

Office of the Road Safety
Camera Commissioner

Road Safety Camera Perceptions W3

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Project no. 32160
Date: 4th December 2023



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4th December 2023

Office of the Road Safety Camera Commissioner
Attention: Neville Taylor APM - Commissioner
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ROAD SAFETY CAMERA PERCEPTION RESEARCH - WAVE 3

Dear Neville,

Enclosed is the final report on community perceptions of Victoria's road safety camera system.

This report has been prepared in accordance with the terms and conditions of the proposal accepted on/or dated 9th August 2023.

Please contact myself or Hannah Stewart if you have any questions regarding this report.

We look forward to discussing this report with you in due course.

Yours sincerely



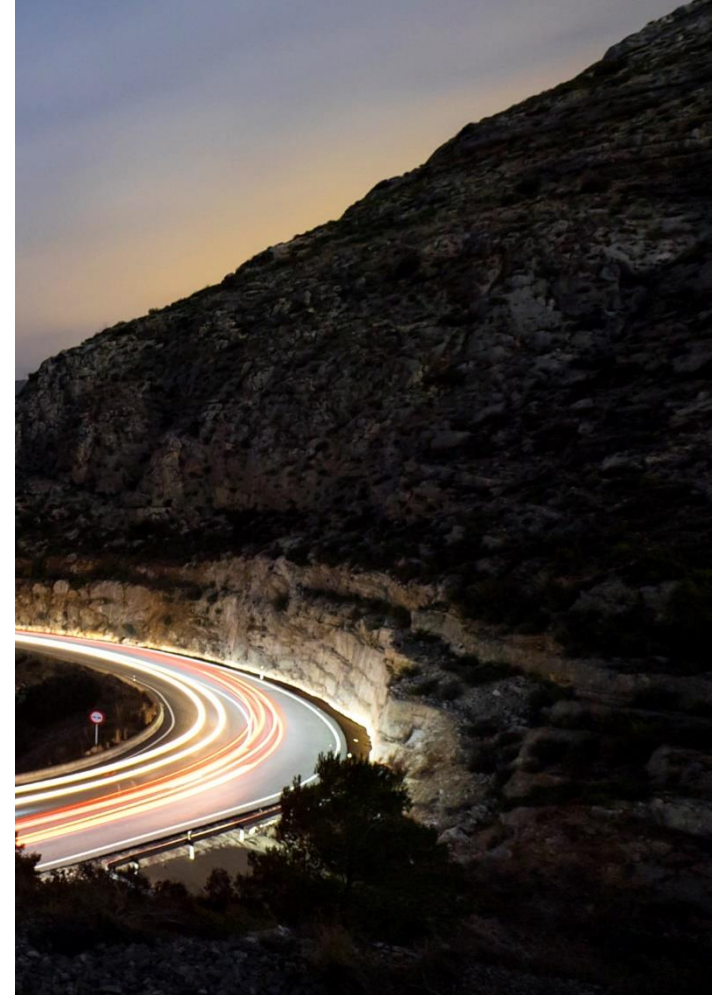
A handwritten signature in black ink, appearing to be 'L Jones'.

Lewis Jones - Associate Partner
EY Sweeney



A handwritten signature in black ink, appearing to be 'H Stewart'.

Hannah Stewart - Senior Manager
EY Sweeney



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EY Sweeney is accredited under the International Standard, ISO 20252.

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.

Background

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 road safety camera system represents a key component of the Victorian Government's Road Safety Strategy 2021-2030, which aims to halve road deaths and reduce serious injuries by 2030.

The ORSCC has the role of independently monitoring the road safety camera system in Victoria, ensuring all fixed, mobile and relocatable 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 can 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 ORSCC.

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

In 2020, a second wave of the Community Perceptions research was conducted, highlighting changes in the perceptions and behaviours of the Victorian community since 2017.

This report details findings from the third wave (2023) of Community Perceptions research, where we continue to measure the perceived impact, and general attitudes of the community towards road safety cameras and how this relates to driver behaviour and confidence in the system.

Objectives

PRIMARY OBJECTIVE

To measure the perceived impact and general attitudes of the community towards road safety cameras and how this relates to driver behaviour and confidence in the camera system.

RESEARCH OBJECTIVES

1

Awareness

Determine the level of awareness of the role and impact of the various road safety cameras in Victoria

2

Views on the road safety camera system and initiatives

Identify current attitudes towards the road safety camera system...

- ▶ Perceived effectiveness of the cameras on road safety
- ▶ Perceived beneficiaries of road safety cameras
- ▶ Perceived accuracy and integrity of the system
- ▶ Understanding environmental clues of speed limit, signage and zoning
- ▶ Receptiveness to road safety camera initiatives
- ▶ Factors underpinning speeding behaviour

3

Impact post COVID-19 on driving behaviour

Understand behaviour changes in drivers/riders since COVID-19 pandemic lockdown ended. In particular whether there has been an increase in dangerous driving on Victorian roads.

4

Moving forward

Identify any improvements that could be made to enhance the community's views on the road safety camera system.

Research methodology

The study involved the conduct of 1,223 16-minute online interviews conducted between 14 and 26 September 2023.

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 a leading panel provider. Sample was selected randomly, with quotas employed on the completed interviews to ensure adequate coverage of age, gender, location, vehicle types driven and professional driving.

Data is weighted to the 2021 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.

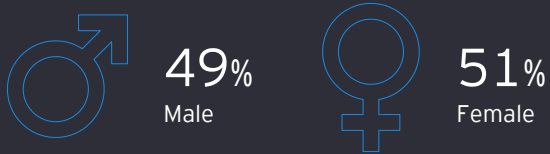
A multiple comparison correction method with false discovery rate of (FDR) $p=0.05$ was used to test significant differences between subgroups at the 95% confidence interval. A significantly higher subgroup finding is indicated by an upward facing green arrow ▲ and a significantly lower result is indicated by a downward facing red arrow ▼. A significantly higher finding between wave 2 and wave 3 is indicated by  and a significantly lower finding is indicated by .

RESPONDENT SAMPLE STRUCTURE

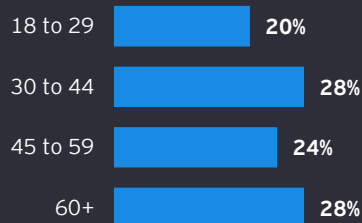
		No. of interviews (unweighted) #	Weighted %	¹ Max margins of error +/-
Total		1,223	100%	2.8
Gender	Male	616	49%	3.9
	Female	607	51%	4.0
Age	18-29	277	20%	5.9
	30-44	342	28%	5.3
	45-59	324	24%	5.4
	60+	280	28%	5.9
Area	Melbourne	923	77%	3.2
	Regional Victoria	300	23%	5.7
Vehicles ever driven	Car	1,161	95%	2.9
	Heavy vehicle, truck or bus	449	36%	4.6
	Motorcycle or scooter	268	21%	6.0
	Professional drivers	96	7%	10.0

Respondent demographics (weighted)

GENDER



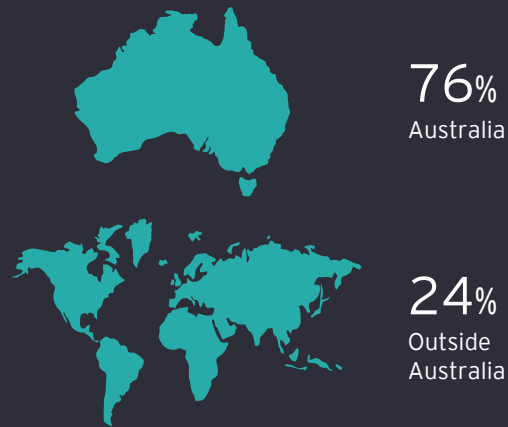
AGE



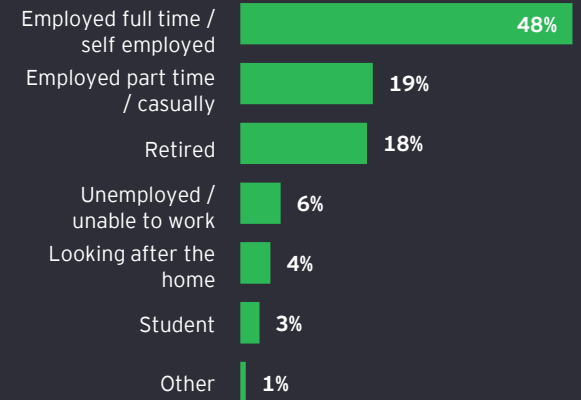
RESIDENCE



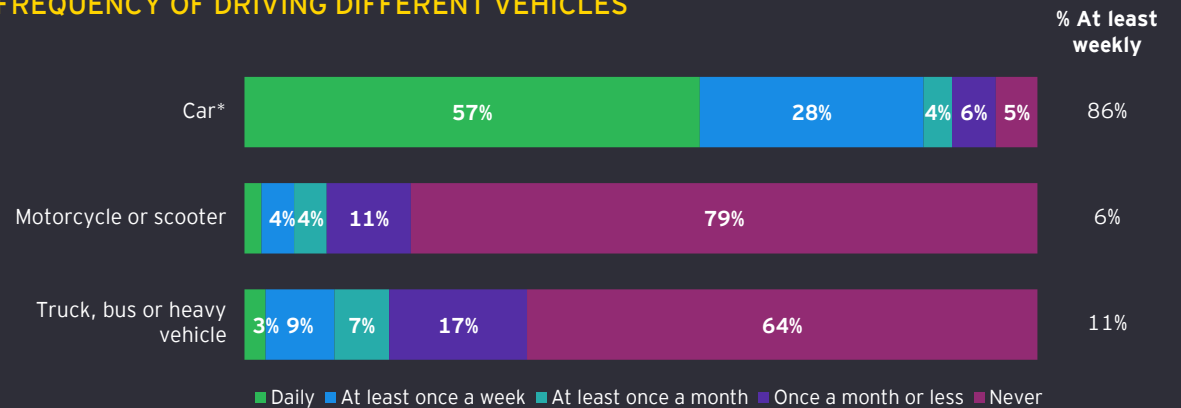
COUNTRY OF BIRTH



WORK STATUS



FREQUENCY OF DRIVING DIFFERENT VEHICLES



*Car, includes Ute/Panel Van/4WD-SUV

Key findings



Key findings

➔ Awareness of road safety cameras has increased...

Overarching awareness of road safety cameras is stronger this wave, seeing a significant increase in the proportion of Victorians indicating they recognise at least one of the road safety camera types explored (88% up from 81%).

➔ Confidence in road safety cameras has strengthened this wave....

Confidence in the management of road safety cameras in Victoria has notably increased this wave, ahead of the levels seen in 2020 and 2017 (40% are a lot/somewhat more confident than they were five years ago in 2023, 34% in 2020, 36% in 2017).

The level of confidence that the community has in the management of road safety cameras has been maintained for the largest proportion of Victorians (43%), being neither more or less confident compared to five years ago.

In line with the previous wave, a third (33% vs 31% in 2020) mistakenly believe that VicRoads is responsible for overseeing road safety cameras, while one in five (19%) correctly attribute the Office of the Road Safety Camera Commissioner.

➔ Some Victorians are sceptical about the purpose of road safety cameras...

Whilst almost all Victorians understand speed and red light cameras provide some benefit, one in four (24%) are unable to nominate a beneficiary (7%) or believe that only the Victorian Government benefits (22%).

Overall, pedestrians (59%), drivers (56%) and the Victorian Government (55%) are considered to be the greatest beneficiaries of road safety cameras, closely followed by school children (53%).

Further, close to half of Victorians consider speed cameras (49%) and/or red light cameras (46%) to be more about making money than road safety. This perception is consistent with 2020.

Professional drivers and those who admit to speeding at least some of the time are more inclined to view speed cameras as a revenue raising exercise.

The integrity of the system is also questioned by Victorians. Only a minority perceive that speed and red light cameras are 'extremely' or 'very' accurate and/or fair. Speed cameras are less likely to be considered accurate and fair when compared to red light cameras.

➔ Exposure to information relating to the role and impact of road safety cameras is limited...

While positive attitudes toward road safety cameras have remained largely stable since the previous wave, agreement that the government provides adequate information about how speed/red light cameras operate has notably declined (35% vs 41% in 2020).

Exposure to information explaining the role of road safety cameras is somewhat limited with one in four (25%) recollecting exposure to such information. Recall of information relating to the impact of road safety cameras is higher though still modest, with 35% having seen information relating to the impact of road safety cameras on the road toll or relating to revenue raised by cameras.

Most information regarding the role or impact of road safety cameras in Victoria is generated via the news, or other media relating to safety cameras. Many also sourced information from family, friends and/or through searching a government website directly.

Key findings *(continued)*

Deliberate speeding and attempts to avoid camera detection are highly prevalent in Victoria...

Three in four Victorian drivers admit to speeding at least some of the time (75%). Concerningly, for many, speeding is an intentional behaviour (41%). Younger drivers (18 to 29 years old) are more likely to admit to speeding intentionally at least 'some of the time', as are male drivers and those who drive at least daily.

A majority of Victorians are altering their behaviour to avoid detection from speed cameras (67%), with the proportion slowing down when they know there is a speed camera in the area having increased over time (67% currently vs 63% in 2020, 59% in 2017). Whilst it is encouraging to see motorists reducing their speed on Victorian roads, the need to do so around speed cameras indicates that they were likely travelling above the speed limit beforehand. This calls into question the efficacy of well-known fixed cameras in creating a sustained behaviour change in Victorian drivers.

Furthermore, amongst those who have received a speeding infringement, a significantly lower proportion agree they were driving dangerously at the time of their fine this wave (9% down from 17% in 2020).

Infringements continue to positively impact speeding behaviour...

Positively, behaviour change as a result of receiving a speeding fine continues on an upwards trajectory (55% 2023, 54% 2020, 48% 2017).

Of the 34% who have not altered their driving behaviour post receiving a speeding fine, a belief that they usually drive within the speed limit (59% up from 46%) or consider themselves to be a careful driver (53% up from 39%) have both increased significantly as reasons inhibiting behaviour changes this wave.

A strong correlation exists between traffic infringements and collisions...

Aligning with previous waves, those who have ever received a traffic infringement are more likely to have had a collision (42% vs 16% who have never had an infringement). Similarly, the vast majority of Victorian motorists who have had a collision have also experienced at least one driving infringement (80% vs 51% who have never had a collision).

Although the link between traffic infringements and collisions is strong, it should be noted the proportion of drivers who have had an infringement indicating they've also had a collision has declined since 2020. This aligns with an overarching reduction in the proportion of

Victorians who have been involved in collisions in the past 1-2 years (6% down from 9%) or who have received an infringement notice in this time period (16% down from 18%) this wave.

Environmental cues aren't always a good predictor of speed limits....

Encouragingly, awareness of the speed limits on Victorian roads has improved this wave (79% 2023, 74% 2020, 77% 2017).

This heightened awareness is likely attributable to signage, rather than environmental cues or a consistency in the speed limits set across different scenarios.

The speed limit enforced around school zones is well understood (83%), as are speed limits in residential streets (71%) and regional freeways (70%). There does exist, however, some confusion in other scenarios, including passing an aged care home, roads bordering retail strips and outdoor dining.

Further, less than half of Victorian drivers agree speed signage is displayed consistently across different areas in Victoria (47%) and that it is easy to predict what a speed limit will be based on the road you're travelling on and the surrounding area (42%).

Key findings *(continued)*

→ Driving for a profession is less common amongst Victorians...

There is a notable decrease in the proportion of Victorians who currently drive for a living (7% down from 11%). This may indicate that professional driving has passed its peak in popularity, with a heightened level of job vacancies in other industries providing an abundance of alternate career opportunities.

Within the professional driver cohort, self-reported driving capability is heightened, with 73% rating themselves as a better than average driver (vs 62% of those who have never driven for a living).

Those who have been a professional driver at some point in time are also more likely to have had at least one infringement or collision, and to have had a higher frequency of collisions (6+) when compared to those who have never driven for a living.

Across the array of road safety initiatives explored, professional drivers are comparatively less likely to agree they are effective than those who have never driven for a living.

Conversely, those who have driven for a living at some stage in their life are significantly more likely to agree that drivers should be alerted about the location of speed/red light cameras (66% vs 51% who have never driven for a living) and that independent checks are conducted regularly to ensure speed/red light cameras are accurate (58% vs 41% who have never driven for a living), amongst other attitudinal statements.

→ Following the COVID-19 lockdowns, half of Victorians believe dangerous driving has become more prolific...

The most commonly cited types of dangerous driving behaviours underpinning this finding include using mobile phones while driving (73%), weaving in and out of traffic (71%) and speeding in residential areas (69%).

Interestingly, professional drivers are more likely to note a reduction in dangerous driving since the lockdowns ended. It may be that professional drivers were out on the roads more often than others during this period, and thus bore witness to more dangerous driving behaviours.

On the other hand, the distance of car journeys has returned to pre-pandemic levels, suggesting non-professional drivers may be more exposed to dangerous driving behaviour as they are now travelling further.

→ Distracted driving and seatbelt cameras now widely recognised within Victoria...

Awareness of distracted driving and seatbelt (DDS) cameras has increased significantly (50% up from 16% last wave). This may in part be attributed to the recent Transport Accident Commission (TAC) campaign alerting the public on the implementation and enforcement of these cameras on Victorian roads.

Noting the enforcement was only introduced on 1st July this year and still in its infancy, only a small proportion of respondent received a fine. Of those 4%* who received a fine from DDS cameras, the majority agree it was warranted given their behaviour (53%) and admit to driving dangerously (54%). Further, one in two (48%) indicate a shift in behaviour after receiving a DDS fine.

**Caution: low base size, interpret results with caution*

Speeding motorists: differentiating attributes

75%

Of drivers or riders speed at least some of the time

KEY DEMOGRAPHIC SKEWS

Motorists who speed on Victorian roads at least some of the time are more likely than non-speeders to be younger, male and/or from outer Melbourne suburbs. They are also more likely to have driven for a living at some point in time and/or to be employed full-time, with the extended period of time on the road for these drivers perhaps creating more opportunities to speed.



Gender:
51% Male (vs 42% of non-speeders)



Age:
22% aged 18-29 (vs 15% non-speeders)



Professional driving:
25% ever driven for a living (vs 16% non-speeders)



Location:
50% live in outer Melbourne (vs 42% non-speeders)



Work status:
48% Employed full-time (vs 36% non-speeders)

SENTIMENT TOWARDS ROAD SAFETY CAMERAS

Those who speed are significantly more likely to agree that...

75% If I know there is a speed camera operating in the area I tend to slow down (vs 48% non-speeders)

58% Drivers should be alerted about the location of speed/red light cameras (vs 45% non-speeders)

54% Speed cameras are more about making money than road safety (vs 34% non-speeders)

50% Red light cameras are more about making money than road safety (vs 36% non-speeders)

PERCEIVED EFFECTIVENESS OF ROAD SAFETY INITIATIVES

Those who speed are significantly less likely to perceive the following initiatives as effective...

52% Mobile speed camera vehicles (vs 62% non-speeders)

32% Lowering speed limits (vs 42% non-speeders)

PERCEIVED INTEGRITY OF THE ROAD SAFETY CAMERA SYSTEM

Victorians who speed are less likely to consider the road safety camera system as fair and accurate.

	Speeder	Non-speeder
Speed cameras are accurate	34% ▼	43%
Speed camera system is fair	30% ▼	42%
Red light cameras are accurate	43% ▼	51%
Red light cameras are fair	40%	46%

Speeders also believe that the Victorian Government is the biggest beneficiary of speed and red light cameras...

Top 2 beneficiaries

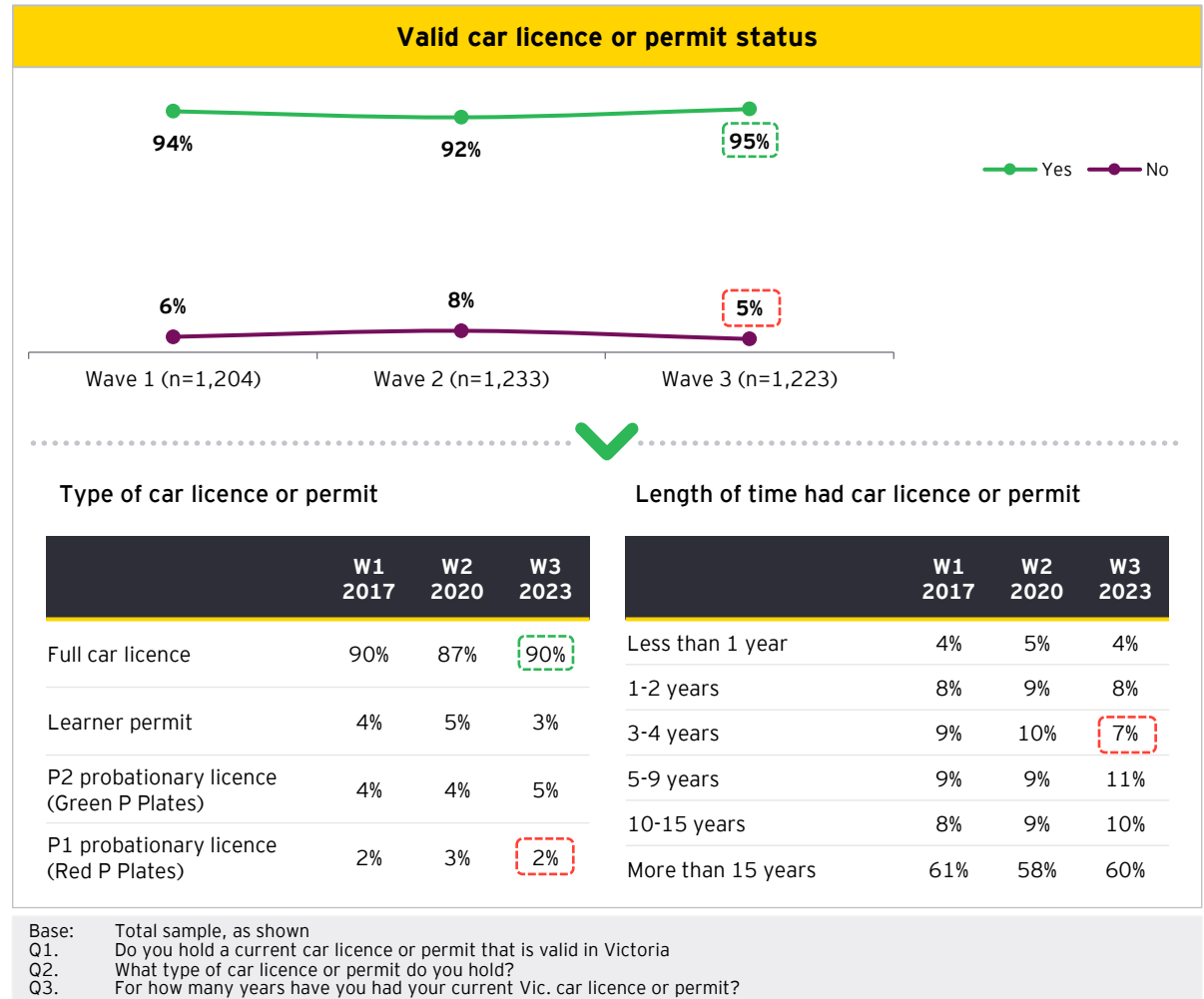
	Speeder	Non-speeder
1 59% ▲ Victorian Government		1 66% ▲ Pedestrians
2 56% ▼ Pedestrians		2 59% Drivers

Driver profile



Car licence or permit status

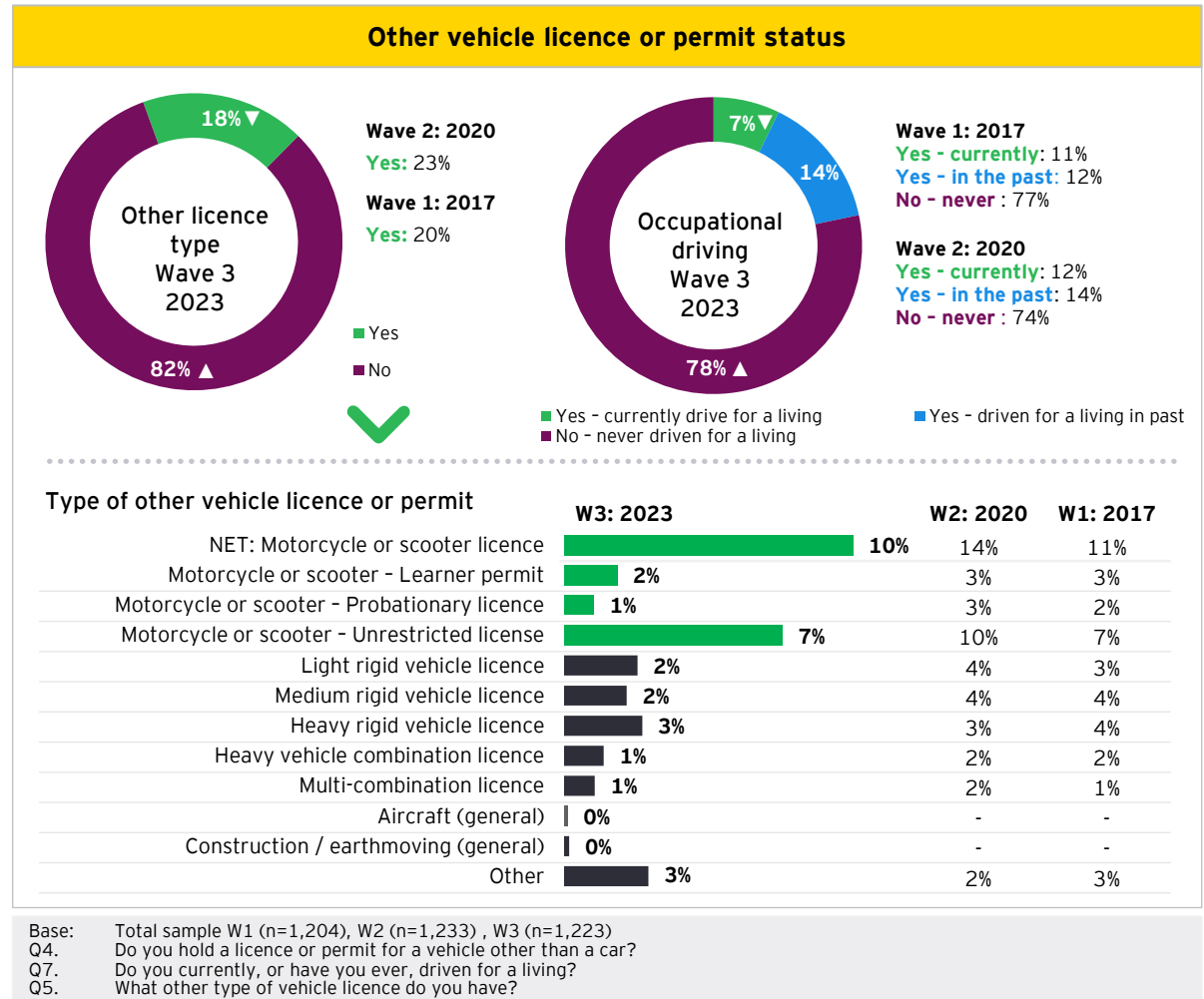
- ▶ Almost all Victorians have some form of valid car licence or permit (95%), a significant increase on Wave 2. The dip in Wave 2 may be linked to the mandated lockdowns in Victoria, which likely caused some to delay their application for a learner or probationary licence.
- ▶ When asked the type of licence or permit they hold, full car licences are the most common (90%). Those who live in the inner metro are twice as likely (14%) to have a learners permit or probationary licence compared to those who live in the outer metro or regional areas (7%).
- ▶ Similar to previous waves, seven in ten (70%) Victorian licence holders have had their licence for at least ten years.



▲ ▼ Significant difference within subgroups □ □ Significant difference between W2 and W3

Status of other vehicle licences and permits

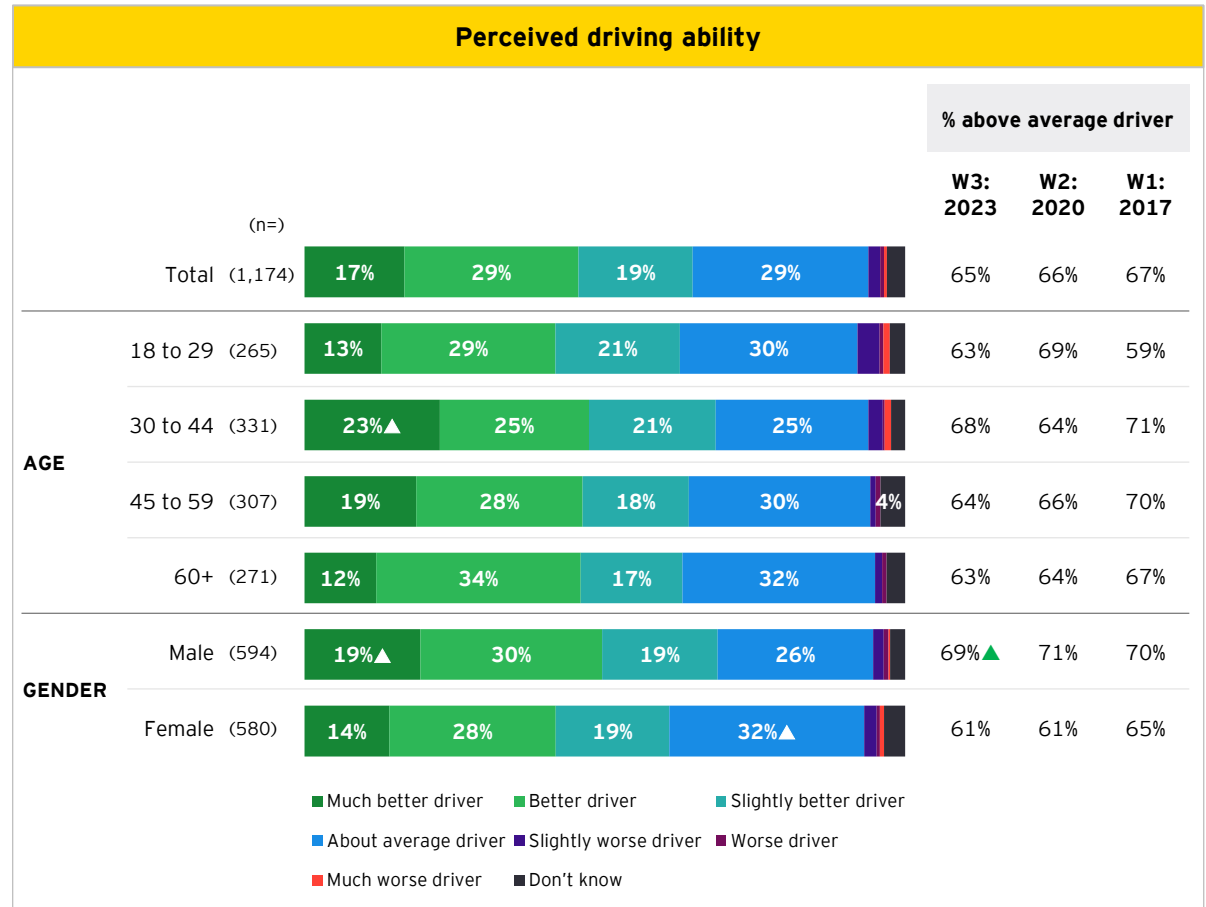
- ▶ There has been a decline in the proportion of Victorians who have a licence for a non-car vehicle this wave, from 23% last wave to 18% in Wave 3. One in ten (10%) Victorians overall indicate they have a motorcycle or scooter licence.
- ▶ There has also been a decrease in the proportion of Victorians who currently drive for a living. The incidence of professional drivers has decreased from 12% to 7%. This may indicate that professional driving has passed its peak in popularity, with a heightened level of job vacancies in other industries providing an abundance of alternate career opportunities. Moreover, this finding may be attributable to the impact of the pandemic whereby professions such as home delivery were at an all time high.
- ▶ Males are more likely to have ever driven for a living compared to females (29% vs 14%).



▲ ▼ Significant difference within subgroups 🟩 🟥 Significant difference between W2 and W3

Perceived driving ability

- ▶ In line with Wave 2, close to two in three (65%) Victorian drivers rate their driving to be above average. Those aged 30-44 years old are most confident in their driving abilities (68% believe they are above average) with 23% believing they are 'much better' drivers and a further 25% believing they are 'better' drivers than the average Victorian driver.
- ▶ As was the case last wave, males are significantly more likely to think they are an above average driver compared to females (69% vs 61%),

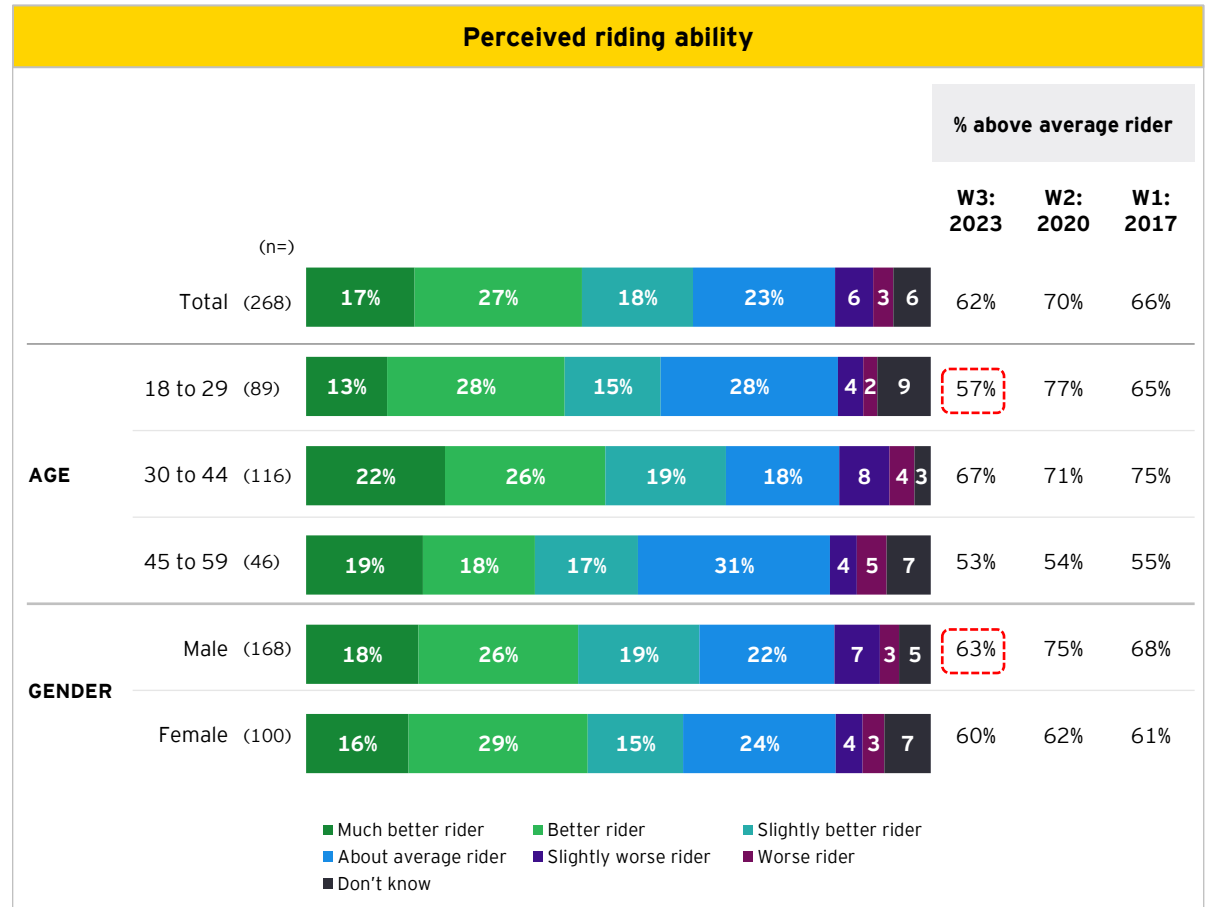


Base: Drive a car or heavy vehicle W1 (n=1,145), W2 (n=1,144), W3 (n=1,174). Sample sizes vary by subgroup.
 Q14a. Thinking about how you compare to the average driver on Victorian roads, would you say that you are a...?

▲ ▼ Significant difference within subgroups ■ ■ Significant difference between W2 and W3

Perceived riding ability

- ▶ One in five (21%) Victorians indicate they ride a motorcycle or scooter. Younger age groups (44 years or under) are more likely to ride a scooter / motorcycle (32%) than those 45 years or above (68%), as are males (26% vs 16% females) and those living in inner Melbourne (30% vs 16% outer Melbourne or regional).
- ▶ Similar to Victorian drivers, around three in five (62%) motorcycle or scooter riders believe they are 'above-average' riders compared to others who ride a motorcycle or scooter.
- ▶ The perception of having above average riding abilities has declined amongst both young people and males this wave when compared to last. This may link to a recent TAC campaign around wearing protective clothing, which featured a young male rider losing control of his motorbike.

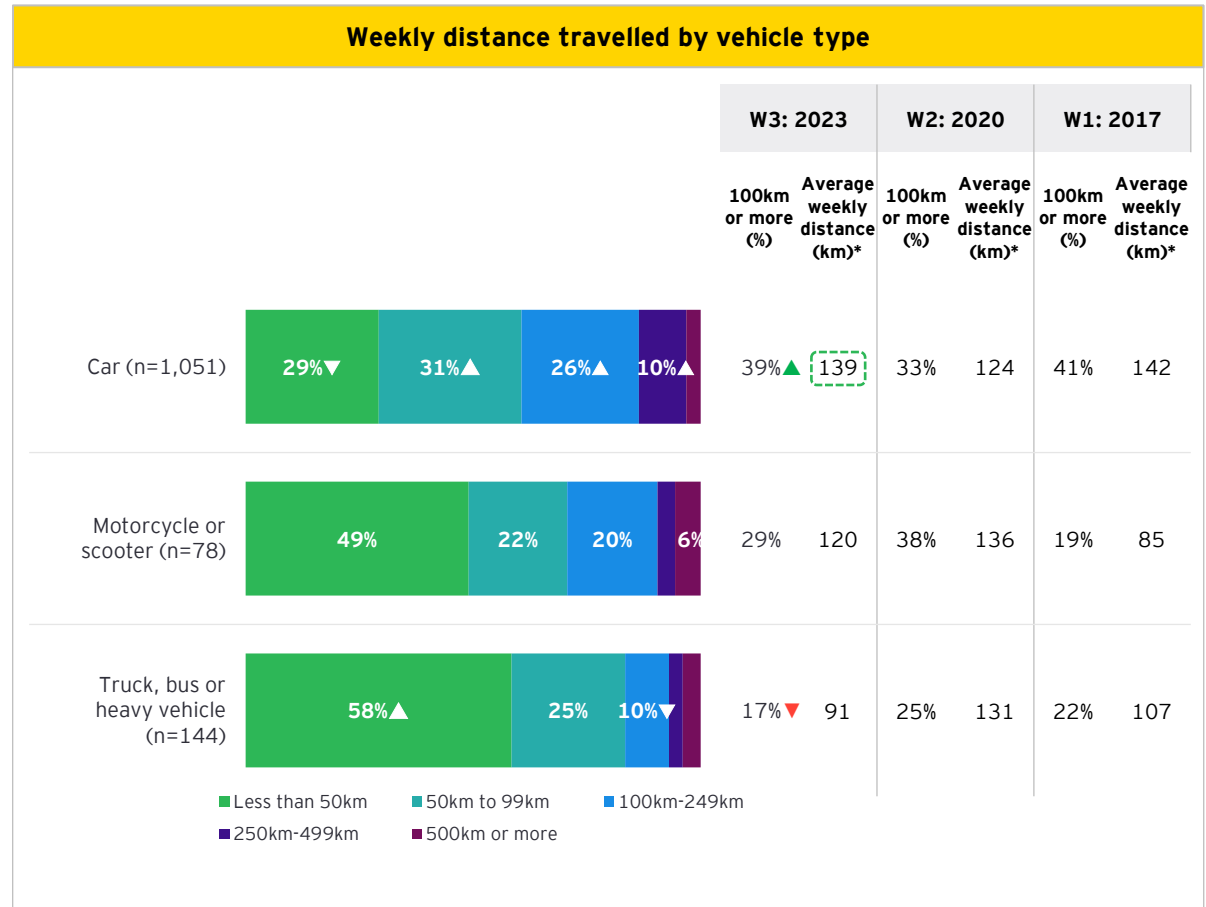


Base: Ride a motorcycle or scooter based on question S5, W1 (n=195), W2 (n=223), W3 (n=268). Sample sizes vary by subgroup.
 Q14b. Thinking about how you compare to the average rider on Victorian roads, would you say that you are a...?
 ^Caution: Low base, result indicative only

▲ ▼ Significant difference within subgroups ■ □ Significant difference between W2 and W3

Weekly distance travelled by vehicle type

- ▶ On average, cars are now covering more kilometres each week when compared to 2020 (139km vs 124km). These results return to similar levels observed pre-pandemic.
- ▶ Conversely, motorcycle and scooter riding has fallen from 136km per week to 120km, and distances travelled by trucks, buses or other heavy vehicles has dropped from 131km per week to 91km. Travel distances for these vehicles may have been heightened during the pandemic as a result of Victorians relying more on online shopping, and delivery services during this period.
- ▶ Car drivers in outer Melbourne have seen their average weekly kilometres driven increase from 125km to 152km. Females have also seen a significant increase, from 94km up to 118km per week this wave.

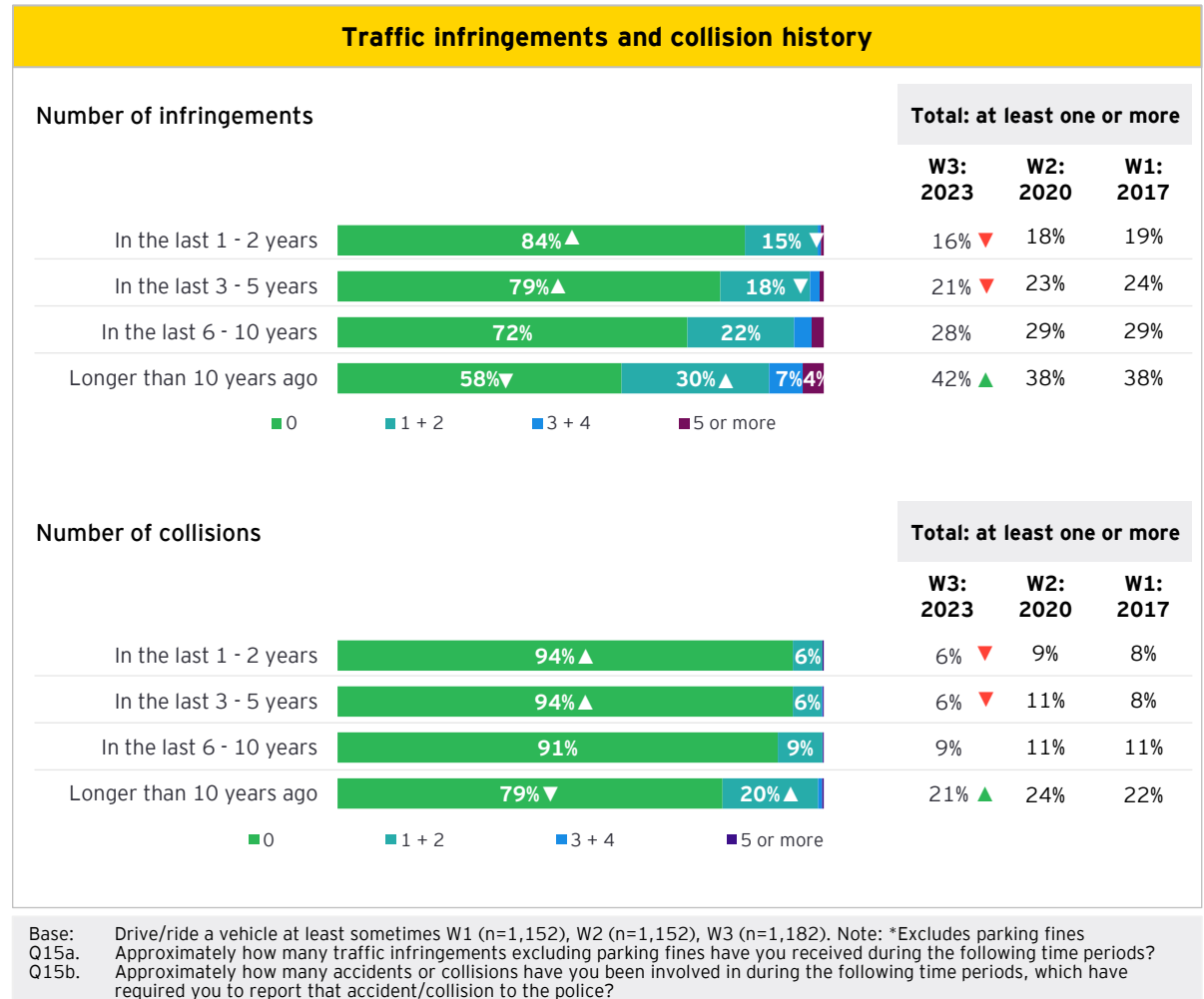


Base: Drive/ride a vehicle at least weekly. Base sizes as shown
 Note: *includes Ute/Panel Van/4WD-SUV
 Q6. In an average week, approximately how many kilometres do you usually drive or ride the following vehicle types?

▲ ▼ Significant difference within subgroups 139 Significant difference between W2 and W3

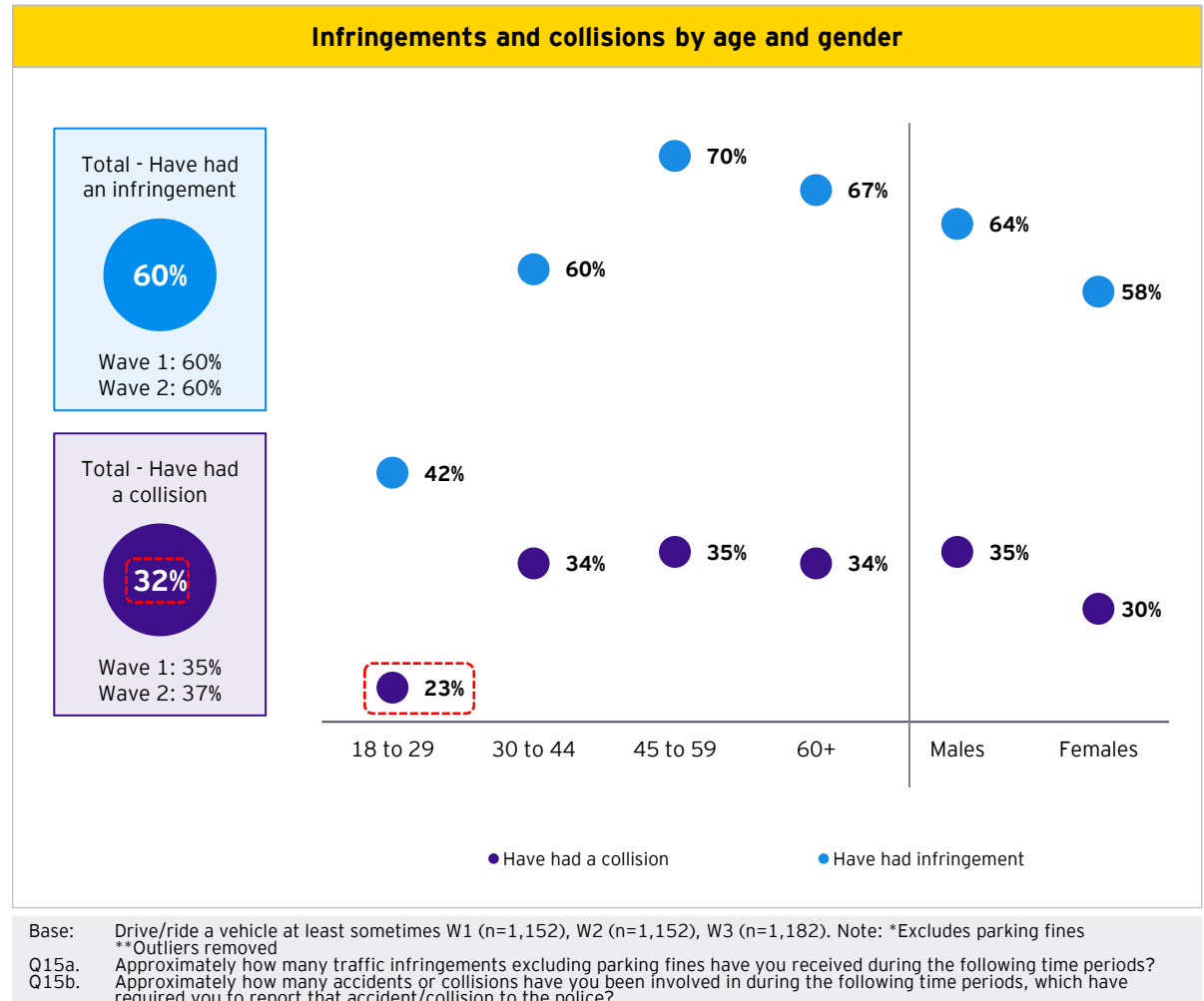
Traffic infringements and collisions history

- ▶ Within the past two years, 16% of Victorians have received a traffic infringement notice (16%) and 6% have been involved in a collision. Lower levels of infringements and collisions may be linked to lower driving activity during the recent pandemic years.
- ▶ Those who live in regional areas are more likely to have never received an infringement notice (45% vs 37%). Interestingly, those who drive or ride less than weekly are more likely to have had a collision (50%) compared to those who drive more frequently (32%).



Traffic infringements and collisions by and gender

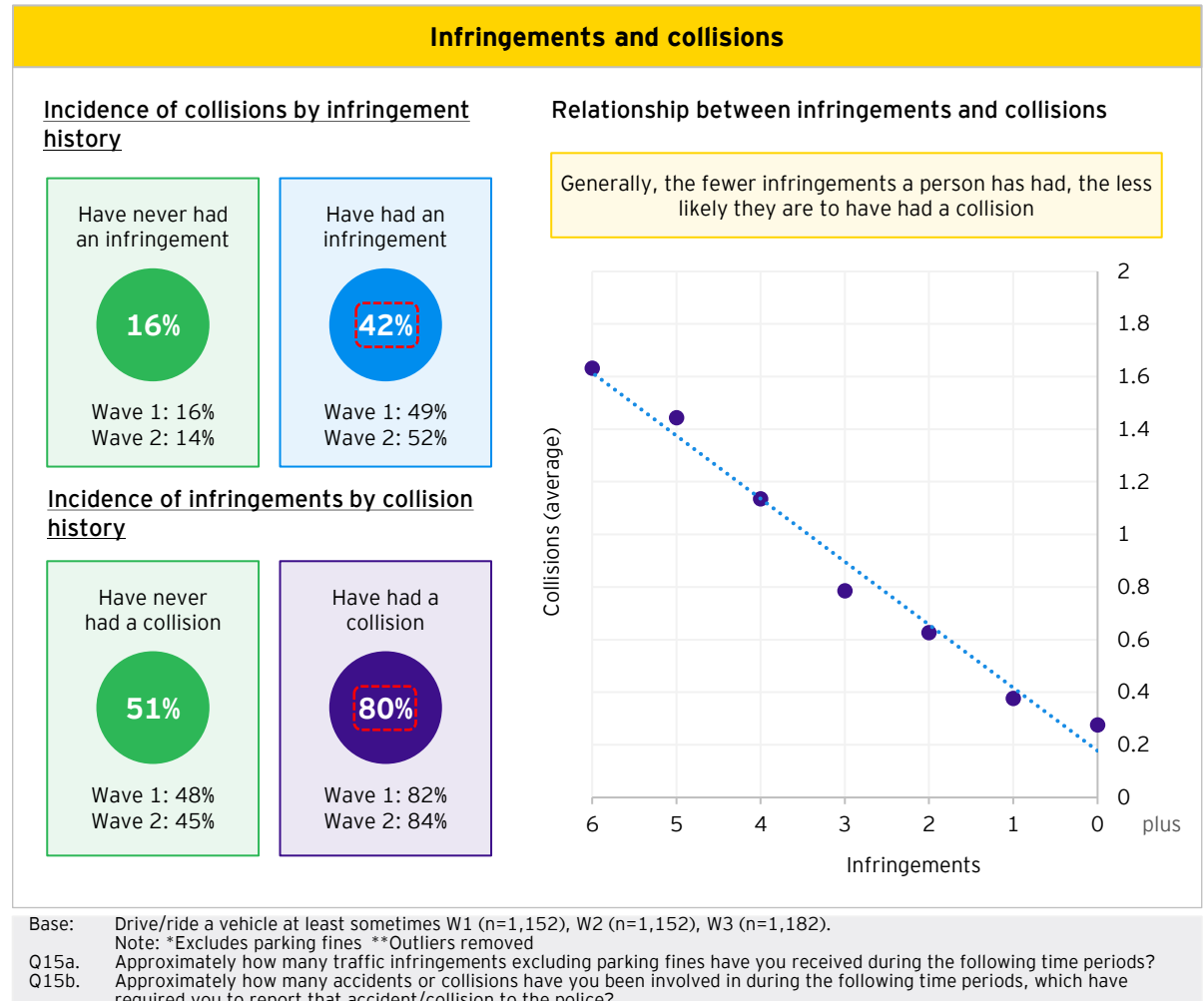
- ▶ Most Victorian motorists have had an infringement (other than parking fines) during their driving or riding history (60%).
- ▶ Around one in three Victorians have had a collision (32%), representing a significant decline since last wave.
- ▶ Aligned with historical findings, the proportion of drivers and riders having ever had an infringement tends to increase with age, and infringements are far more commonplace than collisions for most age groups.
- ▶ Positively, there has been a reduction in the incidence of collisions reported amongst 18-29 year olds this wave, seeing levels return to those observed in 2017 (23% 2023, 37% 2020, 27% 2017).
- ▶ Males are more likely than females to have received an infringement and/or had a collision.



Base: Drive/ride a vehicle at least sometimes W1 (n=1,152), W2 (n=1,152), W3 (n=1,182). Note: *Excludes parking fines
 **Outliers removed
 ▲ Significant difference within subgroups □ Significant difference between W2 and W3

Traffic infringements and collisions

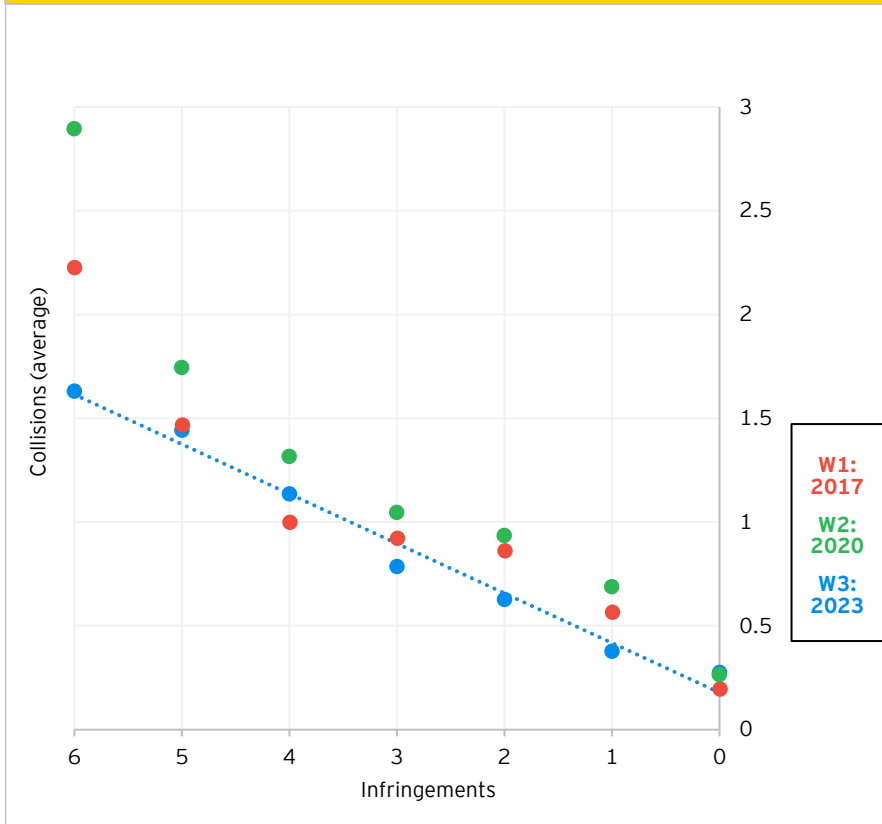
- ▶ Consistent with previous waves, a strong correlation exists between traffic infringement and collision. The more traffic infringements a person receives, the more likely they are to have had a collision. This is excellent evidence that the role of the road safety cameras is safety focussed, as they disproportionately “catch” people who have a high propensity for being involved in collisions.
- ▶ Victorian motorists who have had an infringement (outside of parking fines) are more than twice as likely to have had a collision at some point in time (16% vs 42%).
- ▶ Similarly, the vast majority of Victorian motorists who have had a collision have also had a driving infringement (80%).
- ▶ Aligned with a reduction in reported collisions overall this wave, the proportion of drivers who have had an infringement indicating that they’ve also had a collision has similarly declined this wave.



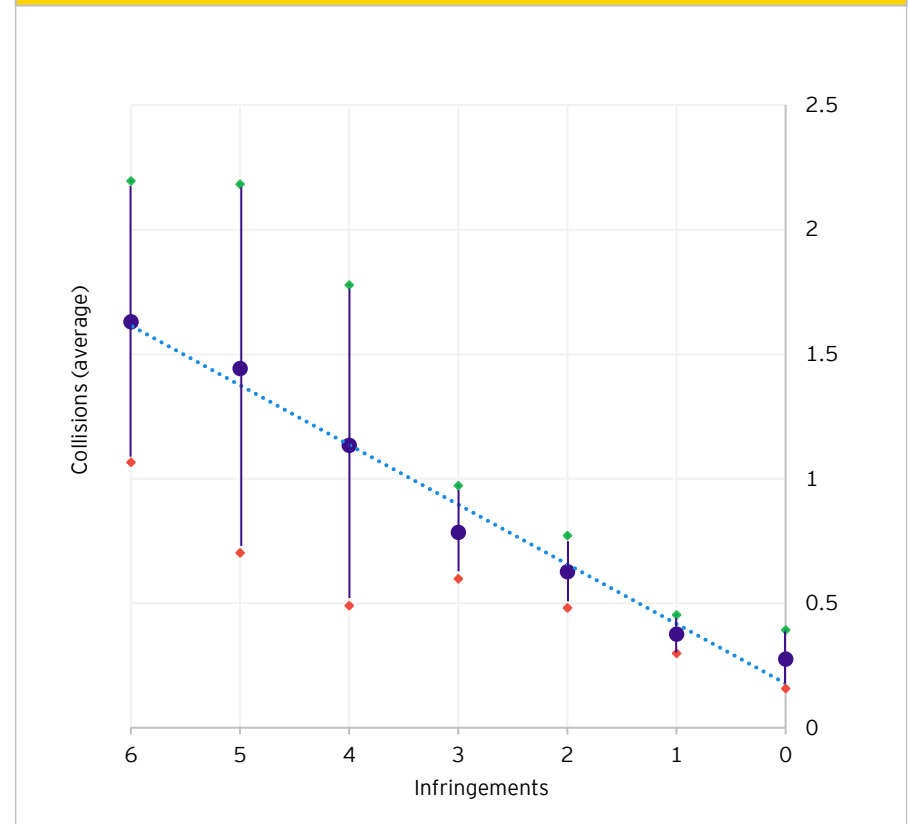
▲ ▼ Significant difference within subgroups 42% Significant difference between W2 and W3

Traffic infringements and collisions - historical trend and confidence intervals

Infringements and collisions over time



Infringements and collisions confidence level - 2023



Base: Drive/ride a vehicle at least sometimes W1 (n=1,152), W2 (n=1,152), W3 (n=1,182). Confidence level +/- 2.9

Note: *Excludes parking fines **Outliers removed

Q15a. Approximately how many traffic infringements excluding parking fines have you received during the following time periods?

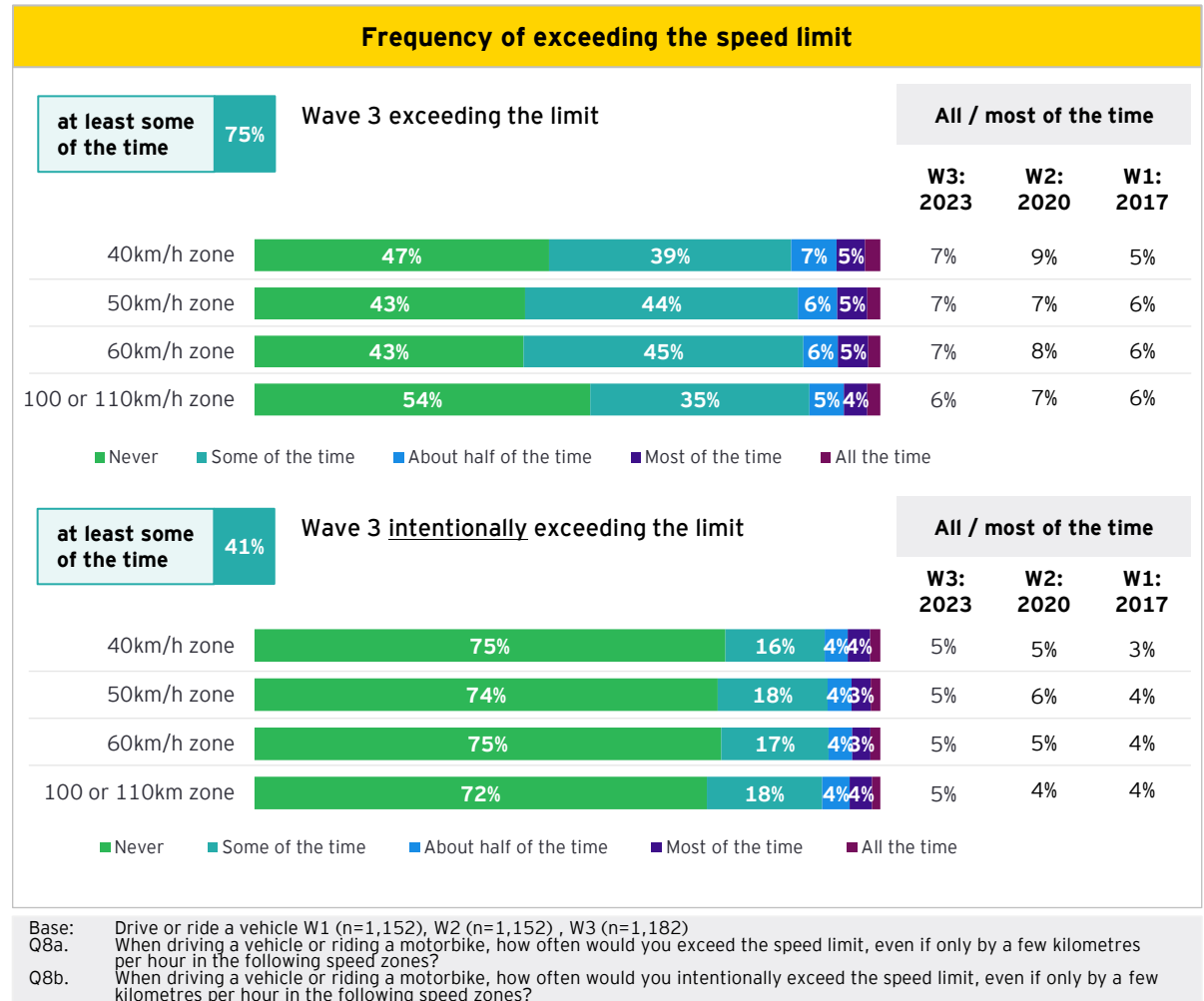
Q15b. Approximately how many accidents or collisions have you been involved in during the following time periods, which have required you to report that accident/collision to the police?

Experience with speeding



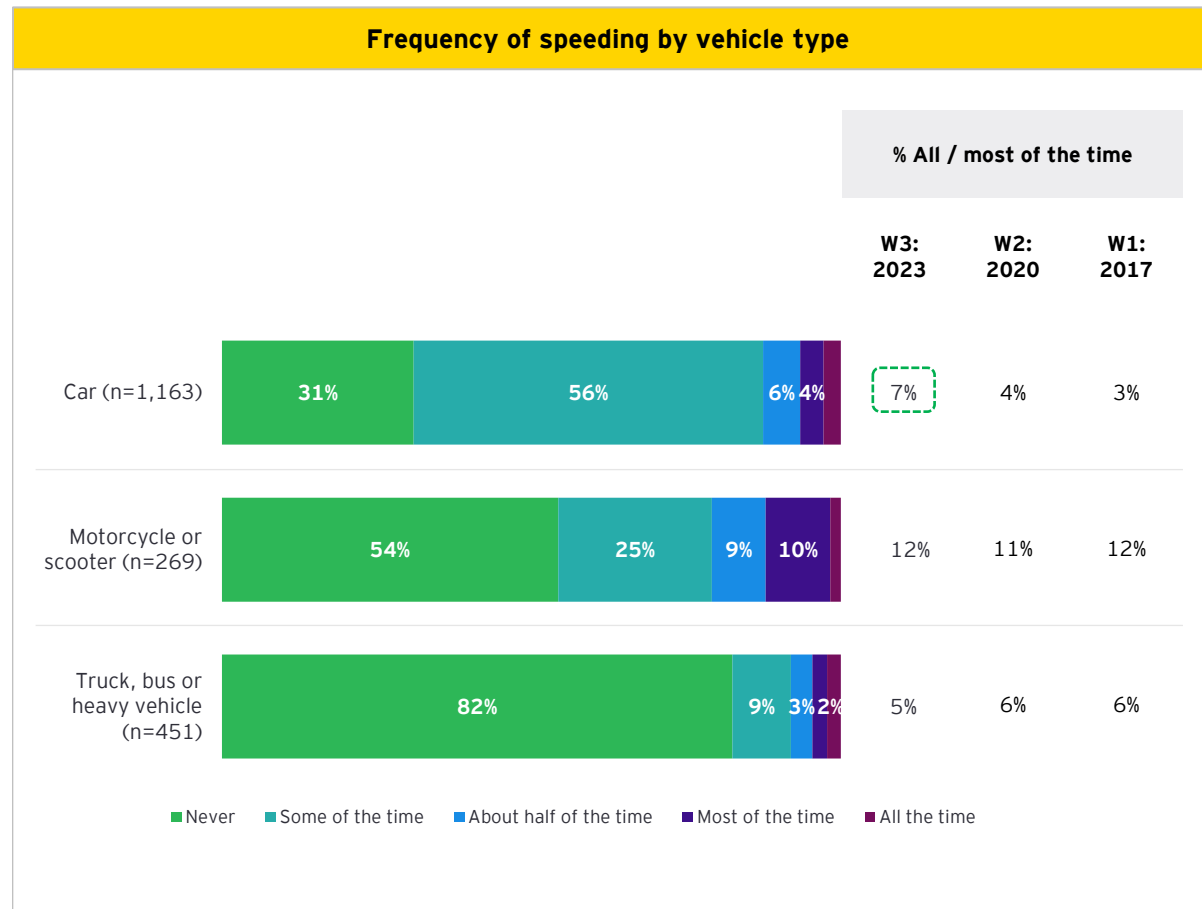
Frequency of exceeding the speed limit

- ▶ Three in four Victorians admit to speeding at least 'some of the time' regardless of the speed limit, with over two in five of those speeding doing so intentionally at least 'some of the time.'
- ▶ Exceeding the speed limit at least some of the time is lowest in 100km/h or 110km/h zones (46%). However, of those who report speeding at least some of the time, speeding in 100 or 110km/h zones is the most common zone where this is done deliberately (81% of the time).
- ▶ Younger drivers (18 to 29 years old) are the most likely to speed intentionally 'some of the time' (52% vs 39% 30+), as are male drivers (46% vs 36% of females). Results also show that the more frequently you drive, the more likely you are to admit to speeding some of the time (45% of those who drive at least daily vs 36% who drive at least once a week or less frequently)
- ▶ Current professional drivers are also more likely to admit speeding intentionally at least some of the time (59% vs 40% have never driven for a living).



Frequency of speeding by vehicle type

- ▶ Among 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 significantly more likely to speed when driving a car (69% at least some of the time), and are least likely to do so driving a truck, bus or heavy vehicle (82% never speed while using these vehicle modes).
- ▶ While over half (54%) motorists who drive multiple vehicle types never speed while using a motorcycle or scooter, motorcycles and scooters have the highest proportion of those who speed all or most of the time (12%).
- ▶ Speeding amongst Victorian car drivers have also increased over the years, currently at its highest (7% speed most or all the time vs 4% in 2020).

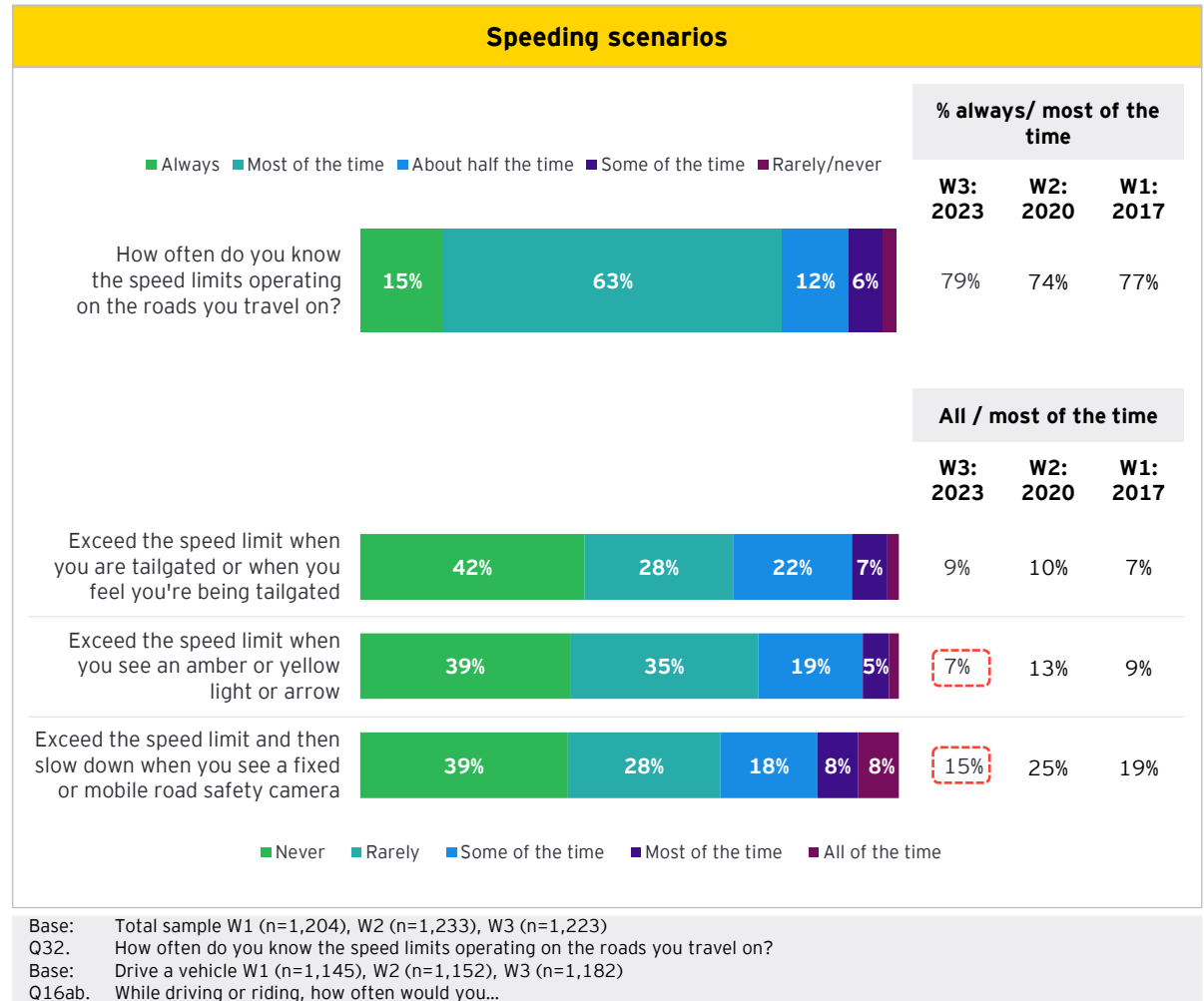


Base: Drive / ride multiple vehicles. Base size varies as shown
 Q8C. How often would you exceed the speed limit in the following vehicle types?

▲ ▼ Significant difference within subgroups 📦 📦 Significant difference between W2 and W3

Frequency of different speeding offences

- ▶ Awareness of speed limits on Victorian roads has improved since the previous wave in 2020, with four in five (79%) respondents aware of the limit most or all of the time.
- ▶ The majority of motorists admit to engaging in each of the three speeding scenarios presented in the survey, although for people who do speed in these circumstances it is most common that they do so rarely.
- ▶ Among drivers, the most common form of speeding involves exceeding the speed limit and slowing down when passing speed cameras. Three in ten motorists (31%) report engaging in this activity more often than 'rarely', though this activity is less common than was reported in 2020.
- ▶ Similar to previous findings, those who drive every day are more likely to exceed speed limits more often than 'rarely' in all three scenarios.



▲ ▼ Significant difference within subgroups
 📦 📦 Significant difference between W2 and W3

Environmental cues indicating speed limits

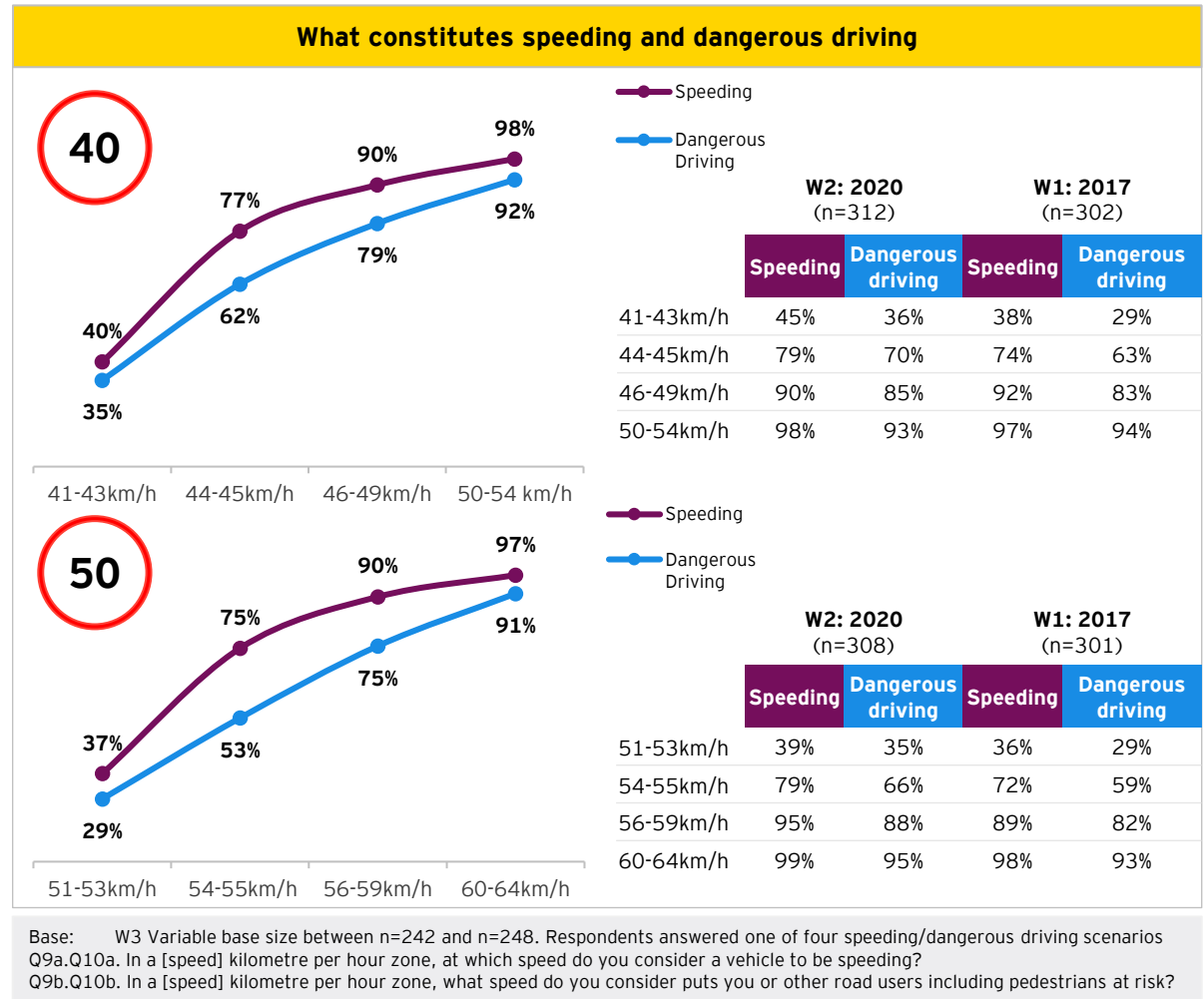
- ▶ Amongst Victorians, the speed limit enforced around school zones is well understood (83%), as are speed limits in residential streets (71%) and regional freeways (70%). There does exist, however, some confusion in other scenarios.
- ▶ Just three in ten Victorians expect the speed limit to drop to 40km/h when passing an aged care home (28%), and there is less recognition of this limit on roads bordering retail strips with outdoor dining (19%).
- ▶ Interestingly, half of Victorians misconceive the speed limit to be either 80km/h or 100km/h when travelling on an office-lined highway just 5km/h from the city.
- ▶ Correct identification of speed limits tends to correlate with age, with older Victorians being more likely to accurately interpret the environmental cues.
- ▶ Females are typically more accurate in their speed limit assumptions, however males are more inclined to correctly identify the limits on regional freeways, as are those living in regional areas.
- ▶ Interestingly, those who drive for a living are less likely to accurately identify the speed limit in the scenarios presented. Though, this may be owing to greater exposure to speed limits which don't conform to the norm.

% Correctly identify speed limit			
	(correct responses)		Other common responses (10%+)
A suburban road where a flashing sign is warning of school children crossing	(40km/h)	83%	n/a
A suburban road passing by an aged care home	(40km/h)	28%	50km/h (43%) 60km/h (19%)
A highway passing by a retail strip, where people are dining outdoors	(40 km/h)	19%	50km/h (22%) 60km/h (31%) 70km/h (10%)
A suburban road lined by houses, with two lanes running in each direction separated by a grassy median strip	(50km/h or 60km/h)	71%	n/a
A four-lane highway lined by offices, around 5 kilometres outside of Melbourne's CBD	(60km/h or 70km/h)	28%	80km/h (35%) 100km/h (15%)
A freeway in Regional Victoria lined by farmland, at least 20 minutes outside of any towns	(100km/h or 110km/h)	70%	80km/h (12%)

Base: Total sample (n=1,223) Note: new question added in W3 Q32b. For each of the scenarios below, what would you expect the standard speed limit to be (outside of disruptions or variable changes during peak time changes)?

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

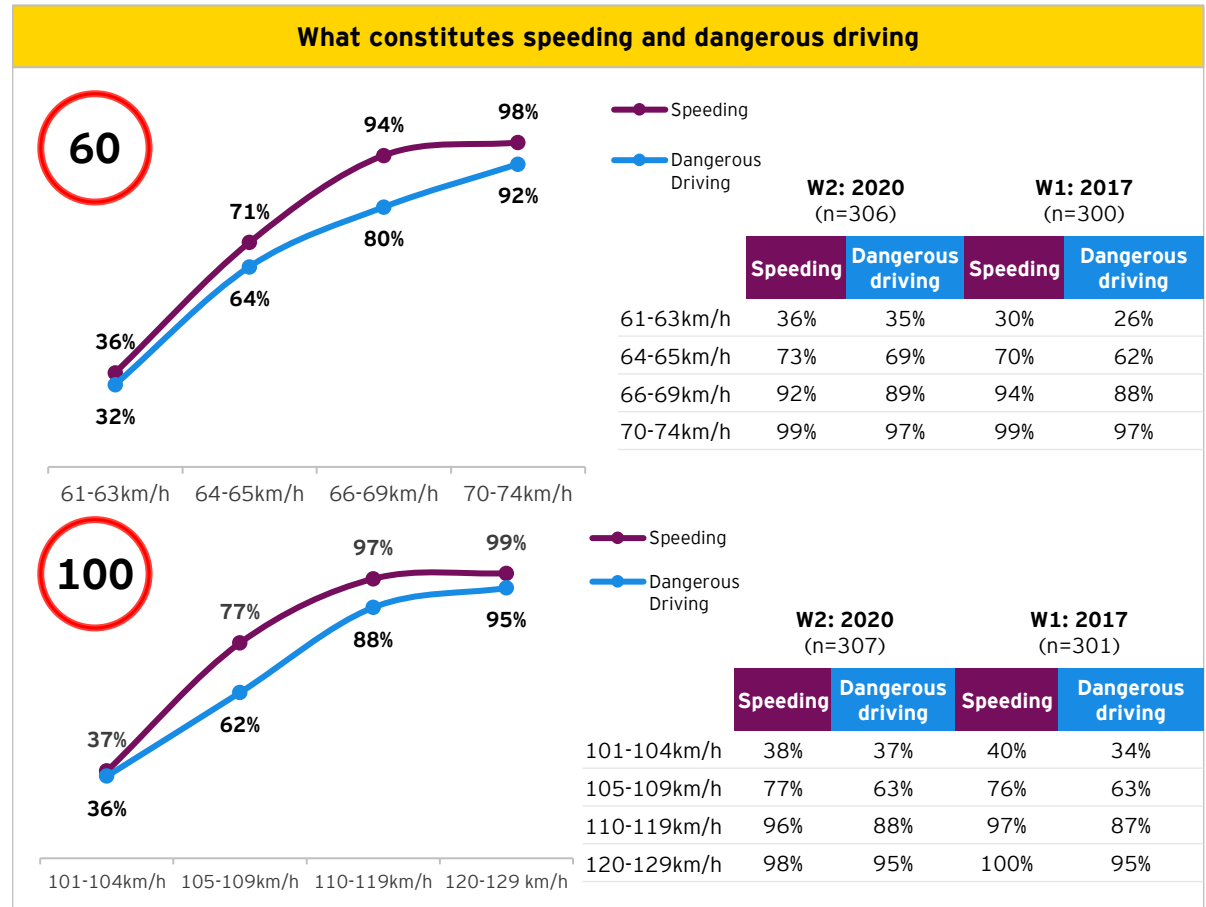
- ▶ Of the respondents presented with these scenarios, around two in five Victorians believe going 1-3km/h over the limit constitutes speeding across both 40km/h and 50km/h zones (40% and 37% respectively). Just over one in three (35%) would consider driving 1-3km/h over the speed limit in a 40km/h zone dangerous driving, a slightly higher proportion compared to the same speed increase in a 50km/h zone (29%).
- ▶ At these limits, a majority of Victorians consider speeding to be when someone drives more than 4-5km/h over the limit. The rate who consider this speeding almost doubles when compared to those who consider driving 1-3km/h over the speed limit to be speeding (40km/h zone: 77%, 50km/h zone: 75%).
- ▶ Consistent with the previous wave, the biggest gap in perceptions of speeding and dangerous driving behaviour in these two zones exists for travelling 54-55km/h in a 50 zone. This speed is far more likely to be considered speeding and may be putting other road users and pedestrians at risk.



▲ Significant difference within subgroups 📊 Significant difference between W2 and W3

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

- ▶ Similar to reporting on lower speed limit zones, most respondents believe that 1-3km/h over the speed limit in a 60km/h zone and 1-4km/h over in a 100km/h zone does not qualify as speeding, while increasing speed further does.
- ▶ Almost all motorists agree that travelling 6 or more km/h over the speed limit in a 60km/h zone constitutes speeding, as does exceeding the limit by 10km/h or more in a 100km/h zone.
- ▶ Consistent with the last wave, the biggest discrepancy between speeding and dangerous driving perceptions sits within the 105-109km/h bracket. Three in four (77%) acknowledge this is speeding, but far fewer concede that it is dangerous driving 5-9km/h over the speed limit in this zone (62%).
- ▶ Although nearly all (97%) classify 10-19km/h over the speed limit in a 100km/h zone as 'speeding', notably fewer classify this as 'dangerous driving' (88%). This is consistent with the previous wave.

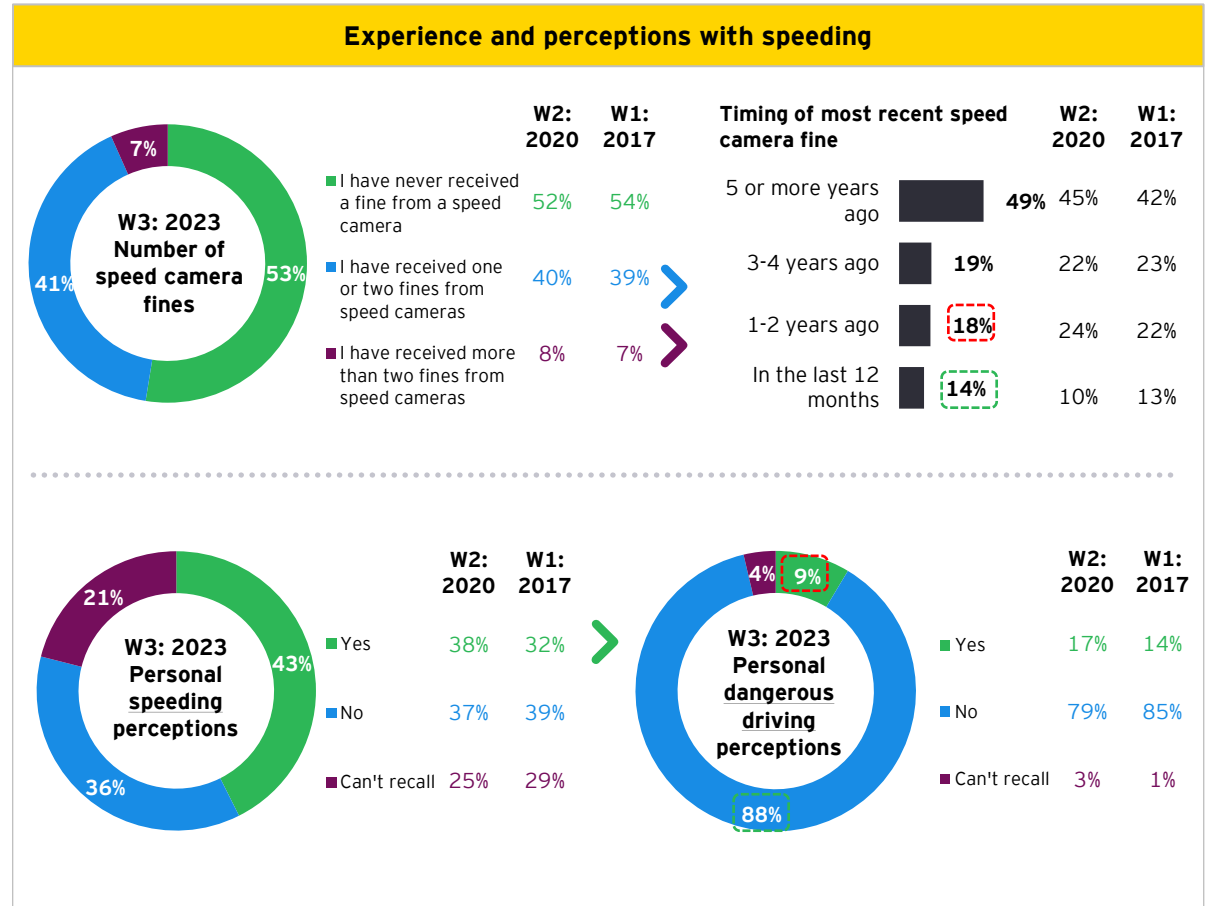


Base: W2 Variable base size between n=242 and n=248. Respondents answered one of four speeding/dangerous driving scenarios Q11a.Q12a. In a [speed] kilometre per hour zone, at which speed do you consider a vehicle to be speeding? Q11b.Q12b. In a [speed] kilometre per hour zone, what speed do you consider puts you or other road users including pedestrians at risk?

▲ ▼ Significant difference within subgroups 📊 📉 Significant difference between W2 and W3

Experience and perceptions with speeding

- ▶ Almost one in two Victorians have received at least one fine from a speed camera (48%). Males (50%) and those living in metropolitan Melbourne (49%) are more likely to have received a speed camera fine, compared to female drivers (45%) and those living in regional / rural Victoria (42%).
- ▶ Of those who have received a speeding fine, one in two indicate their most recent fine was more than five years ago (49%). Those who received a fine in the last 12 months (14%), returns to similar levels observed in W1 (13%).
- ▶ More recipients in the current wave (43%) agree they were speeding when fined compared to the 2020 study (where 38% agreed) and the benchmark (32%).
- ▶ However, the number who link their speeding with dangerous driving (9%) is around half that of the previous wave (17%). Overall, almost nine in ten fine recipients (88%) believe they were not driving dangerously when receiving their most recent fine.

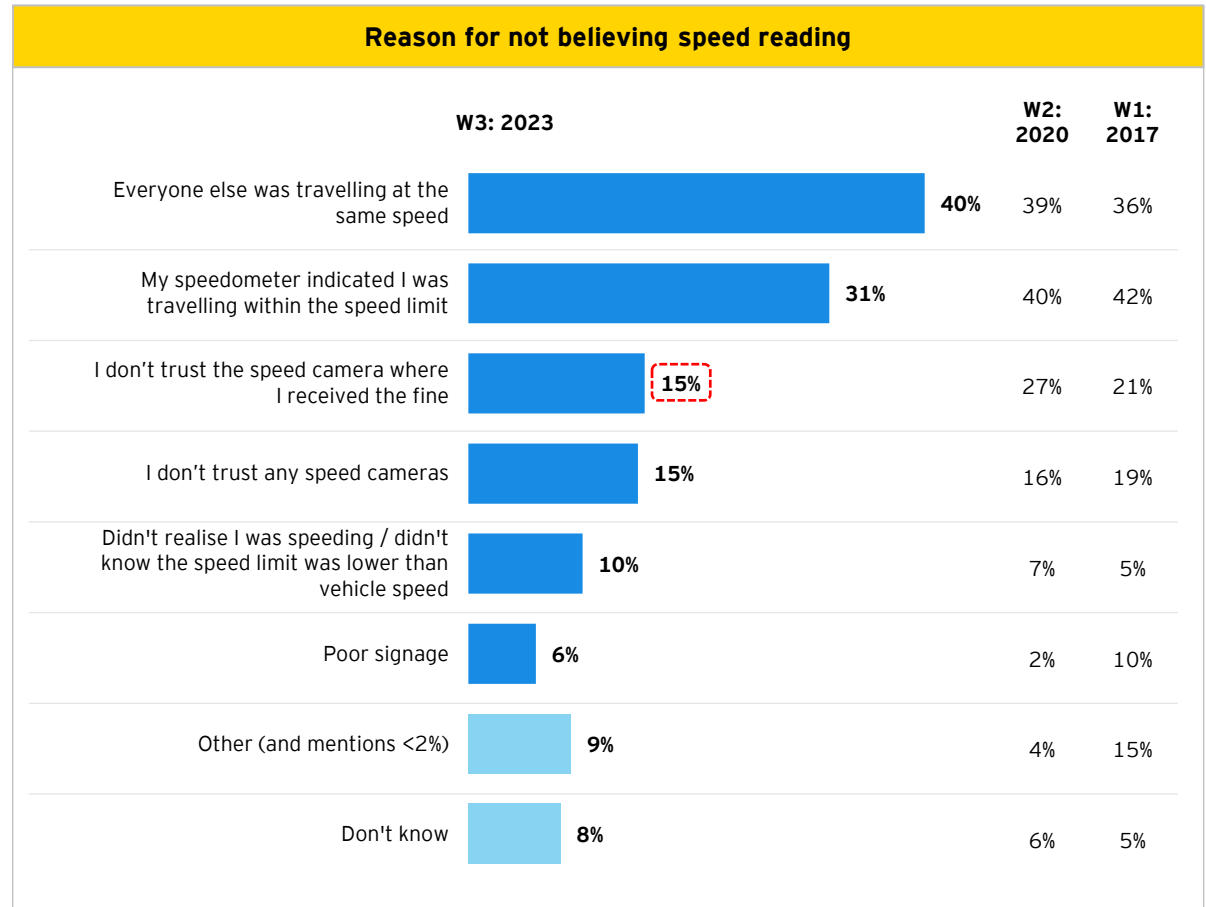


Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223). | Those who received a speeding fine W1 (n=565), W2 (n=593), W3 (n=584). | Those who agree they were speeding when fined W1 (n=182), W2 (n=228), W3 (n=249).
 Q33. Thinking about both fixed and mobile speed cameras, which of the following statements 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 W2 and W3

Reason for not believing speed reading

- ▶ For those who do not believe they were speeding the last time they received a fine, their rationale commonly centres around everyone else travelling at the same speed (40%), and their speedometer indicating they were travelling within the speed limit (31%).
- ▶ Positively, the proportion who say they do not trust the speed camera where they received their fine has declined since 2020 (15% 2023 vs 27% 2020).



Base: Those who did not agree they were speeding when fined W1 (n=217), W2 (n=216), W3 (n=213)
 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?

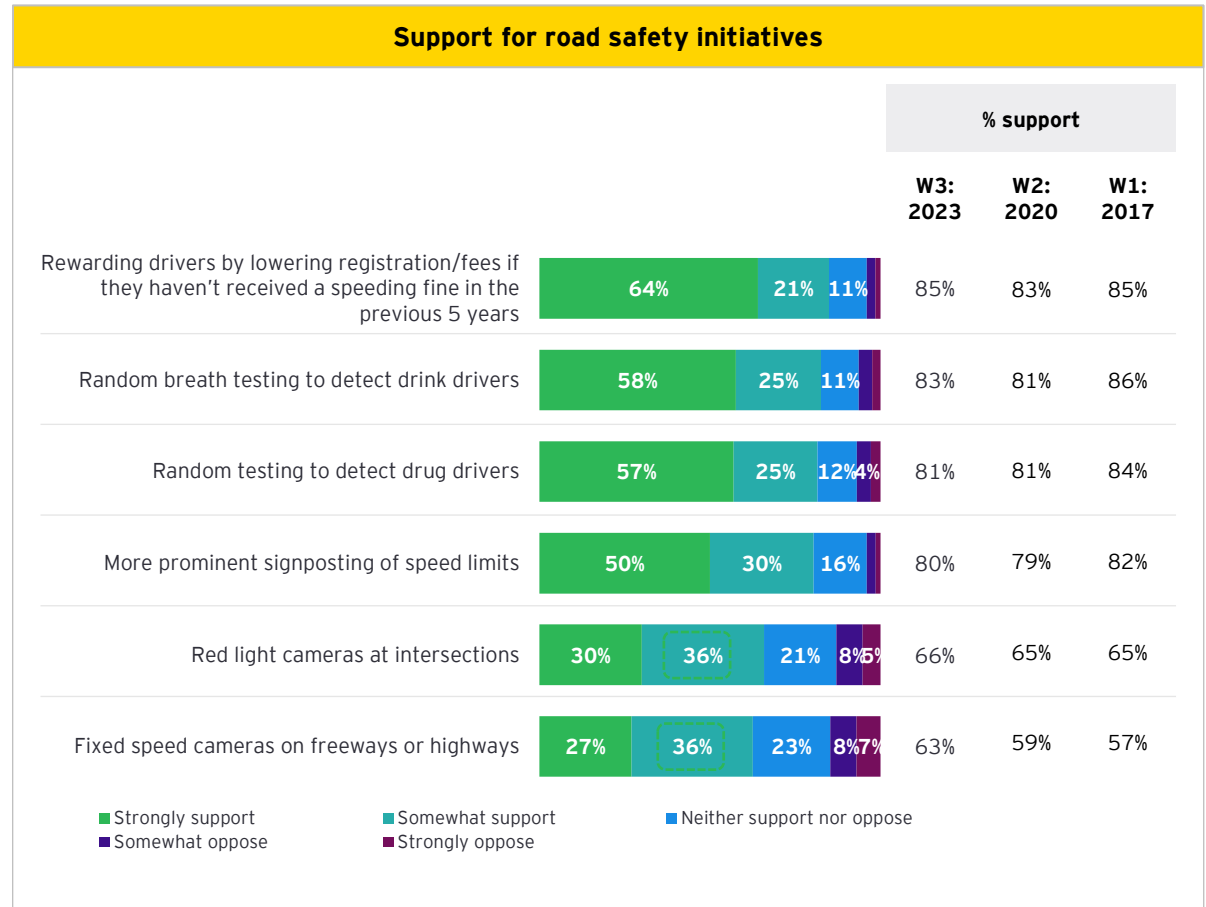
▲ ▼ Significant difference within subgroups 📦 📦 Significant difference between W2 and W3

Attitudes to road safety initiatives



Support for road safety initiatives (more supported)

- ▶ Among respondents, the road safety initiative which garners the most support is that of rewarding drivers for zero speeding fines in the previous five years (85%). This is particularly appealing to drivers aged 45 years and above (91%).
- ▶ Overall support for random drug and alcohol testing compared to lowering fees is similarly high (testing drink drivers 83%, drug drivers 81%).
- ▶ More prominent signposting of speed limits is also strongly supported (80%), in line with the previous wave.
- ▶ Those who currently drive or have driven for a living in the past are less supportive of a number of initiatives than those who have not driven for a living. This is particularly so for lower registration fees for those who have not received a fine in the last 5 years (77% vs 87%), random breath testing (75% vs 85%), random drug testing (75% vs 83%) and more prominent signposting of speed limits (72% vs 83%).

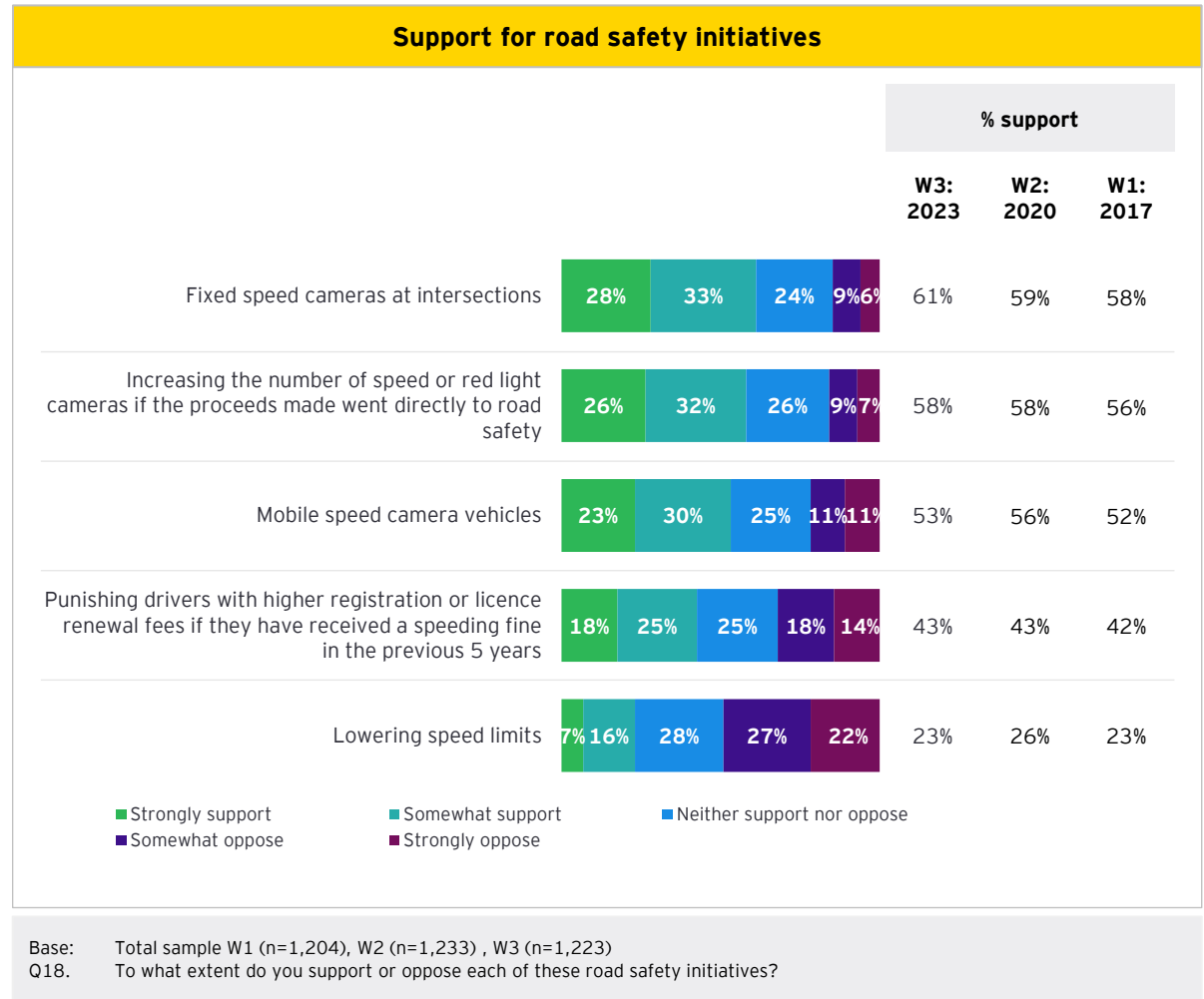


Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223)
 Q18. To what extent do you support or oppose each of these road safety initiatives?

▲ ▼ Significant difference within subgroups 36% 36% Significant difference between W2 and W3

Support for road safety initiatives (less supported)

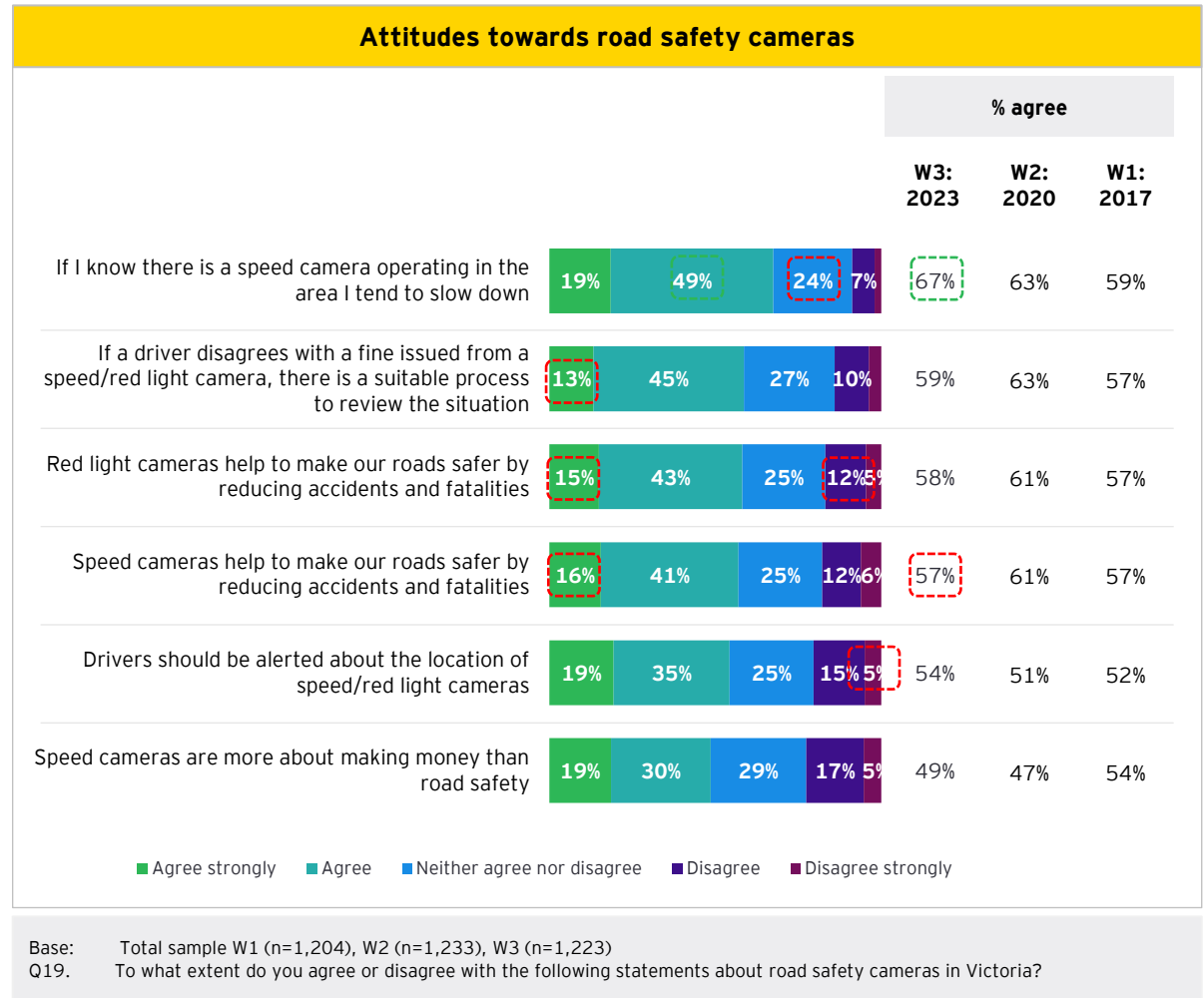
- ▶ The initiatives on the right represent those with the lowest levels of overall support.
- ▶ Support for each initiative remains largely consistent with previous waves.
- ▶ For these five initiatives, having previously received a red light or speeding fine typically correlates with lower levels of overall support. In particular, those who have received a speeding fine are notably less likely to support lowering speed limits (16% compared to 30% of those who haven't received a speeding fine).
- ▶ An exception to this rule is observed amongst those having received a DDS fine, whereby those having received a fine are more inclined to support lowering speed limits (42% vs 22% of drivers who haven't received a DDS fine) [Caution: low base n=56].



▲ ▼ Significant difference within subgroups 🔄 Significant difference between W2 and W3

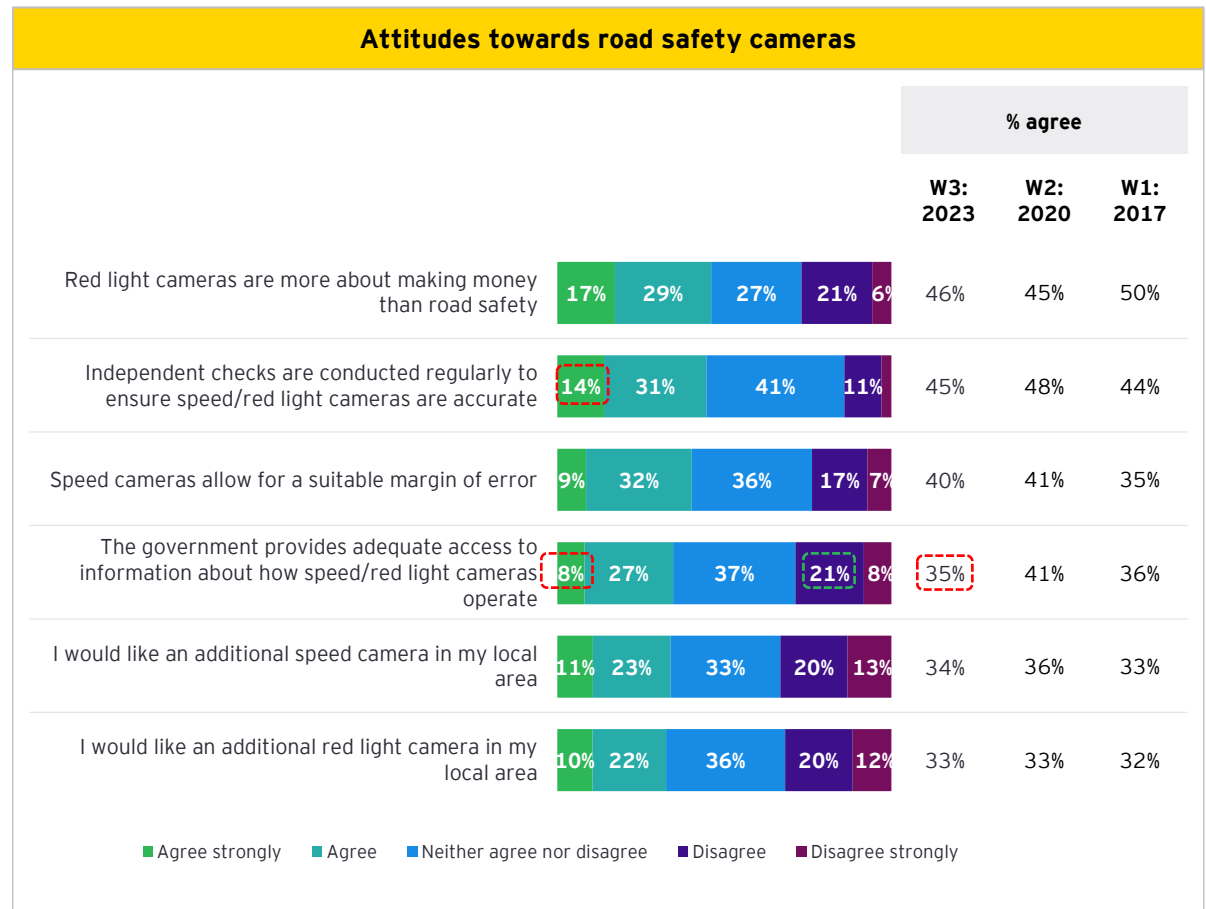
Attitudes towards road safety cameras (more common)

- ▶ Positive attitudes toward road safety cameras have remained largely stable compared to the previous wave, with most factors seeing a small changes (3-4% for each factor).
- ▶ However, respondents are significantly more likely to agree they tend to slow down in areas where they know there is a speed camera, an increase compared the previous wave and benchmark (63%, 59% respectively). Respondents who have previously received an infringement are also more likely to agree with this statement (72% vs 61%).
- ▶ Those having received an infringement are also more likely to perceive speed cameras (54% vs 42%) and red light cameras (49% vs 43%) as a revenue raising exercise.
- ▶ Agreement that speed cameras help make the roads safer by reducing accidents and fatalities declines from the previous wave, returning to levels observed in the benchmark (57%)
- ▶ Drivers 60 years and older are significantly more likely to agree that there is a suitable review process for fines issued by a speed or red light camera (69% vs 59%).
- ▶ Perhaps unsurprisingly, those who have driven for a living are more likely than others to agree that drivers should be alerted about the location of speed / red light cameras (66% vs 51%).



Attitudes towards road safety cameras (less common)

- ▶ While positive attitudes toward road safety cameras have remained largely stable since the previous wave, agreement the government provides adequate information about how speed/red light cameras operate has notably declined (35% vs 41%) after increasing last wave.
- ▶ Despite this, the perception that speed cameras allow for a suitable margin of error remains consistent with 2020 (40% vs 41%).
- ▶ Similar to the previous wave, the question of having more road safety cameras in their local area is polarising. Similar proportions of respondents agree and disagree that this is something they support.
- ▶ For the attitudes on the right that had less overall agreement, the majority of statements were ones that more than three in ten respondents neither agreed nor disagreed with. As with the previous wave, this presents an opportunity for further education about the importance and purpose of road safety cameras.

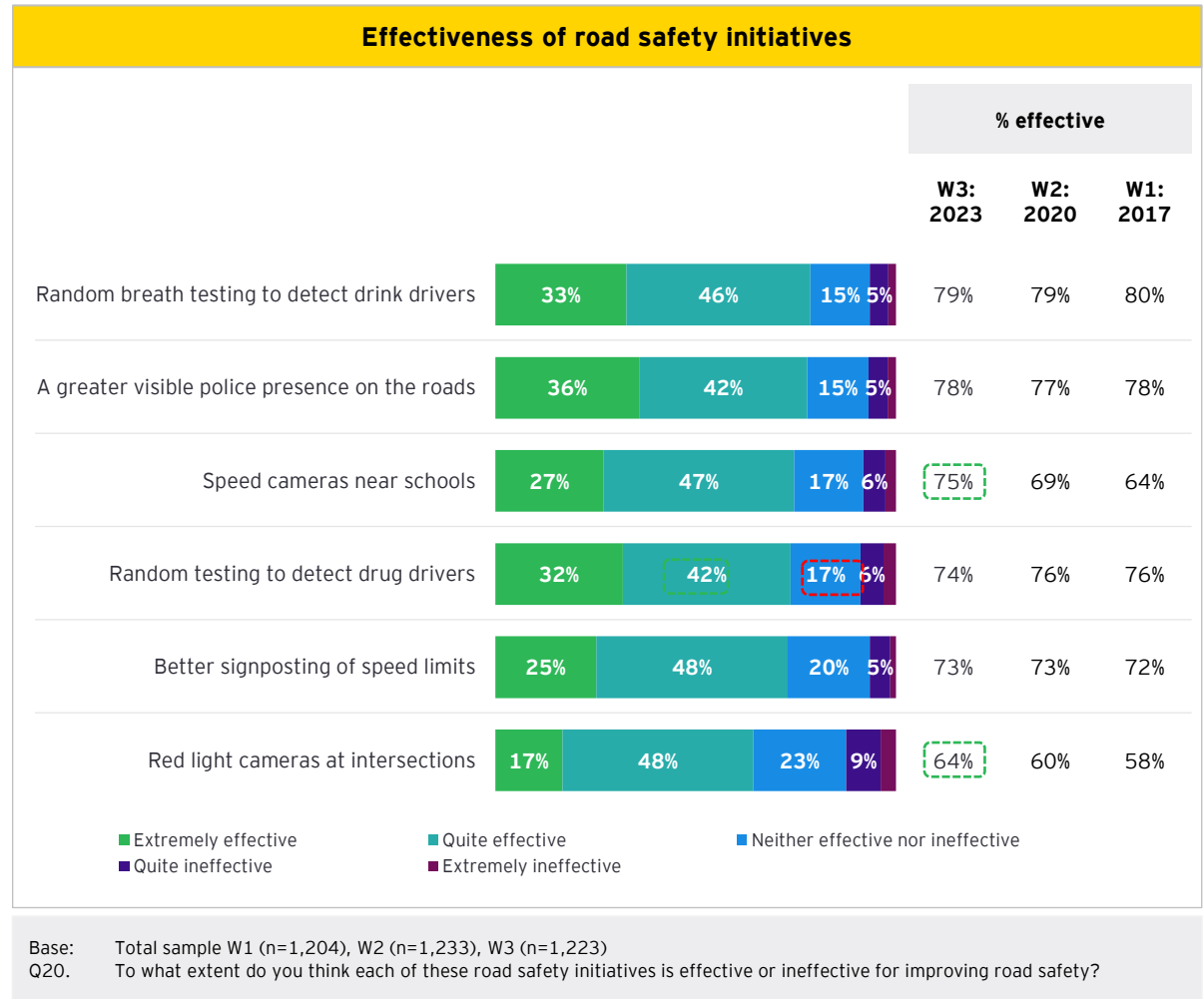


Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223)
 Q19. To what extent do you agree or disagree with the following statements about road safety cameras in Victoria?

▲ ▼ Significant difference within subgroups
 □ □ Significant difference between W2 and W3

Road safety initiatives (considered more effective)

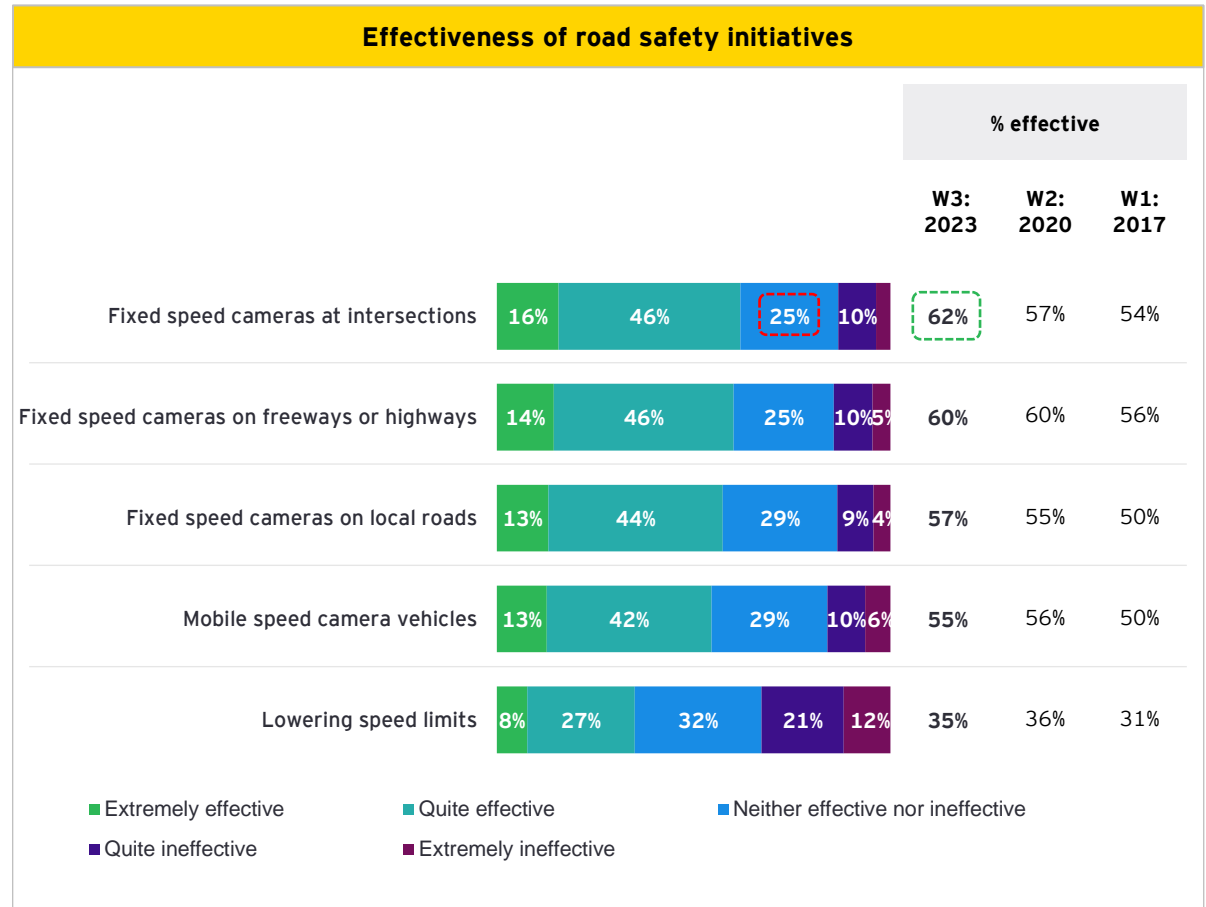
- ▶ Of the initiatives tested, random breath testing (79%) and a greater visible police presence on the roads (78%) are again considered the most effective for improving road safety. Drivers who drive at least once a week or more are significantly more likely to agree these initiatives are effective (80% for both initiatives) compared to less frequent drivers (66% and 64% respectively). Those living in outer metro or regional areas also share this sentiment (82% for both) compared to those residing in inner metro (73% and 70% respectively).
- ▶ Younger Victorians (aged 18 to 29 years old) less likely to consider a greater visible police presence on the roads to be effective (65% vs 81% of older Victorians), while males are less likely to agree that speed cameras near schools (71%), random drug tests (69%), better signposting of speed limits (68%) are effective road safety initiatives compared to females (78% for all three initiatives).
- ▶ The proportion who agree red light cameras at intersections are effective significantly increases this wave (64%), and the perceived effectiveness of speed cameras near schools continues to increase (75%).



▲ ▼ Significant difference within subgroups □ □ Significant difference between W2 and W3

Road safety initiatives (considered less effective)

- ▶ Overall, perceived effectiveness across the road safety initiatives shown opposite have remained relatively consistent in Wave 3 compared to Wave 2. One exception to this includes the perceived effectiveness of fixed speed cameras at intersections, seeing a significant increase in perceived effectiveness this wave (62%) compared to 2020 (57%).
- ▶ Across the various road safety initiatives explored, it should be noted that lowering speed limit continues to be perceived as the least effective mechanism to improve road safety (35%).
- ▶ Professional drivers tend to view all road safety initiatives as less effective, with the exception of lowering speed limits.
- ▶ Those who have received a speeding infringement are also less inclined to perceive these initiatives as effective.

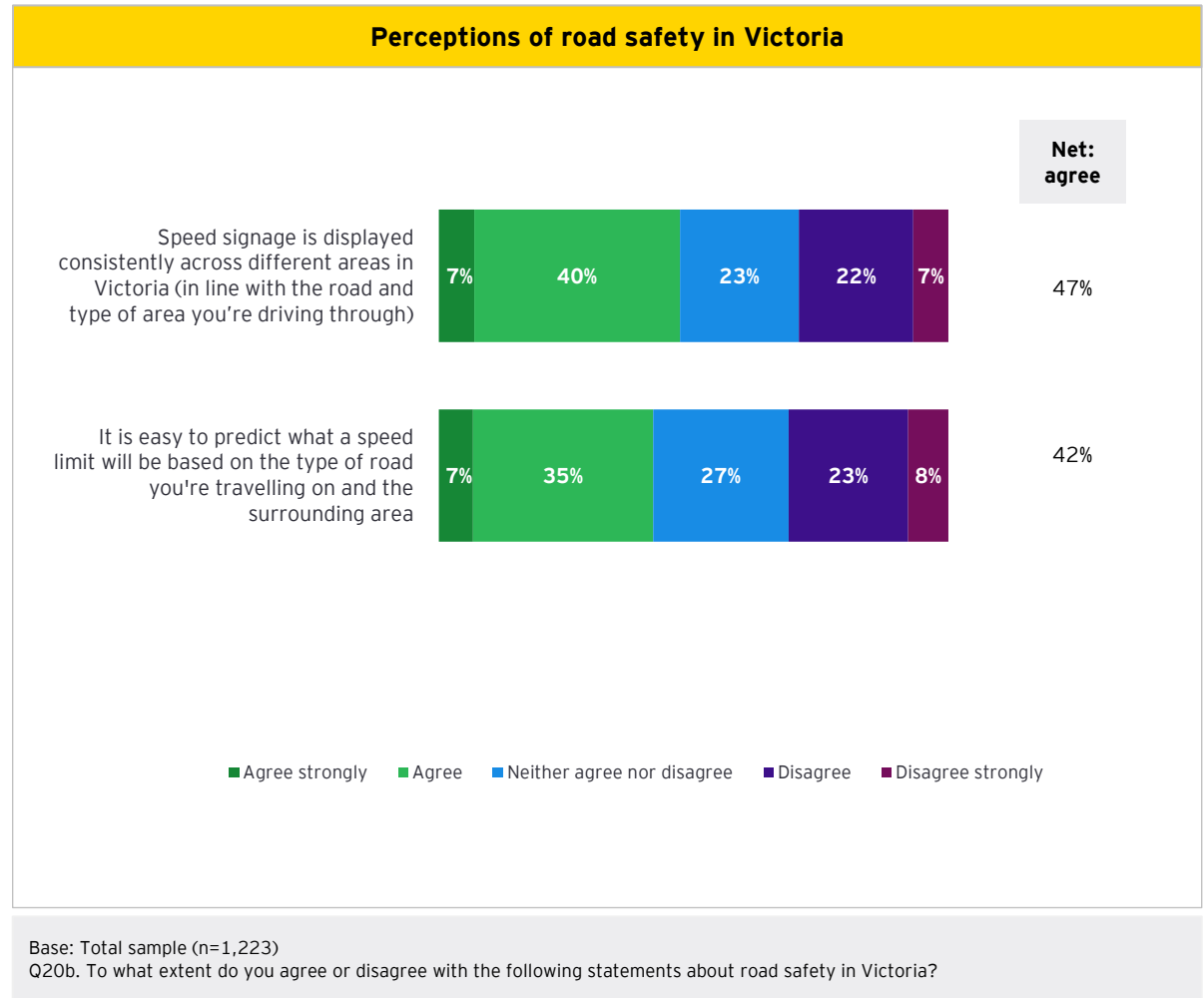


Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223)
 Q20. To what extent do you think each of these road safety initiatives is effective or ineffective for improving road safety?

▲ Significant difference within subgroups □ Significant difference between W2 and W3

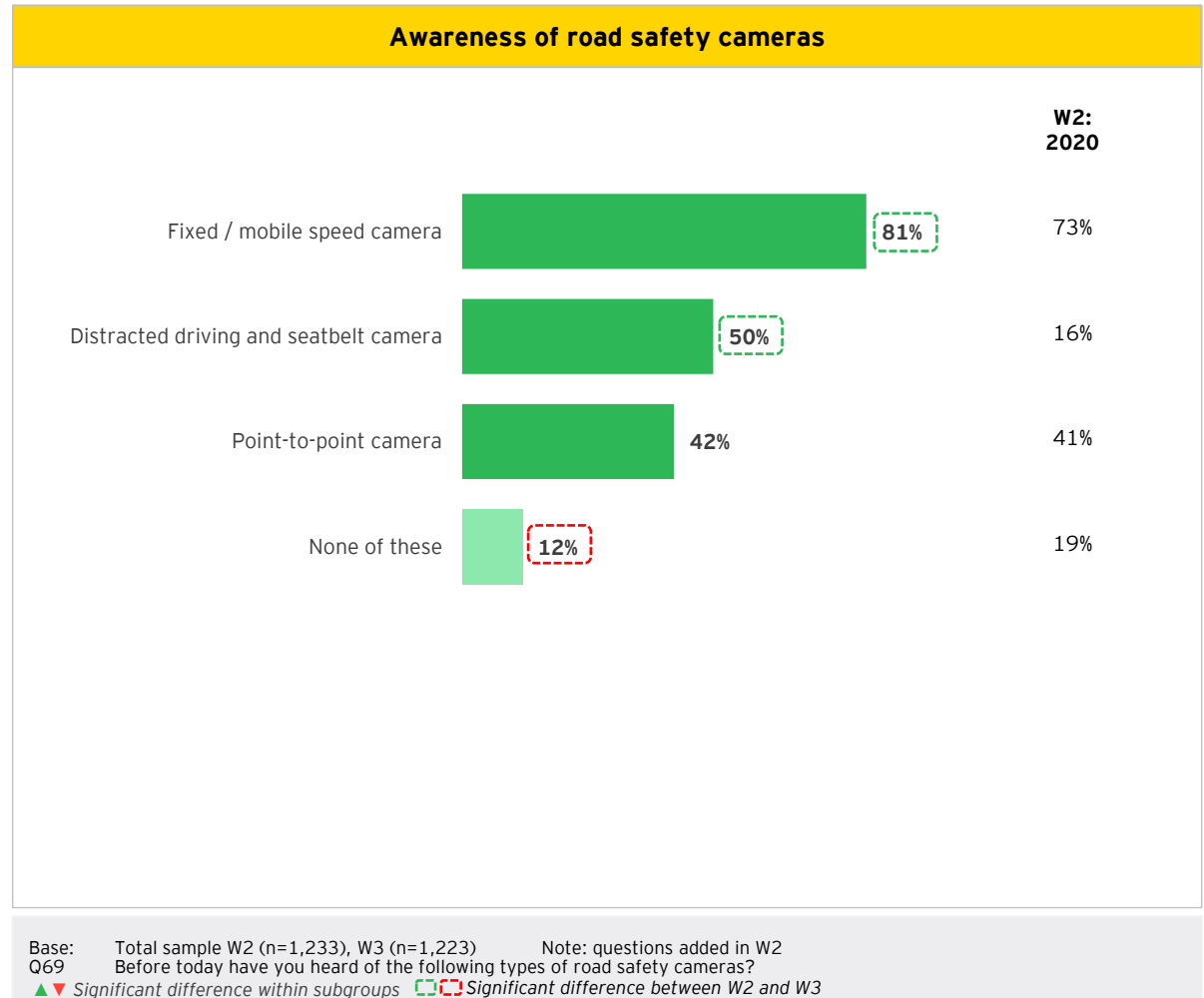
Speed sign consistency and environmental cues

- ▶ Overall, fewer than half of Victorians agree speed signage is displayed consistently across different areas in Victoria and/or that it is easy to predict what a speed limit will be based on environmental cues. There is a large tranche of drivers who disagree with these statements.
- ▶ The ability to predict speed limits based on the road type and surrounding areas tends to lessen with age.
- ▶ Furthermore, non-professional drivers are more likely than those who have ever driven for a living to disagree that speed signage is consistent (46% vs 54%), as are those who have received an infringement (44% vs 53%).



Advanced road safety cameras

- ▶ Overall, awareness of road safety cameras is stronger this wave, seeing a significant decrease in the proportion of Victorians who do not recognise at least one of the road safety camera types explored (12% down from 19%).
- ▶ Maintaining its position as the most commonly recognised road safety camera, awareness of fixed / mobile speed cameras has increased significantly this wave (81% up from 73%).
- ▶ Awareness of distracted and seatbelt cameras has also increased significantly this wave (50% up from 16%), seeing it surpass point-to-point cameras as a more recognisable road safety camera this wave. This in part can be attributed to the TAC campaign about DDS cameras that was rolled out prior to the survey being conducted.
- ▶ Younger Victorians (18 to 29) are less aware of the types of road safety cameras overall, particularly fixed / mobile speed cameras (71%) and point-to-point cameras (32%), compared to those 30+ years (84% and 45% respectively). Further, awareness of each type of safety camera explored is significantly higher amongst males compared to females.



Speeding fines deep dive



Accuracy and fairness of speed cameras

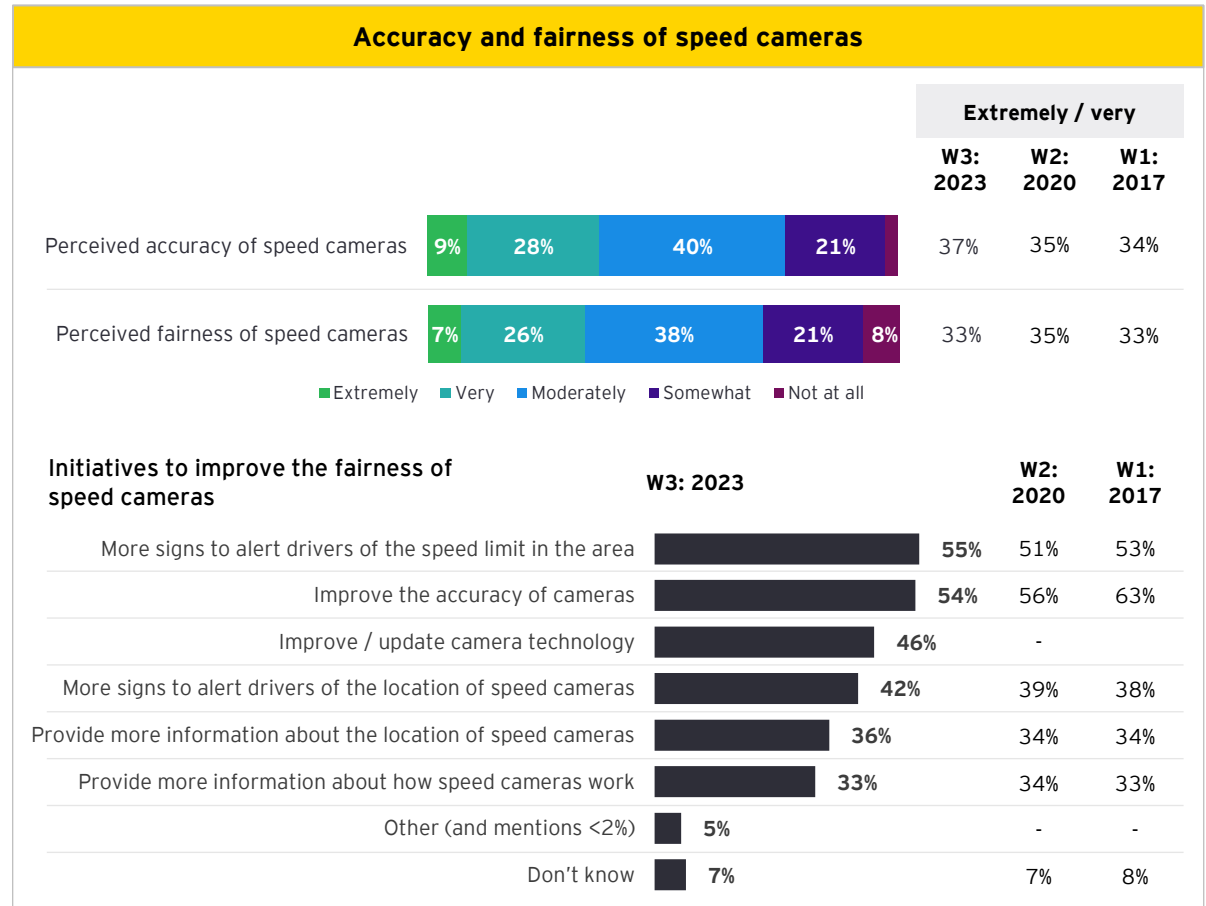
- ▶ Public perception of the perceived accuracy and fairness of speed cameras remains close to results from Wave 2 and the benchmark.
- ▶ Interestingly, older Victorians (60+ years old) are significantly more likely to perceive speed cameras to be extremely/very accurate (46%) and fair (42%) compared to those under 60 years old (33% and 30% respectively).
- ▶ More than one in two of those who consider the system to be moderately fair at best, want more signage to alert drivers to the speed limits in the area (55%) and improved camera accuracy (54%).



Have consistent speed limits, not changing every few kms.

Place them in appropriate locations and not while cars are coming down a slope.

Allow a slightly greater margin of error (e.g., 54 in a 50 zone).

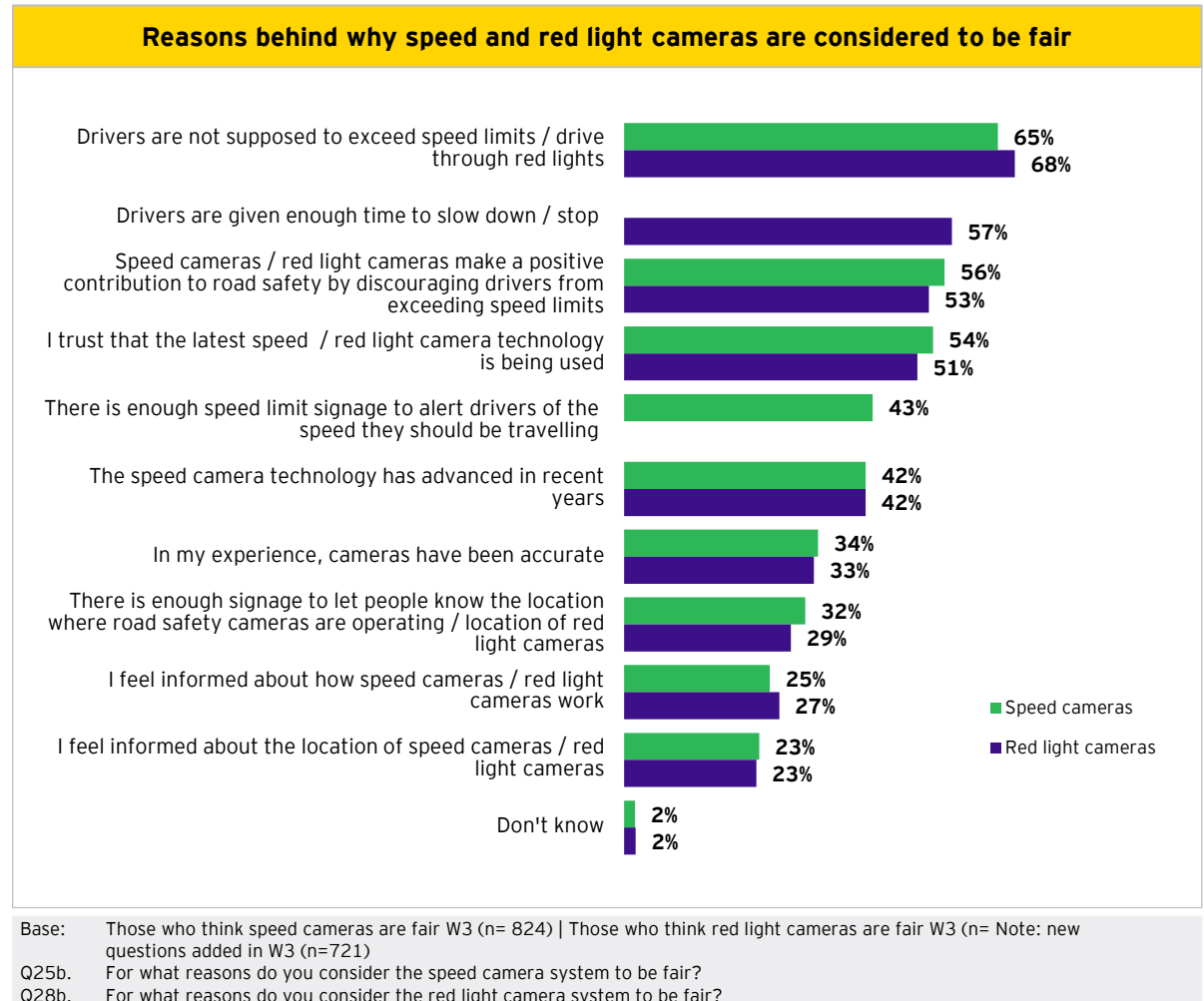


Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223)
 Q23&Q24. Based on your knowledge of speed cameras that operate in Victoria, how accurate [/fair] would you say these cameras are at detecting vehicles travelling above the legal speed limit?
 Q25. Those who think speed cameras are moderately fair - not at all fair, W1 (n=858), W2 (n=827), W3 (n=824) / 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 W2 and W3

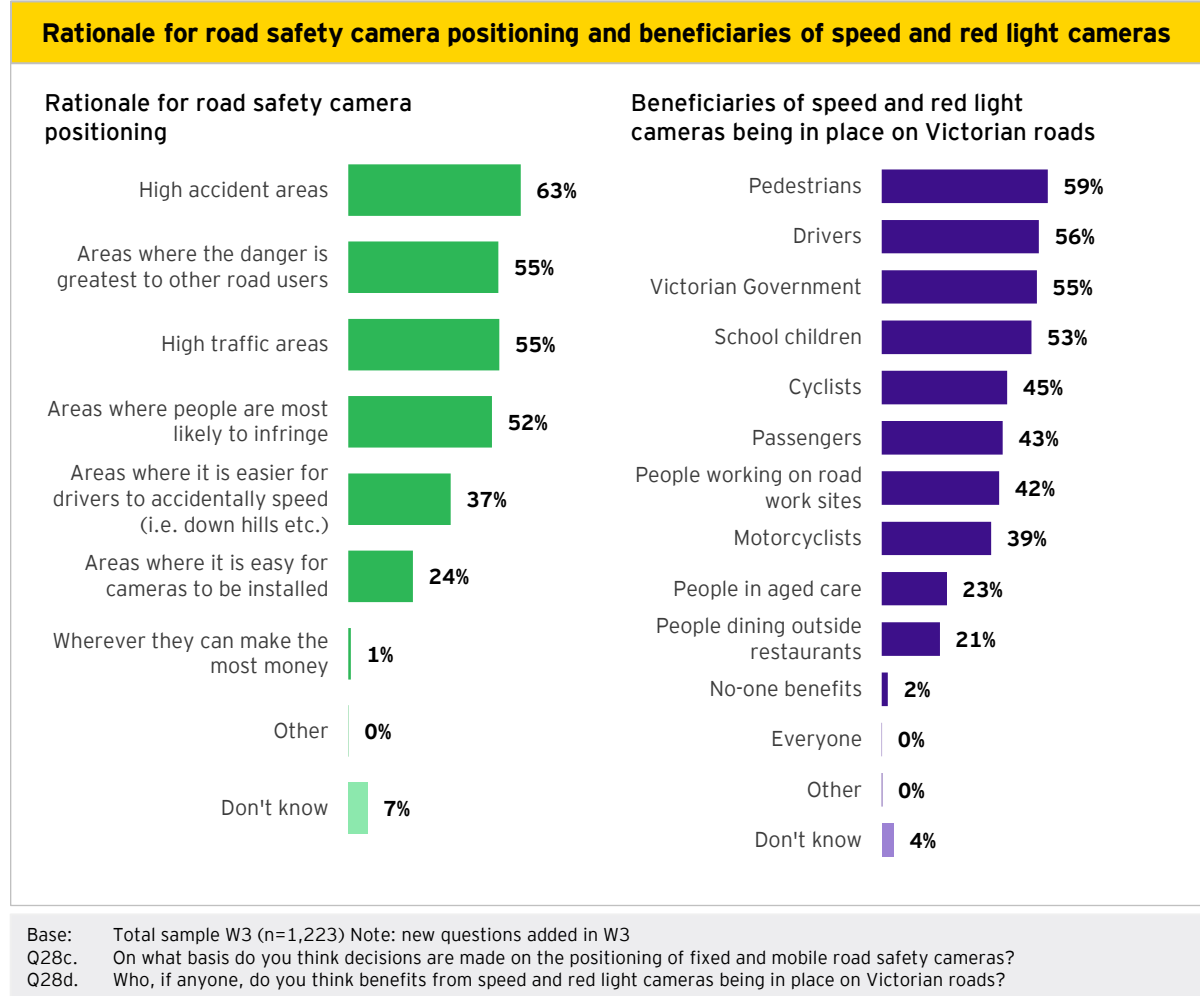
Reasons for speed and red light cameras being considered fair

- ▶ When it comes to both speed and red light cameras, the most common reason Victorians perceive these systems to be fair is because drivers are simply not supposed to exceed speed limits (65%) or drive through red lights (68%). Older cohorts (60+ years) are significantly more likely to nominate this reason as their rationale (78% speed camera and 81% red light camera), compared to younger age groups (57% and 62% respectively).
- ▶ Other common reasons for considering speed and red light cameras to be fair are that drivers are given enough time to stop before a red light, road safety cameras discourage speeding and there is a degree of trust in the technology.
- ▶ Those who have never driven for a living are less likely to indicate that drivers are not supposed to exceed speed limits (53%) or drive through red lights (52%) compared to those who have driven for a living at some stage in their life (68% and 73% respectively).
- ▶ Feeling informed about how speed / red light cameras work and where they are located are less commonly identified as reasons driving perceptions of fairness.



Rationale for road safety camera positioning and beneficiaries of speed and red light cameras

- ▶ When asked to consider what basis decisions are made around the positioning of red light cameras, the most common suggestion is high incident areas (63%). Those who have never driven for a living are significantly more likely to nominate this as the rationale for road safety camera positioning (65%) than those who have ever driven for a living (54%).
- ▶ More than one in two suggest areas where danger is greatest to other road users (55%), high traffic areas (55%) as the basis for decision-making. Females are more likely to nominate these reasons as their rationale for road safety camera positioning (59% and 61% respectively), compared to males (50% and 49% respectively).
- ▶ Positively, fewer take a more cynical perspective - believing cameras are placed where they are easier to install (24%) and/or where people may accidentally speed (37%).
- ▶ Overall, Victorians appear to understand speed and red light camera provide some benefit, with only 2% believing that no one benefits from them. In particular, pedestrians (59%), drivers (56%) and the Victorian Government (55%) are considered to be the greatest beneficiaries, closely followed by school children (53%).



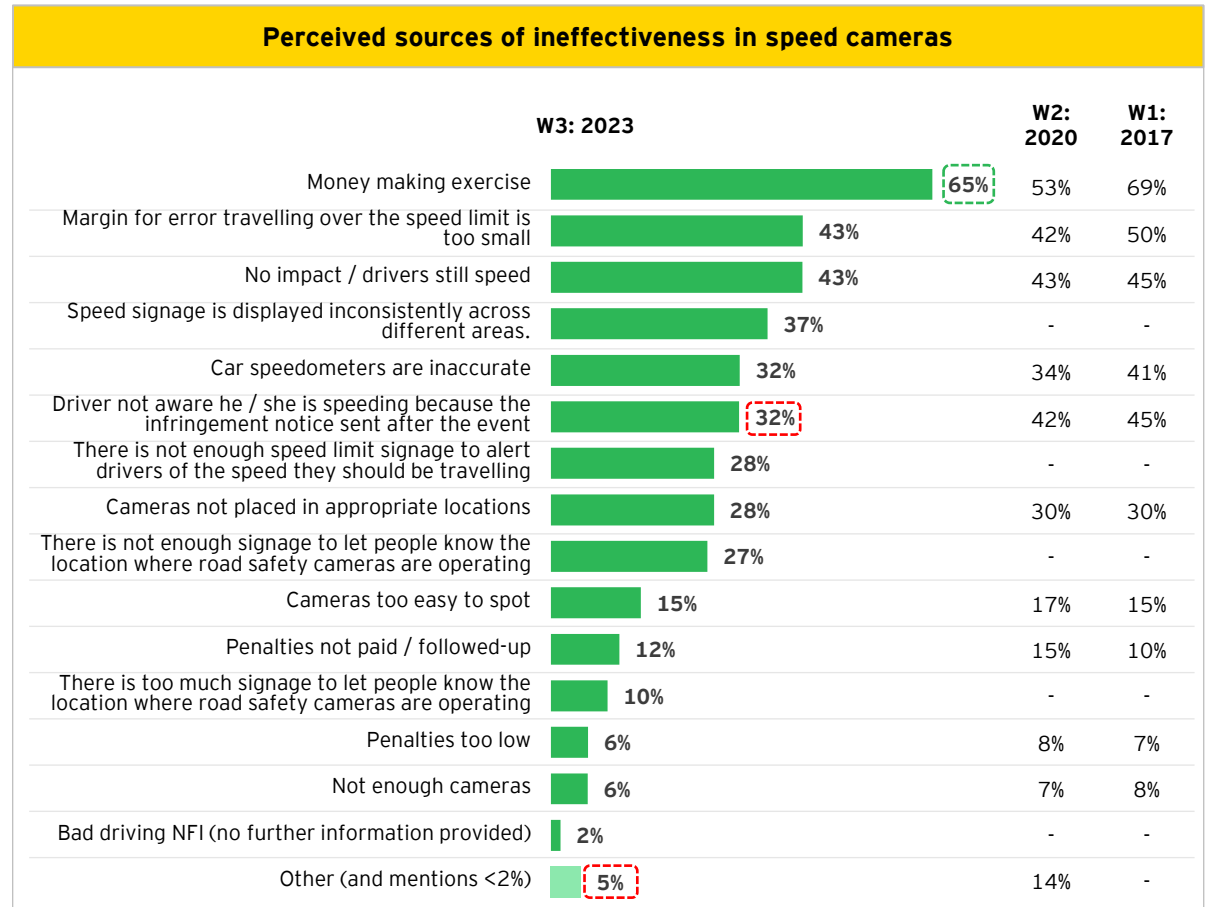
Perceived sources of ineffectiveness in speed cameras

- ▶ Amongst Victorians who do not believe speed cameras are very effective, the most common reason centres around revenue raising. Close to two in three (65%) believe speed cameras are a 'money making exercise', a significant increase compared to last wave (53%). Other common reasons driving a perceived ineffectiveness are that the margin of error for travelling over the speed limit is too small and that speed cameras are ineffectual.
- ▶ In this wave, fewer attribute ineffectiveness of the cameras to infringement notices being issued after the speeding event.

“

Drivers know where cameras are and slow down right before, then speed up after they pass the camera(s).

Fines are delayed, [they] need to be immediate to correct behaviour.



Base: Those who did not think speed cameras are effective W1 (n=340), W2 (n=304), W3 (n=315)
 Q21. Why do you think that speed cameras are not very effective?

▲ ▼ Significant difference within subgroups □ □ Significant difference between W2 and W3

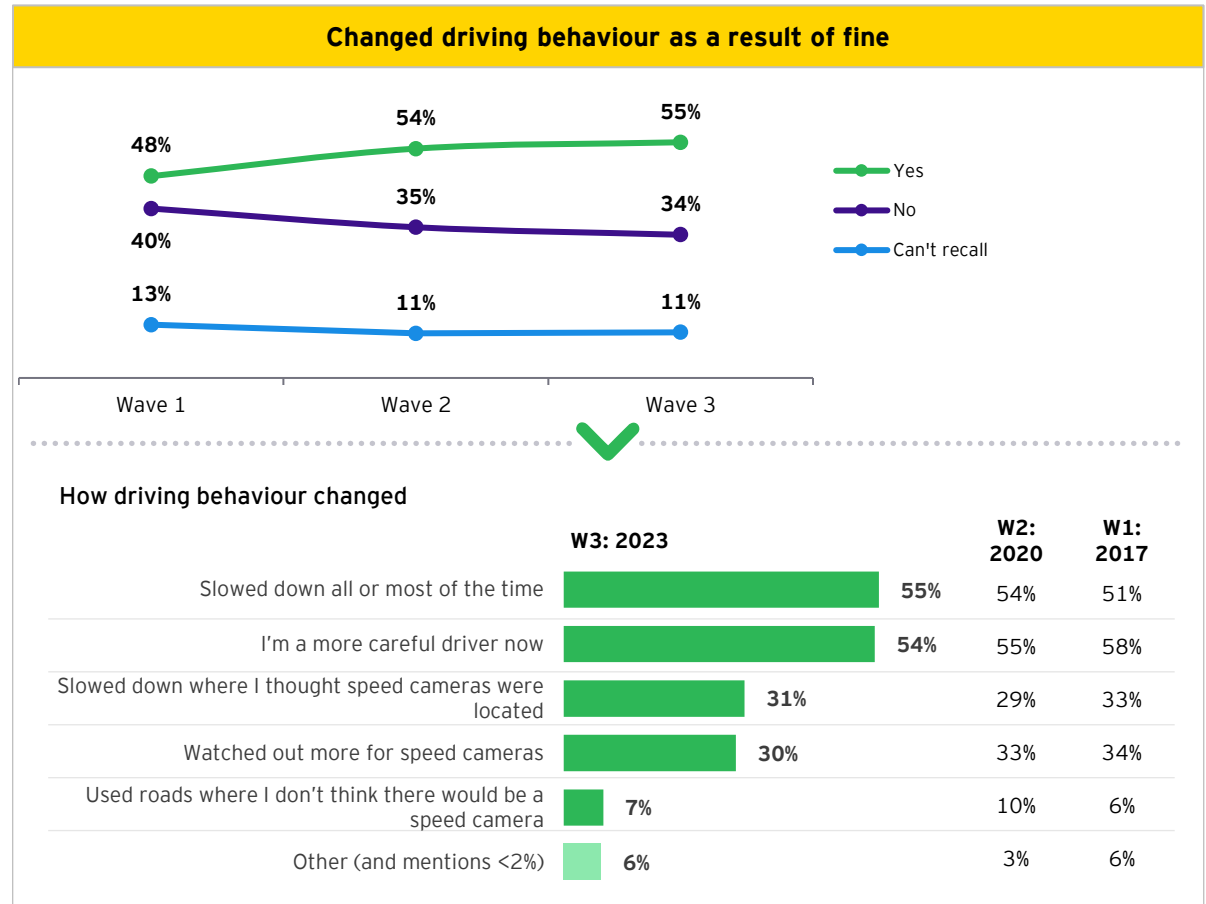
Driving behaviour changes as a result of speed camera fines

- ▶ Aligning with 2020, speeding fines have prompted more than one in two to shift their behaviour (55%), while behaviour has not changed for one in three (34%).
- ▶ When asked to elaborate on how their driving behaviour changed as a result of receiving a fine, one in two say they have slowed down all or most of the time (55%) and/or they are a more careful driver now (54%).
- ▶ A large proportion of behaviour change is centred around the avoidance of speed cameras / getting caught; three in ten have slowed down where they thought cameras were located (31%) and/or watched out for speed cameras (30%). It should be noted that younger cohorts (18 to 29 years old) are significantly more likely to have slowed down where they thought speed cameras were located (56%) as a result of receiving a fine compared to older age groups (28%).

“

I pay more attention to speed limits and changes.

I double check my speedometer as I drive through unfamiliar areas.



Base: Those who received a speeding fine W1 (n=565), W2 (n=593), W3 (n=584) | Those who altered driving behaviour W1 (n=267), W2 (n=318), W3 (n=321)

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 W2 and W3

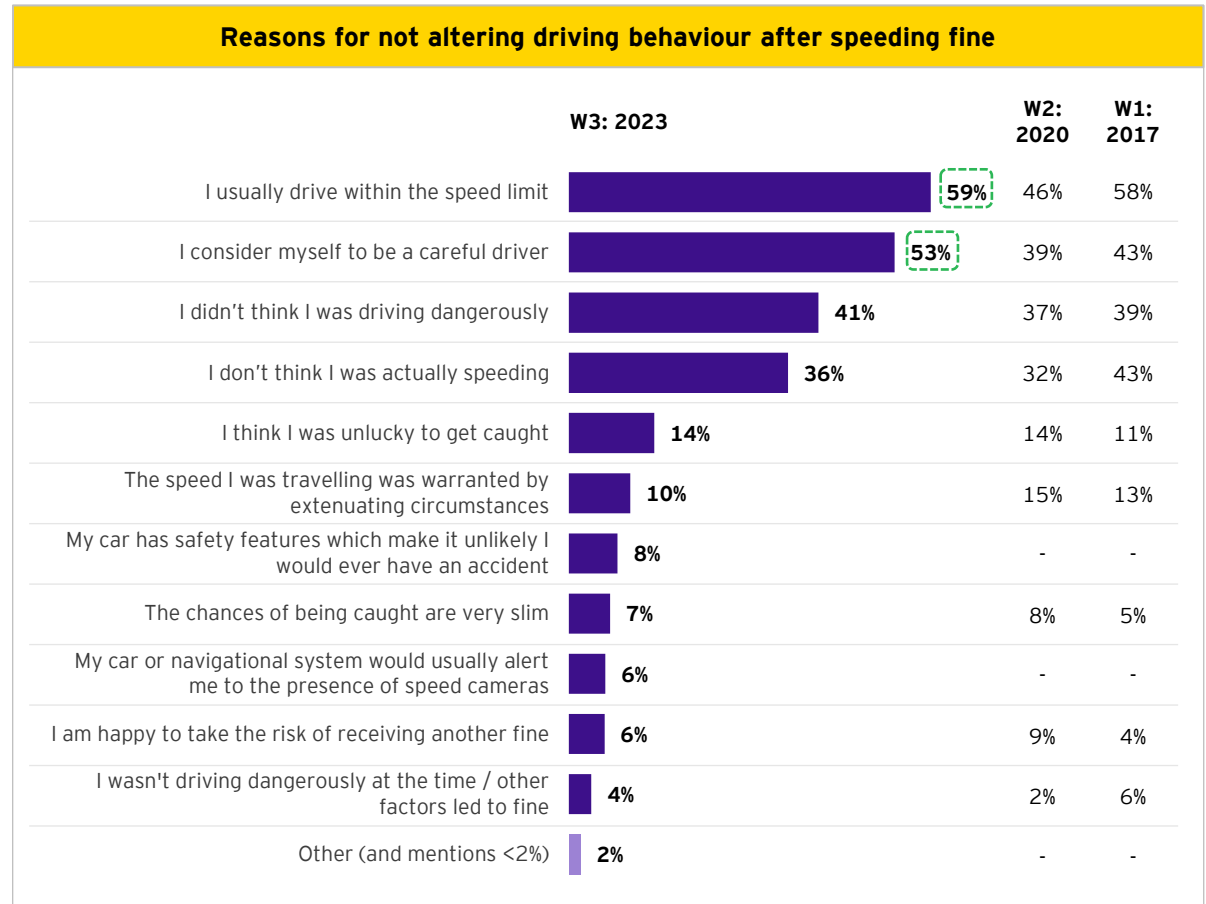
Reasons for not altering driving behaviour after speeding fine

- ▶ Of those drivers (34%) who say they have not altered their driving behaviour after receiving a fine, three in five (59%) believe they usually drive within the speed limit, and one in two (53%) consider themselves to be a careful driver. It should be noted that the proportion of Victorians nominating these reasons as their rationale for not shifting their driving behaviour has increased significantly this wave compared to 2020.
- ▶ Other key reasons for not altering driving behaviour after receiving a speeding fine include drivers thinking they weren't driving dangerously (41%) and were not actually speeding (36%).



I thought the speed limit was a littler higher.

It wasn't my fault there was inadequate signage.

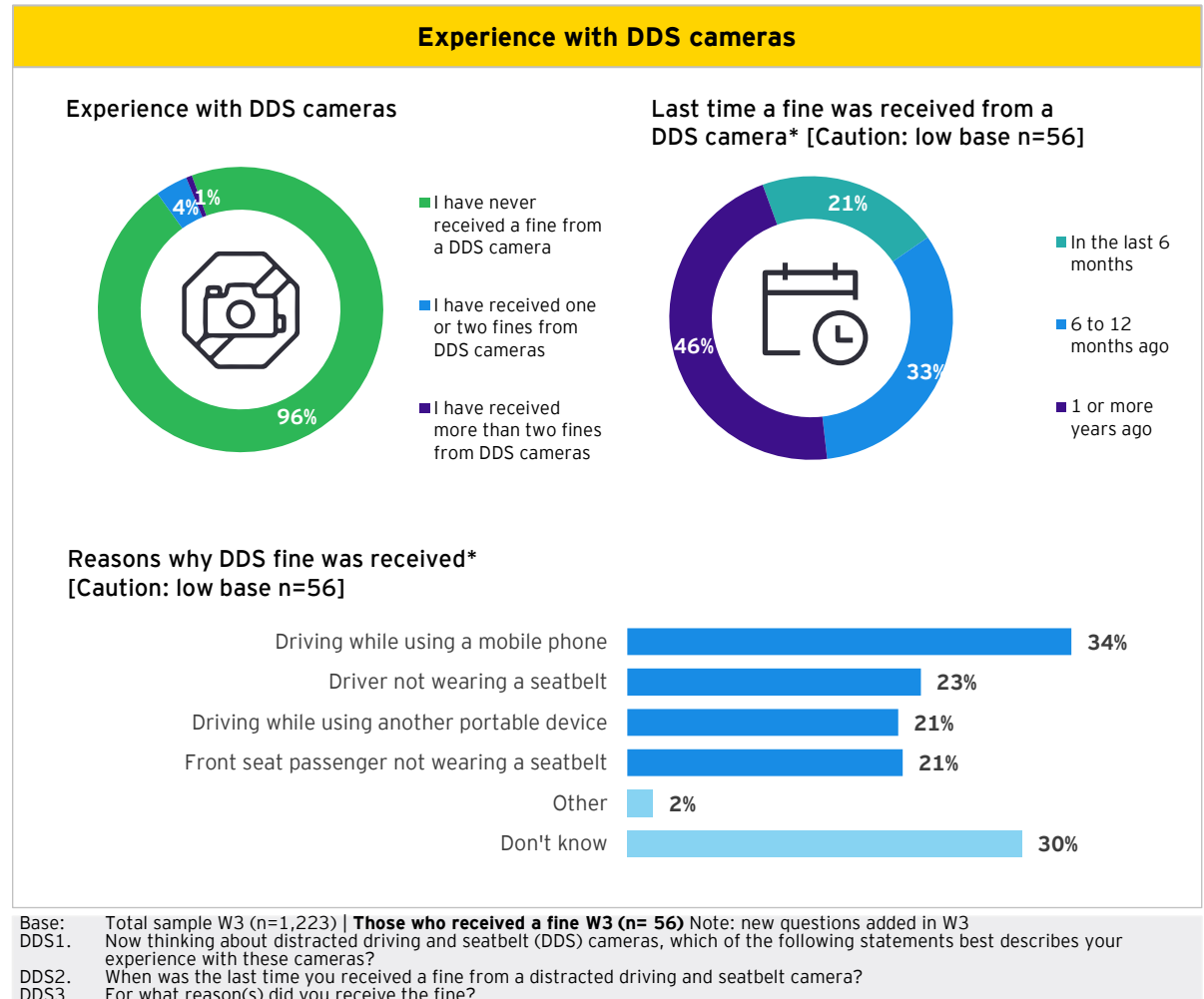


Base: Those who did not alter driving behaviour W1 (n=230), W2 (n=212), W3 (n=201)
 Q40. Why didn't you change your driving behaviour?

▲ ▼ Significant difference within subgroups 📊 📉 Significant difference between W2 and W3

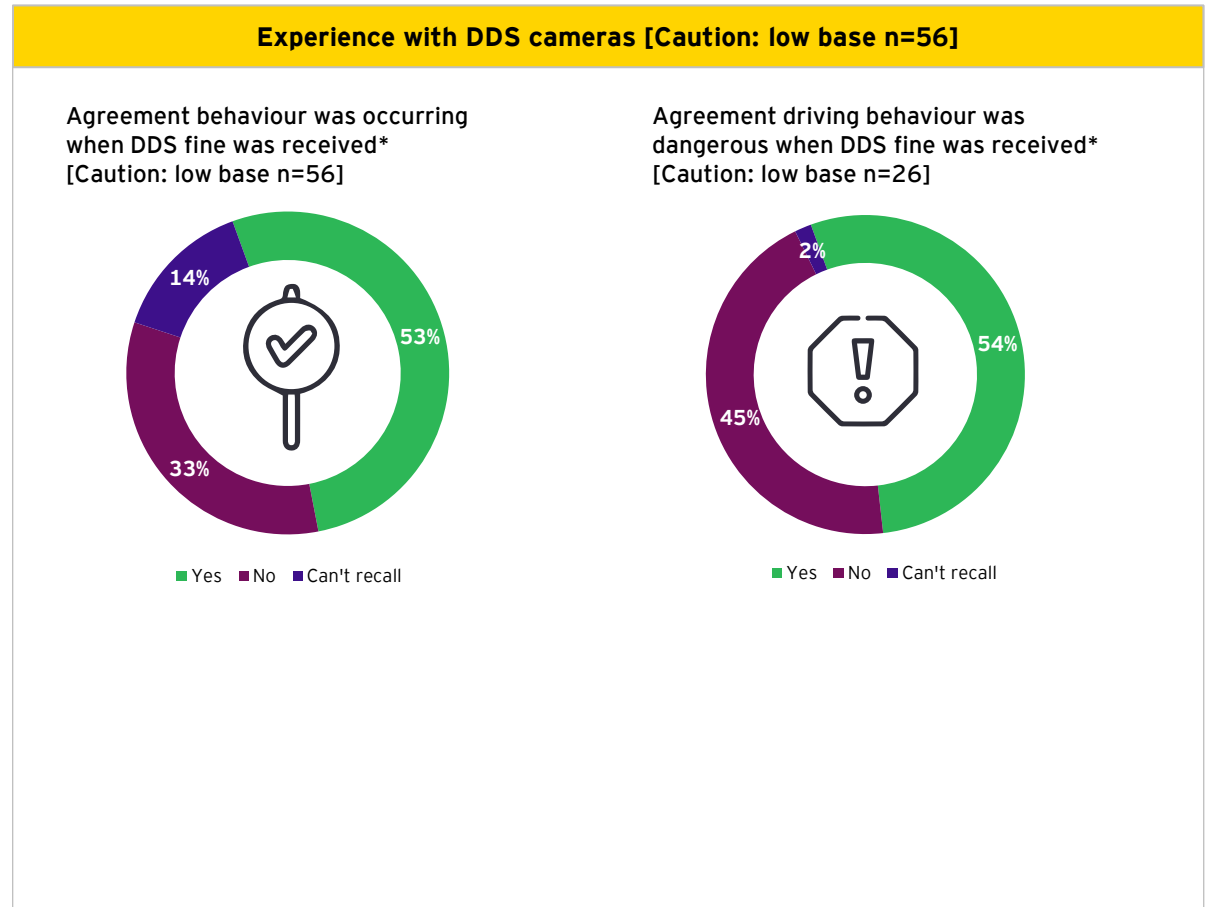
Experience with distracted driving and seatbelt (DDS) cameras

- ▶ DDS cameras were introduced on 31 March 2023, with a strong public awareness campaign issued by the TAC. However, fines were not issued until from 1 July 2023 onwards. It is important to have this context in mind when interpreting these results.
- ▶ Although one in two are aware of DDS cameras (50%), almost all Victorians are yet to receive an infringement from one (96%).
- ▶ Younger Victorians (18 to 29 years old) are significantly more likely to have had experience with DDS cameras, receiving one or more fines (9%) compared to other age groups (3%). This is also the case for males (6% vs 3% females) and for those who are employed (5% vs 2%).
- ▶ Of the small proportion (5%) who have had experience with a DDS camera, the majority recall their last fine being received more than 6 months ago (79%). Driving while using a mobile phone is the most common reason for receiving a fine (34%), followed by not wearing a seatbelt (23%).



Experience with distracted driving and seatbelt (DDS) cameras (cont..)

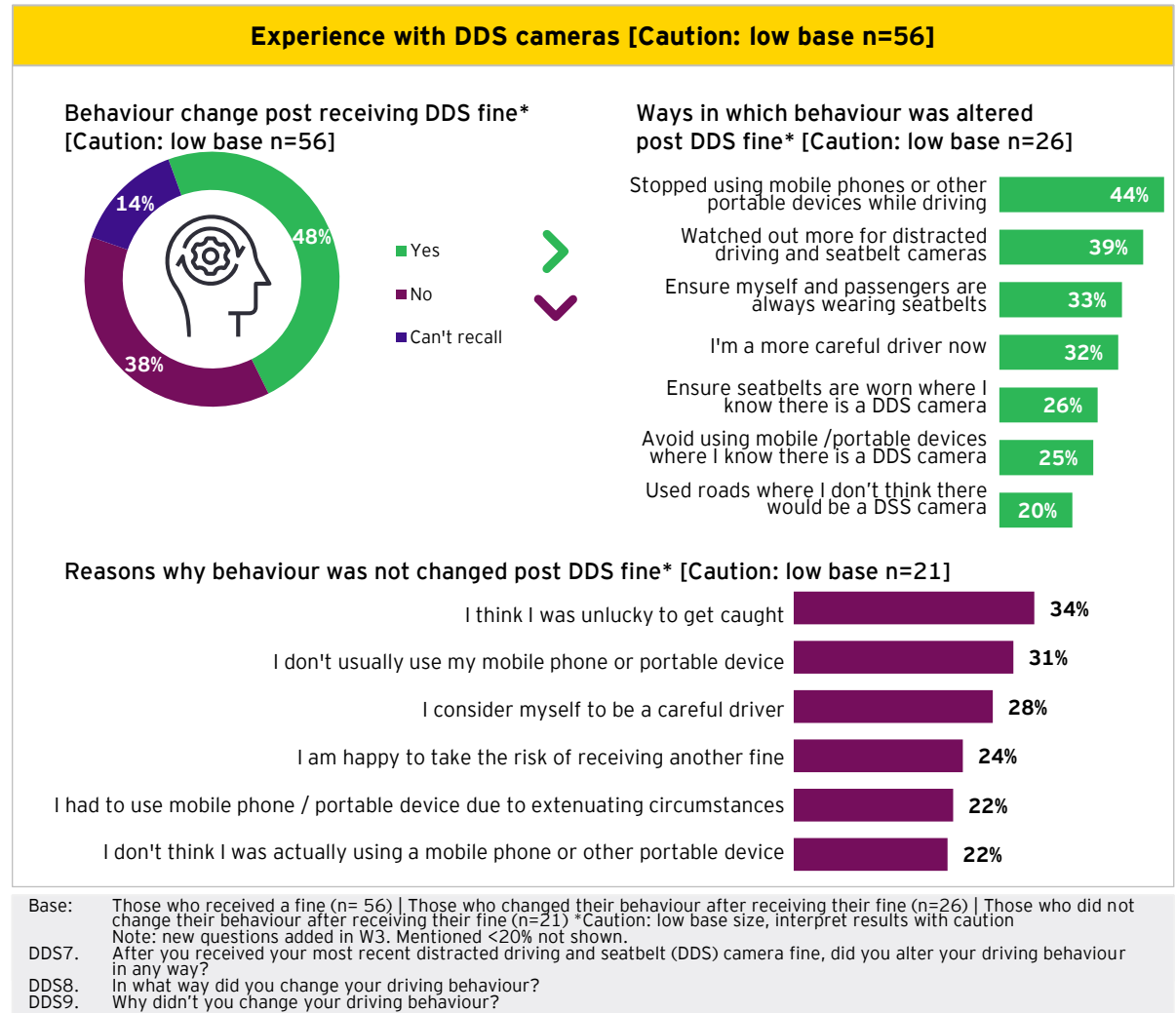
- ▶ Of those who received a DDS fine, one in two (53%) agree the behaviour was occurring when the fine was received. While this finding captures the majority, a sizeable portion (33%) indicate they were not performing the behaviour they received the DDS fine for.
- ▶ When asked if their behaviour was dangerous, 54% of those who admit fault agree with this statement.



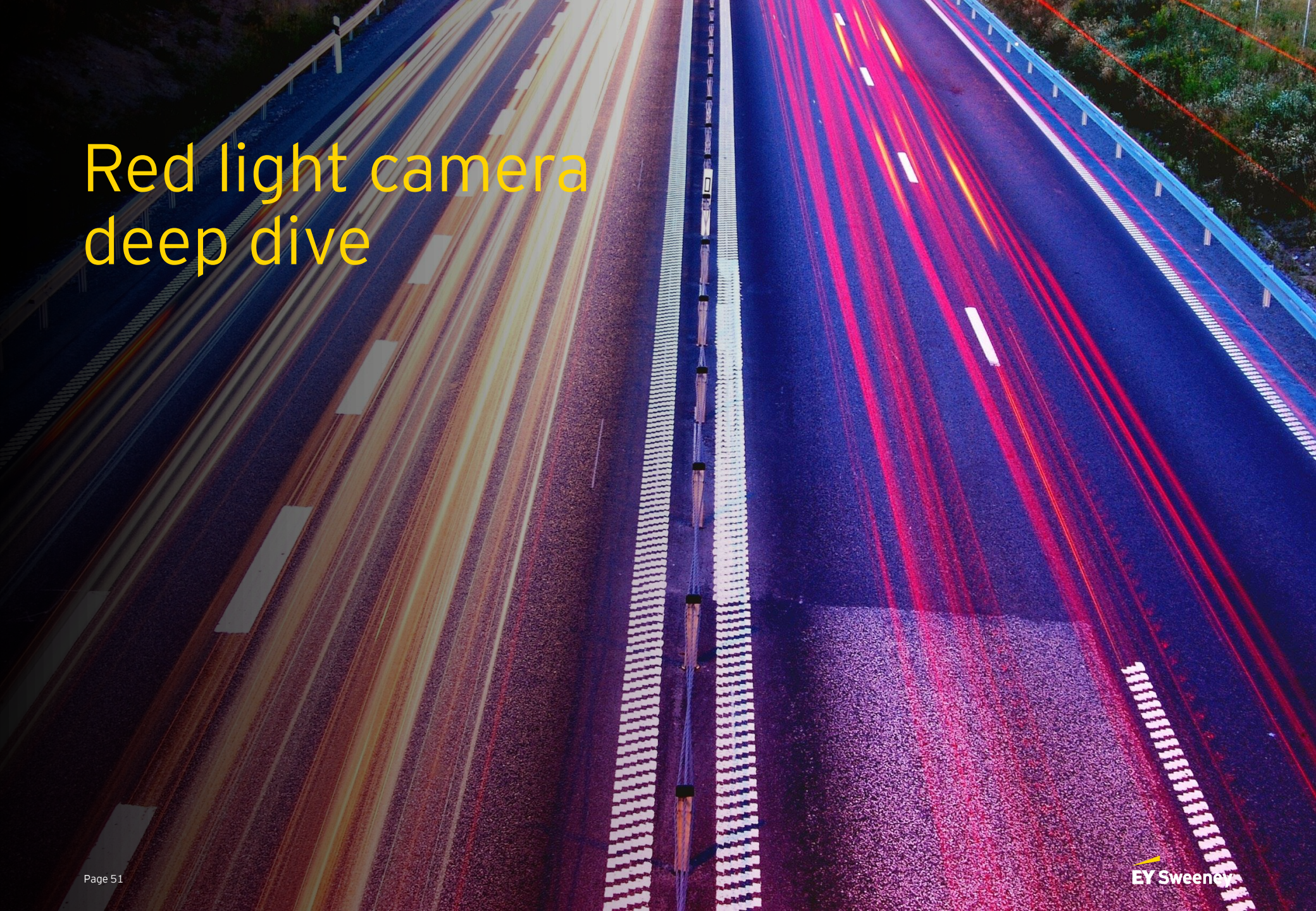
Base: Those who received a fine (n= 56) | Those who agree that behaviours were occurring last time they got a fine (n=29) |
 *Caution: low base size, interpret results with caution
 Note: new questions added in W3. DDS6 not shown due to very small sample size (n=13)
 DDS4. Did you agree that this behaviour was occurring when you received the fine?
 DDS5. Did you think you were driving dangerously the last time you were fined from a distracted driving and seatbelt camera?

Experience with distracted driving and seatbelt (DDS) cameras (cont..)

- ▶ Of those who received a DDS fine, around one in two (48%) indicate they shifted their behaviour as a result, while around two in five (38%) indicate their behaviour did not change.
- ▶ Amongst those who indicated a behaviour change as a result of receiving a DDS fine, the most common responses has been to stop using mobile phones or portable devices while driving (44%), followed by watching out for more DDS cameras (39%).
- ▶ Conversely, of those who indicated their behaviour did not change post receiving a DDS fine, the most common reasons why include thinking they were unlucky to get caught (34%), they don't usually use a mobile phone or portable device (31%) and they consider themselves to be a careful driver (24%). It should be noted that these findings are based off a low sample size and should be interpreted with caution.

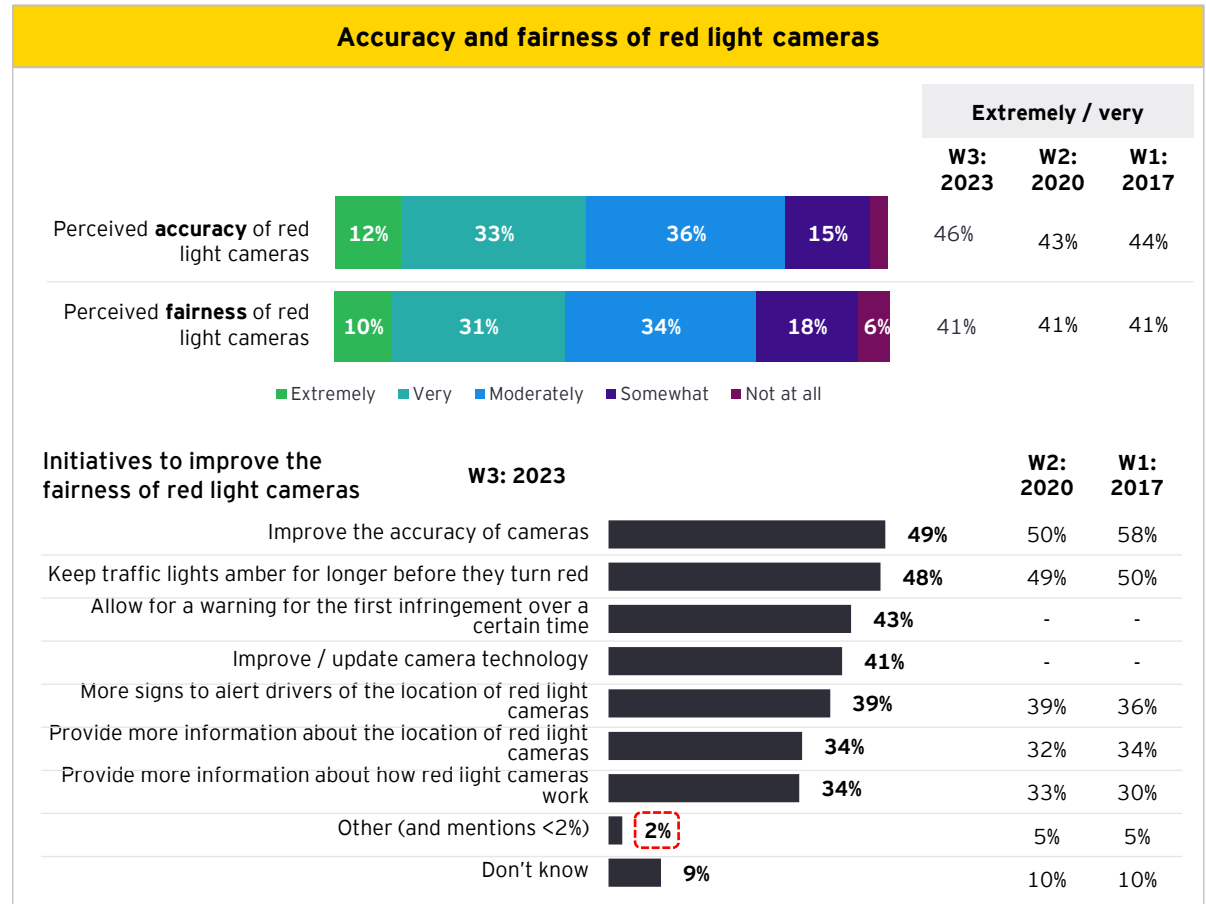


Red light camera deep dive



Accuracy and fairness of red light cameras

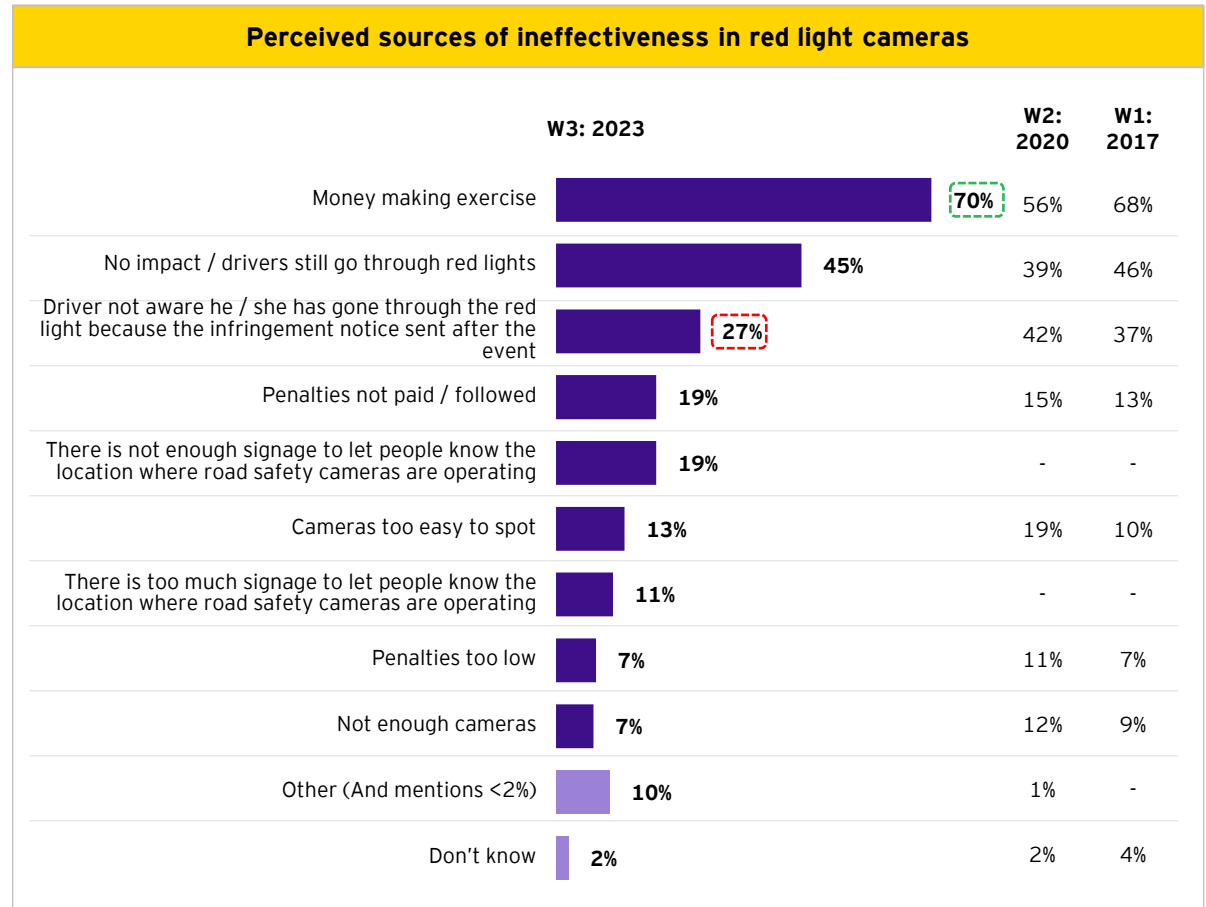
- ▶ Aligning with the previous wave and benchmark, around two in five believe red light cameras are fair (41%), while a slightly higher proportion perceive red light cameras to be accurate (46% up from 43%). Aligning with sentiment seen in relation to speed cameras, older cohorts (over 60 years old) are significantly more likely to share this perception that red light cameras are accurate (53%) and fair (50%) compared to those under 60 years old (43% and 38% respectively).
- ▶ Consistent with the prior wave, those who perceive red light cameras to be moderately to not at all fair most commonly nominate improved accuracy (50%) or increased duration between lights changing from amber to red (48%) as suggestions for improvement. Two in five would like a warning to be administered before an infringement (43%) or would like to see an update in camera technology (41%).



Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223)
 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?
 Q28. Those who think red light cameras are moderately fair - not at all fair, W1 (n=719), W2 (n=731), W3 (n=721) 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 W2 and W3

Perceived sources of ineffectiveness in red light cameras

- ▶ Amongst the Victorians who question the effectiveness of red light cameras, a perception that they are a 'money making exercise' is by far the most common driver of this belief (70%). Furthermore, this belief has become more pronounced in the current wave, following a decline during the pandemic.
- ▶ The next most common reason for believing red light cameras to be ineffective is because they are deemed ineffectual, not having an impact on the root behaviour (45%).
- ▶ As was the case with speed cameras, the timing of the infringement being issued (after the fact) is contributing less to perceptions of ineffectiveness this wave.

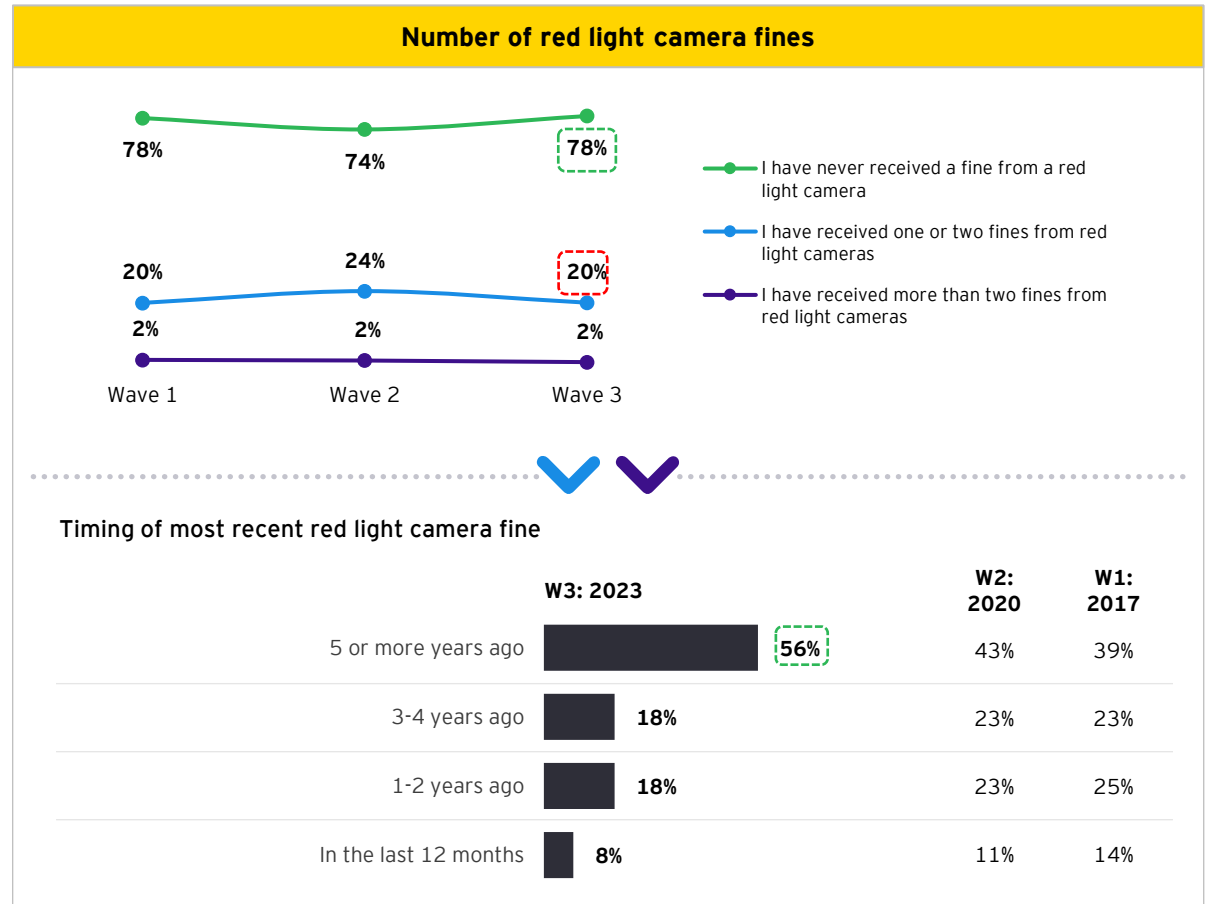


Base: Those who did not think red light cameras are effective W1 (n=166), W2 (n=159), W3 (n=157)
 Q22. Why do you think that red light cameras are not very effective?

▲ ▼ Significant difference within subgroups 📦 📦 Significant difference between W2 and W3

Experience with red light camera fines

- ▶ One in five (20%) Victorians confirm they have received one or two fines from red light cameras in Wave 3, returning to the same level observed in Wave 1 (20%). Younger cohorts under 30 years old, are significantly less likely to have received one or more red light camera fines (13%) than those over 30 years old (24%).
- ▶ '5 or more years ago' remains the most common timing of recent red light camera fines, seeing Victorians significantly more likely to have received a fine within this timeframe (56%) compared to the previous wave (43%). Further, those 60+ years old (74%) are also significantly more likely to have received their most recent red light camera fine within this time frame, compared to those under 60 years old (48%).
- ▶ Victorians aged 18 to 29 years old are more likely to have received a recent fine in the last 1-2 years (49%) compared to those aged 30 years old and above (14%).

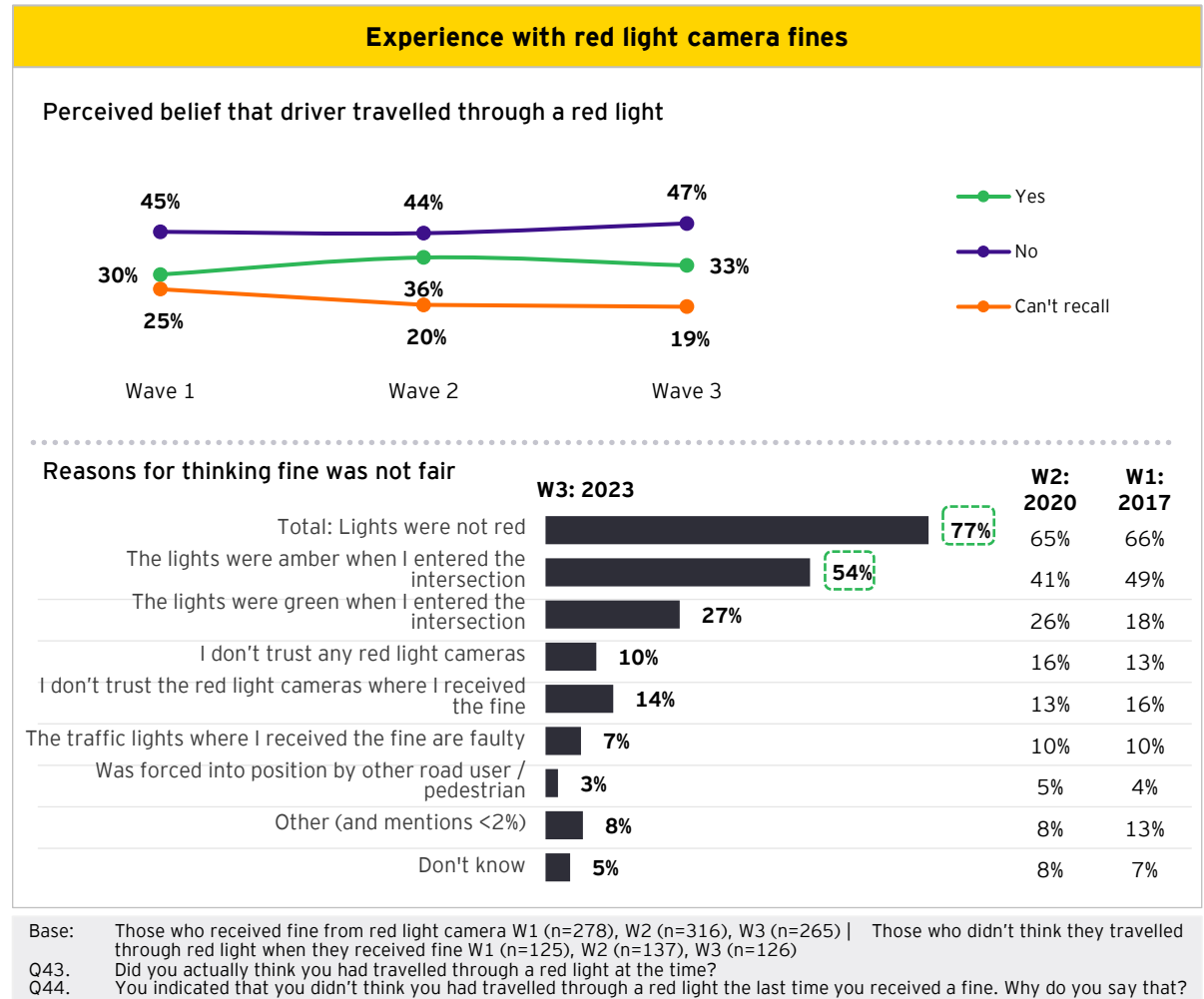


Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223)
 Q41. Now thinking about red light cameras, which of the following statements best describes your experience with red light cameras?
 Base: Those who received fine from red light camera W1 (n=278), W2 (n=316), W3 (n=265)
 Q42. When was the last time you received a fine from a red light camera?

▲ ▼ Significant difference within subgroups □ □ Significant difference between W2 and W3

Experience with red light camera fines

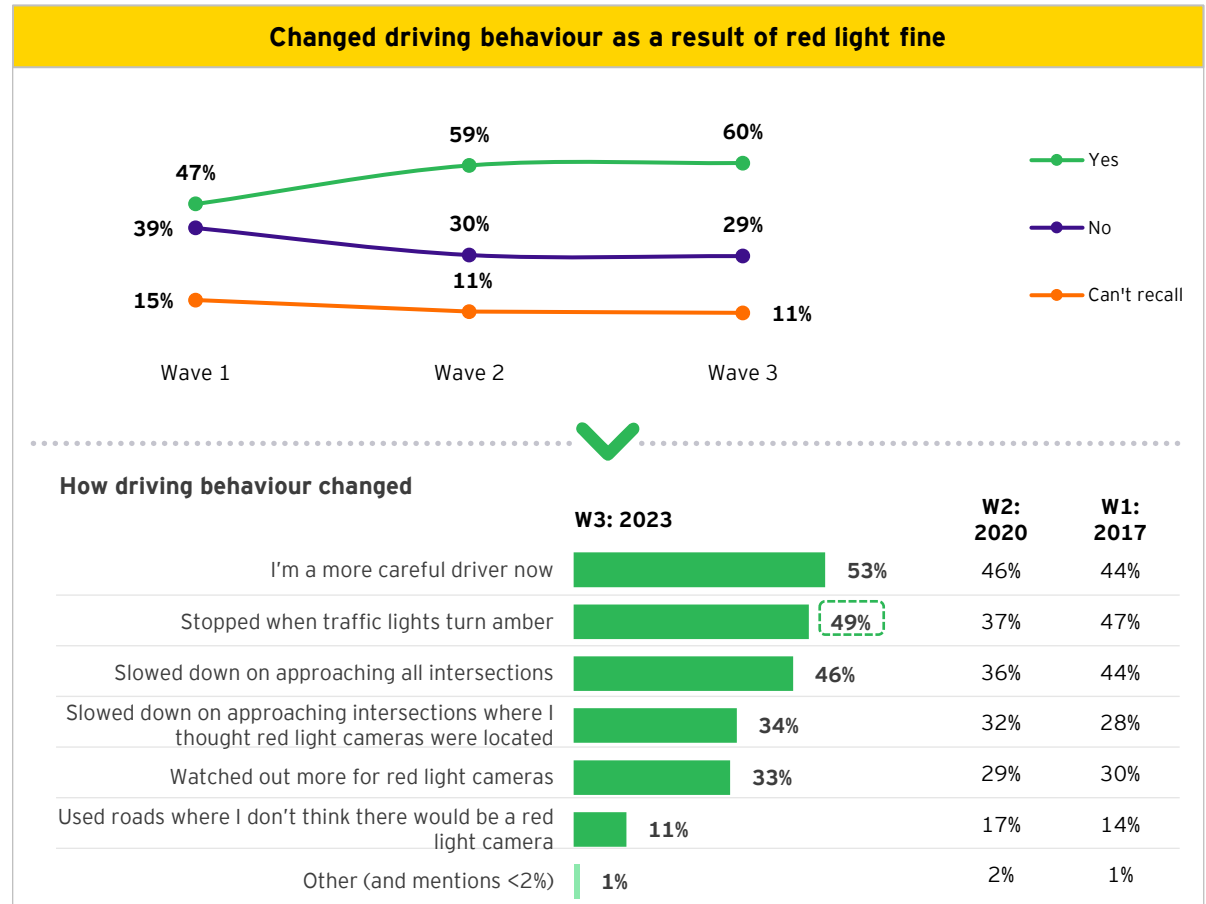
- ▶ Aligning with findings from previous waves, Victorians who received a fine from a red light camera are more likely to believe they did not travel through a red light (47%) than to concede they were at fault (33%).
- ▶ When unpacking the reasons why they felt the red light camera fine was unfair, the vast majority indicate the lights were not red when they entered the intersection (77%), a significant increase compared to the previous wave (65%). In particular, 54% recall the lights to be amber in colour, also a significant jump compared to the previous wave (41%).



▲ ▼ Significant difference within subgroups 📦 📦 Significant difference between W2 and W3

Driving behaviour changes as a result of red light camera fines

- ▶ In line with the previous wave, red light cameras continue to drive behaviour change for the majority, seeing three in five (60%) indicate an adjustment to their driving behaviour as a result of receiving a red light fine.
- ▶ When asked how their driving behaviour changed as a result of receiving a red light camera fine, more than one in two indicate they are a more careful driver now (53%). Further, a significantly higher proportion of those who changed their driving behaviour indicate that they now stop when traffic lights turn amber (49%), compared to the previous wave (37%).
- ▶ Other key behaviours coming to fruition after receiving a red light fine include slowing down when approaching an intersection and keeping a closer eye out for red light cameras more generally.



Base: Those who received a red light fine W1 (n=278), W2 (n=316), W3 (n=265) | Those who altered driving behaviour W1 (n=130), W2 (n=185), W3 (n=155)

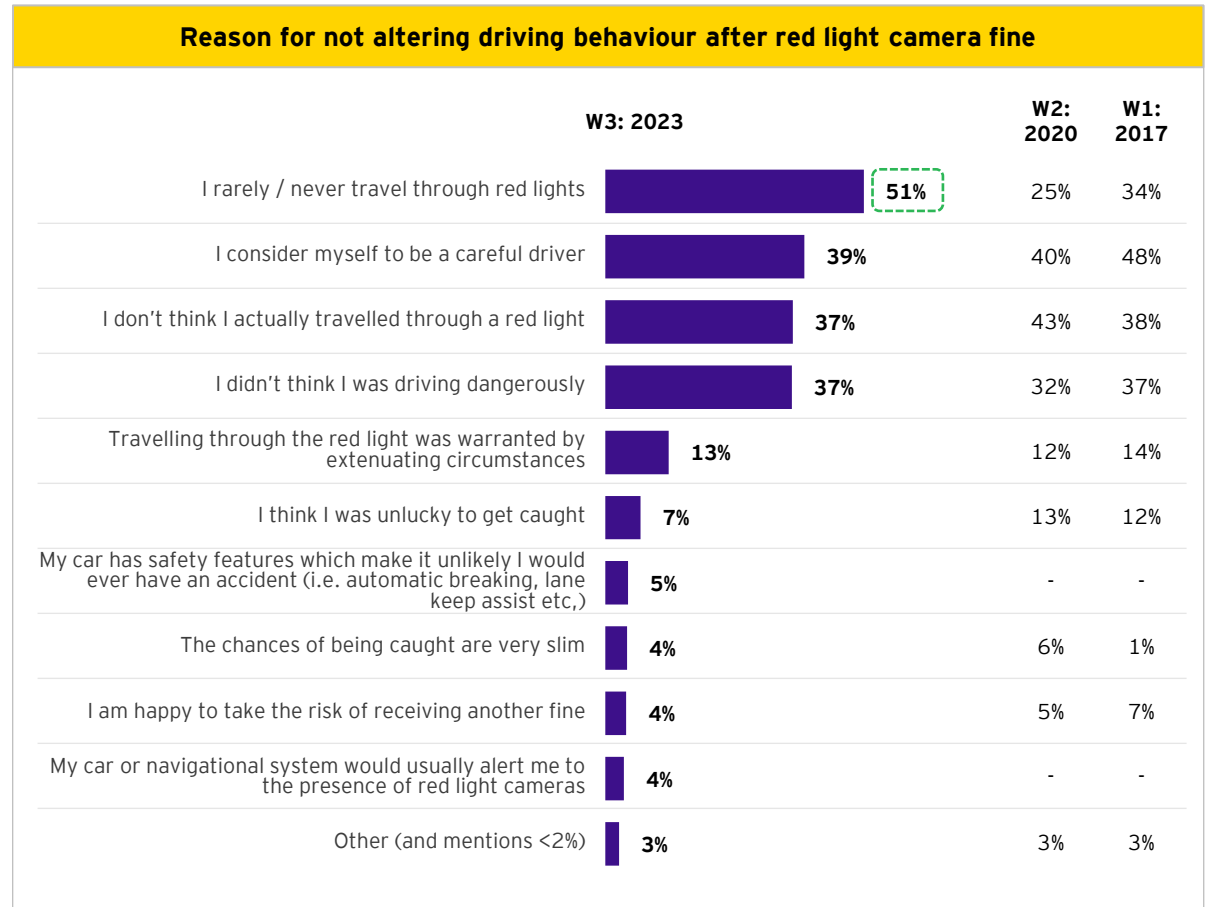
Q45. After you received your most recent red light camera fine, did you alter your driving behaviour in any way?

Q46. In what way did you change your driving behaviour?

▲ Significant difference within subgroups □ Significant difference between W2 and W3

Reason for not altering driving behaviour after red light camera fine

- ▶ Of the three in ten (29%) who say they have not altered their driving behaviour after receiving a red light camera fine, the most common reason is because they rarely / never travel through red lights. The prominence of this reason for not altering driving behaviour after receiving a red light camera fine is significantly higher this wave (51%) compared to 2020 (25%) and the 2017 benchmark (34%).
- ▶ Considering themselves to be a careful driver, not believing they were driving dangerously and not thinking they actually travelled through a red light are also commonly nominated reasons for not changing behaviour.



Base: Those who did not change behaviour after receiving fine from red light camera W1 (n=107), W2 (n=95), W3 (n=82)
 Q47. Why didn't you change your driving behaviour?

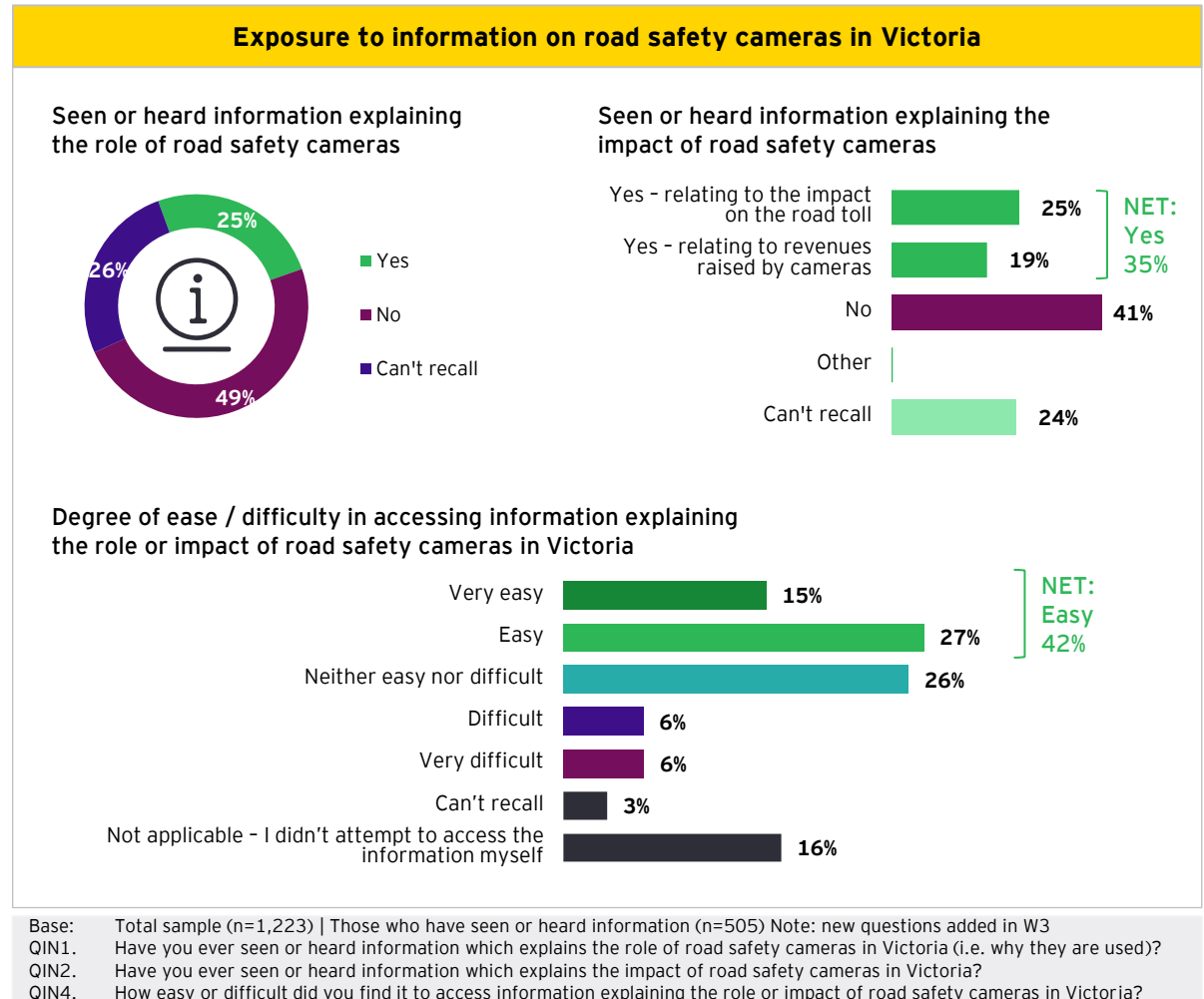
▲ ▼ Significant difference within subgroups 📊 Significant difference between W2 and W3

Exposure to road safety camera information



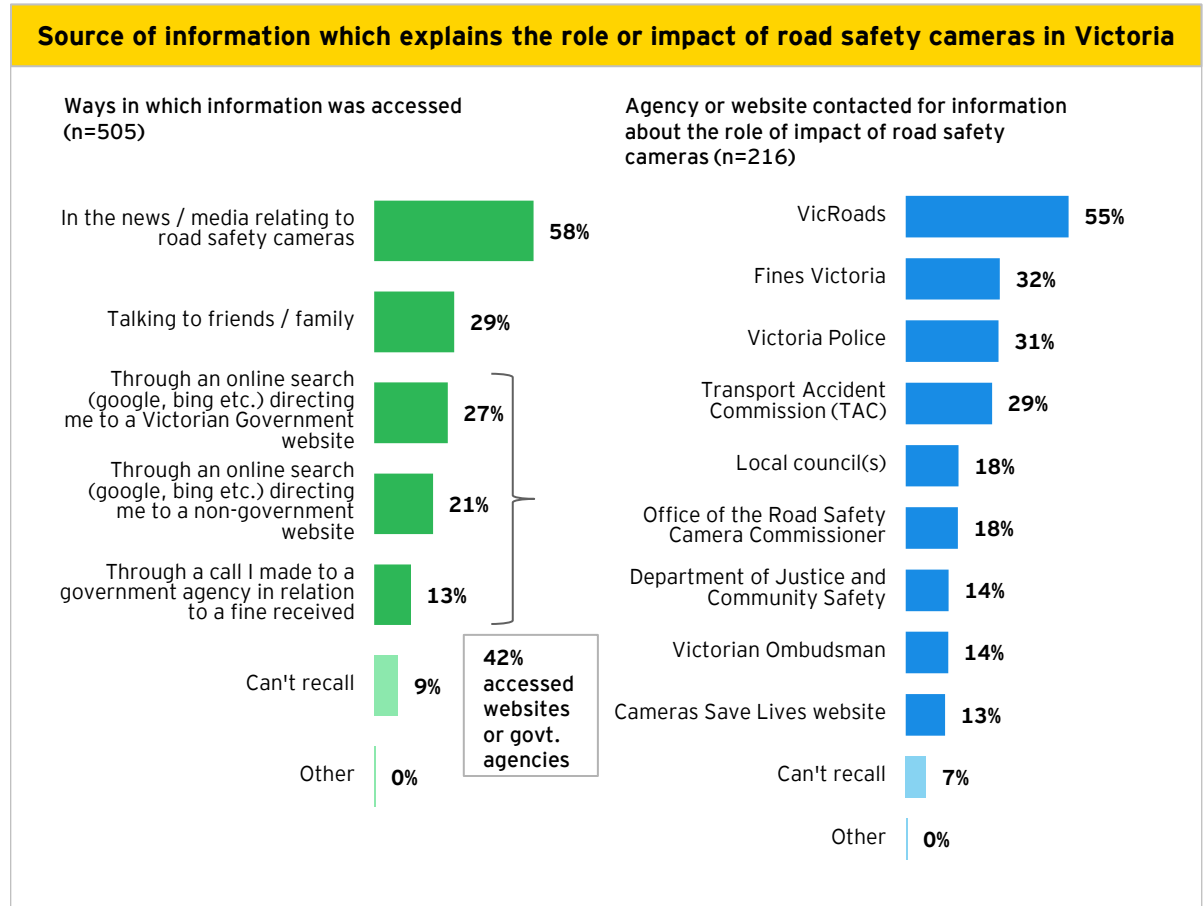
Exposure to information on road safety cameras in Victoria

- ▶ In general, exposure to information explaining the role of road safety cameras is somewhat limited, with only one in four (25%) recollecting exposure to such information. Those who currently or have previously driven for a living are significantly more likely to recall exposure to this information (43%) compared to those who have never driven for a living (20%).
- ▶ A slightly higher proportion of Victorians have seen or heard information explaining the impact of road safety cameras (35%), particularly in relation to the impact on the road toll (25%). Again, professional drivers are more likely to recall exposure to this information (51%) compared to non-professional drivers (30%).
- ▶ Amongst those who recall exposure to information relating to the impact of road safety cameras, two in five (42%) indicate that it was very easy / easy to access information.



Source of information explaining role or impact of road safety cameras in Victoria

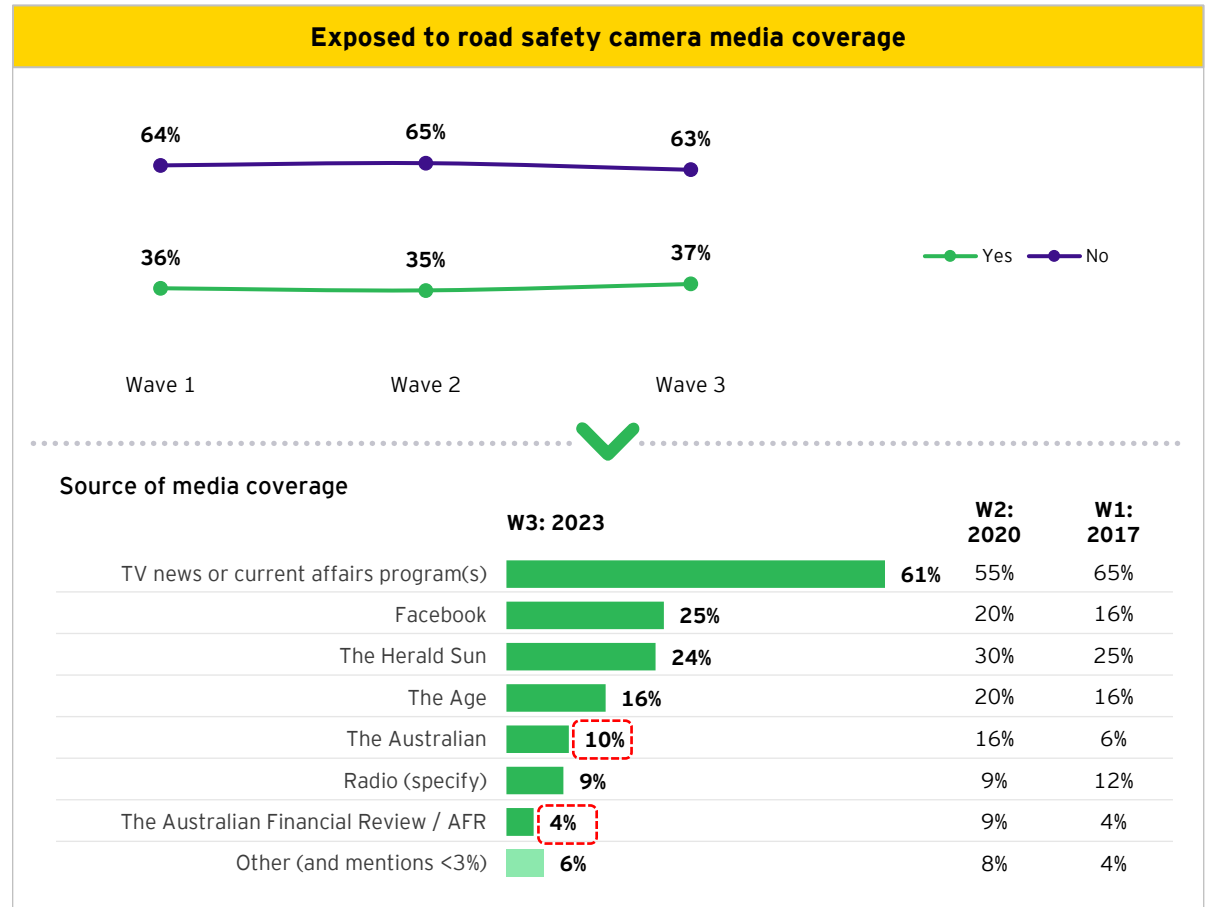
- ▶ Most information regarding the role or impact of road safety cameras in Victoria is generated via the news, or other media relating to cameras.
- ▶ Many also sourced information from family, friends and/or through searching a government website directly. Information was less likely to be found through calls made in relation to fines.
- ▶ Of the 42% who accessed a website (government or non-government) or called a government agency for information, VicRoads was most commonly accessed.
- ▶ Consistent with findings from 2020, the 'Cameras Save Lives' website continues to attract low levels of engagement.



Base: Those who have seen or heard information (n=505) | Those who accessed information through a website or government agency (n=216) Note: new questions added in W3
 QIN3a. How did you go about accessing information which explains the role or impact of road safety cameras in Victoria?
 QIN3b. Which agency or website did you contact for information about the role or impact of road safety cameras in Victoria?

Media exposure

- ▶ In line with previous waves, the majority (63%) of respondents have not seen or heard any stories in the media related to speed and/or red light cameras.
- ▶ Interestingly, those who have received a red light fine (44% vs 35% who have not), have had a collision (52% vs 40% who have not) or currently drive for a living (51% vs 33% who do not) are significantly more likely to recall exposure to road safety camera media coverage.
- ▶ Of the 37% who have been exposed to road safety camera coverage, the most common source of media coverage was TV news of current affair programs(s) (61%). This is the most common source of media coverage amongst older Victorians who are 60+ years old (77% vs 56% under 60 years).
- ▶ It should be noted that in Wave 3, The Australian (10%) and The Australian Financial Review / AFR (4%) declined significantly as sources of awareness compared to Wave 2 (16% and 9% respectively). However, these proportions have returned to levels noted in the benchmark wave.



Base: Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223) | Those who have seen stories in the media W1 (n=433), W2 (n=436), W3 (n=460)

Q29. Have you seen or heard any stories in the media related to speed and/or red light cameras?

Q30. Where did you see or hear stories about speed and/or red light cameras in the media

▲ Significant difference within subgroups □ Significant difference between W2 and W3

Description of media coverage

- ▶ When asked to describe the coverage, the revenue collected by camera-based fines is the most common description (14%).
- ▶ In Wave 3, those exposed to road safety camera media coverage are significantly more likely to recall the revenue collected by camera-based fines (14%), the effectiveness of speed cameras in reducing accidents (10%), new cameras being installed (7%), speeding is dangerous / slow down (4%) and advertisements altering drivers to increased policing (4%) as the key media coverage messaging, compared to Wave 2. In turn, cameras in the area being inaccurate (6%) and people being fined based on inaccurate speed (4%) are less commonly cited as descriptions of the media coverage this wave.
- ▶ A significantly lower proportion of those exposed to road safety camera media coverage recall 'nothing' (4% down from 8%), emphasising that the media coverage messaging is more likely to be resonating with Victorians.

Description of media coverage				
	W3: 2023	W2: 2020	W1: 2017	
The revenue collected by camera-based fines	14%	8%	7%	
Effectiveness of speed cameras in reducing accidents	10%	1%	1%	
Accidents / crashes that have occurred	8%	5%	3%	
New cameras being installed	7%	2%	5%	
Cameras in the area are inaccurate	6%	18%	37%	
Fines NFI*	5%	3%	1%	
Speeding is dangerous / slow down	4%	2%	-	
People have been fined based on inaccurate speed camera data / unfair margin of error	4%	8%	20%	
Advertisements alerting drivers to increased policing of road safety	4%	1%	4%	
Phone use detecting cameras	4%	-	-	
Specific camera at specific road NFI*	4%	3%	2%	
Complaints NFI*	3%	2%	2%	
The number of people that are being caught by cameras	3%	-	-	
New / better camera technology	3%	-	-	
Other (And mentions <3%)	29%	-	-	
Don't know	9%	6%	6%	
None / nothing	4%	8%	6%	

Base: Have seen/heard something in the media W1 (n=433), W2 (n=436), W3 (n=460). 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?
 * No further information (NFI)

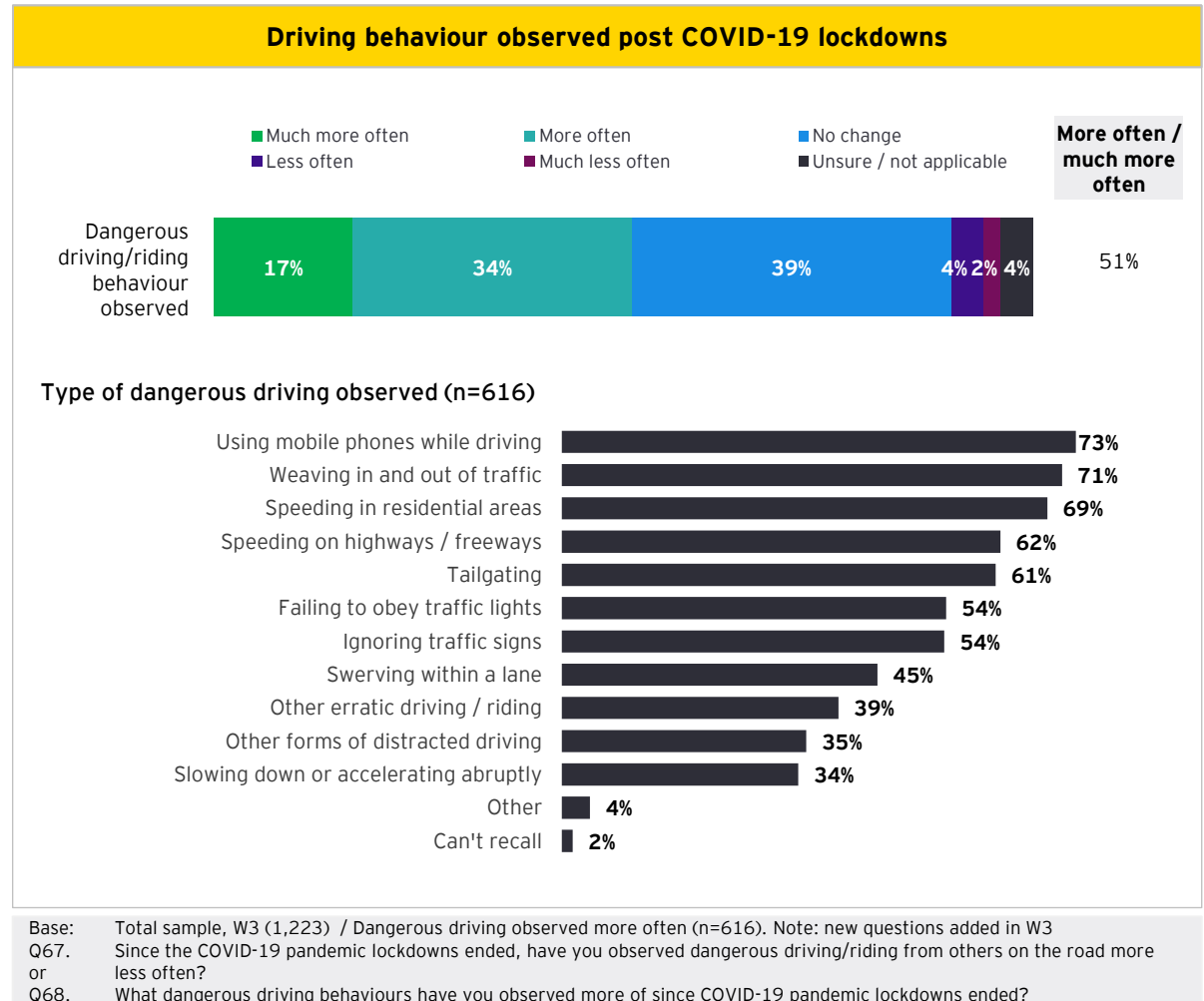
▲ ▼ Significant difference within subgroups □ □ Significant difference between W2 and W3

Driving behaviour post COVID-19



Driving behaviour observed post COVID-19 lockdowns

- ▶ Half of Victorians believe dangerous driving has become more prolific following the COVID-19 pandemic lockdowns (51%).
- ▶ The behaviours most commonly noted as having increased are using mobile phones, weaving in and out of traffic and speeding in residential areas. The majority of those noting an increase in dangerous driving also cite heightened speeding on highways/freeways, tailgating and/or a failure to obey traffic lights or signs.
- ▶ Interestingly, professional drivers are more likely to note a reduction in dangerous driving since the lockdowns ended. It may be that professional drivers were out on the roads more often than others during this period, and thus bore witness to more dangerous driving behaviours.



Management of road safety cameras



Road Safety
Camera
Commissioner



Confidence in management of road safety cameras

- ▶ Confidence in the management of road safety cameras in Victoria has notably increased since previous waves, with two in five respondents reporting they are a lot or somewhat more confident in this compared to five years ago (40% vs 34% in 2020).
- ▶ Confidence is highest among those aged 25 to 29 years old, with around one in two expressing confidence (48%) compared to two in five (39%) aged 30 years and over.
- ▶ Similar to 2020, one in three (33% vs 31% in 2020) mistakenly believe that VicRoads is responsible for overseeing road safety cameras.
- ▶ Regional Victorians are more likely to nominate the Office of the Road Safety Camera Commissioner for this role, at slightly more than one in four (27%). Similarly, respondents 60 years and older are more likely to nominate the Office compared to other age categories (31%).



Base: Respondents aged 25 or over W1 (n=1,087), W2 (n=1,092), W3 (n=1,094) | Total sample W1 (n=1,204), W2 (n=1,233), W3 (n=1,223) ^Note: new code 'Fines Victoria' added in 2023.

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 W2 and W3

Professional drivers deep dive



Professional drivers significantly more likely to agree...

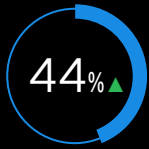
Currently drive/have driven for a living



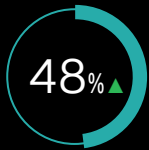
Independent checks are conducted regularly to ensure speed/red light cameras are accurate (vs 41% non-professional drivers)



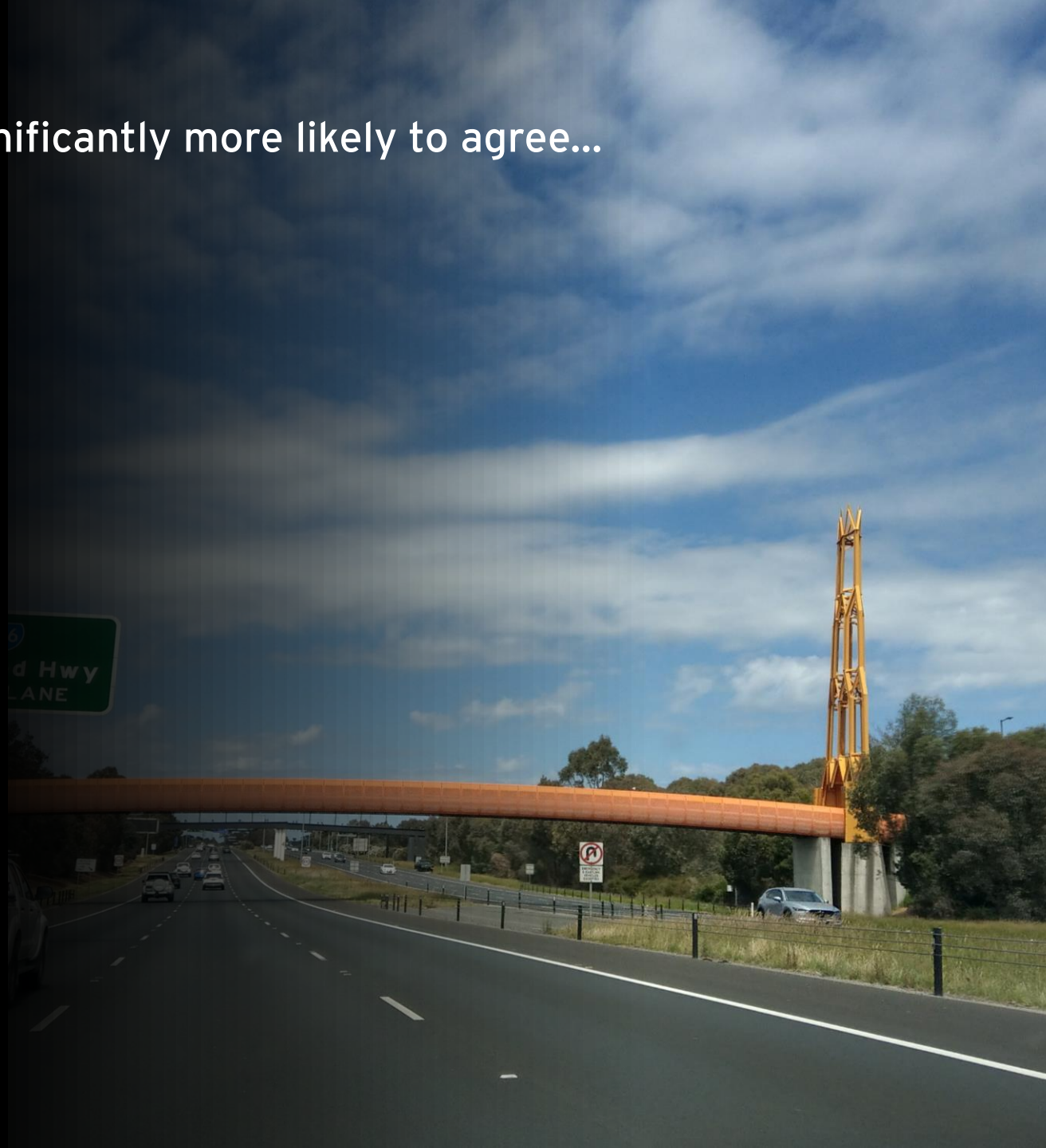
Drivers should be alerted about the location of speed/red light cameras (vs 51%)



The government provides adequate access to information about how speed/red light cameras operate (vs 32%)

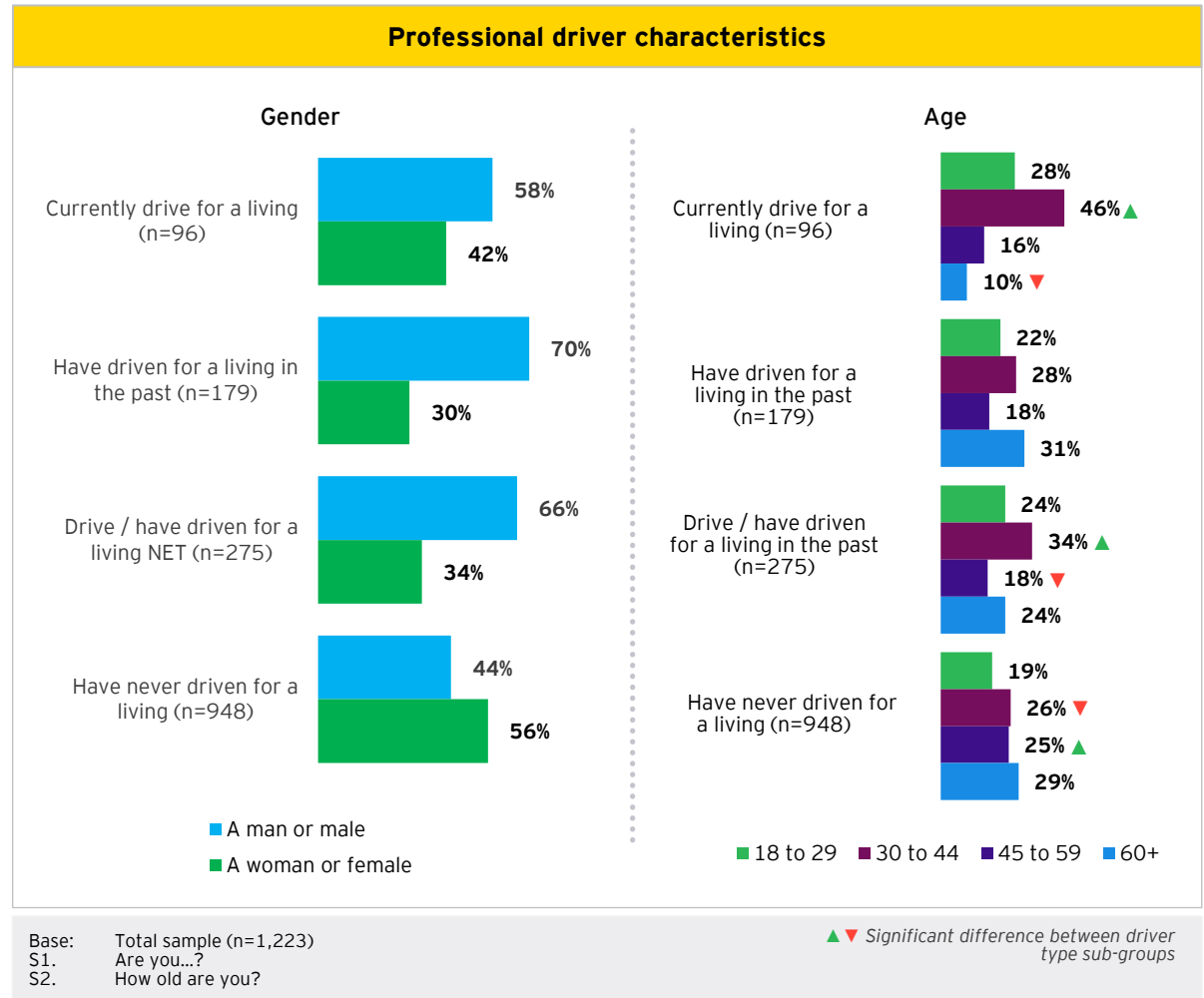


Speed cameras allow for a suitable margin of error (vs 38%)



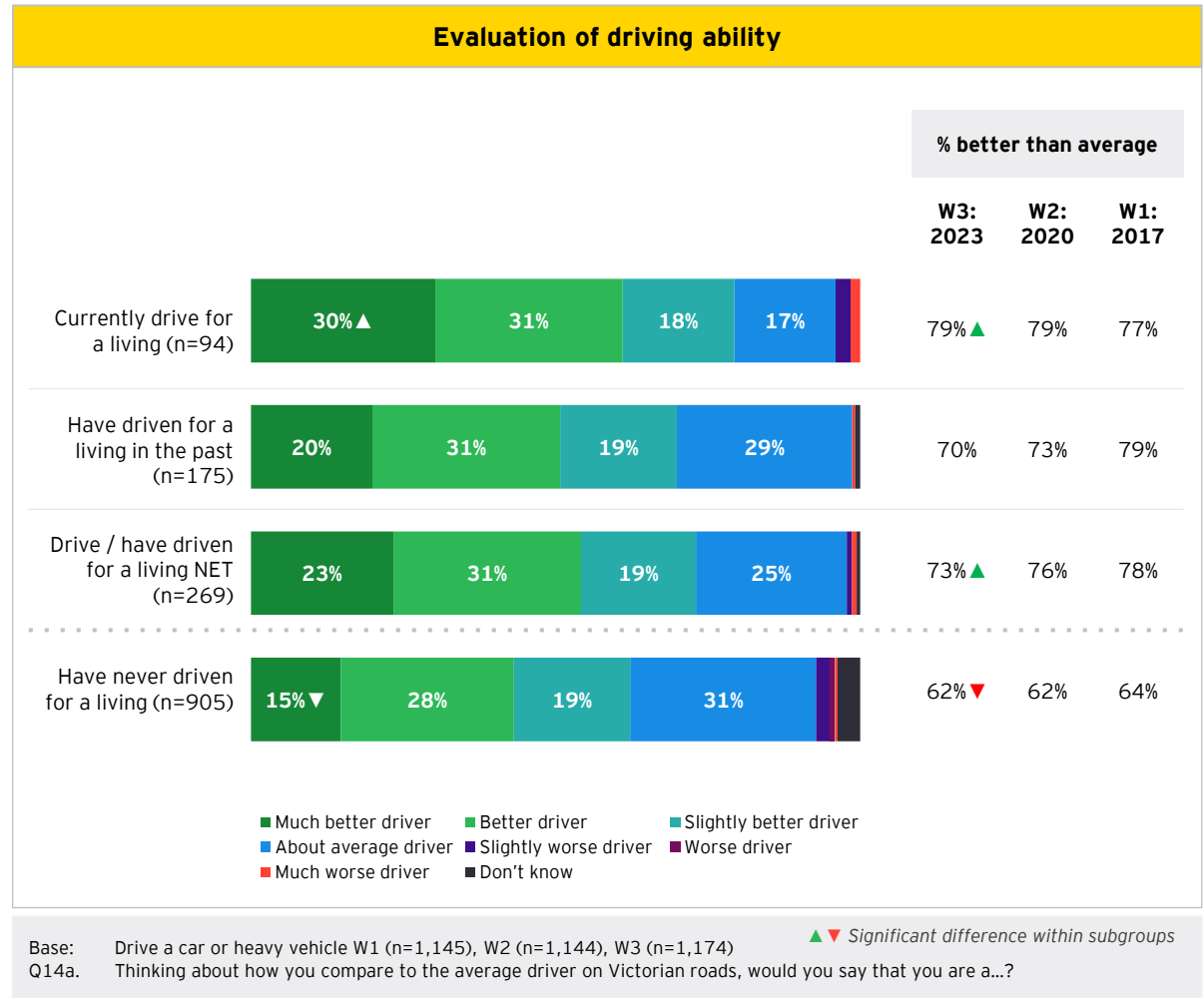
Professional drivers - profile

- ▶ Males are more likely to drive for a living than females, seeing almost seven in ten of those who have ever driven for a living, identify as a man or male (66%).
- ▶ Those who currently drive for a living are most likely to be between the ages of 30 to 44 years old (46%), as are those who have ever driven for a living at some point in their life (34%).



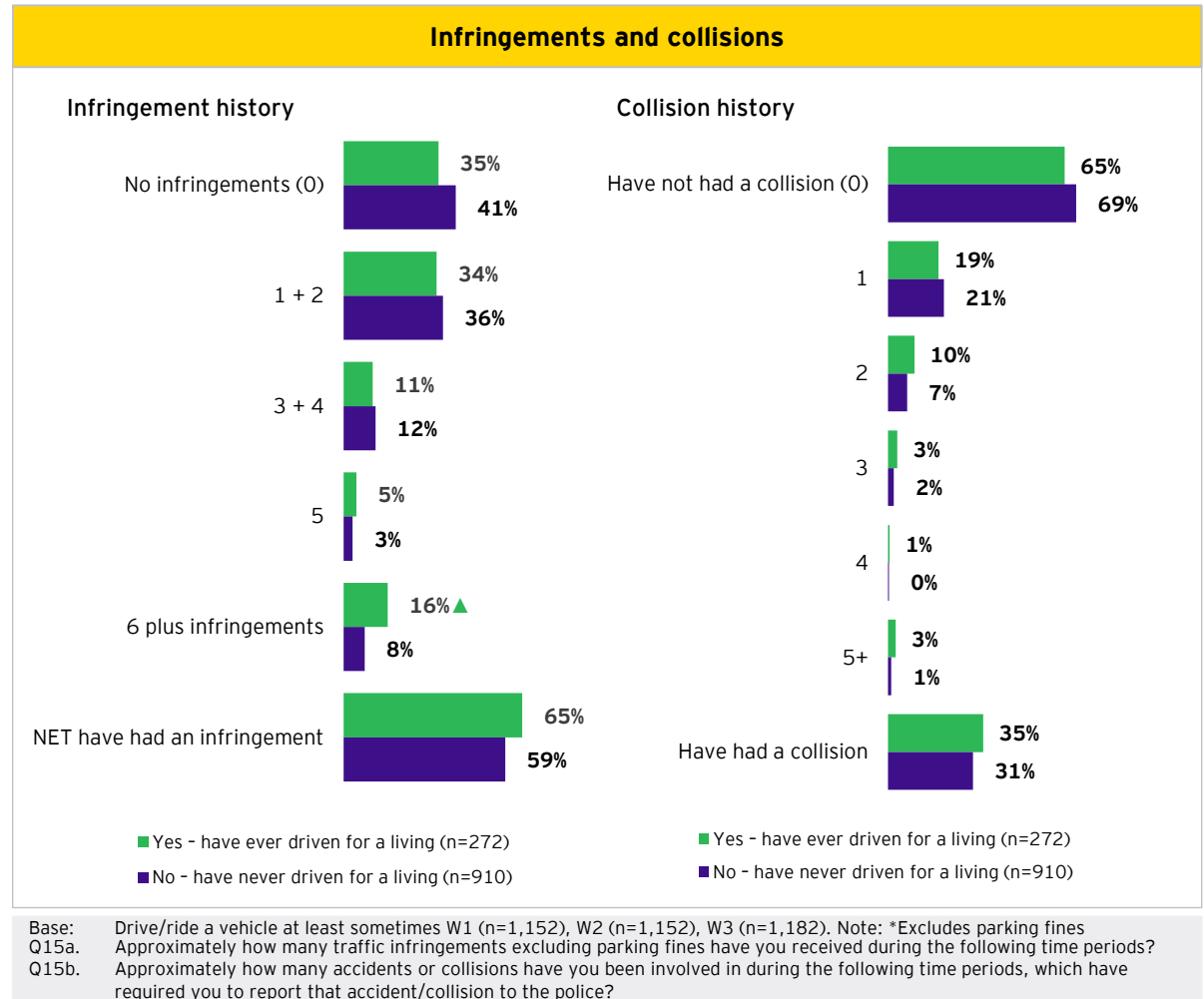
Professional drivers - perceived driving ability

- 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 (79% of current and 70% of past professional drivers state they are better than average, compared to 62% of non-professional drivers).



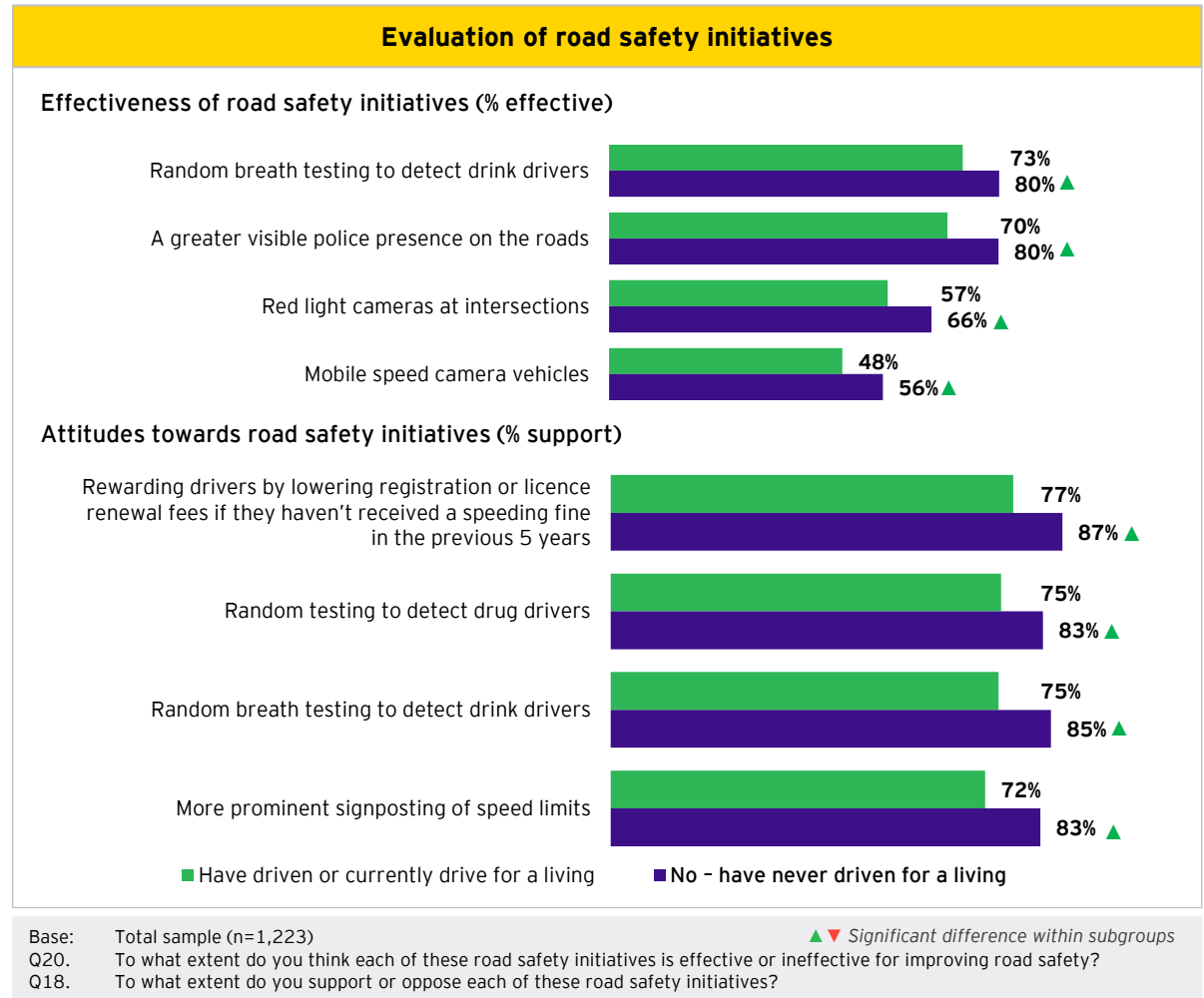
Professional drivers - infringements and collisions

- ▶ Those who have been a professional driver at some point are more likely to have had at least one infringement in the past (65%, compared to 59% amongst non-professional drivers).
- ▶ Professional drivers are also significantly more likely to have had a higher frequency of infringements (16% having had 6+ infringements vs 8% of non-professional drivers).
- ▶ The professional driver cohort are only slightly more likely to have had a collision (35%, compared to 31% of non-professionals), with no notable differences in the number of collisions between both groups.



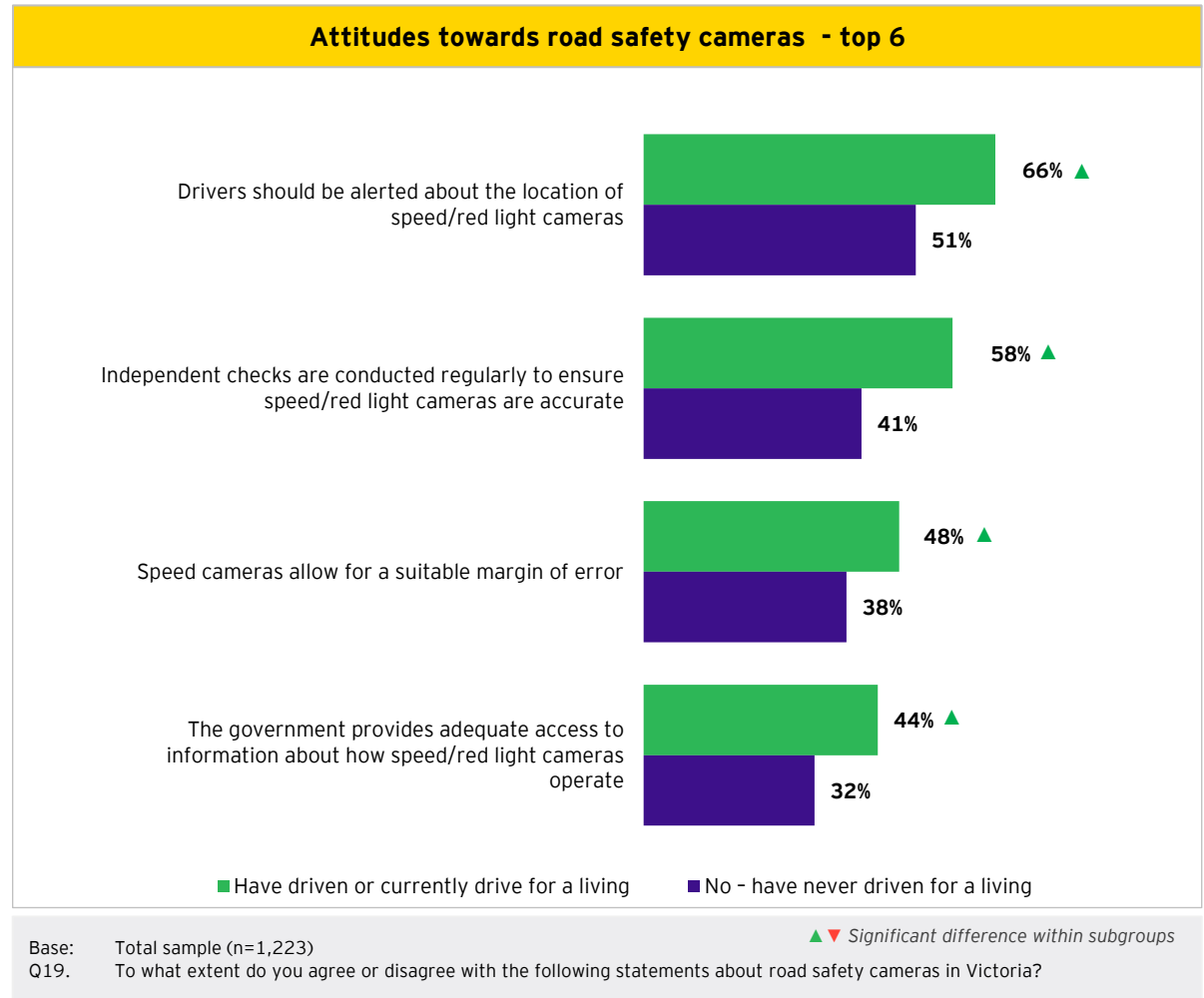
Professional drivers - perception of road safety initiatives

- ▶ Across all road safety initiatives explored, professional drivers are less likely to rate the following road safety initiatives as effective compared to non-professional drivers...
 - Random breath testing to detect drink drivers (73% vs 80% non-professional drivers)
 - Greater visible police presence on the roads (70% vs 80% non-professional drivers)
 - Red light cameras at intersections (57% vs 66% non-professional drivers).
 - Mobile speed camera vehicles (48% vs 56% non-professional drivers)
- ▶ Amongst those who drive for a living, or have in the past, support of road safety initiatives is not as strong compared to those who haven't driven for a living. Notably, professional drivers are significantly less likely to exhibit support towards the following:
 - Rewarding drivers by lowering registration/licence renewal fees (77% vs 87% non-professional drivers)
 - Random testing to detect drug (75% vs 83% non-professional drives) or drink drivers (75% vs 85% non-professional drivers)
 - More prominent signposting of speed limits (72% vs 83% non-professional drivers).



Professional drivers - attitude towards road safety cameras

- ▶ Overall, professional drivers show a greater desire for information regarding road safety cameras, with this cohort more likely to agree with the majority of the statements shown to the right compared to non-professional drivers.
- ▶ Professional drivers are significantly more likely to agree drivers should be alerted about the location of speed/red light cameras (66% vs 51% non-professional drivers), that independent checks are conducted regularly to ensure speed/red light cameras are accurate (58% vs 41% non-professional drivers), speed cameras allow for a suitable margin of error (48% vs 38% non-professional drivers) and that the government provides adequate access to information about how speed/red light cameras operate (44% vs 32% non-professional drivers).



Appendix



Support for road safety initiatives – by subgroup

Support for road safety initiatives (total: somewhat to strongly support)													
	TOTAL	Age				Gender		Location			Frequency driving		
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	Rural/Regional	Daily	Weekly	Less than weekly
Column n =	1223	277	342	324	280	616	607	450	589	184	742	350	131
Rewarding drivers by lowering registration or licence renewal fees if they haven't received a speeding fine in the previous 5 years	85%	72% ▼	83%	91% ▲	91% ▲	83%	87%	80% ▼	88% ▲	86%	88% ▲	83%	69% ▼
Random breath testing to detect drink drivers	83%	72% ▼	76% ▼	86%	94% ▲	79% ▼	86%	75% ▼	87% ▲	88%	86% ▲	81%	68% ▼
Random testing to detect drug drivers	81%	71% ▼	73% ▼	84%	94% ▲	79%	84%	75% ▼	85% ▲	87%	85% ▲	80%	67% ▼
More prominent signposting of speed limits	80%	72% ▼	77%	85% ▲	85% ▲	76% ▼	84%	79%	82%	80%	83%	78%	74%
Red light cameras at intersections	66%	62%	60% ▼	64%	76% ▲	63%	69%	62%	68%	69%	65%	68%	67%
Fixed speed cameras on freeways or highways	63%	57%	61%	59%	71% ▲	60%	65%	61%	64%	63%	63%	64%	58%

Base: Total sample (n=1,223)
 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)										
	TOTAL	Red light fines			Speeding fines			Professional drivers		
		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	Current	Past	Never
Column n =	1223	958	244	21^	639	503	81	96	179	948
Rewarding drivers by lowering registration or licence renewal fees if they haven't received a speeding fine in the previous 5 years	85%	84%	87%	80%	83%	88%▲	83%	72%▼	80%	87%▲
Random breath testing to detect drink drivers	83%	84%	79%	67%	83%	82%	82%	74%	75%▼	85%▲
Random testing to detect drug drivers	81%	82%	81%	55%▼	82%	82%	70%▼	71%▼	77%	83%▲
More prominent signposting of speed limits	80%	81%	78%	78%	80%	80%	81%	67%▼	74%	83%▲
Red light cameras at intersections	66%	69%▲	57%▼	44%	69%▲	63%	51%▼	64%	59%	67%
Fixed speed cameras on freeways or highways	63%	65%▲	53%▼	42%	67%▲	60%	48%▼	62%	56%	64%

Base: Total sample (n=1,223) ^Caution: Low base result indicative only
 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)													
	TOTAL	Age				Gender		Location			Frequency driving		
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	Rural/Regional	Daily	Weekly	Less than weekly
Column n =	1223	277	342	324	280	616	607	450	589	184	742	350	131
Fixed speed cameras at intersections	61%	57%	56%	59%	71%▲	59%	63%	57%	64%	60%	61%	64%	54%
Increasing the number of speed or red light cameras if the proceeds made went directly to road safety	58%	50%▼	57%	56%	67%	57%	59%	54%	60%	61%	57%	62%	51%
Mobile speed camera vehicles	53%	44%▼	50%	52%	63%▲	50%	56%	53%	52%	58%	53%	53%	56%
Punishing drivers with higher registration or licence renewal fees if they have received a speeding fine in the previous 5 years	43%	39%	42%	42%	46%	45%	41%	42%	43%	43%	44%	41%	38%
Lowering speed limits	23%	19%	29%▲	23%	20%	20%▼	26%	26%	20%	25%	21%	24%	31%

Base: Total sample (n=1,223)
 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)										
	TOTAL	Red light fines			Speeding fines			Professional drivers		
		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	Current	Past	Never
Column n =	1223	958	244	21 [^]	639	503	81	96	179	948
Fixed speed cameras at intersections	61%	64%▲	53%▼	40%	66%▲	58%	46%▼	59%	57%	62%
Increasing the number of speed or red light cameras if the proceeds made went directly to road safety	58%	59%	56%	43%	62%▲	55%	45%▼	62%	51%	59%
Mobile speed camera vehicles	53%	55%▲	46%	32%	59%▲	48%▼	40%	61%	44%▼	54%
Punishing drivers with higher registration or licence renewal fees if they have received a speeding fine in the previous 5 years	43%	44%	39%	31%	49%▲	38%▼	23%▼	51%	40%	42%
Lowering speed limits	23%	24%	19%	27%	30%▲	17%▼	11%▼	44%▲	19%	22%

Base: Total sample (n=1,223) [^]Caution: Low base result indicative only
 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)

	TOTAL	Age				Gender		Location			Frequency driving		
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	Rural/ Regional	Daily	Weekly	Less than weekly
<i>Column n =</i>	1223	277	342	324	280	616	607	450	589	184	742	350	131
If I know there is a speed camera operating in the area I tend to slow down	67%	70%	70%	66%	63%	66%	68%	68%	69%	60%	70%	67%	52%▼
If a driver disagrees with a fine issued from a speed/red light camera, there is a suitable process to review the situation	59%	53%	53%	58%	69%▲	59%	58%	55%	60%	61%	59%	62%	48%
Red light cameras help to make our roads safer by reducing accidents and fatalities	58%	62%	54%	57%	61%	58%	58%	59%	59%	54%	59%	57%	59%
Speed cameras help to make our roads safer by reducing accidents and fatalities	57%	58%	56%	54%	60%	56%	58%	58%	57%	54%	56%	57%	61%
Drivers should be alerted about the location of speed/red light cameras	54%	55%	59%	59%	46%▼	57%	52%	56%	56%	45%	57%	52%	46%
Speed cameras are more about making money than road safety	49%	46%	52%	52%	45%	51%	46%	49%	48%	49%	53%▲	46%	34%▼

Base: Total sample (n=1,223)
 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)

	TOTAL	Red light fines			Speeding fines			Professional drivers		
		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	Current	Past	Never
<i>Column n =</i>	1223	958	244	21 [^]	639	503	81	96	179	948
If I know there is a speed camera operating in the area I tend to slow down	67%	67%	68%	73%	66%	69%	71%	67%	63%	68%
If a driver disagrees with a fine issued from a speed/red light camera, there is a suitable process to review the situation	59%	59%	57%	62%	58%	60%	57%	65%	60%	58%
Red light cameras help to make our roads safer by reducing accidents and fatalities	58%	60%	53%	52%	62%▲	54%	52%	62%	53%	59%
Speed cameras help to make our roads safer by reducing accidents and fatalities	57%	58%	56%	40%	62%▲	52%▼	45%	62%	53%	57%
Drivers should be alerted about the location of speed/red light cameras	54%	53%	59%	76%	53%	55%	63%	75%▲	62%	51%▼
Speed cameras are more about making money than road safety	49%	46%▼	55%	85%▲	42%▼	55%▲	64%▲	59%	50%	47%

Base: Total sample (n=1,223) ^Caution: Low base result indicative only
 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)

	TOTAL	Age				Gender		Location			Frequency driving		
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	Rural/Regional	Daily	Weekly	Less than weekly
<i>Column n =</i>	1223	277	342	324	280	616	607	450	589	184	742	350	131
Red light cameras are more about making money than road safety	46%	43%	52%	47%	41%	46%	46%	47%	45%	47%	49%	43%	37%
Independent checks are conducted regularly to ensure speed/red light cameras are accurate	45%	41%	45%	38%	52%▲	47%	43%	46%	43%	47%	45%	43%	44%
Speed cameras allow for a suitable margin of error	40%	43%	43%	34%	41%	43%	38%	43%	40%	35%	41%	40%	36%
The government provides adequate access to information about how speed/red light cameras operate	35%	35%	37%	28%	38%	36%	34%	36%	34%	34%	34%	36%	35%
I would like an additional speed camera in my local area	34%	32%	37%	34%	32%	33%	35%	35%	32%	38%	33%	34%	39%
I would like an additional red light camera in my local area	33%	34%	36%	32%	28%	35%	30%	34%	31%	33%	32%	31%	40%

Base: Total sample (n=1,223)
 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)

	TOTAL	Red light fines			Speeding fines			Professional drivers		
		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	Current	Past	Never
<i>Column n =</i>	1223	958	244	21 [^]	639	503	81	96	179	948
Red light cameras are more about making money than road safety	46%	44%	51%	75%▲	42%▼	50%	52%	59%	49%	44%
Independent checks are conducted regularly to ensure speed/red light cameras are accurate	45%	44%	46%	57%	44%	46%	46%	61%▲	57%▲	41%▼
Speed cameras allow for a suitable margin of error	40%	40%	41%	40%	42%	39%	37%	58%▲	43%	38%▼
The government provides adequate access to information about how speed/red light cameras operate	35%	35%	33%	51%	38%▲	31%	29%	56%▲	38%	32%▼
I would like an additional speed camera in my local area	34%	35%	31%	31%	39%▲	29%	28%	49%▲	33%	33%
I would like an additional red light camera in my local area	33%	34%	30%	22%	38%▲	27%	23%	53%▲	30%	31%

Base: Total sample (n=1,223) ^Caution: Low base result indicative only
 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)													
	TOTAL	Age				Gender		Location			Frequency driving		
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	Rural/ Regional	Daily	Weekly	Less than weekly
Column n =	1,233	277	342	324	280	616	607	450	589	184	742	350	131
Random breath testing to detect drink drivers	79%	73%	72%▼	80%	88%▲	77%	80%	73%▼	82%▲	82%	82%▲	76%	66%▼
A greater visible police presence on the roads	78%	65%▼	72%▼	81%	90%▲	76%	79%	70%▼	82%▲	82%	80%	78%	64%▼
Speed cameras near schools	75%	72%	70%	75%	80%	71%▼	78%▲	72%	78%	71%	76%	73%	70%
Random testing to detect drug drivers	74%	71%	63%▼	74%	85%▲	69%▼	78%▲	67%▼	78%▲	76%	77%▲	71%	65%
Better signposting of speed limits	73%	67%	72%	77%	75%	68%▼	78%▲	72%	75%	70%	73%	73%	72%
Red light cameras at intersections	64%	68%	57%▼	63%	71%▲	63%	66%	64%	66%	58%	65%	62%	66%

Base: Total sample (n=1,223)
 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)										
	TOTAL	Red light fines			Speeding fines			Professional driver		
		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	Current	Past	Never
Column n =	1,233	958	244	21^	639	503	81	96	179	948
Random breath testing to detect drink drivers	79%	80%	77%	57%	79%	79%	74%	75%	72%	80%▲
A greater visible police presence on the roads	78%	79%	72%	85%	79%	77%	72%	70%	70%▼	80%▲
Speed cameras near schools	75%	76%	72%	56%	77%	72%	73%	77%	69%	75%
Random testing to detect drug drivers	74%	75%	69%	61%	76%	73%	65%	74%	67%	75%
Better signposting of speed limits	73%	72%	76%	78%	73%	73%	73%	74%	66%	74%
Red light cameras at intersections	64%	66%▲	56%▼	66%	68%▲	60%	60%	64%	54%▼	66%▲

Base: Total sample (n=1,223) ^Caution: Low base result indicative only
 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)													
	TOTAL	Age				Gender		Location			Frequency driving		
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Inner Metro	Outer Metro	Rural/Regional	Daily	Weekly	Less than weekly
Column n =	1,233	277	342	324	280	616	607	450	589	184	742	350	131
Fixed speed cameras at intersections	62%	63%	62%	58%	64%	61%	63%	62%	64%	55%	63%	59%	64%
Fixed speed cameras on freeways or highways	60%	58%	55%	61%	66%	56%▲	64%	59%	62%	56%	61%	59%	58%
Fixed speed cameras on local roads	57%	56%	56%	57%	61%	53%▲	61%	57%	59%	52%	57%	57%	62%
Mobile speed camera vehicles	55%	51%	51%	55%	59%	52%	57%	52%	57%	52%	54%	55%	54%
Lowering speed limits	35%	31%	38%	35%	34%	32%	38%	38%	34%	31%	34%	34%	44%
Fixed speed cameras at intersections	62%	63%	62%	58%	64%	61%	63%	62%	64%	55%	63%	59%	64%

Base: Total sample (n=1,223)
 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)										
	TOTAL	Red light fines			Speeding fines			Professional driver		
		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	Current	Past	Never
Column n =	1,233	958	244	21^	639	503	81	96	179	948
Fixed speed cameras at intersections	62%	64%	56%	51%	66%▲	58%	47%▼	70%	53%	63%
Fixed speed cameras on freeways or highways	60%	62%▲	55%	31%▼	64%	57%	52%	59%	52%	62%
Fixed speed cameras on local roads	57%	59%	52%	42%	62%▲	53%	49%	63%	46%▼	59%
Mobile speed camera vehicles	55%	56%	48%	46%	58%	51%	47%	55%	44%▼	56%
Lowering speed limits	35%	35%	34%	43%	40%▲	30%▼	28%	55%▲	25%▼	35%

Base: Total sample (n=1,223) ^Caution: Low base result indicative only
 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															
	TOTAL	Age				Gender		Frequency driving		Comparison to average driver		Current/Past professional driver		Collision history	
		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
Column n =	1223	277	342	324	280	616	607	1092	131	765	374	275	948	383	796
I have never received a fine from a speed camera	53%	67%▲	53%	46%▼	48%	50%	55%	50%▼	74%	49%	54%	45%▼	55%	36%▼	59%
I have received one or two fines from speed cameras	41%	29%▼	40%	47%▲	44%	42%	39%	43%▲	22%	44%	39%	46%	39%	55%▲	35%
I have received more than two fines from speed cameras	7%	4%	7%	7%	8%	8%	6%	7%	4%	7%	7%	9%	6%	9%	6%
Total: have received fine	47%	33%▼	47%	54%▲	52%	50%	45%	50%▲	26%	51%	46%	55%▲	45%	64%▲	41%▼

Base: Total sample (n=1,223)
 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															
	TOTAL	Age				Gender		Frequency driving		Comparison to average driver		Current/Past professional driver		Collision history	
		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
	Column n = 584	95	167	173	149	310	274	549	35	392	172	153	431	248	326
In the last 12 months	14%	20%	17%	12%	11%	15%	14%	15%	9%	15%	13%	21%	12%	13%	15%
1-2 years ago	18%	40%▲	24%	12%	8%▼	18%	18%	18%	22%	18%	21%	26%▲	15%	19%	18%
3-4 years ago	19%	25%	19%	18%	16%	20%	17%	18%	30%	18%	19%	21%	18%	18%	18%
5 or more years ago	49%	15%▼	40%	58%▲	64%▲	47%	51%	50%	40%	49%	47%	32%▼	55%	50%	49%

Base: Those who received a speed fine (n=548)
 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															
	TOTAL	Age				Gender		Frequency driving		Comparison to average driver		Current/Past professional driver		Collision history	
		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
Column n =	1223	277	342	324	280	616	607	1092	131	765	374	275	948	796	383
I have never received a fine from a red light camera	78%	87%▲	77%	73%	76%	77%	79%	78%	82%	78%	77%	69%▼	81%	70%▼	82%
I have received one or two fines from red light cameras	20%	11%▼	21%	24%	22%	21%	20%	21%	17%	21%	20%	28%▲	18%	27%▲	17%
I have received more than two fines from red light cameras	2%	1%	2%	2%	1%	2%	1%	2%	1%	2%	2%	4%▲	1%	3%▲	1%
Total: received a red light camera fine/s	22%	13%▼	23%	27%	24%	23%	21%	22%	18%	22%	23%	31%▲	19%	30%▲	18%

Base: Total sample (n=1,223)
 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

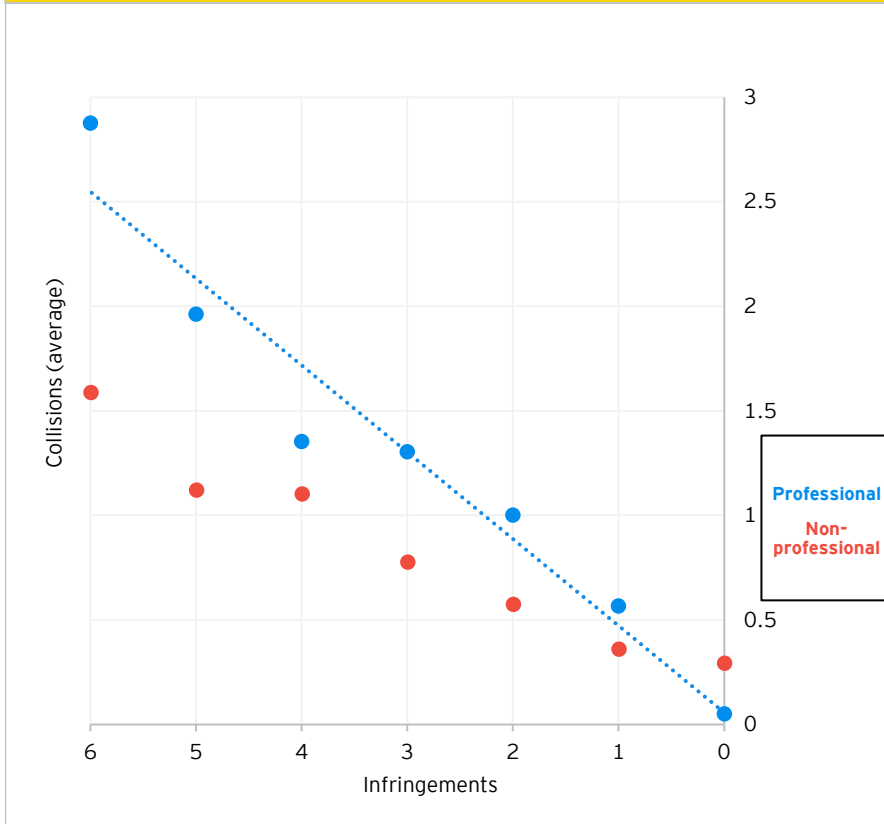
Timing of red light camera fines - by subgroup															
	TOTAL	Age				Gender		Frequency driving		Comparison to average driver		Current/Past professional driver		Collision history	
		18-29 yrs	30-44 yrs	45-59 yrs	60+ yrs	Male	Female	Weekly or more	Less than weekly	Better	Same / worse	Yes	No	Yes	No
	Column n = 1223	277	342	324	280	616	607	1092	131	765	374	275	948	383	796
I have never received a fine from a red light camera	78%	87%▲	77%	73%	76%	77%	79%	78%	82%	78%	77%	69%▼	81%	70%▼	82%
In the last 12 months	2%	2%	2%	2%	1%	2%	1%	2%	3%	2%	2%	5%▲	1%	3%	1%
1-2 years ago	4%	6%	5%	3%	2%	4%	4%	4%	2%	4%	4%	8%▲	3%	5%	4%
3-4 years ago	4%	3%	6%	4%	3%	5%	3%	4%	4%	4%	4%	6%	3%	6%	3%
5 or more years ago	12%	1%▼	10%	17%▲	17%▲	12%	12%	13%	12%	12%	13%	12%	12%	16%▲	10%

Base: Total sample (n=1,223) | Those who received fine from red light camera (n=265)
 Q42. When was the last time you received a fine from a red light camera?

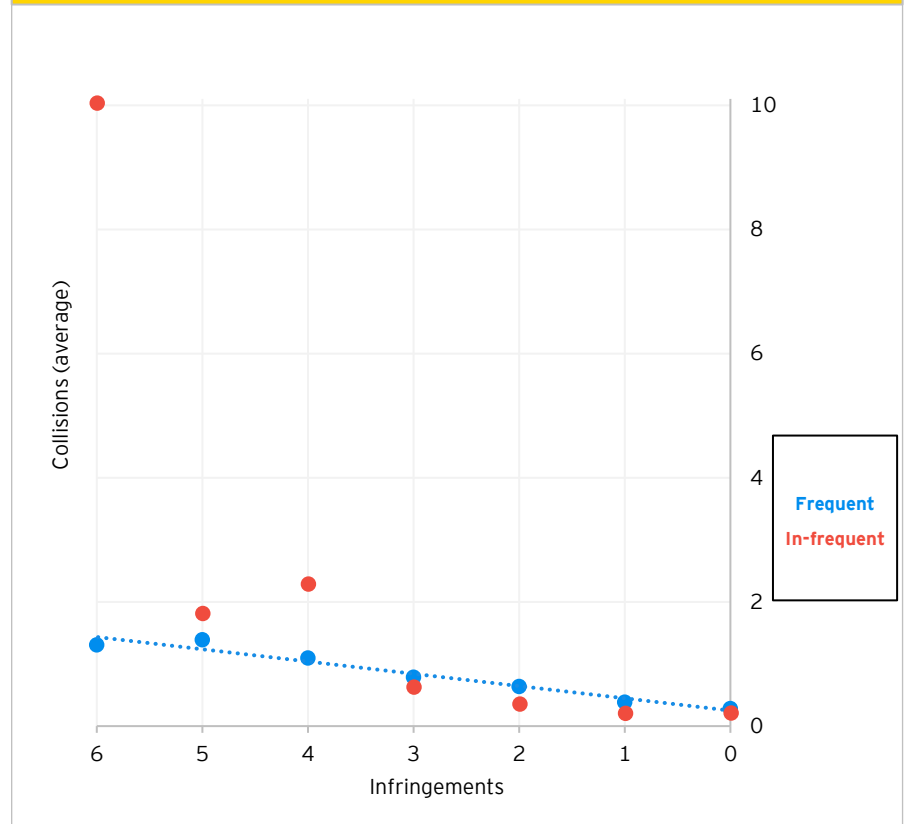
▲ ▼ Significant difference within subgroups

Traffic infringements and collisions - subgroup

Infringements and collisions by professional drivers

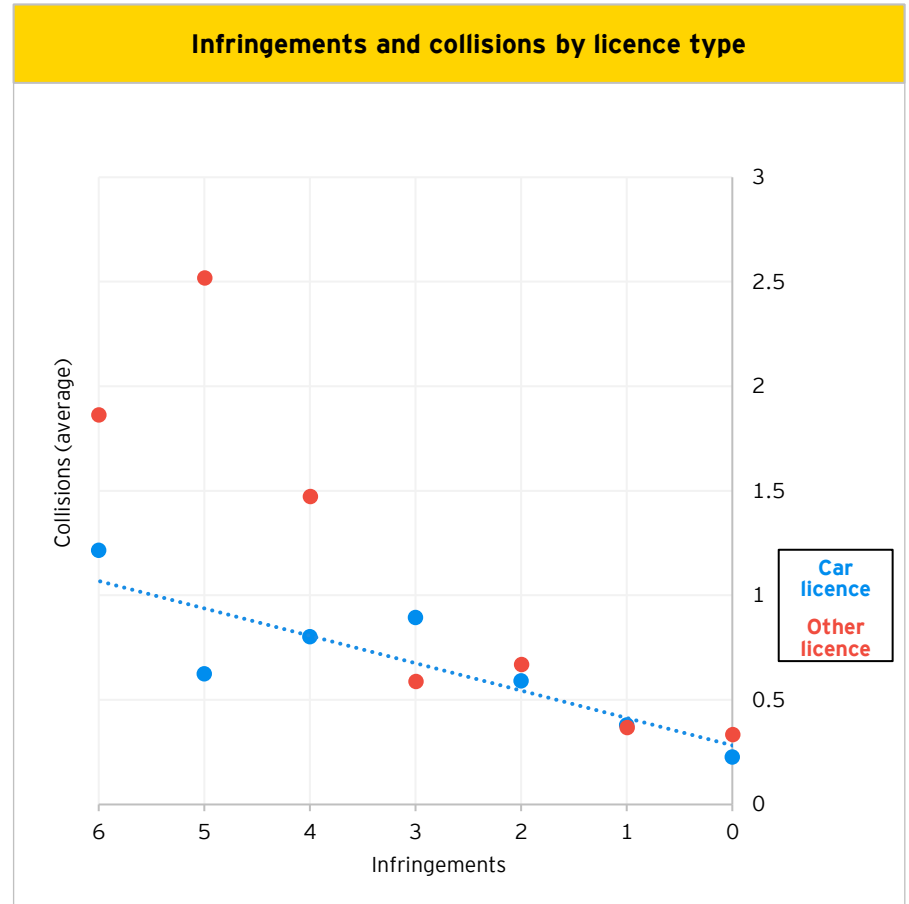
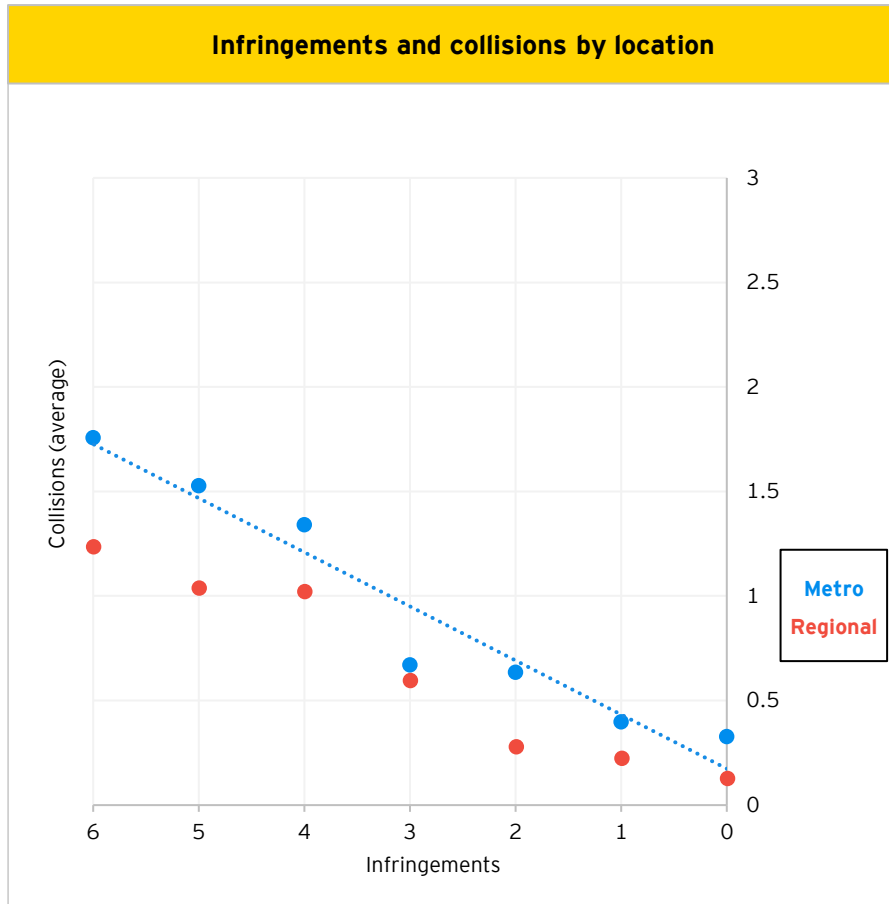


Infringements and collisions by frequency on the road



Base: Drive/ride a vehicle at least sometimes. Professional drivers (n=96), Non-professional drivers (n=1,086); Frequent drivers - at least once a week (n=1,092), Infrequent drivers - less than once a week (n=90)
 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?

Traffic infringements and collisions - subgroup



Base: Drive/ride a vehicle at least sometimes. Metro (n=885), Regional (n=297); Car licence only (n=631, Drives other vehicle (n=551)
 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?

Ernst & Young ("EY") was engaged on the instructions of Office of the Road Safety Camera Commissioner ("Client") to conduct a survey of community sentiment relating to road safety ("Project"), in accordance with the engagement agreement dated 09/08/2023 ("the Engagement Agreement").

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ED None.

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