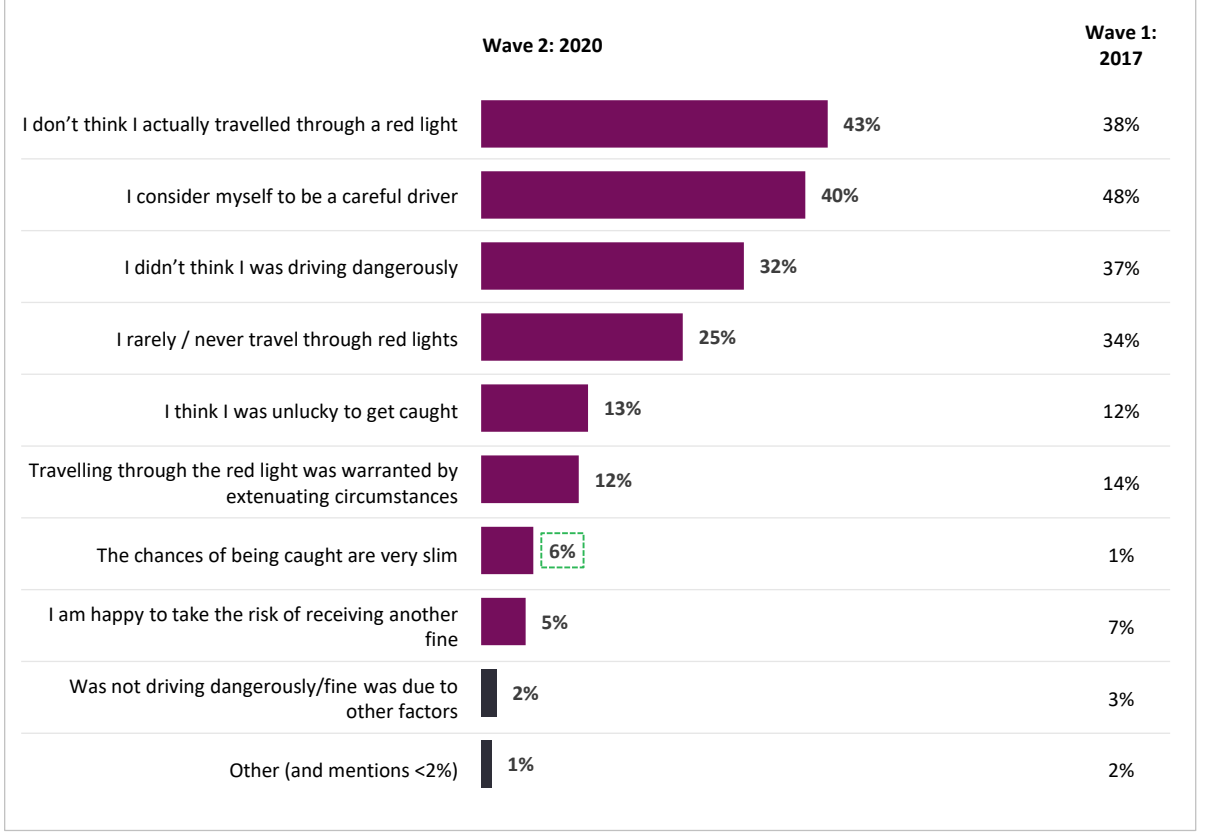
Base: Those who received a red light fine W1 (n=278), W2 (n=316) | Those who altered driving behaviour W1 (n=130), W2 (n=185)
Q45. After you received your most recent red light camera fine, did you alter your driving behaviour in any way?
Q46. In what way did you change your driving behaviour?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Reason for not altering driving behaviour after red light camera fine

- Of the three in ten (30%) who say they have not altered their driving behaviour after receiving a red light camera fine, the top two reasons include the disbelief they actually travelled through a red light (43%) and that they consider themselves to be a careful driver (40%).
- Not believing they were driving dangerously, and rarely / never travelling through red lights are also commonly nominated reasons for not changing driving behaviour.

Reason for not altering driving behaviour after red light camera fine



Base: Those who did not change behaviour after receiving fine from red light camera W1 (n=107), W2 (n=95)
Q47. Why didn't you change your driving behaviour?

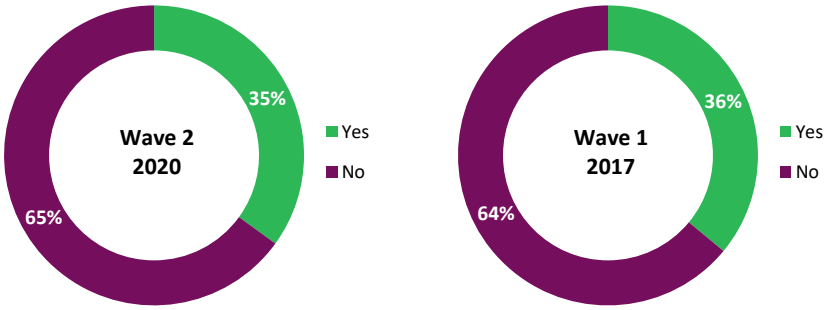
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*


Exposure to safety
camera media

Media exposure

- In line with the benchmark study, the majority (65%) have not seen or heard any stories in the media related to speed and/or red light cameras.
- Of the 35% who have been exposed to safety camera coverage, a lower proportion saw or heard stories on TV news or current affairs programs, while The Australian or the AFR were more common sources of exposure.
- Victorians aged 18 to 29 are more likely to have seen or heard media stories related to speed and/or red light cameras (43%). This younger cohort are less likely to have seen these stories on TV (39%), while being significantly more likely to have seen stories on Facebook (42%), in The Age (38%), or in the Australian (34%).
- In contrast, older Victorians aged 60+ are more likely to have seen and/or heard media coverage either on TV (70%) or radio (20%).

Exposed to safety camera media coverage



Source of media coverage

	Wave 2: 2020	W1: 2017
TV News or Current Affairs program(s)	55%	65%
The Herald Sun	30%	25%
Facebook	20%	16%
The Age	20%	16%
The Australian	16%	6%
Radio	11%	14%
The Australian Financial Review	9%	4%
Other (and mentions <3%)	6%	9%
Can't recall	10%	7%

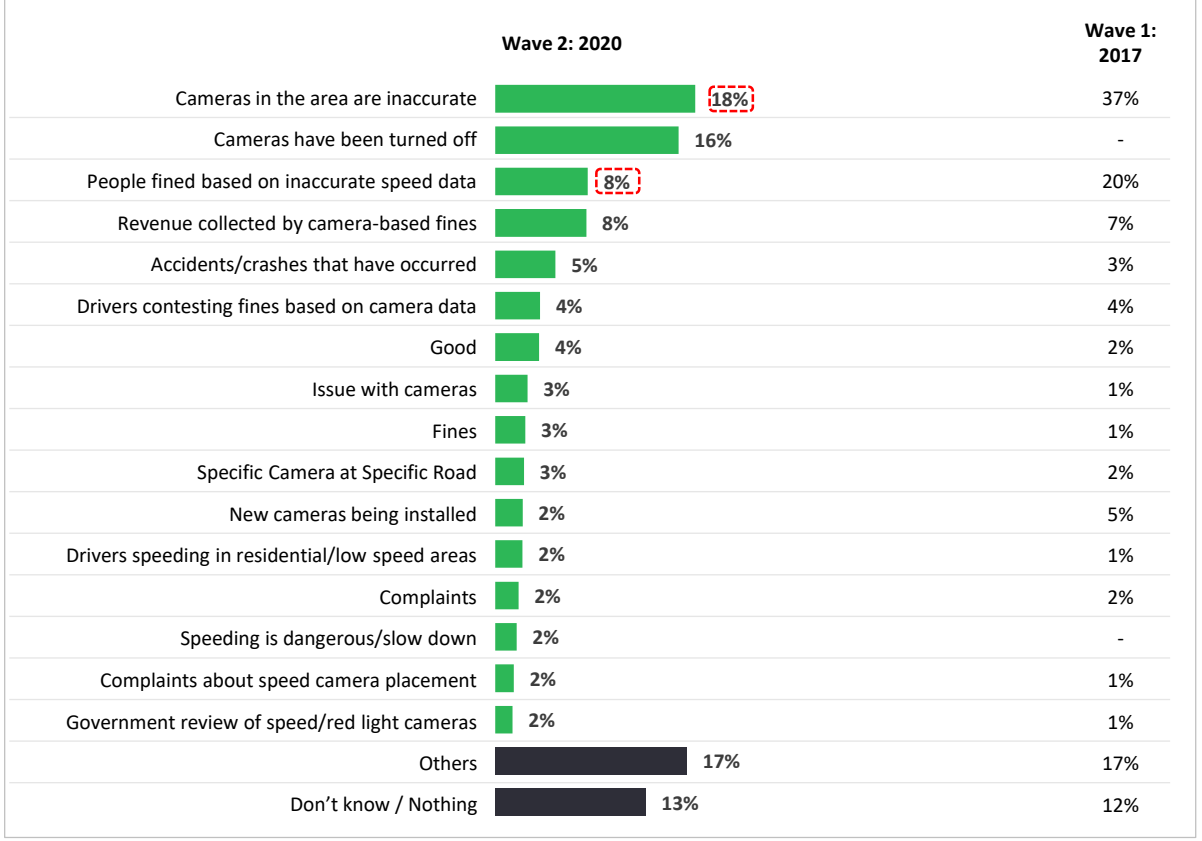
Base: Total sample W1 (n=1,204), W2 (n=1,233) | Those who have seen stories in the media W1 (n=433), W2 (n=436)
Q29. Have you seen or heard any stories in the media related to speed and/or red light cameras?
Q30c. Where did you see or hear stories about speed and/or red light cameras in the media

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Description of media coverage

- When asked to describe the coverage, cameras being inaccurate is still the most commonly recalled theme. However, recall of this type of coverage has lessened since 2017.
- Recall of media coverage related to fines based on inaccurate speed data has also declined this wave, whilst coverage around cameras being turned off has emerged as a new theme.

Description of media coverage



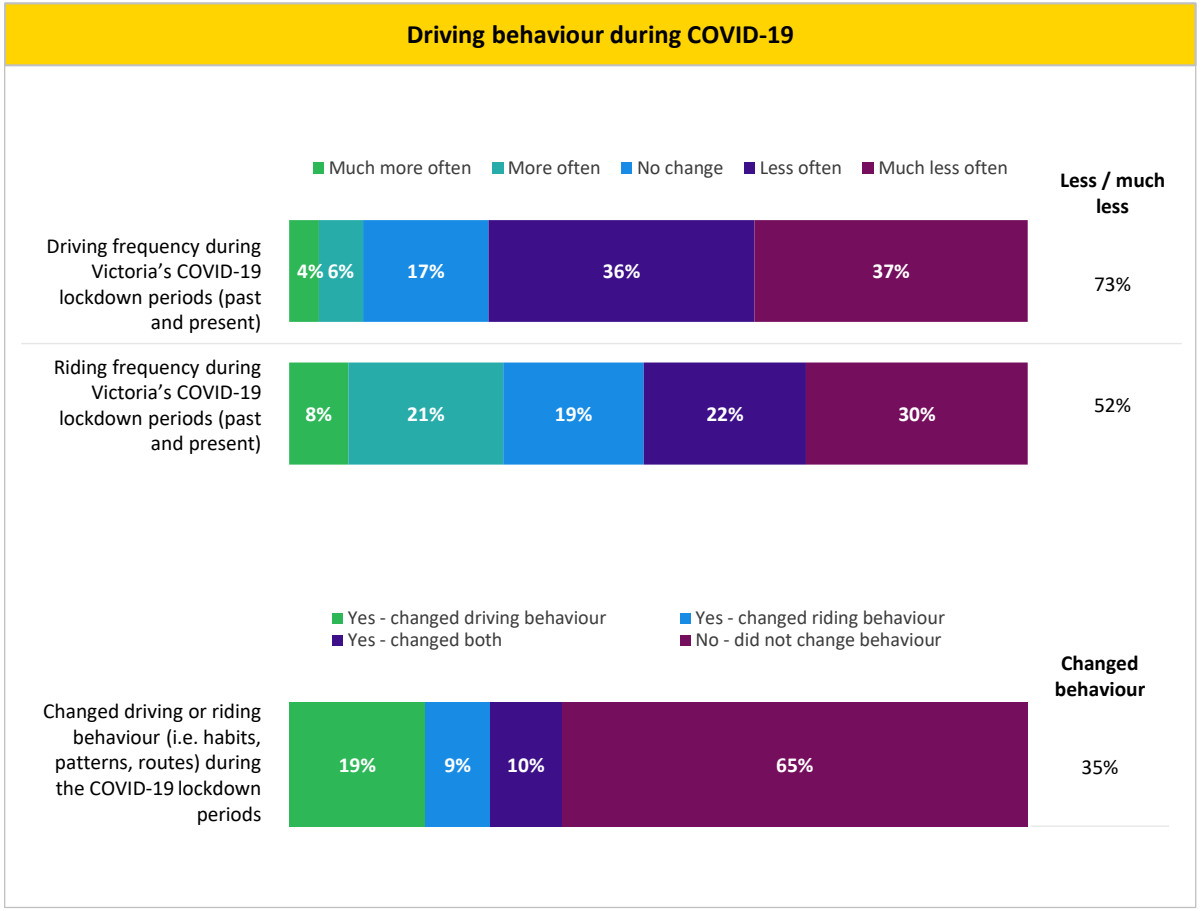
Base: Have seen/heard something in the media W1 (n=433), W2 (n=436). Note: All others mentioned by <2%
Q31. Can you describe what you saw or heard in the media about speed and/or red light cameras?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*


Driving behaviour
during COVID-19

Driving behaviour during COVID-19

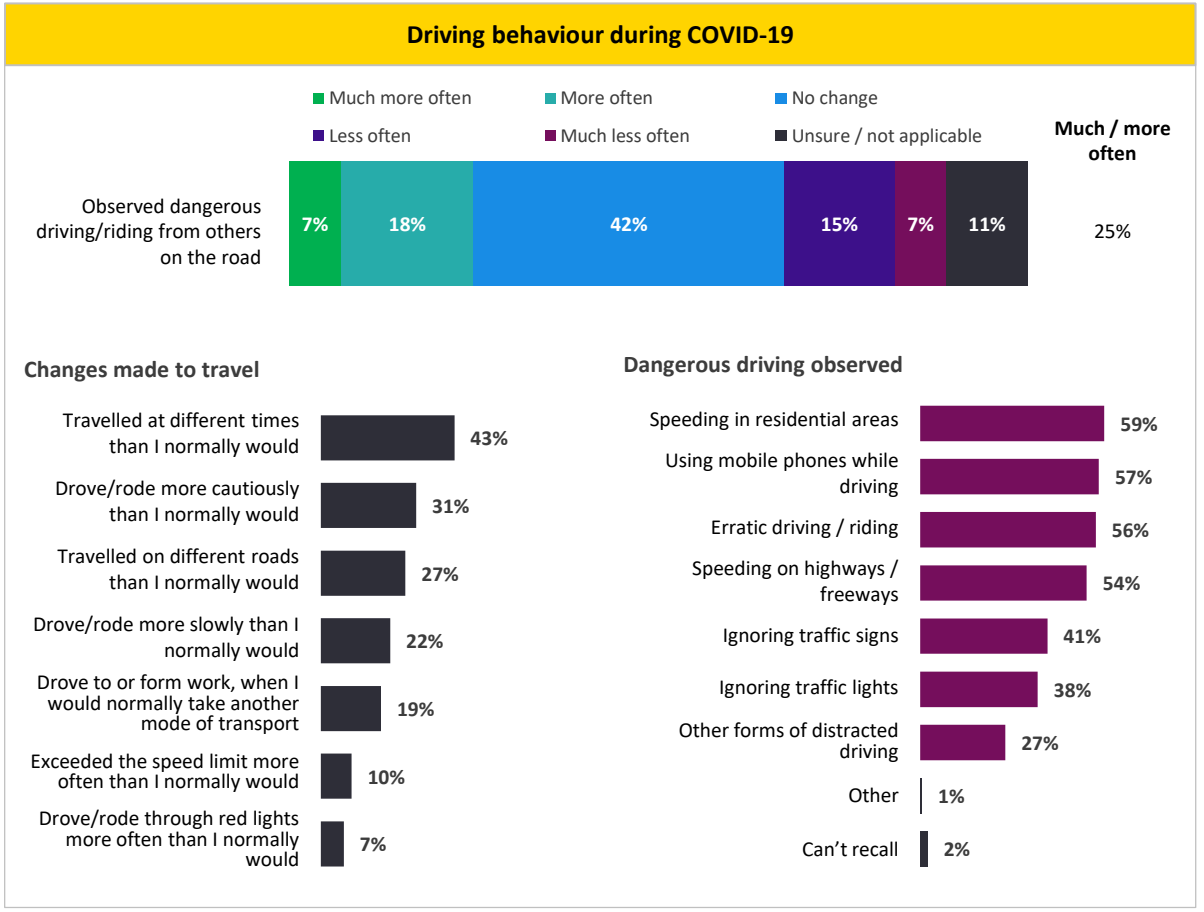
- COVID-19 lockdowns in Victoria have drastically reduced the number of drivers on the road. Three in four (73%) report driving less often during lockdown. Riders share a similar sentiment, with one in two (52%) riding less as a result of Victoria's lockdown periods.
- An increased frequency of driving is more prevalent amongst those who currently drive for a living, with four in ten (38%) reporting they have driven more often during lockdown periods, as well as younger Victorians aged 18 to 29, where two in ten (21%) report driving more often during lockdown periods.
- Riding / driving behaviour remains relatively unchanged during the lockdown periods, with two in three (62%) reporting no change to their behaviour. The one in five (19%) Victorian drivers who changed their behaviour are more likely to be younger drivers aged 18 to 29 (26%) and those that drive for a living (36%).



Base: Drive a vehicle at least some of the time (n=1,144) | Ride a motorcycle at least some of the time (n=223) | Drive a vehicle or ride a motorcycle at least some of the time (n=1,152) *New questions in wave 2
Q64a During Victoria's COVID-19 lockdown periods (past and present) would you say you have driven…?
Q64b During the COVID-19 lockdown periods would you say you have ridden…?
Q65 During the COVID-19 lockdown periods have you changed your driving or riding behaviour (i.e. habits, patterns, routes) in any way?

Driving behaviour during COVID-19

- Compared to outside COVID-19 lockdowns, one in four (25%) have observed more dangerous driving/riding from others on the road.
- The most commonly cited dangerous behaviours witnessed are speeding in residential areas, use of mobile phones while driving, erratic driving and speeding on highways/freeways.
- Amongst the 35% of Victorians who have changed their own driving behaviour during COVID-19 lockdowns, four in ten (43%) report travelling at different times than normal, while three in ten (31%) report driving more cautiously.
- Those who drive and/or ride for a living are more likely to report they have increased speeding (20%) and increased rates of driving through red lights (18%) during the lockdown period.



Base: Total sample (n=1,233) | Those who have changed their driving or riding behaviour (n=393) | Total sample (n=1,233)
Q66 Which of the following changes have you made to your travel?
Q67 Compared to outside of the COVID lockdowns, have you observed dangerous driving/riding from others on the road more or less often?
Q68 What dangerous behaviour have you observed more of during the COVID lockdown?

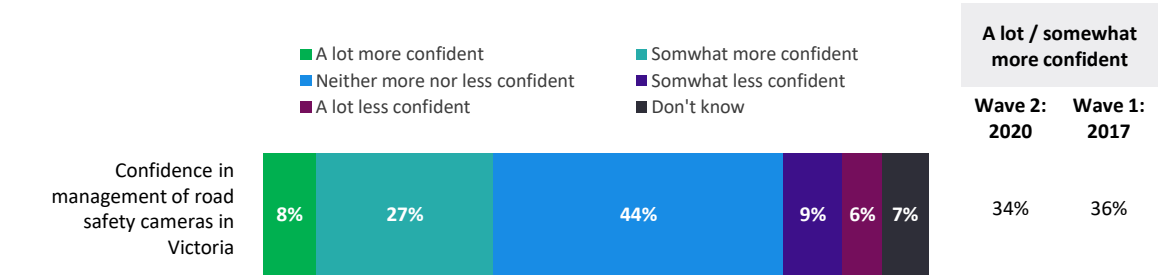
▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*


Awareness
of the RSCC

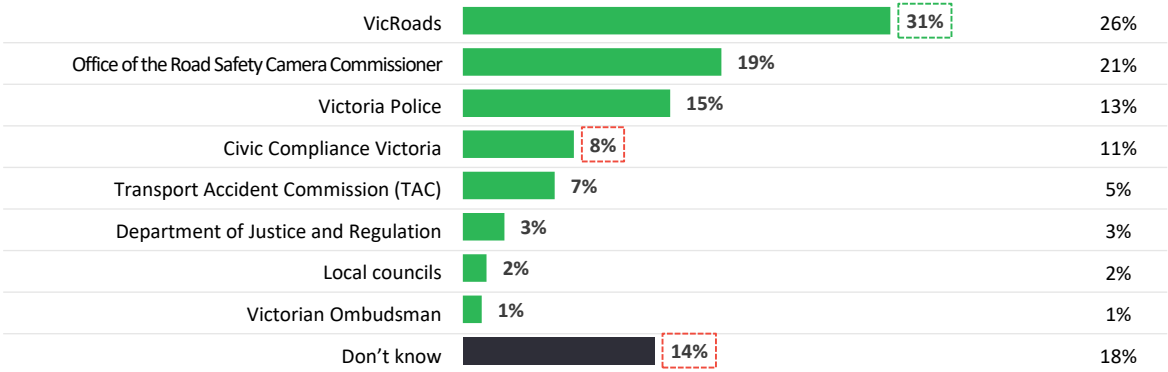
Confidence in management of road safety cameras

- Confidence in the management of road safety cameras in Victoria remains on-par with the benchmark wave (36% in 2020 34% in 2017). The largest tranche (44%) are on the fence, being neither more or less confident compared to five years ago.
- Confidence is highest for Victorians aged over 25 who drive for a living (49%).
- When asked who they think is responsible for overseeing road safety cameras in Victoria, three in ten (31%) misattribute this function to VicRoads. This represents an increase since 2017 (26%).
- Two in ten (19%) nominate the Office of the Road Safety Commissioner, a similar proportion to the benchmark study (21%).
- Older Victorians aged 60+ are more likely to nominate the Office of the Road Safety Commissioner, at three in ten (29%).

Confidence in management of road safety cameras in Victoria



	A lot / somewhat more confident	
	Wave 2: 2020	Wave 1: 2017
Confidence in management of road safety cameras in Victoria	34%	36%



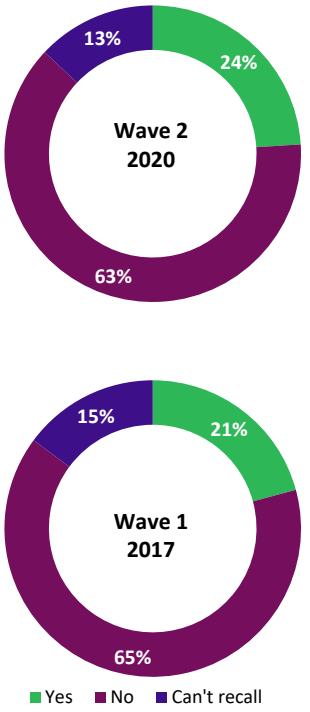
Base: Respondents aged 25 or over W1 (n=1,087), W2 (n=1,092) | Total sample W1 (n=1,204). W2 (n=1,233)
Q48. Compared to 5 years ago, how confident are you in the management of the road safety cameras in Victoria?
Q51. Which of the following organisations do you think is responsible for overseeing the road safety camera system?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

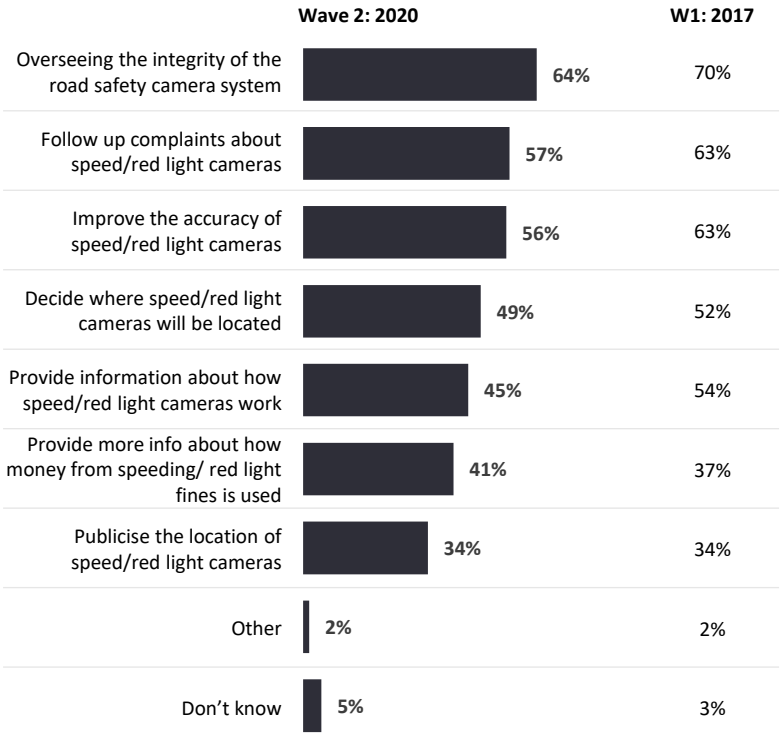
Awareness of the Office of the Road Safety Camera Commissioner

- Awareness of the Office of the Road Safety Commissioner (ORSCC) has slightly increased since the benchmark study, with one on four aware of the ORSCC this wave (24% vs 21%).
- Amongst those who are aware of the ORSCC, perceived roles centre around overseeing the integrity of the camera system, dealing with complaints, and improving camera accuracy.
- Older Victorians aged 60+ are significantly more likely to suggest the ORSCC oversees the integrity of the camera system (86%) and that the ORSCC deals with complaints (75%). Conversely, younger Victorians aged 18-29 are notably less likely to suggest the ORSCC oversees the integrity of the camera system (43%) and that the ORSCC deals with complaints (38%).

Heard of the Office of the Road Safety Camera Commissioner



Perceived roles of the Office of the Road Safety Camera Commissioner

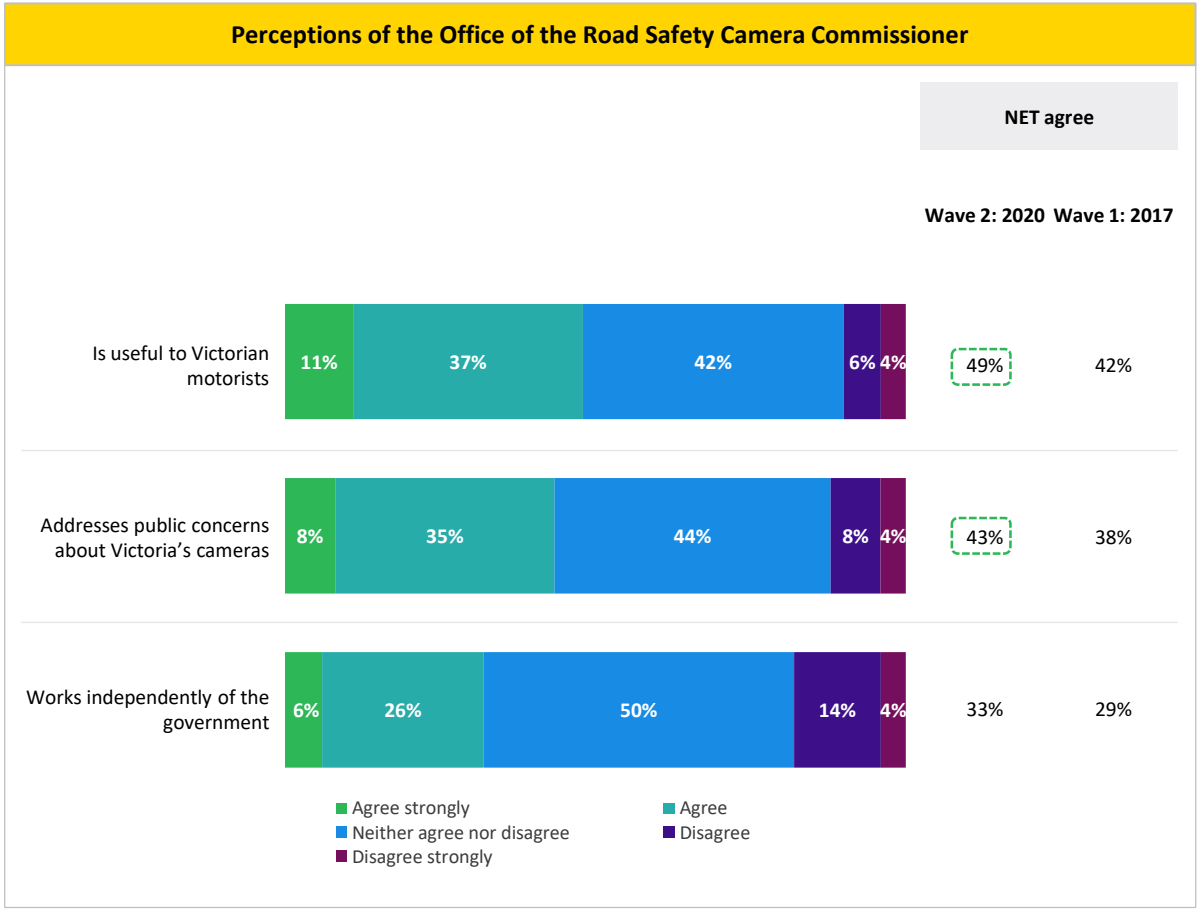


Base: Total sample W1 (n=1,204), W2 (n=1,233) | Respondents aware of the RSCC W1 (n=249), W2 (n=281)
Q52. As you may have indicated, the organisation is the Office of the Road Safety Camera Commissioner. Have you heard of this organisation before today? | Q54C. What do you think are the roles of the Office of the Road Safety Camera Commissioner

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

Perceptions of the Office of the Road Safety Camera Commissioner

- The proportion of Victorians reporting positive perceptions of the ORSCC increases in wave 2. Victorians who are aware of the ORSCC are moderately positive in their perceptions, with around two in five agreeing the ORSCC is useful to Victorian motorists and addresses public concerns about cameras.
- Attitudes towards the ORSCC are largely driven by indifference, with over two in five 'neither agreeing nor disagreeing' with the statements assessed.



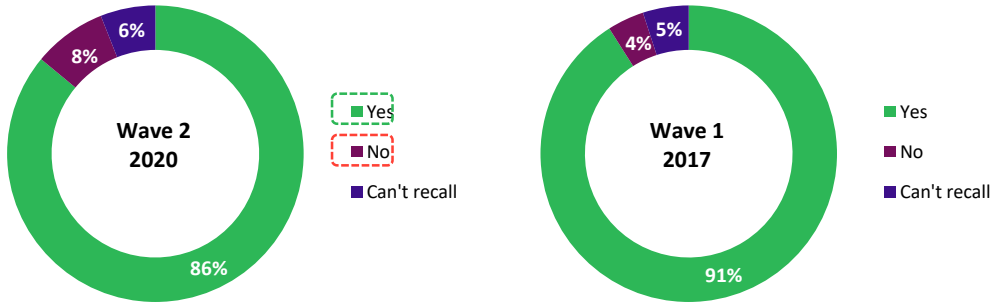
Base: Aware of the Office of the Road Safety Camera Commissioner W1 (n=250), W2 (n=233)
Q55. To what extent do you agree or disagree with the following statements about the Office of the Road Safety Camera Commissioner?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*

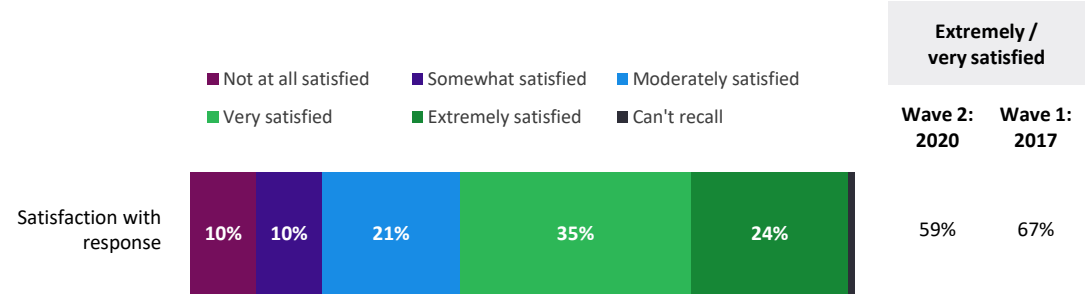
Satisfaction with the Office of the Road Safety Camera Commissioner

- Although contact with the ORSCC has increased since the benchmark, it remains minimal with just under one in ten (8%) Victorians making contact with the ORSCC.
- Reported contact is higher amongst younger Victorians, with two in ten (18%) aged 18 to 29 reporting contact, while less than one in twenty (3%) aged 45 or older report having had contact with the ORSSC.
- Amongst those who have had contact with the ORSCC, the majority (59%) are very satisfied or extremely satisfied with the response.

Contact with the Office of the Road Safety Camera Commissioner



Satisfaction with response from the Office of the Road Safety Camera Commissioner



	Extremely / very satisfied	
	Wave 2: 2020	Wave 1: 2017
Satisfaction with response	59%	67%

Base: Total sample W1 (n=1,204), W2 (n=1,233) | Those who contacted RSCC W1 (n=53), W2 (n=89)
Q56. Have you ever had any contact with the Office of the Road Safety Camera Commissioner?
Q57. How satisfied were you with the response you received from the Office of the Road Safety Camera Commissioner?

▲▼ *Significant difference within subgroups* *Significant difference between W1 and W2*


Professional driver
deep dive

Occupational drivers significant more likely to agree…

Currently drive/have driven for a living

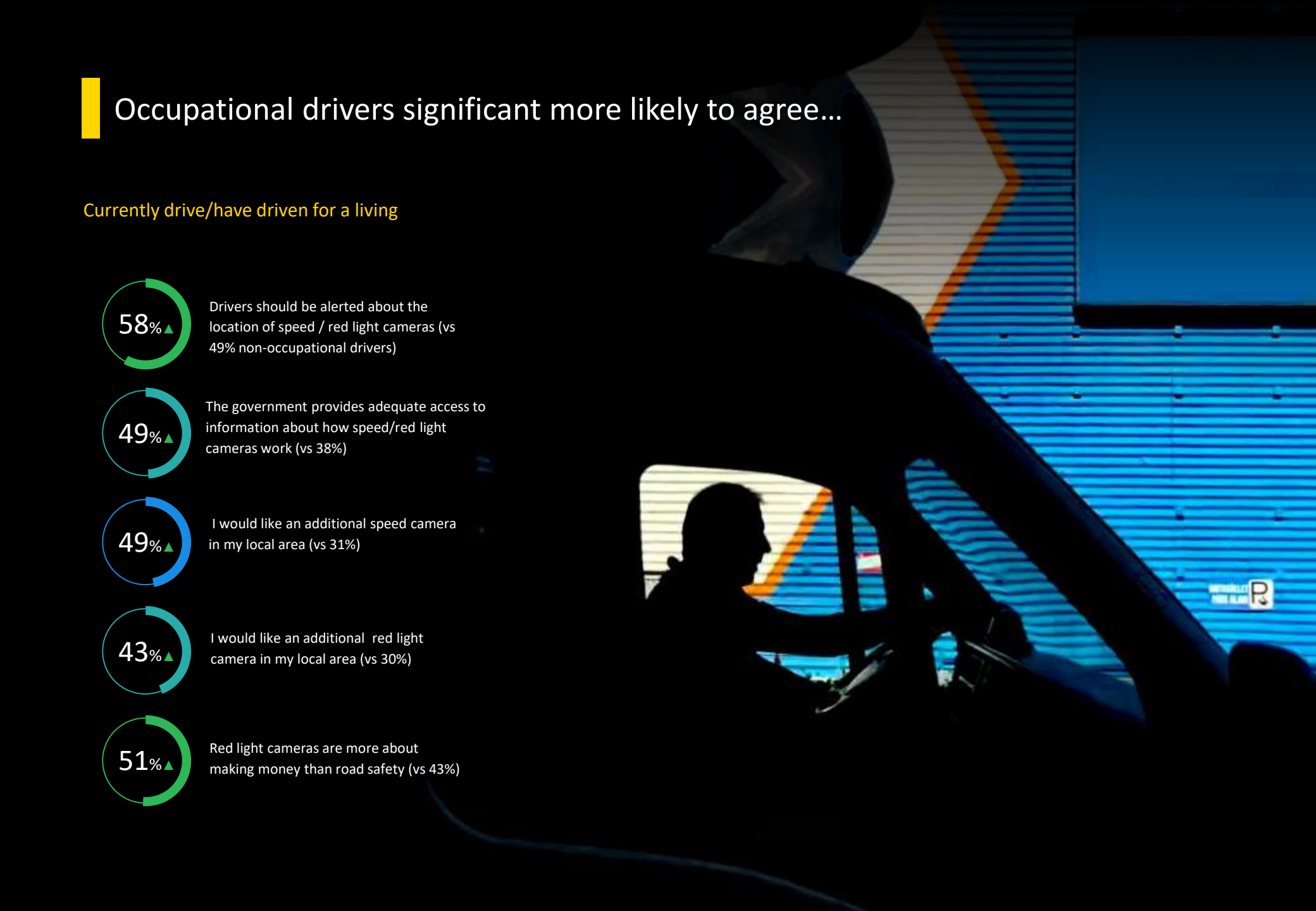
58%▲ Drivers should be alerted about the location of speed / red light cameras (vs 49% non-occupational drivers)

49%▲ The government provides adequate access to information about how speed/red light cameras work (vs 38%)

49%▲ I would like an additional speed camera in my local area (vs 31%)

43%▲ I would like an additional red light camera in my local area (vs 30%)

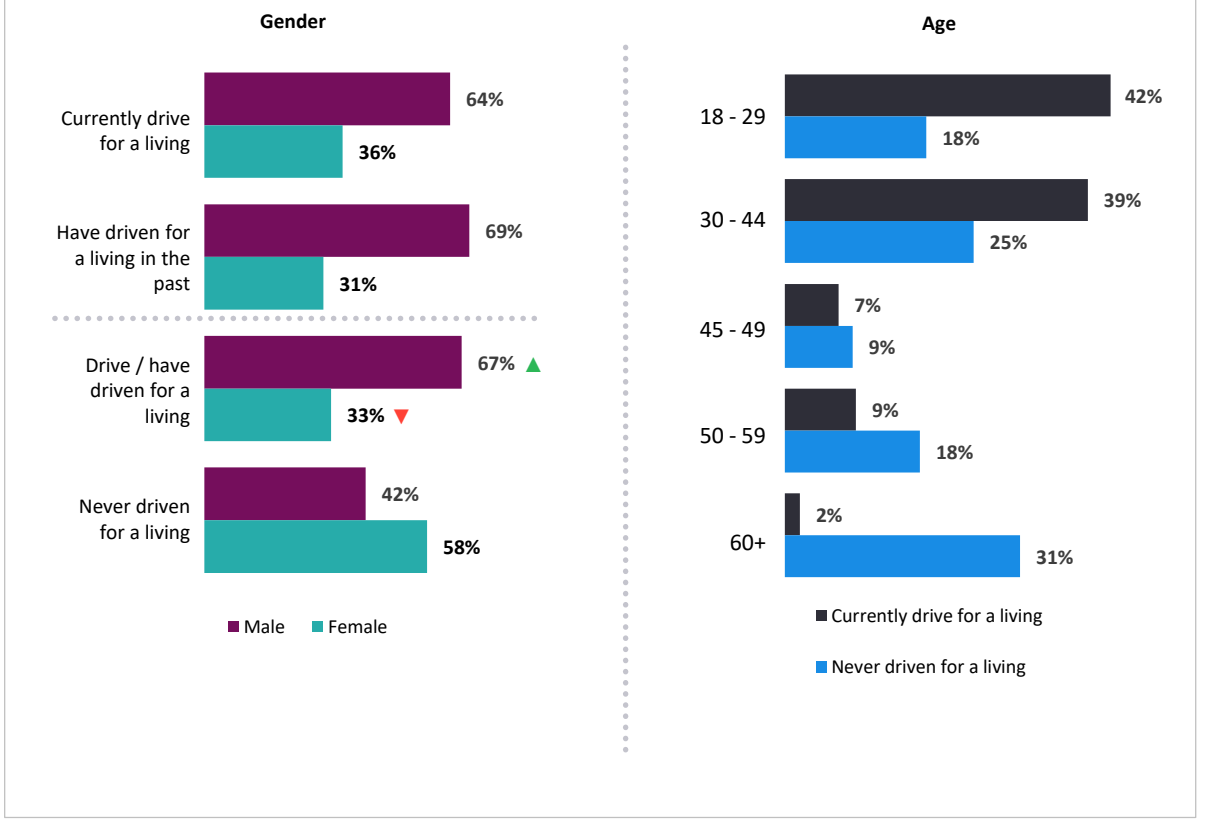
51%▲ Red light cameras are more about making money than road safety (vs 43%)



Professional drivers – profile

- Those who drive for a living are more likely to be males than females (67% male and 33% female).
- Those who currently drive for a living are typically younger than the overall average (61% under 35 years, compared to an overall average of 31% under 35 years).

Professional driver characteristics



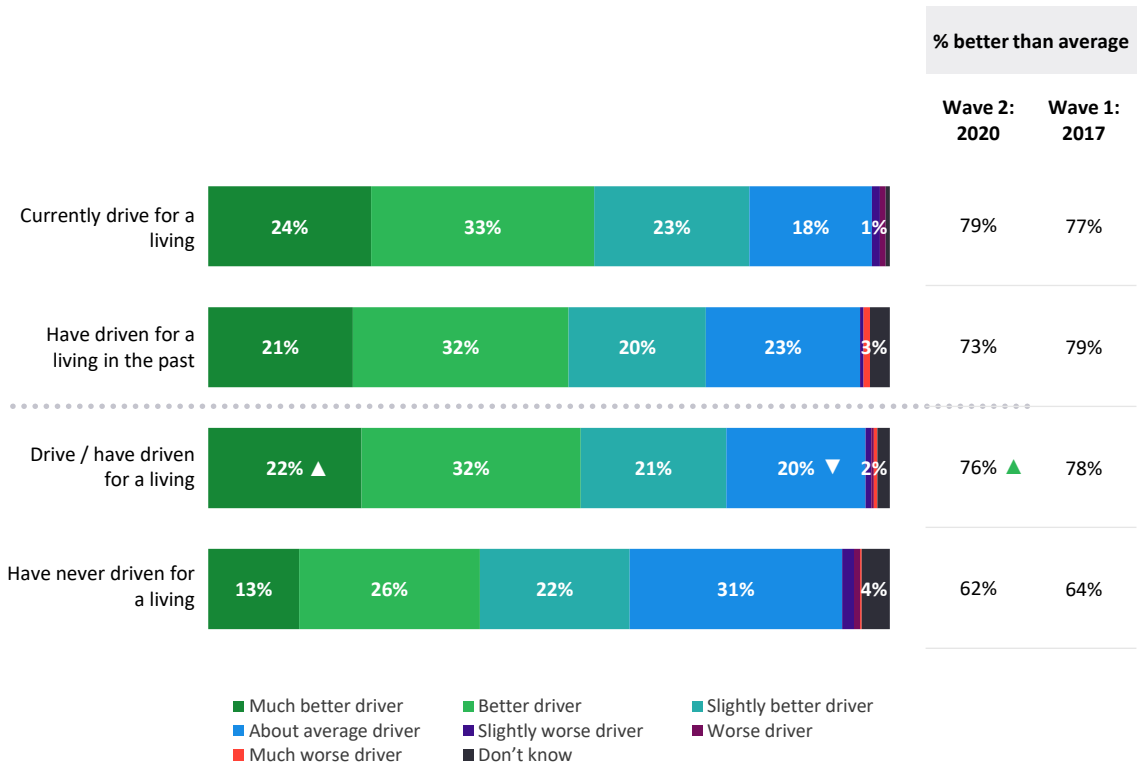
Base: Total sample (n=1,233)
S1. Are you…?
S2. How old are you?

▲▼ *Significant difference within subgroups*

Professional drivers – perceived driving ability

- Both those who currently drive for a living or have driven professionally in the past are more likely to rate themselves as better than average drivers (76% state better than average, compared to 62% amongst non-professional drivers).

Evaluation of driving ability



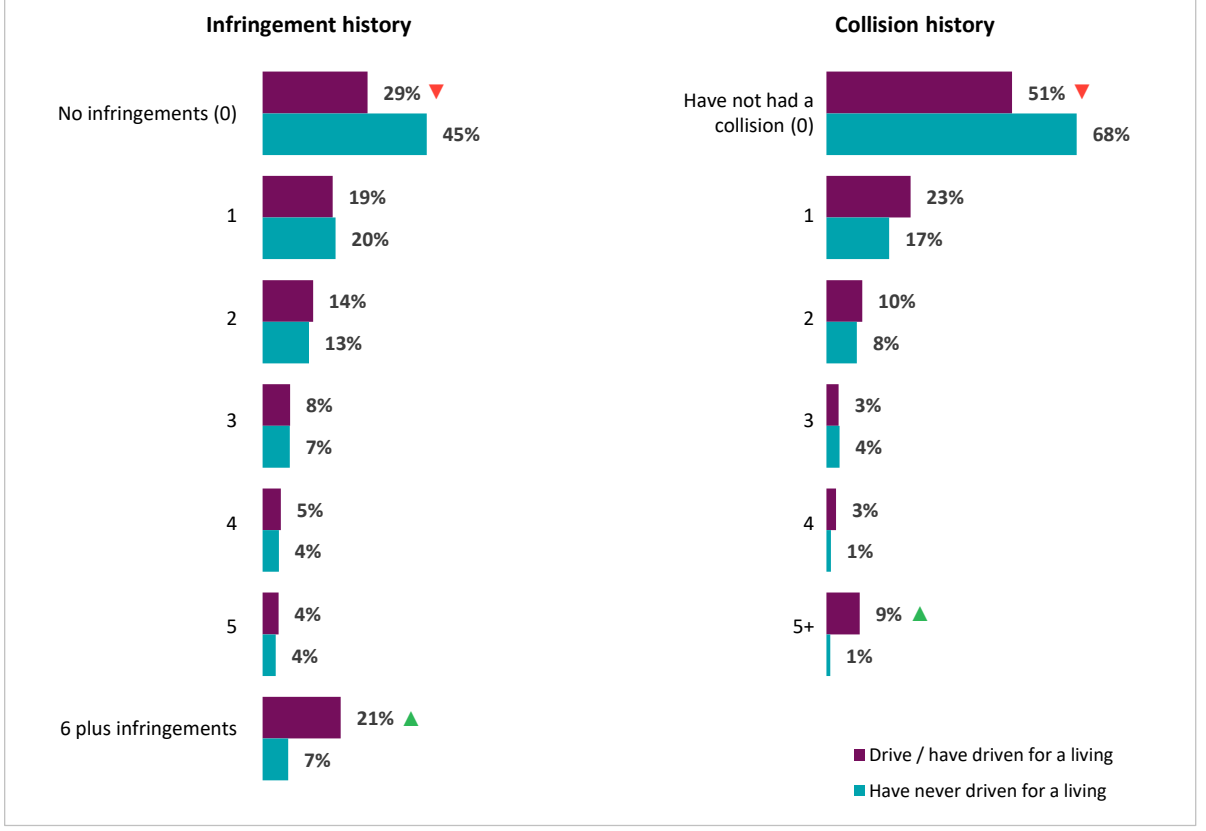
▲▼ *Significant difference within subgroups*

Base: Drive a car or heavy vehicle W1 (n=1,145), W2 (n=1,144)
Q14a. Thinking about how you compare to the average driver on Victorian roads, would you say that you are a…?

Professional drivers – infringements and collisions

- Professional drivers are more likely to have had at least one infringement in past (71% vs 55% amongst non-professional drivers) and one in five have had six or more infringements (21% vs 7% amongst non-professional drivers).
- Professional drivers are more likely to have had at least one collision in the past (49% vs 32% amongst non-professional drivers) and close to one in ten have had five or more collisions (9% vs 1% amongst non-professional drivers)

Infringements and collisions



Base: Drive/ride a vehicle at least sometimes W1 (n=1,152), W2 (n=1,150). Note: *Excludes parking fines
Q15a. Approximately how many traffic infringements excluding parking fines have you received during the following time periods?
Q15b. Approximately how many accidents or collisions have you been involved in during the following time periods, which have required you to report that accident/collision to the Police?

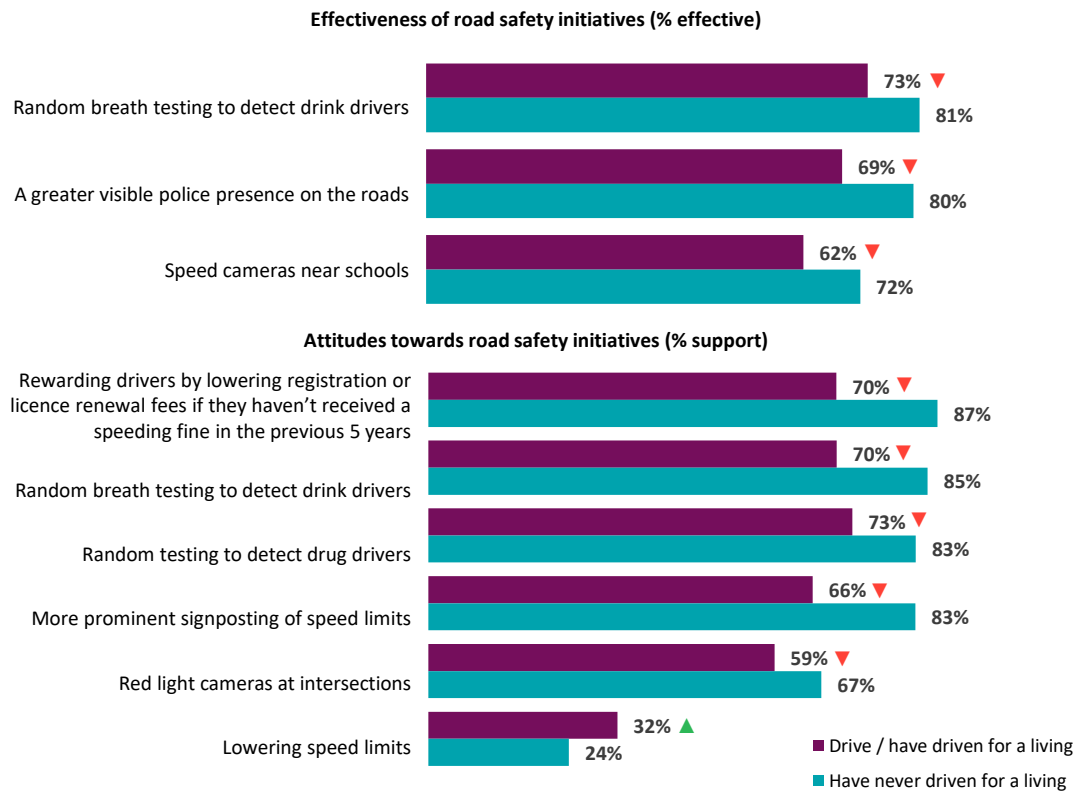
▲▼ *Significant difference within subgroups*

EY Sweeney

Professional drivers – perception of road safety initiatives

- Compared to non-professional drivers, professional drivers are less likely to describe the following road safety initiatives as effective…
  - random breath testing to detect drink drivers (73% rate as effective vs 81% non-professional drivers)
  - greater visible police presence on the roads (69% rate as effective vs 80% non-professional drivers)
- Those who drive for a living, or have in the past, are less likely to support a number of road safety initiatives. Compared to those who haven't driven for a living, a lower proportion of professional drivers indicate that they support the following:
  - Lowering registration or license renewal fees for drivers who haven't received a speeding fine in the previous 5 years (70% support vs 87% non-professional driver support)…
  - Random breath testing to detect drink drivers (70% support vs 85%)
  - Random testing to detect drug drivers (73% support vs 83%)
  - More prominent signposting of speed limits (66% vs 83%)
  - Red light cameras at interactions (59% support vs 67%)

Evaluation of road safety initiatives

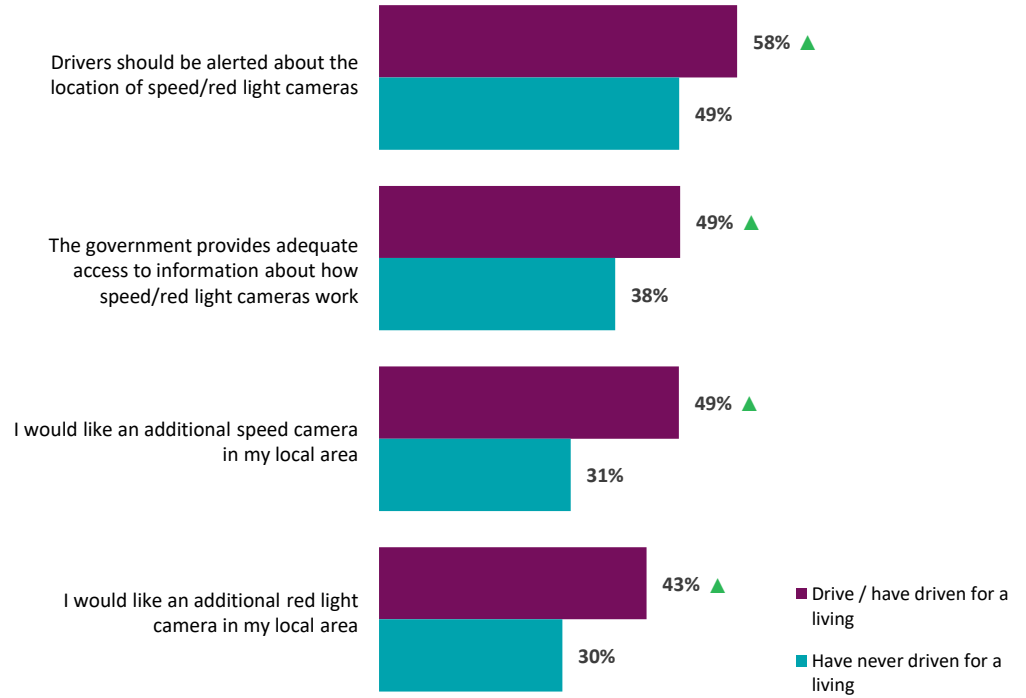


Base: Total sample (n=1,233) ▲▼ *Significant difference within subgroups*
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?
Q18. To what extent do you support or oppose each of these road safety initiatives?

Professional drivers – attitude towards road safety cameras

- Professional drivers show a greater appetite for information regarding road safety cameras. With three in five (58%) agreeing that drivers should be alerted about the location of safety cameras.
- However, they are also more likely to agree that the government provides adequate information about how safety cameras work (49%) and to agree with the statement 'I would like an additional speed camera in my local area'.

Attitudes towards road safety cameras

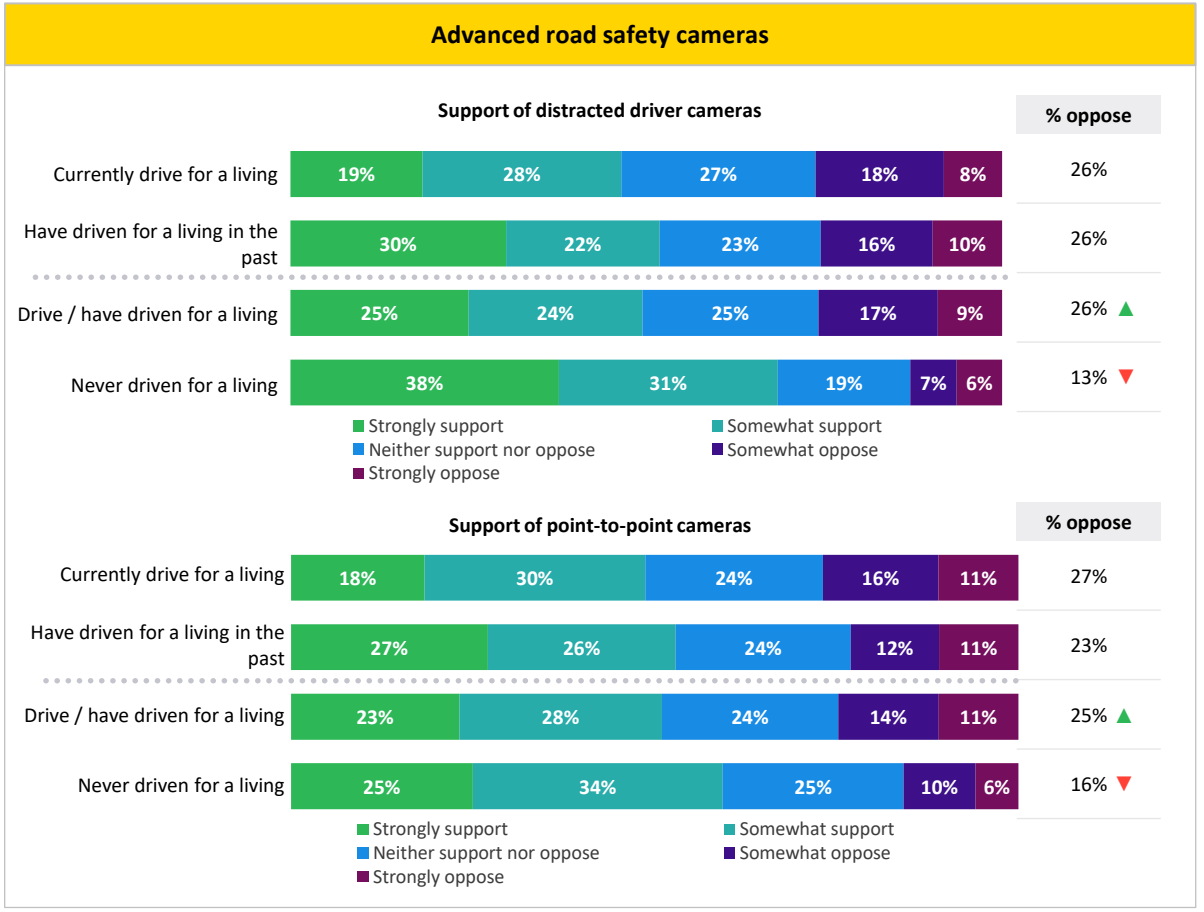


▲▼ *Significant difference within subgroups*

Base: Total sample (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

Professional drivers – support of advanced road safety cameras

- Those who currently drive for a living are also more likely to oppose the use of distracted driver cameras (26% oppose vs 13% non-professional drivers) and point-to-point cameras (25% vs 16% non-professional drivers).



Base: Total sample (n=1,233)
▲▼ *Significant difference within subgroups*
Q70. Based on this description, to what extent would you support or oppose the use of these cameras in Victoria?
Q71. Based on this description, to what extent would you support or oppose the use of these cameras in Victoria?

Appendix

Support for road safety initiatives – by subgroup

Support for road safety initiatives (total: somewhat to strongly support)															
		Age				Gender		Location			Employment		Frequency driving		
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	NET: Regional	Employed	Unemployed	Daily	Weekly	Less than weekly
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*411*	*559*	*263*	*735*	*486*	*585*	*448*	*200*
Random breath testing to detect drink drivers	81%	68% ▼	76% ▼	87% ▲	92% ▲	76% ▼	86% ▲	75% ▼	87% ▲	80%	79% ▼	85% ▲	82%	82%	79%
Rewarding drivers by lowering registration or licence renewal fees if they haven't received a speeding fine in the previous 5 years	83%	71% ▼	80%	86%	91% ▲	78% ▼	87% ▲	79% ▼	85%	83%	80% ▼	86% ▲	81%	86%	79%
Random testing to detect drug drivers	81%	67% ▼	75% ▼	83%	94% ▲	76% ▼	84% ▲	75% ▼	85% ▲	79%	79%	83%	81%	83%	73% ▼
More prominent signposting of speed limits	79%	69% ▼	74%	83%	87% ▲	72% ▼	85% ▲	74% ▼	84% ▲	76%	75% ▼	84% ▲	78%	82%	75%
Red light cameras at intersections	65%	63%	62%	65%	70%	62%	68%	63%	68%	63%	63%	68%	63%	66%	68%
Fixed speed cameras at intersections	59%	56%	58%	56%	66% ▲	56% ▼	63% ▲	57%	60%	62%	57%	63%	56%	61%	65%

Base: Total sample (n=1,233)
Q18. To what extent do you support or oppose each of these road safety initiatives?

▲▼ *Significant difference within subgroups*

Support for road safety initiatives – by subgroup

Support for road safety initiatives (total: somewhat to strongly support)										
		Red light fines			Speeding fines			Drive for a living		
	TOTAL	Never received a fine	Received one or two fines	More than two fines	Never received a fine	Received one or two fines	More than two fines	Currently drive for a living	Have driven for a living	Never driven for a living
n	*1,233*	*917*	*289*	*27*	*640*	*491*	*102*	*137*	*182*	*914*
Random breath testing to detect drink drivers	81%	84% ▲	75% ▼	71%	82%	79%	86%	58% ▼	80%	85% ▲
Rewarding drivers by lowering registration or licence renewal fees if they haven't received a speeding fine in the previous 5 years	83%	85% ▲	75% ▼	67%	82%	83%	79%	58% ▼	79%	87% ▲
Random testing to detect drug drivers	81%	83% ▲	75% ▼	70%	81%	79%	83%	63% ▼	81%	83% ▲
More prominent signposting of speed limits	79%	81% ▲	72% ▼	70%	81%	75%	84%	56% ▼	74%	83% ▲
Red light cameras at intersections	65%	68% ▲	57% ▼	63%	68%	64%	51% ▼	60%	58%	67%
Fixed speed cameras at intersections	59%	62% ▲	51% ▼	67%	65% ▲	55%	46% ▼	53%	55%	61%

Base: Total sample (n=1,233)
Q18. To what extent do you support or oppose each of these road safety initiatives?

▲▼ *Significant difference within subgroups*

Support for road safety initiatives – by subgroup

Support for road safety initiatives (total: somewhat to strongly support)															
		Age				Gender		Location			Employment		Frequency driving		
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	NET: Regional	Employed	Unemployed	Daily	Weekly	Less than weekly
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*411*	*559*	*263*	*735*	*486*	*585*	*448*	*200*
Fixed speed cameras on freeways or tollways	59%	59%	56%	55%	64%	54%	63▲%	58%	59%	60%	56%	62%▲	57%	61%	60%
Increasing the number of speed or red light cameras if the proceeds made went directly to road safety	58%	54%	59%	57%	61%	55%	61%▲	58%	58%	58%	57%	60%	53%	62%	63%
Mobile speed cameras	56%	57%	55%	51%	63%▲	53%	60%▲	55%	56%	60%	55%	58%	55%	56%	60%
Punishing drivers with higher registration or licence renewal fees if they have received a speeding fine in the previous 5 years	43%	40%	46%	42%	43%	44%	42%	49%▲	40%	39%	43%	43%	42%	42%	47%
Lowering speed limits	26%	33%▲	33%▲	22%	18%▼	24%	29%▲	31%▲	23%	25%	28%	23%	24%	23%	39%▲

Base: Total sample (n=1,233)
Q18. To what extent do you support or oppose each of these road safety initiatives?

▲▼ *Significant difference within subgroups*

Support for road safety initiatives – by subgroup

Support for road safety initiatives (total: somewhat to strongly support)										
		Red light fines			Speeding fines			Drive for a living		
	TOTAL	Never received a fine	Received one or two fines	More than two fines	Never received a fine	Received one or two fines	More than two fines	Currently drive for a living	Have driven for a living	Never driven for a living
n	*1,233*	*917*	*289*	*27*	*640*	*491*	*102*	*137*	*182*	*914*
Fixed speed cameras on freeways or tollways	59%	61%▲	51%▼	66%	66▲	54%	34%▼	54%	53%	61%
Increasing the number of speed or red light cameras if the proceeds made went directly to road safety	58%	60%▲	50%▼	68%	62%▲	55%	43%▼	50%	57%	59%
Mobile speed cameras	56%	59%▲	49%▼	65%	62%▲	54%▼	37%▼	53%	57%	57%
Punishing drivers with higher registration or licence renewal fees if they have received a speeding fine in the previous 5 years	43%	45%	35%▼	53%	48%▲	39%	27%▼	45%	43%	43%
Lowering speed limits	26%	25%	29%	44%	29%	23%	21%	40%▲	26%	24%▼

Base: Total sample (n=1,233)
Q18. To what extent do you support or oppose each of these road safety initiatives?

▲▼ *Significant difference within subgroups*

Agree with road safety statements – by subgroup

Attitudes towards road safety cameras (total: somewhat to strongly agree)															
		Age				Gender		Location			Employment		Frequency driving		
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	NET: Regional	Employed	Unemployed	Daily	Weekly	Less than weekly
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*411*	*559*	*263*	*735*	*486*	*585*	*448*	*200*
If I know there is a speed camera operating in the area I tend to slow down	63%	69%	66%	66%	52%▼	61%	64%	62%	64%	60%	68%▲	56%	68%▲	60%	53%▼
If a driver disagrees with a fine issued from a speed/red light camera, there is a suitable process to review the situation	63%	58%	56%▼	61%	74%▲	61%	64%	60%	65%	61%	59%	67%▲	64%	64%	55%
Red light cameras help to make our roads safer	61%	70%▲	59%	59%	60%	61%	62%	63%	62%	58%	61%	63%	61%	61%	64%
Speed cameras help to make our roads safer	61%	67%	59%	59%	61%	57%	66%▲	62%	62%	59%	59%	65%	60%	62%	65%
Drivers should be alerted about the location of speed/red light cameras	51%	52%	58%▲	53%	43%▼	53%	49%	53%	54%	40%▼	54%▲	47%	55%	49%	44%
Independent checks are conducted regularly to ensure speed/red light cameras are accurate	48%	53%	46%	49%	44%	48%	47%	50%	47%	46%	48%	47%	48%	45%	54%

Base: Total sample (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲▼ *Significant difference within subgroups*

Agree with road safety statements – by subgroup

Attitudes towards road safety cameras (total: somewhat to strongly agree)							
			Speeding fines			Drive for a living	
	TOTAL	Never received a fine	Received one or two fines	More than two fines	Currently drive for a living	Have driven for a living	Never driven for a living
n	1,233	917	289	27	640	491	102
If I know there is a speed camera operating in the area I tend to slow down	63%	61%	63%	74%	70%	57%	63%
If a driver disagrees with a fine issued from a speed/red light camera, there is a suitable process to review the situation	63%	63%	61%	63%	58%	64%	63%
Red light cameras help to make our roads safer	61%	65%▲	59%	51%	62%	60%	61%
Speed cameras help to make our roads safer	61%	69%▲	55%▼	45%▼	64%	57%	62%
Drivers should be alerted about the location of speed/red light cameras	51%	48%	52%	68%▲	67%▲	51%	49%▼
Independent checks are conducted regularly to ensure speed/red light cameras are accurate	48%	52%▲	45%	39%	54%	51%	46%

Base: Total sample (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲▼ *Significant difference within subgroups*

Agree with road safety statements – by subgroup

Attitudes towards road safety cameras (total: somewhat to strongly agree)														
		Age				Gender		Location			Employment		Frequency driving		
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	NET: Regional	Employed	Unemployed	Daily	Weekly	Less than weekly
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*411*	*559*	*263*	*735*	*486*	*585*	*448*	*200*
Red light cameras are more about making money than road safety	47%	45%	48%	48%	47%	48%	46%	45%	50%	45%	48%	45%	52%	45%	37%▼
Independent checks are conducted regularly to ensure speed/red light cameras are accurate	45%	47%	49%	41%	43%	46%	44%	43%	46%	45%	48%▲	41%	49%▲	43%	36%▼
The government provides adequate access to information about how speed/red light cameras work	41%	55%▲	41%	40%	32%▼	44%▲	38%	46%▲	39%	37%	44%▲	36%	44%	37%	43%
Speed cameras allow for a suitable margin of error	41%	50%▲	44%	41%	30%▼	42%	40%	43%	40%	36%	44%▲	35%	42%	38%	43%
I would like an additional speed camera in my local area	36%	46%▲	36%	32%	31%	40%▲	32%	39%	33%	35%	38%	33%	36%	31%	44%▲
I would like an additional red light camera in my local area	33%	43%▲	35%	32%	25%▼	37%▲	30%	39%▲	31%	29%	38%▲	27%	33%	31%	39%

Base: Total sample (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲▼ *Significant difference within subgroups*

Agree with road safety statements – by subgroup

Attitudes towards road safety cameras (total: somewhat to strongly agree)							
		Speeding fines			Drive for a living		
	TOTAL	Never received a fine	Received one or two fines	More than two fines	Currently drive for a living	Have driven for a living	Never driven for a living
n	*1,233*	*640*	*491*	*102*	*137*	*182*	*914*
Red light cameras are more about making money than road safety	47%	40%▼	52%▲	66%▲	54%	46%	46%
Independent checks are conducted regularly to ensure speed/red light cameras are accurate	45%	40%▼	48%	65%▲	58%▲	45%	43%
The government provides adequate access to information about how speed/red light cameras work	41%	43%	40%	35%	60%▲	40%	38%▼
Speed cameras allow for a suitable margin of error	41%	41%	40%	40%	53%▲	37%	39%
I would like an additional speed camera in my local area	36%	40%▲	32%	26%	57%▲	41%	31%▼
I would like an additional red light camera in my local area	33%	36%	32%	27%	52%▲	36%	30%▼

Base: Total sample (n=1,233)
Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲▼ *Significant difference within subgroups*

Perceived effectiveness of road safety initiatives – by subgroup

Effectiveness of road safety initiatives (total: effective)															
		Age				Gender		Location			Employment		Frequency driving		
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	NET: Regional	Employed	Unemployed	Daily	Weekly	Less than weekly
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*411*	*559*	*263*	*735*	*486*	*585*	*448*	*200*
Random breath testing to detect drink drivers	79%	69% ▼	75%	83%	88% ▲	75% ▼	83% ▲	77%	82%	75%	78%	81%	79%	80%	76%
A greater visible police presence on the roads	77%	61% ▼	71% ▼	80%	94% ▲	73% ▼	81% ▲	70% ▼	83% ▲	76%	75%	81%	78%	78%	75%
Random testing to detect drug drivers	76%	68% ▼	72%	77%	85% ▲	73%	78%	73%	79%	73%	74%	79%	76%	77%	72%
Better signposting of speed limits	73%	71%	65% ▼	76%	79% ▲	69% ▼	77% ▲	71%	76%	69%	72%	74%	73%	74%	70%
Speed cameras near schools	69%	64%	68%	69%	75%	65% ▼	73% ▲	65%	72%	71%	67%	72%	68%	71%	68%
Red light cameras at intersections	60%	60%	59%	59%	63%	58%	62%	63%	61%	54%	59%	63%	59%	61%	65%

Base: Total sample (n=1,233)
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

▲▼ *Significant difference within subgroups*

Perceived effectiveness of road safety initiatives – by subgroup

Effectiveness of road safety initiatives (total: effective)							
			Red light fines			Speeding fines	
	TOTAL	Never received a fine	Received one or two fines	More than two fines	Never received a fine	Received one or two fines	More than two fines
n	*1,233*	*917*	*289*	*27*	*640*	*491*	*102*
Random breath testing to detect drink drivers	79%	80%	75%	80%	81%	77%	78%
A greater visible police presence on the roads	77%	79%	71%	78%	78%	76%	75%
Random testing to detect drug drivers	76%	77%	73%	60%	77%	74%	73%
Better signposting of speed limits	73%	75%	66%	83%	75%	70%	75%
Speed cameras near schools	69%	71%	64%	64%	73% ▲	67%	51% ▼
Red light cameras at intersections	60%	61%	58%	70%	63%	60%	50%

Base: Total sample (n=1,233)
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

▲▼ *Significant difference within subgroups*

Perceived effectiveness of road safety initiatives – by subgroup

Effectiveness of road safety initiatives (total: effective)															
		Age				Gender		Location			Employment		Frequency driving		
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	NET: Regional	Employed	Unemployed	Daily	Weekly	Less than weekly
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*411*	*559*	*263*	*735*	*486*	*585*	*448*	*200*
Fixed speed cameras on freeways or tollways	60%	65%	57%	55%	64%	59%	61%	60%	61%	59%	59%	63%	59%	61%	62%
Fixed speed cameras at intersections	57%	60%	54%	55%	60%	55%	59%	60%	58%	49%	56%	59%	56%	57%	59%
Having the cost of vehicle registration or licence renewal reflect the number of road safety camera infringements	56%	60%	58%	54%	52%	55%	57%	58%	56%	51%	58%	53%	56%	54%	58%
Mobile speed cameras	56%	57%	53%	53%	61%	55%	58%	57%	56%	54%	55%	58%	56%	55%	58%
Fixed speed cameras on local roads	55%	59%	54%	54%	55%	51%	59%	58%	55%	50%	55%	56%	55%	53%	61%
Lowering speed limits	36%	41%	42%	33%	28% ▼	35%	37%	42% ▲	33%	31%	39%	31%	36%	33%	44%

Base: Total sample (n=1,233)
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

▲▼ *Significant difference within subgroups*

Perceived effectiveness of road safety initiatives – by subgroup

Effectiveness of road safety initiatives (total: effective)							
			Red light fines			Speeding fines	
	TOTAL	Never received a fine	Received one or two fines	More than two fines	Never received a fine	Received one or two fines	More than two fines
n	*1,233*	*917*	*289*	*27*	*640*	*491*	*102*
Fixed speed cameras on freeways or tollways	60%	60%	60%	66%	62%	61%	42%▼
Fixed speed cameras at intersections	57%	58%	54%	64%	62%▲	54%	39%▼
Having the cost of vehicle registration or licence renewal reflect the number of road safety camera infringements	56%	56%	54%	66%	58%	54%	46%
Mobile speed cameras	56%	57%	54%	52%	60%	55%	39%▼
Fixed speed cameras on local roads	55%	56%	53%	64%	59%	52%	42%
Lowering speed limits	36%	36%	35%	49%	39%	35%	20%▼

Base: Total sample (n=1,233)
Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

▲▼ *Significant difference within subgroups*

Experience with speed camera fines – by subgroup

Experience with speed camera fines – by subgroup

		Age				Gender		Frequency driving		Comparison to average driver		Peninsula Link drivers		Drive/ driven for a living		Collision history	
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Weekly or more	Less than weekly	Better	Same / worse	Yes	No	Yes	No	Yes	No
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*1,033*	*200*	*747*	*356*	*192*	*959*	*319*	*914*	*415*	*737*
I have never received a fine from a speed camera	52%	59% ▲	53%	46% ▼	51%	46%	57% ▲	50%	62% ▲	49%	53%	41% ▼	53%	44%	55% ▲	34%	61% ▲
I have received one or two fines from speed camera	40%	37%	37%	44%	42%	44%	36% ▼	42%	31% ▼	44% ▲	37%	47%	39%	46%	38% ▼	56%	32% ▼
I have received more than two fines from speed cameras	8%	4% ▼	10%	10%	7%	9%	7%	8%	7%	8%	10%	12%	8%	10%	7%	11%	7% ▼
Total: have received fine	**48%**	**41% ▼**	**47%**	**54% ▲**	**49%**	**54%**	**43% ▼**	**50%**	**38% ▼**	**51%**	**47%**	**59% ▲**	**47%**	**56%**	**45% ▼**	**66%**	**39% ▼**

Base: Total sample (n=1,233)
Q33. Thinking about both fixed and mobile speed cameras, which of the following statements best describes your experience with speed cameras?

▲▼ *Significant difference within subgroups*

Experience with speed camera fines – by subgroup

Timing of speed camera fines – by subgroup

		Age				Gender		Frequency driving		Comparison to average driver		Peninsula Link drivers		Drive/ driven for a living		Collision history	
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Weekly or more	Less than weekly	Better	Same / worse	Yes	No	Yes	No	Yes	No
n	*593*	*94*	*163*	*171*	*165*	*322*	*271*	*519*	*74*	*385*	*168*	*116*	*451*	*177*	*416*	*276*	*292*
In the last 12 months	10%	22%▲	6%	9%	5%	11%	8%	9%	15%	11%	7%	17%▲	8%	15%▲	7%	8%	11%
1-2 years ago	24%	43%▲	29%	15%▼	14%▼	25%	22%	24%	24%	25%	22%	25%	24%	33%▲	20%	25%	22%
3-4 years ago	22%	23%	26%	23%	15%	21%	22%	23%	14%	21%	24%	24%	22%	22%	22%	23%	22%
5 or more years ago	45%	12%▼	39%	53%	65%▲	42%	48%	45%	47%	43%	47%	35%	47%▲	30%	51%▲	44%	45%

Base: Those who received a speed fine (n=593)
Q34. When was the last time you received a fine from a speed camera – either a fixed or mobile speed camera?

▲▼ *Significant difference within subgroups*

Experience with red light camera fines – by subgroup

Experience with red light camera fines – by subgroup

		Age				Gender		Frequency driving		Comparison to average driver		Peninsula Link drivers		Drive/ driven for a living		Collision history	
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Weekly or more	Less than weekly	Better	Same / worse	Yes	No	Yes	No	Yes	No
n	*1,233*	*236*	*348*	*318*	*331*	*597*	*636*	*1,033*	*200*	*747*	*356*	*192*	*959*	*319*	*914*	*415*	*737*
I have never received a fine from a red light camera	74%	73%	73%	72%	77%	69%	78%▲	73%	81%▲	72%	74%	64%	74%	62%	78%▲	59%	81%▲
I have received one or two fines from a red light camera	24%	25%	23%	27%	20%	28%▲	20%	25%▲	17%	26%	24%	33%▲	23%	33%▲	21%	38%▲	17%
I have received more than two fines from red light cameras	2%	2%	4%	1%	2%	3%▲	1%	2%	2%	3%	2%	3%	2%	6%▲	1%	2%	2%
Total: received a red light camera fine/s	**26%**	**27%**	**27%**	**28%**	**23%**	**31%▲**	**22%**	**27%▲**	**19%**	**28%**	**26%**	**36%▲**	**26%**	**38%▲**	**22%**	**41%▲**	**19%**

Base: Total sample (n=1,233)
Q41. Now thinking about red light cameras, which of the following statements best describes your experience with red light cameras?

▲▼ *Significant difference within subgroups*

Timing of red light camera fines – by subgroup

Timing of red light camera fines – by subgroup

		Age				Gender		Frequency driving		Comparison to average driver		Peninsula Link drivers		Drive/ driven for a living		Collision history	
	TOTAL	18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Weekly or more	Less than weekly	Better	Same / worse	Yes	No	Yes	No	Yes	No
n	1,233 (316)	236 (63)	348 (91)	318 (86)	331 (76)	597 (179)	636 (137)	1,033 (279)	200 (37)	747 (208)	356 (91)	192 (69)	959 (239)	319 (121)	914 (195)	415 (165)	737 (143)
I have never received a fine from a red light camera	74%	73%	73%	72%	77%	69% ▼	78% ▲	73% ▼	81% ▲	72%	74%	64% ▼	74%	62% ▼	78% ▲	59% ▼	81% ▲
In the last 12 months	3%	7% ▲	3%	2%	1% ▼	4%	2%	3%	3%	3%	3%	5%	3%	7% ▲	1% ▼	5% ▲	2% ▼
1-2 years ago	6%	12% ▲	7%	4%	3% ▼	7%	6%	6%	5%	7%	6%	10%	6%	11% ▲	4% ▼	10% ▲	4% ▼
3-4 years ago	6%	5%	7%	7%	5%	8% ▲	4% ▼	6%	4%	6%	7%	9%	6%	11% ▲	4% ▼	10% ▲	4% ▼
5 or more years ago	11%	3% ▼	11%	15% ▲	14%	12%	10%	12%	7%	12%	10%	12%	11%	9%	12%	16% ▲	9% ▼

Base: Total sample (n=1,233) | Those who received fine from red light camera (n=316)
Q42. When was the last time you received a fine from a red light camera?

▲▼ *Significant difference within subgroups*

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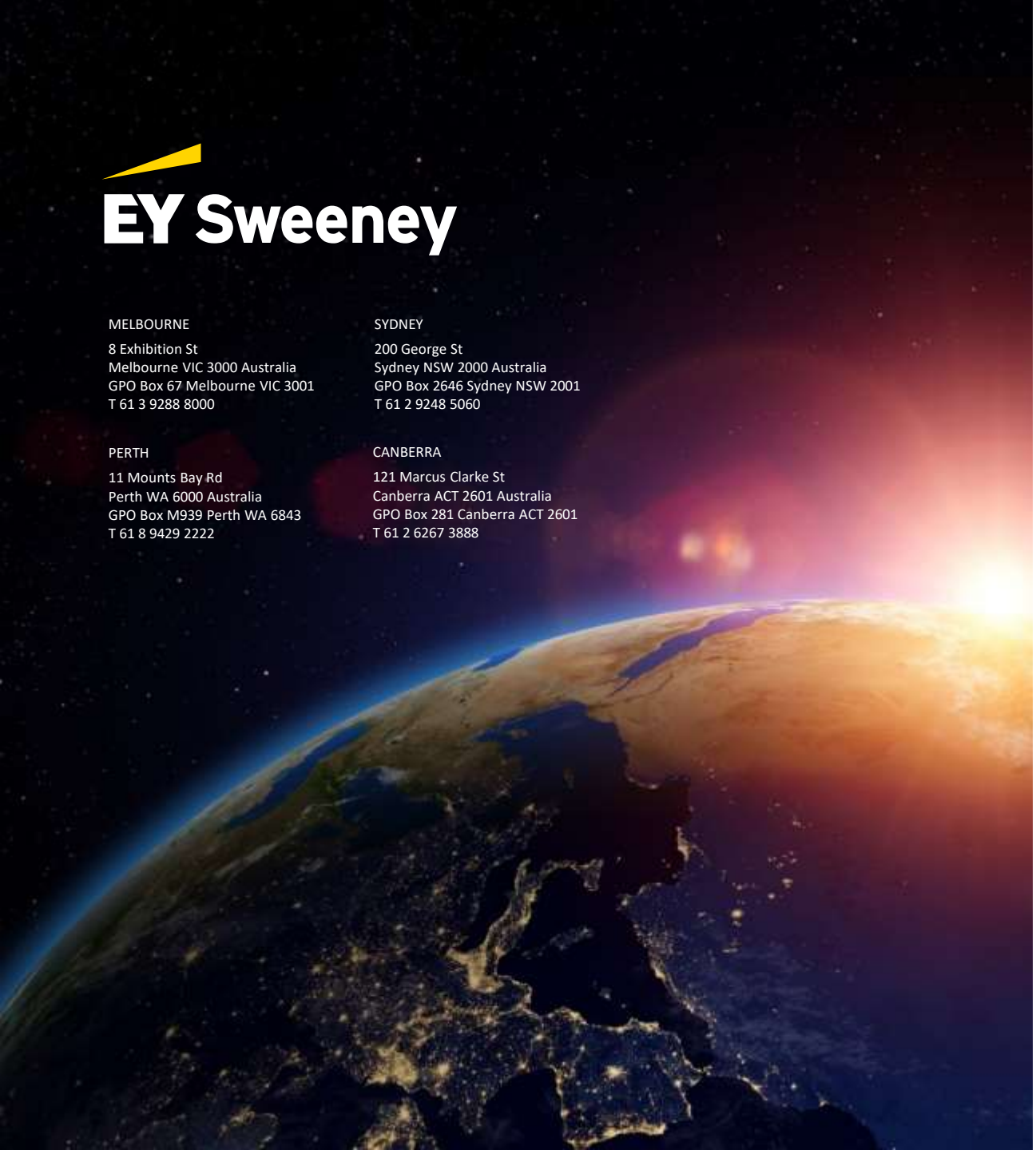

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