A close up of a car dashboard

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**Prevalence and determinants   
of speeding in Queensland**

**A study conducted for   
Transport and Main Roads by  
Schottler Consulting Pty Ltd  
  
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Table of contents

[Executive summary 3](#_Toc137576967)

[Introduction 18](#_Toc137576968)

[Methodology 19](#_Toc137576969)

[Major findings – Prevalence and determinants of speeding in Queensland 26](#_Toc137576970)

[Prevalence of speeding in Queensland 27](#_Toc137576971)

[Profile of speeding segments in Queensland 30](#_Toc137576972)

[Percentage of the time motorists report speeding in Queensland 39](#_Toc137576973)

[Proportion of speeding reported as being accidental in Queensland 50](#_Toc137576974)

[Factors influencing the likelihood of speeding in Queensland 54](#_Toc137576975)

[Perceptions of what constitutes speeding in Queensland 61](#_Toc137576976)

[Attitudes towards speeding and the risks associated with speeding in Queensland 64](#_Toc137576977)

[Attitudes towards speed enforcement in Queensland 70](#_Toc137576978)

[Attitudes toward enforcement tolerances, speeding fines and the use of speed camera revenue in Queensland 77](#_Toc137576979)

[Speeding fines, crashes and unsafe driving behaviours in Queensland 84](#_Toc137576980)

[Summary of major findings 91](#_Toc137576981)

[Appendices 93](#_Toc137576982)

[Appendix A – Survey instrument 94](#_Toc137576983)

[Appendix B – Detailed reference tables 105](#_Toc137576984)

**Executive summary**

The current survey involved an online panel survey of N=926 licensed motorists in Queensland, aged 16 years or older, to examine the prevalence and determinants of speeding in Queensland. The purpose of the 2024 survey was to compare the results with four previous surveys conducted in 2020-2023.

While the Road Safety Perceptions and Attitudes Survey (RSPAT survey) had been undertaken for nearly two decades in Queensland, in 2020, a new approach to measuring speeding prevalence was implemented. Specifically, the Department of Transport and Main Roads (TMR) saw potential to improve the design to develop a more focused research instrument that could support communications and activities of the Department in the field of road safety. For this reason, during 2020, the survey was completely re-designed, with a specific focus on the measurement of the prevalence and determinants of speeding in Queensland. The survey was repeated in 2021, 2022 and 2023.

In 2024, the online panel survey was again repeated (N=926) and results compared with results of the online survey in 2023 (N=942), 2022 (N=944), 2021 (N=901) and 2020 (N=900).

A breakdown of the sample and confidence intervals (margins of error) for the 2024 survey is provided in Table 1.

Table 1. Sample sizes and confidence intervals for the 2024 survey sample (N=926)  
(95% confidence interval at the 95% confidence level)

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| **Sampling regions** | **N** | **Confidence interval (+/-)** |
| South-east | 460 | +/-4.6 |
| Central | 158 | +/-7.8 |
| Northern | 153 | +/-7.9 |
| Southern | 155 | +/-7.9 |
| Queensland (Total) | 926 | +/-3.2 |

**Use of TMR licensing data for sampling and data weighting**

TMR licensing data was used to develop a reference population to guide sampling and weighting of survey data. The reference population used in the current survey was provided by TMR based on the same July 2020 licensing data used in 2020 to 2023 (given that the population of licensed motorists had not significantly changed). Data was weighted by age, gender and licence type to match the TMR distribution of licensed motorists. Weighting ensures that results are representative of motorists in Queensland.

While data weighting helps correct for some of the sampling bias by age and gender, studies have shown that the bias of online panels cannot be corrected through data weighting (e.g., Pennay et al, 2018[[1]](#footnote-2)). This is also why major prevalence studies which aim to accurately identify the prevalence of a behaviour in a population use random sampling and CATI methodologies.

For this reason, results of the current survey should be considered indicative of motorist speeding behaviours rather than definitive.

**Significant differences**

Throughout this report, tables are marked with letters to show results that are significantly different at *p*<.05. If letters are different between 2024, 2023, 2022, 2021 or 2020 within the ‘overall’ columns in each row, this shows that results are significantly different between the five years.

If they are not significantly different, letters are the same. As an example, if letter ‘a’ is in the 2023 column and ‘b’ is in the 2024 column, this means that results of these two years are statistically different. Conversely, if the letters are the same (e.g., both are ‘a’), results are not statistically different. Within each year’s sub-table, the same notation via letters reflects significant differences between the speeding segments.

**Major findings in 2024**

1. **What is the prevalence of speeding in Queensland?**

To measure the overall prevalence of speeding in 2024, the speeding behaviour of motorists who reported driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour.

This was based on the proportion of time that motorists either spent driving at or under the speed limit, or conversely, over the speed limit within each zone.

The criteria used to classify motorists is provided in Table 2. As each motorist had a classification within each of the speed zones, a final segment was also allocated for analysis and reporting purposes.

All motorists classified as Compliant across speed zones were given a final segment as ‘Compliant’, a motorist with any Moderate-excessive classification was segmented as ‘Moderate-excessive’ (i.e., across any of the speed zones) and any motorist with a Low-level speeding classification, but without a Moderate-excessive classification was segmented as ‘Low-level’ speeding. Then there was also a little manual allocation based on the above to cater for scenarios where motorists did not drive on all road types.

Table 2. How self-reported speeding was analysed to form three speeding segments in Queensland

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| **Compliant** | **Low-level** | **Moderate-excessive** |
| * 90% or more of driving was at or below the speed limit AND * 0% of driving was above 11 km/h over the limit | * 0% of driving more than 20 km/h over AND * Less than 10% of driving 11-20 km/h over AND * At least 11% of driving was 1-10 km/h over the speed limit | * 1% or more driving is 20 km/h or more above the limit AND/OR * 10% or more of driving is 11 km/h or more above the limit |

The largest segment in 2024 was the ‘Low-level’ speeding category (47.9%) followed by the ‘Compliant’ segment (34.6%) and the ‘Moderate-excessive’ speeding segment (17.5%) (Figure 1). There were no significant changes from 2023 to 2024 in the distribution of speeding segments, however, there has been a slight downwards trend since 2021 in the percentage of motorists in the Moderate-excessive speeding segment. It is also noteworthy that there has also been a slight downward trend in the Low-level speeding segment since 2022, and these have in turn resulted in a slight increase in the proportion of motorists classified as Compliant since 2022.

Figure 1. Distribution of speeding segments in Queensland   
(n=871 in August-September 2020, n=867 in May 2021, n=915 in April-May 2022, n=904 in April-May 2023 and n=888 in April-May 2024)



*Note that segments were developed based on the methodology described in* Table 2*. Weighted results.*

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| **Key take away** – The distribution of speeding segments has remained stable from 2023 to 2024, however, there has been a slight downwards trend since 2021 in the percentage of motorists in the Moderate-excessive speeding segment. It is also noteworthy that there has also been a slight downward trend in the Low-level speeding segment since 2022, and these have in turn resulted in a slight increase in the proportion of motorists classified as Compliant since 2022. |

1. **What is the profile of motorists who speed in Queensland?**

In relation to speeding prevalence by gender in 2024, survey results showed that for:

* Males – 33.2% were in the Compliant segment, 45.8% were in the Low-level segment and 21% were in the Moderate-excessive segment.
* Females – 36.1% were in the Compliant segment, 50.1% were in the Low-level segment and 13.8% were in the Moderate-excessive segment.

The distribution of speeding segments within each gender did not change from 2023 to 2024. An analysis of significant differences between the male and female groups in 2024 revealed:

* A significantly higher proportion of males were in the Moderate-excessive speeding segment than females, consistent with previous results.

In relation to the prevalence of speeding by age in 2024 (Figure 2), results showed that for:

* Motorists under 25 years – 16.2% were in the Compliant segment, 44.7% were in the Low-level segment and 39.1% were in the Moderate-excessive segment.
* Motorists 25-39 years – 22.1% were in the Compliant segment, 51.7% were in the Low-level segment and 26.2% were in the Moderate-excessive segment.
* Motorists 40-59 years – 36% were in the Compliant segment, 51.2% were in the Low-level segment and 12.8% were in the Moderate-excessive segment.
* Motorists 60 years and older – 50.3% were in the Compliant segment, 42.5% were in the Low-level segment and 7.1% were in the Moderate-excessive segment.

Figure 2. Distribution of speed segments in Queensland by age in 2024   
(n=888, April-May 2024)

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*Note that segments were developed based on the methodology described in* Table 2*. Weighted results.*

A comparison of 2024 with 2023 findings showed that there were no significant differences in the distribution of speeding segments within each of the age groups.

An analysis of differences between the age groups in 2024 revealed:

* Compared to all other age groups, a significantly higher proportion of motorists aged 60 years and older were in the Compliant segment and a significantly lower proportion were in the Moderate-excessive speeding segment.
* A significantly higher proportion of motorists aged 40-59 years were in the Compliant segment compared to both the 25-39 years and Under 25 years age groups.
* A significantly lower proportion of motorists in the Under 25 years and Over 60 years age groups were in the Low-level speeding segment compared to the 25-39 years and 40-59 years age groups.
* There were significant differences between all the age groups in the proportion of motorists in the Moderate-excessive speeding segment. The Under 25 years age group had the highest proportion of motorists in the Moderate-excessive speeding segment, with each subsequent age bracket having a significantly lower proportion. In other words, the younger the age group, the higher the proportion of motorists in the Moderate-excessive speeding segment.

In addition, a range of results for other demographics also changed from 2023 to 2024. Most notably, there was a significantly higher percentage of motorists in 2024 reporting the following:

* The highest level of education being an undergraduate university degree   
  (16.7% in 2023 v 20.4% in 2024)
* Driving a vehicle as part of their paid work (28% in 2023 v 33.4 in 2024)
* Driving or riding more than 28 hours a week (4.9% in 2023 v 6.8% in 2024)

Compared to the Compliant and Low-level speeding segments, the Moderate-excessive speeding segment had a significantly higher proportion of motorists who:

* Were aged under 25 years and 25-39 years
* Were male
* Held a P1, P2 or L licence
* Drove a sedan or a sports car/coupe
* Drove a vehicle as part of their paid work
* Reported receiving at least one speeding fine in the past three years

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| **Key take away** – There were no significant changes from 2023 to 2024 in the distribution of speeding segments within each gender group or age group.  The 60+ age group had the highest proportion of motorists in the Compliant segment, and the Under 25 years age group had the highest proportion of motorists in the Moderate-excessive speeding segment.  The Moderate-excessive speeding segment contains a higher proportion of motorists who are male, aged under 25 years, hold a provisional or learner’s licence, drive a sports car/coupe or sedan, drive a vehicle as part of their paid work and reported receiving at least one speeding fine in the past three years. |

1. **What percentage of the time do motorists report speeding in different   
   Queensland speed zones?**

In 2024, motorists were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages were reported across different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over). In this sense, the measurement of speeding reflected both the frequency of speeding, and degree over the limit, in a range of speed zones.

**Roads from 50 km/h to 100 km/h**

Results in 2024 showed that for 50 km/h roads, motorists reported travelling at or below the speed limit 72.1% of the time, 1-5 km/h over the speed limit 19.1% of the time, 6-10 km/h over the speed limit 5.5% of the time, 11-20 km/h over the speed limit 2% of the time, and more than 20 km/h over the speed limit 1.4% of the time.

For 60 km/h roads, motorists reported travelling at or below the speed limit 74.1% of the time, 1-5 km/h over the speed limit 17.5% of the time, 6-10 km/h over the speed limit 5.4% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.3% of the time.

For 100 km/h roads, motorists reported travelling at or below the speed limit 73.8% of the time, 1-5 km/h over the speed limit 16.5% of the time, 6-10 km/h over the speed limit 6.6% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.4% of the time.

Overall, there was no change in the percentage of time motorists reported travelling at or below the speed limit from 2023 to 2024.

Overall, there was a significant increase in the percentage of time motorists reported travelling more than 20 km/h over the speed limit in 60 km/h zones and 100 km/h zones, and a decrease in the percentage of time motorists reported travelling 6-10 km/h over the speed limit in 100 km/h zones.

For the Moderate-excessive speeding segment, findings showed:

* A significant decrease in the percentage of time reported travelling at or below the speed limit in 50 km/h, 60 km/h and 100 km/h zones
* A significant increase in the percentage of time reported travelling:
* 11-20 km/h and more than 20 km/h over the speed limit in 50 km/h zones
* More than 20 km/h over the speed limit in 60 km/h zones
* 6-10 km/h and more than 20 km/h over the speed limit in 100 km/h zones

For the Low-level speeding segment, there was a significant decrease in the percentage of time reported travelling 6-10% over the speed limit in 100 km/h zones.

**Road works zones**

In road works zones in 2024, motorists collectively reported travelling at or below the speed limit 79% of the time, 1-5 km/h over the speed limit 13% of the time, 6-10 km/h over the speed limit 4.9% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.2% of the time.

Overall, there was no significant change in the percentage of time motorists reported travelling at or below the speed limit in road works zones, however, there was a significant increase in the percentage of time they reported travelling more than 20 km/h over the speed limit in road works zones in 2024 compared to 2023 (0.8% in 2023 v 1.2% in 2024).

This result was attributable to the Moderate-excessive speeding segment, which reported a significant increase in the percentage of time spent travelling more than 20 km/h over the speed limit in road works zones (4.4% in 2023 v 7.3% in 2024). The Moderate-excessive speeding segment also reported a significant decrease in the percentage of time spent travelling at or below the speed limit in road works zones (58.8% in 2023 v 47.3% in 2024), while the Low-level speeding segment reported an increase on the same measure (72.2% in 2023 v 76.2% in 2024).

**School zones**

In school zones in 2024, motorists collectively reported travelling at or below the speed limit 86.3% of the time. In contrast, motorists reported travelling 1-5 km/h over the speed limit 8.1% of the time, 6-10 km/h over the speed limit 3.1% of the time, 11-20 km/h over the speed limit 1.3% of the time, and more than 20 km/h over the speed limit 1.2% of the time.

Overall, there was a significant decrease in the percentage of time motorists reported travelling at or below the speed limit in school zones in 2024 compared to 2023 (90% in 2023 v 86.3% in 2024). This increase was attributable to both the Low-level and Moderate-excessive speeding segments, which both observed a significant decrease in the percentage of time travelling at or below the speed limit in school zones.

Overall, there was also a corresponding increase in the percentage of time motorists reported travelling 1-5 km/h over the speed limit (6.4% in 2023 v 8.1%), 6-10 km/h over the speed limit (2.1% in 2023 v 3.1% in 2024) and 11-20 km/h over the speed limit (0.8% in 2023 v 1.3% in 2024) in school zones in 2024. These results were also attributable to the Low-level and Moderate-excessive speeding segments.

Additionally, in 2024, motorists in the Moderate-excessive speeding segment reported a significant increase in the percentage of time travelling more than 20 km/h over the speed limit in school zones (4.4% in 2023 v 7.1% in 2024).

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| **Key take away** – The overall percentage of motorists travelling at or below the speed limit across the various speed zones has remained stable since 2023, with the exception of school zones, where there has been a decrease in compliance with the speed limit. Motorists in the Moderate-excessive speeding segment reported an increase in speeding behaviour across all examined zones. The Low-level speeding segment reported an increase in speeding behaviour in school zones. |

1. **What percentage of speeding in Queensland is accidental versus intentional?**

In 2024, motorists were asked to estimate the percentage of their overall speeding that was accidental in each speed zone (see Figure 3).

Motorists reported that 66% of their speeding was accidental in 50 km/h zones, compared to 65.3% in 60 km/h zones and 59.7% in 100 km/h zones. For road works zones, 61.9% of speeding was reported as being accidental, while for school zones, 64.6% of speeding was reported as being accidental.

Overall, compared to 2023, there were significant decreases in the percentage of speeding reported as being accidental in all examined speeding zones except Road Works zones in 2024. These changes are largely attributable to the Low-level speeding segment that also observed significant decreases in reported accidental speeding in the same zones.

Compared to 2023, motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in 100 km/h speed zones in 2024.

A comparison of results between speeding segments in 2024 showed that:

* The Moderate-excessive speeding segment was significantly more likely to report their speeding behaviour as being intentional compared to the Low-level speeding segment across all speed zones, with the exception of school zones.
* The Low-level speeding segment was significantly more likely to report their speeding behaviour as being intentional compared to the Compliant segment across all speed zones.

This shows that motorists in the Moderate-excessive speed segment and the Low-level speed segments are more intentional in their speeding than motorists in the Compliant segment. These findings are consistent with results from 2020-2023.

Figure 3. The percentage of speeding that was accidental across 50 km/h, 60 km/h,   
100 km/h zones, in road works zones and school zones (n=315-696 in August-September 2020, n=337-690 in May 2021, n=403-777 in April-May 2022, n=376-743 in April-May 2023 and n=384-713 in April-May 2024)

*  
Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn’t mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were*

*speeding) (Base: All participants reporting some level of speeding for each location   
during the past 12 months). Weighted results.*

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| **Key take away** – Compared to 2023, there were significant decreases in the percentage of speeding reported as being accidental in all examined speeding zones except Road Works zones in 2024. This is largely attributable to the Low-level speeding segments that also observed significant decreases in reported accidental speeding in the same zones. Motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in 100 km/h speed zones in 2024. Motorists in the Moderate-excessive speed segment and the Low-level speed segments are more intentional in their speeding than motorists in the Compliant segment. |

1. **What factors increase the likelihood of speeding?**

Motorists in 2024 rated the extent to which various factors influenced their likelihood of speeding. The top factors in 2024 making motorists more likely to speed were:

* Overtaking another vehicle (mean = 3.9 in 2024) (no significant change in mean from 2023)
* Driving down a hill (mean = 3.5 in 2024) (no significant change in mean from 2023)
* Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.4 in 2024) (no significant change in mean from 2023)
* Running late (mean = 3.4 in 2024) (no significant change in mean from 2023)

These were the same four top factors in 2023.

Also of note, the top three factors making motorists less likely to speed in 2024 were:

* The roads are wet (mean = 2.0 in 2024 v 1.9 in 2023) (a significant increase)
* Have child passengers in the vehicle (mean = 2.4 in 2024 v 2.2 in 2023)   
  (a significant increase)
* At night (mean = 2.6 in 2024) (no change in mean from 2023)

These were the same top 3 factors in 2023.

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| **Key take away** – The top factors that encouraged speeding were the same in 2024 as in 2023, with the top factor being ‘overtaking another vehicle’. |

1. **What speed do Queensland motorists have to be driving to feel they are ‘speeding’?**

As part of the survey, motorists were asked how many kilometres per hour they would need to be driving before they personally considered themselves to be ‘speeding’ across 50 km/h, 60 km/h and 100 km/h speed zones (Figure 4).

In 2024, motorists reported that they would have to be travelling 3.2 km/h over the speed limit in 50 km/h speed zones to be considered speeding (SD = 3.0, median = 2.0 km/h), compared to 3.3 km/h over the limit in 60 km/h zones (SD = 3.0, median = 2.0 km/h) and 4.1 km/h over the limit in 100 km/h zones (SD = 3.9, median = 3.0 km/h)**.**

There were no statistically significant differences overall or within speed segments from 2023 to 2024.

Between-group analyses revealed significant differences in perceptions of speeding between each of the speeding segments for all three of the speed zones. Motorists in the Moderate-excessive speeding segment reported perceiving speeding as being a significantly higher number of kilometres per hour over the speed limit than those in the Compliant and Low-level speeding segments. Similarly, motorists in the Low-level speeding segment reported perceiving speeding as being a significantly higher number of kilometres per hour over the speed limit than those in the Compliant segment.

Figure 4. How many kilometres over the speed limit was considered to be speeding by Queensland motorists (N=900 in August-September 2020, N=901 in May 202, N=944, April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

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*Question: We would first like to understand what you consider as ‘speeding’, when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be ‘speeding’? (Base: All participants)*

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| **Key take away** – Motorists have the same broad personal definition of speeding in 2024 as in 2023. Motorists in the Moderate-excessive speeding segment had significantly more liberal definitions of what constitutes speeding compared to those in the Low-level speeding segment, who in turn had more liberal definitions than those in the Compliant segment. |

1. **How have attitudes towards speeding changed in 2024?**

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a range of statements about speeding or the risks of speeding.

Results showed a number of significant differences in overall mean agreement ratings from 2023 to 2024. In particular, there was an unfavourable shift in attitude and perception of risk on the following items:

* The faster you drive, the more severe the crash (mean = 4.4 in 2023 vs 4.3 in 2024).
* I am less likely than others to be involved in a crash due to speeding (mean = 2.8 in 2023 v 2.9 in 2024)

Conversely, there was a favourable shift in attitude and perception of risk on the following items:

* Low-level speeding is a major contributor to crashes (mean = 3.1 in 2023 v 3.3 in 2024)
* The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland (mean = 2.7 in 2023 v 2.8 in 2024)
* I am likely to be caught by police if I speed (mean = 3.7 in 2023 v 3.8 in 2024)

Results also showed that compared to the Compliant and Low-level speeding segments, motorists in the Moderate-excessive speeding segment had significantly less favourable attitudes towards speeding on most survey items. Compared to the Compliant segment, motorists in the Low-level speeding segment had significantly less favourable attitudes towards speeding on most survey items.

Overall, these results highlight that lower levels of compliance are associated with less favourable attitudes and perceptions of risk related to speeding.

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| **Key take away** – There were favourable shifts in attitudes on three survey items and unfavourable shifts in attitudes on two survey items. Motorists in the Moderate-excessive and Low-level speeding segments have less favourable attitudes and perceptions of risk related to speeding than motorists in the Compliant segment. |

1. **What are motorist views about enforcement tolerances, speeding fines and use of revenue?**

In 2024, the mean perceived enforcement tolerance was 4.7% (no significant change from 2023). There were no significant differences in results from 2023 to 2024 within each of the speed segments. Consistent with findings from 2020 to 2023, motorists in the Moderate-excessive speeding segment had significantly higher perceived mean enforcement tolerances than those in either the Low-level speeding or Compliant segments (mean = 10.3% for the Moderate-excessive speeding segment v 4.3% for the Low-level segment and 2.4% for the Compliant segment).

Overall, 36.2% of participants correctly identified that fine revenue is legislatively required to be used for road safety programs and improvements (not significantly different to 2023). This suggests that more work is needed to communicate this fact to the general motoring population in order to further enhance public perceptions of speed management policies. There was, however, a significant increase in the percentage of motorists in the Moderate-excessive speeding segment that were aware of this legislative requirement (37.9% in 2023 v 51.7% in 2024).

In 2024, 32.6% of participants correctly identified the first bracket for a speeding fine as being 1-10 km/h over the limit (no significant change from 2023). Overall, 49.1% of respondents believed that 1-6 km/h over the speed limit was the first bracket for a speeding fine. In total, 67.4% of respondents were unaware of the first bracket for a speeding fine in 2024. A significantly higher proportion of the Moderate-excessive speeding segment (40.5%) and the Low level speeding segment (34.7%) identified the correct bracket compared to the Compliant segment (25.9%).

Consistent with previous results, ‘Locations that have a history of speed-related crashes’ was rated as the most important factor for choosing speed camera locations (mean = 4.4).

Figure 5. Motorist perceptions of speed camera enforcement tolerances (amount above the speed limit before fines are issued) (n=871 in August-September 2020, n=867 in May 2021, n=915 in April-May 2022, n=904 in April-May 2023 and n=888 in April-May 2024)

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*Question: Some people believe that there is an enforcement tolerance associated with speed cameras. This means motorists can drive a certain amount over the speed limit and not be fined. What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? \_\_\_\_\_\_ %. (EXAMPLE: A 1% tolerance for a 100 km/h limit would mean that you:**Would NOT be fined at 101 km/h but you would be fined at 102 km/h or above. (Base: All participants)*

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| **Key take away** – Overall perceived speed tolerances, knowledge of legislative requirements for the use of fine revenue and views regarding factors determining speed camera locations remained largely unchanged from 2023 to 2024.  While there was an increase in the percentage of motorists in the Moderate-excessive speeding segment that were aware of the legislative requirements for the use of fine revenue, overall, almost two-thirds of motorists were unaware. Only 32.6% of motorists were able to correctly identify the first bracket of a speeding fine. |

1. **What else do we know about speeding fines, crashes and unsafe driving behaviours of motorists?**

To better understand the behaviours of the speeding segments, motorists in 2024 were asked to report the number of speeding fines and crashes they had during the past 3 years. In addition, they were asked to rate how often they had engaged in a range of unsafe driving behaviours during the past 12 months on a five-point scale (where 1=Never and 5=Always).

**Speeding fines**

In 2024, the percentage of motorists receiving at least one speeding fine was retrospectively measured in the survey during two periods - from May 2021 to June 30, 2022 and from 1 July, 2022 to May 2024. These reflected the timing of changes to the speeding fine brackets.

Findings in 2024 highlighted that 18.3% of motorists received at least one fine from May 2021 to 30 June, 2022 and 15% received at least one fine from 1 July, 2022. These are both significant increases from 2023 and were generally reflected within the three speeding segments from 2023 to 2024 (though fines received from 1 July 2022 were somewhat lower in the 2024 survey for the Low-level speeding segment at 14.7%, compared to 16.3% in the 2023 survey – the only exception).

A comparison of proportions from 2023 to 2024 showed the following trends for receipt of at least one speeding fine for the two time periods.

Between May 2021 and 30 June, 2022:

* Moderate-excessive: 29% reported at least one fine in the 2023 survey, 42.2% reported at least one fine in the 2024 survey
* Low-level speeding: 16.3% reported at least one fine in the 2023 survey, 19.2% reported at least one fine in the 2024 survey
* Compliant: 2.8% reported at least one fine in the 2023 survey, 6.2% reported at least one fine in the 2024 survey
* Overall: 13.7% reported at least one fine in the 2023 survey, 18.3% reported at least one fine in the 2024 survey.

Fines received from 1 July, 2022:

* Moderate-excessive: 29% reported at least one fine in the 2023 survey, 35.5% reported at least one fine in the 2024 survey
* Low-level speeding: 16.3% reported at least one fine in the 2023 survey, 14.7% reported at least one fine in the 2024 survey
* Compliant: 2.8% reported at least one fine in the 2023 survey, 6.1% reported at least one fine in the 2024 survey
* Overall: 13.7% reported at least one fine in the 2023 survey, 15% reported at least one fine in the 2024 survey.

**Crashes**

The mean number of overall reported crashes in the past three years was 0.4 (no significant change from 2023 at a mean of 0.5). Also noteworthy, in the 2024 survey, 13.5% of motorists reported at least one crash in the previous three years and 4.2% reported multiple crashes (two or more crashes) in the previous three years.

Consistent with previous years, motorists in the Moderate-excessive segment reported a significantly higher number of crashes than motorists in the Compliant segment. There was not a significant difference in the number of crashes between the Low-level and Moderate-excessive speeding segments.

**Unsafe driving behaviours**

Overall, motorists reported engaging in each of the listed unsafe driving practices more often in 2024 than in 2023. These differences were largely attributable to the Moderate-excessive speeding segment, who reported engaging in all examined unsafe driving behaviours significantly more often in 2024 than in 2023. Also, the Low-level speeding segment reported engaging in four out of the seven examined unsafe behaviours significantly more often in 2024 than in 2023.

In 2024, driving when fatigued was the most frequently reported unsafe driving behaviour (mean = 1.9), followed by tailgating another motorist (mean = 1.5) and use of a mobile phone without hands free (including texting or talking) (mean = 1.5). These were also the most frequently reported unsafe driving behaviours in 2023.

Consistent with previous findings, motorists in the Moderate-excessive speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Low-level speeding and Compliant segments. In 2024, motorists in the Low-level speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Compliant segment.

|  |
| --- |
| **Key take away** – There were significant increases in the overall percentage of motorists reporting having received a speeding fine in the past 3 years. There were also significant increases within each of the speeding segments on this measure from 2023 to 2024.  There was no significant change in the number of crashes reported in the past 3 years. There was an overall increase in all reported unsafe driving practices in 2024, which was largely attributable to the Moderate-excessive and Low-level speeding segments.  Compared to the Compliant segment, a larger proportion of the Moderate-excessive speeding segment reported having been involved in a crash and having received at least one speeding fine in the past 3 years. |

Figure 6. Unsafe driving behaviours reported by motorists – Overall results (N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, n=942 in April-May 2023, n=926 in April-May 2024)

**

*Question: During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score, 1= Never, 5=Always). Weighted data.*



Introduction

The current project involved conducting an online panel survey of N=926 licensed motorists in Queensland, aged 16 years or older, to examine the prevalence and determinants of speeding in Queensland. The purpose of the 2024 data collection was to compare results with similar data collected annually since 2020.

The Road Safety Perceptions and Attitude survey (RSPAT survey) had been undertaken for nearly two decades prior to 2020. In 2020, the Department of Transport and Main Roads (TMR) saw potential to further improve the design of the survey to develop a more focused research instrument that could support communications and activities of the Department in the field of road safety.

For this reason, in 2020, the survey was completely re-designed with a specific focus on the measurement of the prevalence and determinants of speeding in Queensland. To support the redesign, a conceptual framework was designed to focus measurements on the key determinants of speeding, along with measurements of attitudes and behaviours that may explain or influence speeding behaviour. The 2024 data analysis continues with the new direction set for the RSPAT survey in 2020.

Given the new design, caution should be applied to comparing results in 2020-2024 with RSPAT surveys prior to 2020, with comparable items few in number. This is because design improvements were made to the wording of questions and scale anchors to improve the accuracy and scientific rigour of measurements (e.g., all relevant items were anchored to the ‘past 12 months’ in line with good measurement in prevalence studies).

In total, the sample in 2024 included N=926 participants with a driver’s licence. This included n=460 in the South-East Region, n=158 in the Central Region, n=153 in the Northern Region and n=155 in the Southern Region.

In total, n=642 participants within the sample had an Open licence, while n=128 had a P1, P2, P or L licence. In addition, n=156 had a motorbike licence (Learner, RE or R), which requires an Open car licence.

#### Approach to reporting

The focus of the current report is on how speeding prevalence has changed in Queensland in 2024 compared to 2023, 2022, 2021 and 2020, as well as key changes in the attitudes and behaviours of different speeding segments over the past year.

Methodology

#### Research design

The 2024 survey retained the same research design and questions as developed for the new research design in 2020. An online survey of N=926 participants was conducted during April-May 2024. The in-scope population for the survey consisted of licensed motorists aged 16 years or older in Queensland with the survey approximately 20 minutes in length.

A conceptual framework highlighting the measurement constructs developed in the 2020 design refresh (also measured in 2023, 2022, 2021 and 2020) is presented in Figure 7 for reference.

The response scale of one survey item was slightly changed in the 2022 survey upon TMR’s request, due to the upcoming change to the categories of speeding offences due to take effect in Queensland on 1 July 2022. The survey item examined participant awareness of the first bracket of a speeding fine to assess whether motorists are actually aware of the first level speeding offence. One bracket of the response scale to this question was changed from 1-9 km/h to 1-10 km/h over the speed limit. Due to this change, the second response category in 2022, 2023 and 2024 cannot be compared directly to the preceding surveys (i.e., the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across survey years).

Figure 7. Conceptual framework for the current study

Diagram

Description automatically generated

#### Measurement of the prevalence of speeding

Prevalence surveys have the explicit aim to identify how widespread an event, disease or behaviour is within the population. As prevalence can be studied over time, it is important that prevalence measures have a clear measurement time frame to ensure accurate measurement over time. In this context, questions in the survey were anchored to the past 12 months to ensure that results can be compared annually.

Care was also taken to improve measurement accuracy by making sure that survey questions clearly outlined what participants should consider or not consider in providing a response.

For instance, speeding prevalence questions took due care to inform participants to provide their response based on roads without road works or school zones, and to only include situations where they were the driver. Examples of response formats were also provided, where appropriate, to maximise measurement accuracy.

An example of the prevalence question asked for 50 km/h, 60 km/h and 100 km/h speed zones, that illustrates the questioning approach, is provided in Figure 8.

Figure 8. Example of the questioning approach used in the current study

|  |  |
| --- | --- |
| For the next questions, I’d like you to think about your speeding during the past 12 months on different types of roads.  Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%.  Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver.   |  | | --- | | EXAMPLE  In a 60 km/h zone:   1. At or below the speed limit 30% 2. 1-5 km/h over the speed limit 40% 3. 6-10 km/h over the speed limit 30% 4. 11-20 km/h over the speed limit 0% 5. More than 20 km/h over the speed limit 0%   TOTAL MUST ADD TO 100% 100\_\_%  This means you stayed at or below the speed limit 30% of the time, 40% of the time you were 1-5 km/h over and 30% of the time, you were 6-10 km/h over. Zeros were added for other amounts, as you never exceeded the speed limit by those amounts. | |

Description of survey measures

To examine the prevalence and determinants of speeding in Queensland, major survey constructs measured in 2024 included:

* **What participants consider speeding** – The survey explored the speed above the posted speed limit that participants believed a motorist needs to travel to be considered to be 'speeding’. While technically any amount over the posted speed limit is representative of speeding, this measure was designed to examine individual definitions of speeding. It was expected that motorists who speed may consider small amounts of speed over the limit as *'not speeding'*.
* **Prevalence of speeding by zone** – To measure the prevalence of speeding in Queensland, participants were asked to report the percentage of the time they exceeded the speed limit by different amounts (in km/h) within five speed limit zones. The 50 km/h, 60 km/h and 100 km/h zones were selected for this purpose, given that they are the most common types of speed zones in Queensland, along with road works and school zones. This methodology was used to measure self-reported speeding prevalence, as it considers the frequency of the behaviour and the severity of the behaviour within different speed zones.
* **Accidental versus intentional speeding** – Speeding can occur either by accident or intentionally, however, this issue has not received much attention in speeding research. Knowing the proportion of speeding that is perceived to be accidental is useful, as it means that speeding reduction programs can identify strategies to improve motorist cognition and alertness that they are actually speeding. In addition, programs can also target intentional speeding through different initiatives. Accordingly, this was seen to have measurement value. However, as a self-reported estimate, like measures of speeding prevalence, accidental speeding provides only an estimate of indicative non-intentional speeding behaviour.
* **Attitudes towards speeding** – Research shows that attitudes can influence behavioural intentions. For this reason, a diverse range of attitudes were examined in the survey. These related to normative influences on speeding, attitudes towards low-level speeding, views about crash risk, demerit points and fines, views about the risk of detection in relation to speed enforcement and perceived individual susceptibility to crashes.
* **Factors that may influence speeding** – The survey examined the extent that different factors make people more or less likely to speed. These influences included within-vehicle factors (e.g., getting a phone call), cognitions (e.g., not thinking there are any speed cameras in the area of travel) and external factors (e.g., other vehicles in the traffic flow are speeding).
* **Views about policies to reduce speeding** – The Queensland Government - like all governments - use various strategies to detect and enforce speeding behaviour. Participant views were assessed about such measures to provide reference data for TMR on the extent to which the community supports or does not support different speed mitigation measures. In some cases, measures of awareness were also examined (e.g., awareness of the legislative requirement to use money obtained from speeding offences on road safety initiatives).
* **Awareness of speeding fine brackets** – The survey examined participant awareness of the first bracket for speeding fines to assess whether motorists are actually aware of this.
* **Speeding infringement and crash history** – Given the small number of motorists likely to have received fines or have been involved in crashes, participants were asked to report the number of speeding infringements and crashes they had had in the past *three years*. Such data also has potential to aid further analysis of the data set by examining relationships between speeding, speeding offences and crashes.

#### Data collection methodology

In conducting the research, an online consumer panel survey was used for data collection in 2024, similar to 2023, 2022, 2021 and 2020. As there was an intent to repeat the measures annually, panelists taking part in the 2023 survey were excluded from the list of potential participants in 2024. Every two years, however, subjects will be placed back into the potential pool of participants for survey participation.

In total, n=876 participants were recruited from the online panel and n=50 were recruited from a further Queensland face-to-face research panel to form a total sample of N=926. The purpose of this ‘top-up’ sample was to provide a sample of young motorists, who are typically low prevalence in online consumer panels.

If participants were under age 18, parents were first contacted to assess whether they would give permission for their child to complete the online survey. When permission was achieved, they were emailed the online survey link for completion.

Participants taking part in the survey included people with a car licence only (i.e., Learner, P1, P2 or Open licences) and those with both a car licence and motorcycle licence (i.e., Learner, RE or R).

In Queensland, motorcycle licences cannot be applied for unless a motorist has held an Open licence for a period of at least 12 months. This implies that all participants in the survey with a motorcycle licence also have, by default, an Open car licence.[[2]](#footnote-3) Participants with Probationary licences[[3]](#footnote-4), or who had no current licence, were exited from the survey and excluded from sampling.

The profile of participants taking part in the survey, by age and gender, is provided in Figure 9 while the margins of error for the samples are in Table 3.

Figure 9. Profile of the online panel sample for the 2024 survey (N=926)



Note: P, P1 and P2 in Figure 9 refer to Provisional licences

Table 3. Sample sizes and confidence intervals for the 2024 survey sample (N=926)  
(95% confidence interval at the 95% confidence level)

|  |  |  |
| --- | --- | --- |
| Sampling Regions | n | Confidence interval (+/-) |
| South-east | 460 | +/-4.6 |
| Central | 158 | +/-7.8 |
| Northern | 153 | +/-7.9 |
| Southern | 155 | +/-7.9 |
| Queensland (Total) | 926 | +/-3.2 |

Use of TMR licensing data for sampling and data weighting

TMR licensing data was used to develop a reference population to guide sampling and weighting of the survey data. While the overall approach to sampling was to select participants within the online panel by age, gender and region (within each of the four TMR regions), the TMR distribution of licensees by region (and age/gender) was used to set rough age and gender quotas for the online sample.

In this context, while sampling by licence type was not possible, selecting panel participants by age and gender within each TMR region has been demonstrated to be an acceptable proxy for the likely age, gender and licence type distribution of the population by region.

The reference population used in the survey was provided by TMR and was based on the same July 2020 licensing data used in the 2020-2023 surveys, given that the population of licensed motorists has not significantly changed since this time.

For the purpose of weighting, some adjustments were made to the profile of licensees by region to account for the fact that unique motorcycle licensees were not easily accessed from TMR data.

An estimate of licensees with a motorcycle licence were subtracted from car licence holders to develop an estimate of unique car licence holders and unique motorcycle licence holders in Queensland. The data was also adjusted in this way in a proportional manner within each age and gender stratum to ensure that it was as close as possible to the likely distribution of unique TMR licence holders.

The purpose of data weighting is to make the proportions of participants in different categories of interest match the actual profile of licence holders by age and gender. This ensures that results are as representative as possible of the overall population of Queensland licence holders.

For the purpose of data weighting, three rolled-up licence categories were developed – Open licence holders, Learner/P/P1/P2 licence holders and motorcycle licence holders (Learner, RE or R). A reference population with data presented in these categories, by age and gender, was then used for data weighting at an overall Queensland level.

A decision was made to weight the overall Queensland data set and analyse regional data unweighted, given the potential large effects of weights on the small regional samples.

Overall, weighted state-wide trends were deemed most important, given that the overall aim of the survey was to better understand the prevalence and determinants of speeding in Queensland.

During the process of data weighting (licence class x age x gender), some strata each year may be rolled-up to prevent zero counts in cells (which cannot be weighted). In cases where zeros were present in strata, either ages or genders were collapsed to form a single stratum.

#### Limitations of the sampling

Given that data is weighted to be representative of the overall Queensland population of licence holders, regional data is presented unweighted and is thus not necessarily representative of regional populations. The small size of regional samples also needs consideration in this context. Online panels generally do not have a good representation of populations in regional areas.

In addition, the limitation of surveying participants from an online panel also needs careful consideration when reviewing and considering the survey findings. While data weighting helps to correct for some of the sampling bias by age and gender, studies have shown that the bias of online panels cannot be corrected through data weighting (e.g., Pennay et al, 2018[[4]](#footnote-5)).

This is also why major prevalence studies which aim to accurately identify the prevalence of a behaviour in a population use random sampling and CATI methodologies. As participants can be sampled within the population based on their known probability of selection, if conducted with quality methodologies with excellent rates of response, CATI studies generally provide more accurate prevalence estimates.

Moreover, as data is only based on self-report, it is possible that some participants have not remembered or reported their speeding behaviour accurately. As such, survey results should be considered as indicative rather than definitive.

These limitations should thus be carefully considered when reviewing findings and using results to design programs to respond to speeding in Queensland.

#### Significant differences

Throughout this report, tables are marked with letters to show results that are significantly different at *p*<.05. Significant differences in the ‘overall’ columns of this report compare 2024 with 2023, 2022, 2021 and 2020 results. These columns are highlighted in green.

If letters are different between the overall columns in 2024, 2023, 2022, 2021 or 2020 within each row, this shows that results are significantly different between the five years. If they are not significantly different, letters are the same.

As an example, if the letter ‘a’ is in the green 2024 column ‘b’ is in the 2023 column, ‘c’ is in the 2022 column, ‘d’ is in the 2021 column and ‘e’ is in the 2020 column, this means that the results of these years are statistically different. Conversely, if the letters are the same (e.g., all are ‘a’), results are not statistically different.

Within each year’s sub-table, however, the significant differences relate to differences between the Compliant, Low-level and Moderate excessive speeding segments.

Statistically different results imply that there is a very low probability that the observed differences are due to chance.

For proportions, z-tests were the statistical tests conducted for comparisons of results for categorical variables (e.g., for categories such as speeding segments, age, gender), while t-tests were conducted for comparisons of results for continuous variables (e.g., for attitudinal variables on a five-point scale). No Bonferroni adjustments were applied and all significance testing was conducted at *p*<.05.

Major findings -   
Prevalence and  
determinants of  
speeding in Queensland

Prevalence of speeding in Queensland

Overall results for Queensland

To measure the overall prevalence of speeding in 2024, the speeding behaviour of motorists who reported driving in 50 km/h, 60 km/h and 100 km/h speed zones during the past 12 months was analysed to identify three key segments of speeding behaviour.

This was based on the proportion of time that motorists either spent driving at or under the speed limit, or conversely, over the speed limit within each zone. A two-step approach was used for categorising motorists, such that motorists were first categorised for each speed zone (50 km/h, 60 km/h, 100 km/h) and then were categorised overall.

The criteria used to classify motorists into the key speeding segments is provided in Table 4.

Table 4. How speeding behaviour was analysed to form three speeding segments   
in Queensland

|  |  |  |
| --- | --- | --- |
| Compliant | Low-level | Moderate-excessive |
| * 90% or more of driving was at or below the speed limit AND * 0% of driving was above 11 km/h over the limit | * 0% of driving more than 20 km/h over AND * Less than 10% of driving 11-20 km/h over AND * At least 11% of driving was 1-10 km/h over the speed limit | * 1% or more driving is 20 km/h or more above the limit AND/OR * 10% or more of driving is 11 km/h or more above the limit |

Figure 10 shows the percentage of participants in each speeding segment in 2024, compared to 2023, 2022, 2021 and 2020. The largest segment in 2024 was the ‘Low level’ speeding category (47.9%) followed by the ‘Compliant’ segment (34.6%) and the ‘Moderate-excessive’ speeding segment (17.5%).

Figure 10. Distribution of speeding segments in Queensland   
(n=871 in August-September 2020, n=867 in May 2021, n=915 in April-May 2022, n=904 in April-May 2023 and n=888 in April-May 2024)



Note that segments were developed based on the methodology described in Table 4. Weighted results.

Results by gender

In 2024, within males, 33.2% were in the Compliant segment, 45.8% were in the Low-level speeding segment and 21% were in the Moderate-excessive speeding segment (see Figure 11). Within females, 36.1% were in the Compliant segment, while 50.1% were in the Low-level speeding segment and 13.8% were in the Moderate-excessive segment. There were no significant differences in the composition of the male and female groups between 2023 and 2024.

An analysis of significant differences between the male and female groups in 2024 revealed:

* A significantly higher proportion of males were in the Moderate-excessive speeding segment than females, consistent with results from 2020-2023.
* There were no significant differences in the proportions of males and females in the Compliant and Low-level speeding segments.

Figure 11. Distribution of speeding segments in Queensland by gender in 2024   
(n=888, April – May 2024)



Note that segments were developed based on the methodology described in Table 4. Weighted results.

Results by age

Figure 12 shows the distribution of speed segments in Queensland in 2024 by age. The Low-level speeding segment had the highest percentage of participants within all age groups.

By age, findings in 2024 showed that:

* Within motorists under 25 years, 16.2% were in the Compliant segment, 44.7% were in the Low-level segment and 39.1% were in the Moderate-excessive segment.
* Within motorists 25-39 years, 22.1% were in the Compliant segment, 51.7% were in the Low-level segment and 26.2% were in the Moderate-excessive segment.
* Within motorists 40-59 years, 36% were in the Compliant segment, 51.2% were in the Low-level segment and 12.8% were in the Moderate-excessive segment.
* Within motorists 60 years and older, 50.3% were in the Compliant segment, 42.5% were in the Low-level segment and 7.1% were in the Moderate-excessive segment.

There were no significant differences in the composition of each of the age groups from 2023 to 2024.

An analysis of significant differences between the age groups in 2024 revealed:

* Compared to all other age groups, a significantly higher proportion of motorists aged 60 years and older were in the Compliant segment and a significantly lower proportion were in the Moderate-excessive speeding segment.
* A significantly higher proportion of motorists aged 40-59 years were in the Compliant segment compared to both the 25-39 years and Under 25 years age groups.
* A significantly lower proportion of motorists in the Under 25 years and Over 60 years age groups were in the Low-level speeding segment compared to the 25-39 years and 40-59 years age groups.
* There were significant differences between all the age groups in the proportion of motorists in the Moderate-excessive speeding segment. The Under 25 years age group had the highest proportion of motorists in the Moderate-excessive speeding segment, with each subsequent age bracket having a significantly lower proportion. In other words, the younger the age group, the higher the proportion of motorists in the Moderate-excessive speeding segment.

Overall, these results show that the oldest age group has the highest proportion of motorists in the Compliant segment and the youngest age group has the highest proportion of motorists in the Moderate-excessive speeding segment, which is consistent with results from 2020-2023.

Figure 12. Distribution of speed segments in Queensland by age in 2024   
(n=888, April-May 2024)



Note that segments were developed based on the methodology described in Table 4. Weighted results.

Profile of speeding segments in Queensland

The demographic profile of the three speeding segments in 2024 is in Table 5. Results are also presented for 2023, 2022, 2021 and 2020 for comparison.

Analysis of the demographic characteristics of the 2024 sample revealed a number of significant differences from the 2023 sample, as denoted by the differing letters in the table (i.e., different letters within the same row denote a statistically significant difference between years).

In terms of overall results for 2024 compared to 2023, there was a significantly higher percentage of motorists in 2024 reporting the following:

* The highest level of education being an undergraduate university degree   
  (16.7% in 2023 v 20.4% in 2024)
* Driving a vehicle as part of their paid work (28% in 2023 v 33.4% in 2024)
* Driving a SUV as the main type of vehicle driven (24% in 2023 v 27.7% in 2024)
* Driving a ute as the main type of vehicle driven (6.5% in 2023 v 8.3% in 2024)
* Driving or riding more than 28 hours a week (4.9% in 2023 v 6.8% in 2024).

There was a significantly lower percentage of motorists in 2024 reporting the following:

* The highest level of education being Year 12 (22.6% in 2023 v 19.1% in 2024)
* Driving a sedan as the main type of vehicle driven (26.9% in 2023 v 23.6% in 2024)
* Driving a 4WD as the main type of vehicle driven (10.4% in 2023 v 8.4% in 2024)
* Riding a moped/scooter as the main type of vehicle driven (0.6% in 2023 v 0.1% in 2024).

A number of significant differences were observed in the demographic profiles between the speeding segments. Of particular note, compared to the Compliant and Low-level speeding segments, the Moderate-excessive speeding segment had a significantly higher proportion of motorists who:

* Were aged under 25 years and 25-39 years
* Were male
* Held a P1, P2 or L licence
* Drove a sedan
* Drove a sports car/coupe
* Drove a vehicle as part of their paid work
* Reported receiving at least one speeding fine in the prior three years.

This is broadly consistent with 2020-2023 results.

Table 5. Demographic profile of speeding segments in 2024, 2023, 2022, 2021 and 2020  
(N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

Note that segments were developed based on the methodology described in Table 4. Weighted results.

| **Measure** | **Response** | **2023** | | | | **2024** | | | | **Overall change 23-24** |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Compliant (n=266)** | **Low-level (n=470)** | **Moderate-excessive (n=168)** | **Overall (n=942)** | **Compliant (n=283)** | **Low-level (n=427)** | **Moderate-excessive (n=178)** | **Overall (n=926)** |
| **% Respondents** | | | | | | | |
| Age | Under 25yrs | 6.0a | 13.2b | 21.9c | 12.6a | 5.8a | 11.6b | 27.7c | 12.6a | 0 |
| 25-39yrs | 14.4a | 25.8b | 35.0c | 23.5a,b | 14.8a | 25.1b | 34.8c | 23.5a,b | 0 |
| 40-59yrs | 38.5a | 33.7a,b | 27.8b | 34.0a | 35.6a | 36.6a | 25.2b | 34.0a | 0 |
| 60yrs + | 41.1a | 27.4b | 15.2c | 29.9b | 43.7a | 26.7b | 12.2c | 29.9b | 0 |
|  | **Mean age 2023** | | | | **Mean age 2024** | | | |  |
| Mean age | 53.7a | 46.1b | 39.5c | 47.5a,b,c | 54.8a | 47.3b | 38.0c | 48.1c | +0.6 |
|  | | **% Participants 2023** | | | | **% Participants 2024** | | | |  |
| Gender | Females | 49.2a | 50.6a | 40.8b | 49.1a | 50.8a | 51.0a | 38.4b | 49.1a | 0 |
| Male | 50.8a | 49.4a | 59.2b | 50.9a | 49.2a | 49.0a | 61.6b | 50.9a | 0 |
| Highest level of completed education | Less than Year 10 | 4.5a | 1.2b | 4.1a | 3.3a | 5.7a | 2.6b | 2.6a,b | 3.9a,b | +0.6 |
| Year 10 | 13.4a | 7.0b | 10.1a,b | 9.6a | 12.2a | 6.5b | 6.3b | 8.7a | -0.9 |
| Year 11 | 2.6a | 2.7a | 2.8a | 2.7a,b | 2.0a | 2.1a | .2b | 1.8b | -0.9 |
| Year 12 | 19.2a | 23.5a,b | 24.8b | 22.6b | 15.3a | 18.5a | 27.8b | 19.1a | -3.5 |
| Certificate III, IV or a Diploma | 37.1a | 35.3a | 35.3a | 35.7a | 44.6a | 36.4b | 29.6c | 37.7a | +2.0 |
| Undergraduate university degree | 16.9a | 18.7a | 11.9b | 16.7b | 13.2a | 26.5b | 19.1c | 20.4a | +3.7 |
| Postgraduate university degree | 6.4a | 11.6b | 11.1b | 9.4b,d | 7.0a | 7.5a | 14.3b | 8.4a,c,d | -1.0 |
| Licence type (Unique estimates) | Open | 72.5a | 68.9a | 56.8b | 68.5a | 72.6a | 70.0a | 56.0b | 68.5a | 0 |
| P1, P2, P, L | 5.8a | 9.4b | 14.3c | 9.3a | 5.9a | 7.8a | 16.7b | 9.3a | 0 |
| R / RE (Motorcycle licence) | 21.6a | 21.7a | 29.0b | 22.3b | 21.5a | 22.2a | 27.3a | 22.3b | 0 |
| Main type of paid work during the past 12 months | Full-time | 24.8a | 42.3b | 41.6b | 36.0a | 28.1a | 42.7b | 52.8c | 38.6a | 0 |
| Part-time/casual | 21.9a | 25.4a | 26.0a | 24.6a | 23.6a | 25.0a | 24.8a | 24.2a | -0.4 |
| Not in the work force – only studying | 2.1a | 2.4a | 3.2a | 2.3b | 2.9a | 2.8a | 4.1a | 3.3a,b | +1.0 |
| Not in the work force and not studying | 51.2a | 30.0b | 29.2b | 37.1b | 45.4a | 29.5b | 18.3c | 33.9a,b | -3.2 |
| Whether a vehicle was driven as part of paid work | Percentage | 27.1a | 24.8a | 37.8b | 28.0a | 22.7a | 31.9b | 52.0c | 33.4b | -5.4 |
| Type of main vehicle driven during the past 12 months | Hatchback | 25.1a | 22.9a,b | 18.2b | 22.8a,b | 24.8a | 20.3a | 13.1b | 20.6b | -2.2 |
| Sedan | 30.3a | 25.3b | 25.7a,b | 26.9a | 22.3a | 22.0a | 31.2b | 23.6b | -3.3 |
| Sports Car/Coupe | 1.1a | 2.0a | 6.6b | 2.4a | 2.0a | 2.6a | 5.6b | 2.9a,b | +0.5 |
| Station Wagon | 3.9a | 1.8b | 3.2a,b | 2.8b | 2.1a | 3.1a | 2.8a | 3.0a,b | +0.2 |
| SUV | 21.2a | 25.5a | 25.0a | 24.0a | 26.5a | 30.0a | 27.5a | 27.7b | +3.7 |
| Minivan | 0.6a | 0.9a | 1.2a | 0.9a | 2.1a | 2.0a | 0.5a | 1.7b | +0.8 |
| Ute | 7.7a | 6.7a | 4.9a | 6.5a | 10.0a | 8.4a | 6.5a | 8.3b | +1.8 |
| 4WD | 8.7a | 11.6a | 12.6a | 10.4c | 7.6a | 10.0a | 6.5a | 8.4b,d | -2.0 |
| Motorcycle | 0.5a,b | 0.3a | 1.4b | 0.6a | 0.0 | 1.2a | 2.3a | 1.0a,b | +0.4 |
| Moped/Scooter | 0.0 | 1.3a | 0.0 | 0.6b | 0.0 | 0.3a | 0.0 | 0.1a | -0.5 |
| Bus | 0.0 | 0.0 | 0.0 | 0.0 | .7a | 0.0 | 1.4a | 0.5a | +0.49 |
| Truck | 0.0 | 0.0 | 0.0 | 0.0 | .6a | 0.0 | 0.0 | 0.2a | +0.19 |
| Other | 0.9a | 1.8a | 1.4a | 2.1b | 1.2a | 0.0 | 2.4a | 1.9a,b | -0.2 |
| Number of hours per week spent driving | Not at all | 2.5a | 1.7a | 2.3a | 3.2b,c | 2.6a | 2.1a | 3.5a | 4.4a,c | +1.2 |
| Less than 2 hours a week | 19.2a | 10.2b | 6.4c | 12.7b | 17.7a | 10.6b | 10.5b | 12.9b | +0.2 |
| Between 2 and 7 hours a week | 42.6a | 40.7a | 44.7a | 41.4a | 49.4a | 40.7b | 27.3c | 40.2a | -1.2 |
| Between 7 and 14 hours a week | 20.6a | 33.2b | 27.7b | 27.6b | 17.4a | 30.4b | 29.2b | 25.3a,b | -2.3 |
| Between 14 and 28 hours a week | 10.3a,b | 9.0a | 13.8b | 10.2a | 7.7a | 9.4a | 20.0b | 10.5a | +0.3 |
| More than 28 hours a week | 4.9a | 5.2a | 5.1a | 4.9a | 5.3a | 6.9a,b | 9.4b | 6.8b | +1.9 |
| At least one self-reported speeding fine retrospectively measured over two periods (New question in 2023) | Percentage of participants – May 2020 to June 30, 2022 | 2.8a | 16.3b | 29.0c | 13.7a | 6.2a | 19.2b | 42.2c | 18.3b | +4.6 |
| Percentage of participants – After July 1, 2022 | 2.3a | 10.9b | 22.7c | 9.9a | 6.1a | 14.7b | 35.5c | 15.0b | +5.1 |

| Measure | Response | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=325) | Low-level (n=406) | Moderate-excessive (n=140) | Overall (n=900) | Compliant (n=286) | Low-level (n=388) | Moderate-excessive (n=193) | Overall (n=901) | Compliant (n=240) | Low-level (n=484) | Moderate-excessive (n=191) | Overall (n=944) |
| % Respondents | | | | | | | | | | | |
| Age | Under 25yrs | 7.0a | 12.7b | 24.8c | 13.3a | 9.6a | 12.4a | 18.9b | 13.3a | 6.7a | 12.6b | 18.9c | 12.6a |
| 25-39yrs | 18.3a | 29.5b | 35.8b | 26.9a | 19.0a | 27.3b | 39.8c | 26.7a,b | 13.3a | 26.6b | 28.0b | 23.5b |
| 40-59yrs | 41.1a | 32.7b | 25.4b | 34.0a | 35.4a | 34.4a | 30.8a | 34.1a | 33.8a | 34.6a | 33.6a | 34.0a |
| 60yrs + | 33.6a | 25.1b | 13.9c | 25.8a | 36.0a | 25.9b | 10.5c | 25.8a | 46.2a | 26.2b | 19.5c | 29.9b |
|  | **Mean age 2020** | | | | **Mean age 2021** | | | | **Mean age 2022** | | | |
| Mean age | 51.9a | 46.4b | 38.7c | 46.7a,b | 52.0a | 46.4b | 38.6c | 46.5a | 54.8a | 46.6b | 42.9c | 47.9b,c |
|  | | **% Participants 2020** | | | | **% Participants 2021** | | | | **% Participants 2022** | | | |
| Gender | Females | 52.8a | 52.7a | 33.2b | 49.3a | 55.3a | 51.1a | 34.0b | 49.3a | 50.8a | 52.4a | 38.2b | 49.1a |
| Male | 47.2a | 47.3a | 66.8b | 50.7a | 44.7a | 48.9a | 66.0b | 50.7a | 49.2a | 47.6a | 61.8b | 50.9a |
| Highest level of completed education | Less than Year 10 | 3.3a | 3.2a | 1.1a | 3.1a | 4.1a | 2.1a,b | 0.7b | 2.6a | 5.0a | 4.1a | 4.5a | 4.6b |
| Year 10 | 14.0a | 9.1b | 9.3a,b | 10.8a | 10.7a | 7.8a | 11.5a | 9.5a | 14.1a | 8.0b | 11.7a | 10.5a |
| Year 11 | 2.6a | 4.0a | 5.4a | 3.7a | 4.3a | 2.6a | 4.5a | 3.6a | 0.8a | 2.3b | 3.8b | 2.5a,b |
| Year 12 | 16.4a,b | 20.3a | 12.0b | 17.8a | 20.4a | 19.9a | 15.8a | 19.2a | 20.4a | 17.2a | 20.6a | 18.9a |
| Certificate III, IV or a Diploma | 37.3a | 35.0a | 32.2a | 35.4a | 36.0a | 39.4a | 24.0b | 34.8a | 35.1a | 40.8b | 27.8c | 36.2a |
| Undergraduate university degree | 18.4a | 21.4a | 26.1a | 20.8a | 18.2a | 19.2a | 22.9a | 19.6a,b | 18.0a | 19.8a | 24.8b | 20.1a |
| Postgraduate university degree | 8.2a,b | 7.1a | 13.8b | 8.5a,c,d | 6.3a | 9.0a | 20.6b | 10.7a,b | 6.6a | 7.9a | 6.7a | 7.1c |
| Licence type (Unique estimates) | Open | 78.4a | 75.6a | 51.1b | 71.9a | 76.8a | 77.9a | 52.0b | 71.9a | 77.3a | 71.6b | 51.8c | 68.5a |
| P1, P2, P, L | 4.3a | 9.9b | 16.4c | 9.7a | 8.0a | 7.6a | 15.3b | 9.7a | 3.9a | 8.3b | 16.3c | 9.2a |
| R / RE (Motorcycle licence) | 17.4a | 14.5a | 32.5b | 18.3a | 15.2a | 14.5a | 32.7b | 18.3a | 18.8a | 20.0a | 31.9b | 22.3b |
| Main type of paid work during the past 12 months | Full-time | 31.3a | 38.3a | 50.6b | 37.8a | 22.7a | 39.4b | 54.5c | 36.9a | 27.5a | 40.0b | 50.7c | 38.6a |
| Part-time/casual | 17.6a | 25.2b | 29.9b | 23.5a | 24.9a | 22.5a | 24.5a | 23.7a | 21.3a | 27.4b | 21.7a | 24.5a |
| Not in the work force – only studying | 3.8a | 4.6a | 3.9a | 4.6a | 5.9a | 3.8a | 2.7a | 4.8a | 3.4a,b | 2.0a | 4.3b | 2.8b |
| Not in the work force and not studying | 47.3a | 31.9b | 15.5c | 34.1a,b | 46.5a | 34.3b | 18.3c | 34.6a,b | 47.8a | 30.6b | 23.4c | 34.0a |
| Whether a vehicle was driven as part of paid work | Percentage | 23.6a | 28.3a | 33.6a | 27.9a | 24.0a | 29.2a | 58.6b | 35.7b | 24.8a | 30.2a | 45.9b | 33.1b |
| Type of main vehicle driven during the past 12 months | Hatchback | 22.7a | 27.1a | 20.6a | 24.1a | 22.0a | 22.2a | 23.6a | 22.8a,b | 24.9a | 21.0b | 18.5b | 21.5a,b |
| Sedan | 31.6a | 25.5a | 29.9a | 28.4a | 36.0a | 31.0a | 17.9b | 29.6a | 31.2a | 28.1a,b | 25.1b | 28.0a |
| Sports Car/Coupe | 1.5a | 2.4a | 2.2a | 2.0a | 1.1a | 4.0b | 9.1c | 4.2b | 1.2a | 3.0b | 3.7b | 2.9a,b |
| Station Wagon | 5.3a | 2.9a | 3.1a | 4.0a,b | 4.0a | 3.1a | 1.8a | 3.3a,b | 4.2a | 3.5a | 4.6a | 4.1a |
| SUV | 23.0a | 26.1a | 19.9a | 23.5a | 19.3a | 25.0a | 22.9a | 22.5a | 22.4a | 23.3a | 21.8a | 22.3a |
| Minivan | 0.3a | 2.7b | 1.5a,b | 1.6a,b | 1.3a | 1.5a | 2.2a | 1.5a,b | 1.2a | 1.3a | 0.7a | 1.1a,b |
| Ute | 5.3a | 5.6a | 9.4a | 6.1a | 6.3a | 5.2a | 8.8a | 6.1a | 6.8a | 6.9a | 7.6a | 6.9a,b |
| 4WD | 9.2a | 6.9a | 11.2a | 8.8a,c,d | 8.3a | 6.9a | 10.1a | 7.7a,b | 6.9a | 10.5b | 10.7b | 9.7a,c,d |
| Motorcycle | 0.0 | 0.6a | 1.2a | 0.5a | 0.4a,b | 0.1a | 1.9b | 0.6a | 0.0 | 0.9a | 5.5b | 1.6b |
| Moped/Scooter | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4a | 0.0 | 0.2a | 0.1a |
| Bus | 0.0 | 0.0 | 0.0 | 0.0 | 0.3a | 0.0 | 0.9a | 0.3a | 0.0 | 0.0 | 0.01 | 0.0 |
| Truck | 0.0 | 0.0 | 0.6a | 0.1a | 0.3a | 0.8a | 0.0 | 0.5a | 0.0 | 0.6a | 1.2a | 0.5a |
| Other | 1.1a | 0.1a | 0.3a | 1.0a | 0.9a | 0.2a | 0.7a | 1.0a | 0.7a | 0.9a | 0.3a | 1.2a |
| Number of hours per week spent driving | Not at all | 6.0a | 2.3b | 3.2a,b | 4.8a | 0.8a | 1.5a | 1.8a | 2.3b | 3.2a | 1.4b | 4.8a | 3.5a,b |
| Less than 2 hours a week | 25.7a | 14.0b | 13.8b | 17.9a | 27.8a | 12.0b | 10.2b | 17.1a | 22.2a | 9.7b | 9.4b | 13.4b |
| Between 2 and 7 hours a week | 38.6a,b | 45.8a | 33.7b | 40.8a | 45.4a | 39.8a | 41.8a | 41.0a | 44.8a | 43.2a | 33.5b | 41.0a |
| Between 7 and 14 hours a week | 22.6a | 21.9a | 28.5a | 22.8a | 15.6a | 26.1b | 26.2b | 22.5a | 19.6a | 30.0b | 32.3b | 27.0b |
| Between 14 and 28 hours a week | 5.4a | 10.7b | 13.1b | 9.1a | 8.1a | 12.5a | 12.8a | 10.9a | 5.7a | 9.5b | 16.3c | 9.9a |
| More than 28 hours a week | 1.7a | 5.2b | 7.6b | 4.7a | 2.3a | 8.2b | 7.1b | 6.1a,b | 4.5a,b | 6.3a | 3.8b | 5.1a |

Percentage of time motorists report speeding in Queensland

In 2024, motorists were asked to estimate the percentage of time they exceeded the speed limit by various amounts across 50 km/h, 60 km/h and 100 km/h zones. Percentages reported were provided in different ranges over the speed limit (i.e., 1-5 km/h over, 6-10 km/h over, 11-20 km/h over and more than 20 km/h over).

If motorists did not speed at all in a particular zone, a response option could be ticked to indicate that they did not go over the speed limit for that zone (i.e., At or below the speed limit).

50 km/h, 60 km/h and 100 km/h speed zones

Table 6 and Figure 13 show the 2024 results compared to 2023 for 50 km/h, 60 km/h and 100 km/h speed zones. Mean percentages are reported for each response bracket (over the speed limit or at or below the speed limit).

When reviewing results, it should be noted that speeding segments have been explicitly formed based on self-reported speeding behaviour. Accordingly, this should be considered in interpreting any ‘trends’.

Results in 2024 showed that for 50 km/h roads, motorists collectively reported travelling at or below the speed limit 72.1% of the time. Conversely, motorists reporting travelling 1-5 km/h over the speed limit 19.1% of the time, 6-10 km/h over the speed limit 5.5% of the time, 11-20 km/h over the speed limit 2% of the time, and more than 20 km/h over the speed limit 1.4% of the time.

For 60 km/h roads, motorists collectively reported travelling at or below the speed limit 74.1% of the time. In contrast, motorists reported travelling 1-5 km/h over the speed limit 17.5% of the time, 6-10 km/h over the speed limit 5.4% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.3% of the time.

For 100 km/h roads, motorists again reported relatively high levels of compliance, travelling at or below the speed limit 73.8% of the time. Conversely, motorists reported travelling 1-5 km/h over the speed limit 16.5% of the time, 6-10 km/h over the speed limit 6.6% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.4% of the time.

Overall, only two significant differences were observed in 2024, compared to 2023:

* An increase in the percentage of time motorists reported travelling more than 20 km/h over the speed limit in 60 km zones (0.9% in 2023 v 1.3% in 2024)
* A decrease in the percentage of time motorists reported travelling 6-10 km/h over the speed limit in 100 km/h zones (7.9% in 2023 v 6.6% in 2024).

A number of significant differences were observed within the speeding segments from 2023 to 2024. This most notably included:

* For the Moderate-excessive speeding segment:
* A decrease in the percentage of time reported travelling at or below the speed limit in 50 km/h, 60 km/h and 100 km/h zones
* An increase in the percentage of time reported travelling:
* 11-20 km/h and more than 20 km/h over the speed limit in 50 km/h zones
* More than 20 km/h over the speed limit in 60 km/h zones
* 6-10 km/h and more than 20 km/h over the speed limit in 100 km/h zones
* For the Low-level speeding segment:
  + A decrease in the percentage of time reported travelling 6-10 km/h over the speed limit in 100 km/h zones.

Table 6. Percentage of the time that Queensland motorists reported speeding in 50, 60 and 100 km/h zones (n=807-846 in August-September 2020, n=808-843 in May 2021, n=869-897 in April-May 2022, n=843-878 in April-May 2023 and n= in April-May 2024)

| Measure | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=243-258) | Low-level (n=447-463) | Moderate-excessive (n=151-157) | Overall (n=843-878) | Compliant (n=254-274) | Low-level (n=407-416) | Moderate-excessive (n=168-173) | Overall (n=829-863) |
| Mean percentage | | | | | | | |
| For 50 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | |
| At or below the speed limit | 96.7a | 66.2b | 44.9c | 72.1a | 97.0a | 66.6b | 38.6c | 72.1a | 0 |
| 1-5 km/h over the speed limit | 3.0a | 27.1b | 27.4b | 19.6a | 2.8a | 27.6b | 26.8b | 19.1a | -0.5 |
| 6-10 km/h over the speed limit | 0.2a | 6.5b | 13.7c | 5.7a | 0.2a | 5.6b | 15.7c | 5.5a | -0.2 |
| 11-20 km/h over the speed limit | 0.0a | 0.2a | 8.6b | 1.6c | 0.0a | 0.2a | 10.9b | 2.0a,b,c | +0.4 |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 5.5b | 0.9c | 0.0a | 0.0a | 7.9b | 1.4a,c | +0.5 |
| For 60 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | |
| At or below the speed limit | 97.0a | 67.6b | 49.3c | 73.9c | 97.2a | 68.5b | 43.5c | 74.1c,d | +0.2 |
| 1-5 km/h over the speed limit | 2.7a | 26.2b | 22.6c | 18.0a | 2.6a | 26.0b | 23.4b | 17.5a | -0.5 |
| 6-10 km/h over the speed limit | 0.3a | 6.1b | 15.1c | 5.8a | 0.2a | 5.4b | 15.7c | 5.4a | -0.4 |
| 11-20 km/h over the speed limit | 0.0a | 0.2a | 7.9b | 1.5b | 0.0a | 0.1a | 9.9b | 1.8a,b | +0.3 |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 5.0b | 0.9c | 0.0a | 0.0a | 7.5b | 1.3d | +0.4 |
| For 100 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | |
| At or below the speed limit | 96.9a | 65.9b | 50.5c | 72.9b | 97.5a | 68.5b | 43.0c | 73.8b,c | +0.9 |
| 1-5 km/h over the speed limit | 2.5a | 24.4b | 17.9c | 16.3a | 2.1a | 25.0b | 20.5c | 16.5a | +0.2 |
| 6-10 km/h over the speed limit | 0.5a | 9.5b | 16.4c | 7.9a,b | 0.3a | 6.3b | 19.2c | 6.6c | -1.3 |
| 11-20 km/h over the speed limit | 0.1a | 0.3a | 10.2b | 2.0b,c | 0.0a | 0.2a | 9.5b | 1.8b,d | -0.2 |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 4.9b | 0.9b | 0.0a | 0.0a | 7.7b | 1.4b,c | +0.5 |

| Measure | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=292-317) | Low-level (n=380-395) | Moderate-excessive (n=129-134) | Overall (n=807-846) | Compliant (n=259-281) | Low-level (n=364-381) | Moderate-excessive (n=179-185) | Overall (n=808-843) | Compliant (n=225-234 | Low-level (n=460-474) | Moderate-excessive (n=183-189) | Overall (n=869-897) |
| Mean percentage | | | | | | | | | | | |
| For 50 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | | | | |
| At or below the speed limit | 96.4a | 64.3b | 40.4c | 71.4a | 96.6a | 61.4b | 39.7c | 68.3b | 96.5a | 65.1b | 41.7c | 68.8b |
| 1-5 km/h over the speed limit | 3.3a | 29.4b | 26.9b | 19.7a | 3.2a | 32.2b | 21.9c | 20.6a,b | 3.4a | 29.5b | 25.0c | 21.7b |
| 6-10 km/h over the speed limit | 0.2a | 6.1b | 16.2c | 5.9a | 0.2a | 6.1b | 16.8c | 6.4a | 0.1a | 5.2b | 15.2c | 5.9a |
| 11-20 km/h over the speed limit | 0.0a | 0.3a | 9.6b | 1.9a,c | 0.0a | 0.2a | 11.5b | 2.5b | 0.0a | 0.1a | 10.4b | 2.1a,b |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 6.9b | 1.3a,c | 0.0a | 0.0a | 10.0b | 2.1b | 0.0a | 0.0a | 7.7b | 1.5a |
| For 60 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | | | | |
| At or below the speed limit | 96.6a | 66.3b | 42.6c | 73.1a,c | 97.0a | 64.1b | 41.8c | 70.5a,b | 97.1a | 66.6b | 45.8c | 70.6b |
| 1-5 km/h over the speed limit | 3.2a | 27.4b | 23.4c | 17.9a | 2.8a | 29.9b | 21.9c | 19.2a,b | 2.8a | 28.0b | 21.9c | 20.1b |
| 6-10 km/h over the speed limit | 0.3a | 6.0b | 16.5c | 5.8a | 0.2a | 5.7b | 17.0c | 6.2a | 0.2a | 5.3b | 16.1c | 6.1a |
| 11-20 km/h over the speed limit | 0.0a | 0.3a | 11.2b | 2.1a | 0.0a | 0.2a | 10.2b | 2.2a | 0.0a | 0.1a | 8.9b | 1.8a,b |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 6.2b | 1.1a,c,d | 0.0a | 0.0a | 9.0b | 1.9b | 0.0a | 0.0a | 7.3b | 1.4a,b,d |
| For 100 km/h roads: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | | | | |
| At or below the speed limit | 96.8a | 65.8b | 39.2c | 71.8a,b | 97.4a | 63.0b | 39.4c | 68.9a | 97.0a | 65.5b | 45.6c | 69.9a |
| 1-5 km/h over the speed limit | 2.8a | 25.7b | 20.2c | 16.7a | 2.2a | 27.9b | 20.8c | 18.1a,b | 2.7a | 26.6b | 22.3c | 19.4b |
| 6-10 km/h over the speed limit | 0.3a | 8.2b | 19.0c | 7.4a,b,c | 0.3a | 8.9b | 18.2c | 8.2a | 0.3a | 7.6b | 14.4c | 7.0b,c |
| 11-20 km/h over the speed limit | 0.0a | 0.3a | 12.0b | 2.4a,b | 0.0a | 0.2a | 12.6b | 2.8a | 0.0a | 0.3a | 10.3b | 2.2b |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 9.5b | 1.8a,c | 0.0a | 0.0a | 8.9b | 1.9a | 0.0a | 0.0a | 7.5b | 1.5a,c |

Question for each speed zone: For the next questions, I’d like you to think about your speeding during the past 12 months on different types of roads. Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%. Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver.   
(Base: All participants reporting driving in zones with Ns indicated above). Weighted results.

Figure 13. Percentage of the time that Queensland motorists reported speeding in   
50, 60 and 100 km/h zones in 2022 (n=829-863 in April-May 2024)

50 km/h zones



60 km/h zones



100 km/h zones



Question for each speed zone: For the next questions, I’d like you to think about your speeding during the past 12 months on different types of roads. Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%. Please assume that these are regular roads without road works and not roads in or around school zones.   
Only include situations where you were the driver.   
(Base: All participants reporting driving in zones with Ns indicated above). Weighted results.

Speeding behaviour was also examined in road works zones, as well as school zones limited to 40 km/h. Table 7 and Figure 14 show the mean percentage of time that motorists engaged in speeding by different amounts for these locations in 2024, with 2023, 2022, 2021 and 2020 results alongside for comparison. Once again, this was based on self-reported speeding behaviour.

Road works zones

In road works zones in 2024, motorists collectively reported travelling at or below the speed limit 79% of the time, suggesting high rates of speed limit compliance. Conversely, motorists reported travelling 1-5 km/h over the speed limit 13% of the time, 6-10 km/h over the speed limit 4.9% of the time, 11-20 km/h over the speed limit 1.8% of the time, and more than 20 km/h over the speed limit 1.2% of the time.

Overall, there was a significant increase in the percentage of time motorists reported travelling more than 20 km/h over the speed limit in road works zones in 2024 compared to 2023 (0.8% in 2023 v 1.2% in 2024). This result was attributable to the Moderate-excessive speeding segment, which reported a significant increase in travelling more than 20 km/h over the speed limit in road works zones (4.4 km/h in 2023 v 7.3 km/h in 2024).

The Moderate-excessive speeding segment also reported a significant decrease in the percentage of time spent travelling at or below the speed limit in road works zones (58.8% in 2023 v 47.3% in 2024) while the Low-level speeding segment reported a significant increase on the same measure (72.2% in 2023 v 76.2% in 2024).

School zones

In school zones in 2024, motorists collectively reported travelling at or below the speed limit 86.3% of the time. In contrast, motorists reported travelling 1-5 km/h over the speed limit 8.1% of the time, 6-10 km/h over the speed limit 3.1% of the time, 11-20 km/h over the speed limit 1.3% of the time, and more than 20 km/h over the speed limit 1.2% of the time.

Overall, there was a significant decrease in the percentage of time motorists reported travelling at or below the speed limit in school zones in 2024 compared to 2023 (90% in 2023 v 86.3% in 2024). This increase was attributable to both the Low-level and Moderate-excessive speeding segments, which both observed a significant decrease in the percentage of time travelling at or below the speed limit in school zones.

Overall, there was also an overall corresponding increase in the percentage of time motorists reported travelling 1-5 km/h over the speed limit (6.4% in 2023 v 8.1%), 6-10 km/h over the speed limit (2.1% in 2023 v 3.1% in 2024) and 11-20 km/h over the speed limit (0.8% in 2023 v 1.3% in 2024) in school zones in 2024. These results were also attributable to the Low-level and Moderate-excessive speeding segments.

Additionally, in 2024, motorists in the Moderate-excessive speeding segment reported a significant increase in the percentage of time travelling more than 20 km/h over the speed limit in school zones (4.4% in 2023 v 7.1% in 2024).

Table 7. Percentage of the time that Queensland motorists reported speeding in road works or school zones   
(n=780-783 in August-September 2020, n=779-805 in May 2021, n=845-855 in April-May 2022, n=825-827 in April-May 2023 and n=817-821 in April-May 2024)

| Measure | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=243-245) | Low-level (n=437) | Moderate-excessive (n=143-147) | Overall (n=825-827) | Compliant (n=253-257) | Low-level (n=404-405) | Moderate-excessive (n=159-160) | Overall (n=817-821) |
| Mean percentage | | | | | | | |
| For roads that have been reduced to 40 km/h due to **road works:** During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | |
| At or below the speed limit | 98.3a | 72.2b | 58.8c | 78.4a | 98.4a | 76.2b | 47.3c | 79.0a | +0.6 |
| 1-5 km/h over the speed limit | 1.6a | 20.6b | 17.8c | 13.9a,b | 1.4a | 18.8b | 20.1b | 13.0a | -0.9 |
| 6-10 km/h over the speed limit | 0.1a | 7.2b | 10.3c | 5.4a | 0.1a | 5.0b | 14.5c | 4.9a | -0.5 |
| 11-20 km/h over the speed limit | 0.0a | 0.1a | 8.7b | 1.5a | 0.0a | 0.1a | 10.8b | 1.8a | +0.3 |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 4.4b | 0.8d | 0.0a | 0.0a | 7.3b | 1.2b,c,e | +0.4 |
| For roads outside schools reduced to 40 km/h during **school zone** hours: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | |
| At or below the speed limit | 99.3a | 91.1b | 69.2c | 90.0c | 99.2a | 87.2b | 58.2c | 86.3b,d | -3.7 |
| 1-5 km/h over the speed limit | 0.6a | 7.4b | 14.4c | 6.4c | 0.8a | 10.2b | 16.5c | 8.1b | +1.7 |
| 6-10 km/h over the speed limit | 0.1a | 1.5b | 7.6c | 2.1a | 0.0a | 2.5b | 10.6c | 3.1b | +1.0 |
| 11-20 km/h over the speed limit | 0.0a | 0.0a | 4.4b | 0.8d | 0.0a | 0.0a | 7.6b | 1.3c,e | +0.5 |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 4.4b | 0.8c | 0.0a | 0.0a | 7.1b | 1.2a,c | +0.4 |

| Measure | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=286-290) | Low-level (n=369-374) | Moderate-excessive (n=120-124) | Overall (n=780-783) | Compliant (n=257-259) | Low-level (n=352-371) | Moderate-excessive (n=170-175) | Overall (n=779-805) | Compliant (n=x-221-222) | Low-level (n=x450-458) | Moderate-excessive (n=173-176) | Overall (n=845-855 |
| **Mean percentage** | | | | | | | | | | | |
| For roads that have been reduced to 40 km/h due to road works: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | | | | |
| At or below the speed limit | 95.3a | 76.1b | 50.3c | 78.3a | 98.2a | 73.0b | 44.8c | 75.2b | 98.4a | 73.3b | 47.1c | 75.0b |
| 1-5 km/h over the speed limit | 3.6a | 17.4b | 19.2b | 12.9a | 1.8a | 21.4b | 17.2c | 14.2a,b | 1.5a | 19.6b | 18.9b | 14.7b |
| 6-10 km/h over the speed limit | 1.1a | 5.1b | 16.3c | 5.6a | 0.1a | 5.6b | 16.3c | 6.1a,b | 0.1a | 7.0b | 15.3c | 6.8b |
| 11-20 km/h over the speed limit | 0.1a | 1.2b | 8.0c | 2.0a | 0.0a | 0.1a | 13.7b | 2.9b | 0.0a | 0.1a | 10.4b | 2.0a |
| More than 20 km/h over the speed limit | 0.0a | .2a | 6.2b | 1.2a,d,e | 0.0a | 0.0a | 8.0b | 1.7a,b | 0.0a | 0.0a | 8.3b | 1.6a,c |
| For roads outside schools reduced to 40 km/h during school zone hours: During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts? | | | | | | | | | | | | |
| At or below the speed limit | 98.7a | 90.5b | 65.2c | 88.7a,c | 99.2a | 87.8b | 56.6c | 85.0b | 99.2a | 90.6b | 62.6c | 87.6a,d |
| 1-5 km/h over the speed limit | 1.2a | 7.5b | 14.6c | 6.6a,c | 0.8a | 10.9b | 15.3c | 8.4b | 0.8a | 8.1b | 15.9c | 7.6a,b |
| 6-10 km/h over the speed limit | 0.1a | 1.8b | 9.3c | 2.6a,b | 0.0a | 1.3b | 10.0c | 2.7a,b | 0.0a | 1.3b | 8.8c | 2.3a |
| 11-20 km/h over the speed limit | 0.0a | 0.2a | 5.3b | 1.1a,d,e | 0.0a | 0.0a | 9.2b | 1.9b | 0.0a | 0.0a | 6.3b | 1.2a,c |
| More than 20 km/h over the speed limit | 0.0a | 0.0a | 5.5b | 1.0a,c | 0.0a | 0.0a | 9.0b | 1.9b | 0.0a | 0.0a | 6.4b | 1.2a |

Question: Now please answer in the same way for these special types of roads. (For the full question wording that preceded this question, see Table 6) (Base: All participants reporting driving in zones with Ns indicated above). Weighted data.

Figure 14. Percentage of the time that Queensland motorists reported travelling at or below the speed limit in road works zones or in school zones (n=780-783 in August-September 2020, n=779-805 in May 2021, n=845-855 in April-May 2022,   
n=825-827 in April-May 2023 and n=817-821 in April-May 2024))

  
Question: Now please answer in the same way for these special types of roads: For the full question wording that preceded this question, see Table 6 (Base: All participants reporting driving in zones with Ns indicated above). Weighted data.

Proportion of speeding reported as being accidental in Queensland

In 2024, motorists were asked to estimate the percentage of their overall speeding that was accidental in each speed zone. This was to examine the percentage of time that motorists believed that they were speeding inadvertently versus intentionally.

Results for 50 km/h, 60 km/h and 100 km/h zones, as well as road works zones and school zones, are presented in Table 8 and Figure 15, with mean percentages reported.

In 2024, 66% of speeding was reported as being accidental on 50 km/h roads, compared to 65.3% on 60 km/h roads and 59.7% on 100 km/h roads.

For road works zones, 61.9% of speeding was reported as being accidental in 2024, while this figure was 64.6% for school zones.

Analyses revealed that there were statistically significant decreases in the percentage of speeding reported as being accidental in all examined speeding zones except road works zones. These changes were largely attributable to the Low-level speeding segment.

Motorists in the Low-level speeding segment reported a significantly lower percentage of accidental speeding in the following zones in 2024 compared to 2023:

* 50 km/h zones (70.4% in 2023 v 65.3% in 2024)
* 60 km/h zones (70.3% in 2023 v 64% in 2024)
* 100 km/h zones (62.5% in 2023 v 55.8% in 2024)
* School zones (72.8% in 2023 v 63.8% in 2024)

This suggests that the speeding behaviour of the Low-level speeding segment became more intentional in these zones.

Conversely, motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in 100 km/h speed zones in 2024 than in 2023 (71.9% in 2023 v 82% in 2024). This suggests that the speeding behaviour of the Compliant segment became less intentional in this zone.

A comparison of results between speeding segments in 2024 showed a number of important differences. Specifically, the Moderate-excessive speeding segment was significantly more likely to report their speeding behaviour as being intentional compared to the Low-level speeding segment across all speed zones, with the exception of school zones. The Low-level speeding segment was also significantly more likely to report their speeding behaviour as being intentional compared to the Compliant segment across all speed zones. These findings are consistent with results from 2020-2023.

Table 8. The percentage of speeding that was accidental across 50 km/h, 60 km/h, 100 km/h zones, in road works zones and school zones (n=315-696 in August-September 2020, n=337-690 in May 2021, n=403-777 in April-May 2022, n=376-743 in April-May 2023 and n=384-713 in April-May2024)

| What percentage of your overall speeding on this type of road was accidental? | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=41-144) | Low-level (n=224-445) | Moderate-excessive (n=111-154) | Overall (n=376-743) | Compliant (n=52-150) | Low-level (n=204-394) | Moderate-excessive (n=128-169) | Overall (n=384-713) |
| Mean percentage | | | | | | | |  |
| 50 km/h roads | 77.2a | 70.4b | 57.0c | 69.1a | 79.7a | 65.3b | 52.9c | 66.0b | -3.1 |
| 60 km/h roads | 76.4a | 70.3b | 58.2c | 69.2a,b | 78.5a | 64.0b | 54.6c | 65.3c | -3.9 |
| 100 km/h roads | 71.9a | 62.5b | 53.7c | 62.6a | 82.0a | 55.8b | 49.0c | 59.7b | -2.9 |
| Roads that have been reduced to 40 km/h due to **road works** | 78.7a | 64.9b | 53.7c | 64.7a,b | 76.6a | 61.1b | 53.2c | 61.9b | -2.8 |
| Roads outside schools reduced to 40 km/h during **school zone** hours | 76.5a | 72.8a | 60.6b | 69.6a | 79.5a | 63.8b | 58.7b | 64.6b | -5.0 |

|  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| What percentage of your overall speeding on this type of road was accidental? | 2020 | | | | 2021 | | | | 2022 | | | |
| **Compliant (n=53-181)** | **Low-level (n=170-382)** | **Moderate-excessive (n=92-133)** | **Overall (n=315-696)** | **Compliant (n=39-156)** | **Low-level (n=159-357)** | **Moderate-excessive (n=139-181)** | **Overall (n=337-690)** | **Compliant (n=39-134)** | **Low-level (n=226-455)** | **Moderate-excessive (n=138-188)** | **Overall (n=403-777)** |
| **Mean percentage** | | | | | | | | | | | |
| 50 km/h roads | 76.8a | 70.4b | 62.4c | 70.3a | 76.2a | 70.8a | 58.7b | 69.0a,b | 79.6a | 69.9b | 61.1c | 69.6a |
| 60 km/h roads | 76.0a | 69.3b | 60.6c | 69.2a,b | 77.4a | 69.0b | 55.8c | 67.6a,c | 83.4a | 69.9b | 63.8c | 70.9b |
| 100 km/h roads | 74.4a | 62.6b | 52.4c | 63.1a | 74.2a | 60.9b | 54.7c | 61.8a,b | 80.0a | 62.9b | 56.2c | 64.4a |
| Roads that have been reduced to 40 km/h due to **road works** | 76.1a | 62.5b | 62.1b | 65.3a,b | 73.0a | 65.4a | 54.2b | 63.0a,b | 81.2a | 63.7b | 60.6b | 65.1a |
| Roads outside schools reduced to 40 km/h during **school zone** hours | 81.9a | 71.2a,b | 64.5b | 70.7a | 74.3a,b | 72.5a | 64.0b | 69.3a | 86.6a | 72.3b | 67.4c | 72.2a |

Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn’t mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were speeding) (Base: All participants reporting some level of speeding for each location during the past 12 months). Weighted results.

Figure 15. The percentage of speeding that was accidental across 50 km/h, 60 km/h,   
100 km/h zones, in road works zones and school zones   
(n=315-696 in August-September 2020, n=337-690 in May 2021,   
n=403-777 in April-May 2022, n=376-743 in April-May 2023 and n=384-713 in April-May 2024)

  
Question: What percentage of your overall speeding on this type of road was accidental? (i.e., you didn’t mean to speed, it was a lapse in concentration, you were accidentally going with the flow of traffic who were

speeding) (Base: All participants reporting some level of speeding for each location   
during the past 12 months). Weighted results.

Factors influencing the likelihood of speeding in Queensland

Motorists were asked to rate the extent to which various factors influenced their likelihood of speeding. Table 10 shows the factors influencing speeding behaviour using mean ratings from a scale of 1-5 (where 1=Much less likely, 5=Much more likely).

The top factors in 2024 making motorists more likely to speed were:

* Overtaking another vehicle (mean = 3.9 in 2024) (no significant change in mean from 2023)
* Driving down a hill (mean = 3.5 in 2024) (no significant change in mean from 2023)
* Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.4 in 2024) (no significant change in mean from 2023)
* Running late (mean = 3.4 in 2024) (no significant change in mean from 2023)

These were the same four top factors in 2023.

Also of note, the top three factors making motorists less likely to speed in 2024 were:

* The roads are wet (mean = 2.0 in 2024 v 1.9 in 2023) (a significant increase)
* Have child passengers in the vehicle (mean = 2.4 in 2024 v 2.2 in 2023)   
  (a significant increase)
* At night (mean = 2.6 in 2024) (no change in mean from 2023)

These were the same top 3 factors in 2023.

Compared to 2023, motorists in the Compliant segment reported that the following factors had a significantly higher influence on their decision to speed:

* Receiving a notification on your phone (e.g., a SMS, social media update)   
  (mean = 2.6 in 2023 v 2.7 in 2024)
* Receiving a mobile call while driving (mean = 2.6 in 2023 v 2.8 in 2024)
* Most other vehicles in the traffic flow are exceeding the speed limit (mean = 3.0 in 2023 v 3.2 in 2024)
* Have child passengers in the vehicle (mean = 2.3 in 2023 v 2.4 in 2024)

Compared to 2023, motorists in the Low-level speeding segment reported that the following factors had a significantly lower influence on their decision to speed:

* Driving down a hill (mean = 3.8 in 2023 v 3.7 in 2024)
* Overtaking another vehicle (mean = 4.1 in 2023 v 4.0 in 2024)
* Driving on a familiar road (mean = 3.3 in 2023 v 3.2 in 2024)
* There is light traffic on the road (mean = 3.0 in 2023 v 2.9 in 2024)
* You are alone in the vehicle (mean = 3.2 in 2023 v 3.1 in 2024)

Conversely, for the Low-level speeding segment the following factors had a significantly higher influence on their decision to speed in 2024:

* The roads are wet (mean = 1.8 in 2023 v 1.9 in 2024)
* Have child passengers in the vehicle (mean = 2.1 v 2.3 in 2024)

For the Moderate-excessive speeding segment, the following factors had a significantly higher influence on their decision to speed in 2024 compared to 2023:

* Receiving a notification on your phone (e.g., a SMS, social media update)   
  (mean = 2.8 in 2023 v 3.0 in 2024)
* Receiving a mobile call while driving (mean 2.8 in 2023 v 3.0 in 2024)
* In a negative mood (mean = 3.3 in 2023 v 3.5 in 2024)
* Driving on a familiar road (mean = 3.4 in 2023 v 3.7 in 2024)
* There is light traffic on the road (mean = 3.2 v 3.4 in 2024)
* The roads are wet (mean = 2.1 in 2023 v 2.4 in 2024)
* Have adult passengers in the vehicle (mean = 2.7 in 2023 v 3.0 in 2024)
* Have child passengers in the vehicle (mean = 2.2 in 2023 v 2.6 in 2024)
* You are alone in the vehicle (mean = 3.4 in 2023 v 3.6 in 2024)
* You think the speed limit for the road is too low (mean = 3.3 in 2023 v 3.6 in 2024)
* You don’t think there are any speed cameras in the area   
  (mean = 3.3 in 2023 v 3.5 in 2024)

The top factors increasing the likelihood of speeding in 2024 for the three speed segments are presented in Table 9.

Table 9. Top factors reported to increase the likelihood of speeding in Queensland in 2024 (n=770-911, April-May 2024)

|  |  |  |
| --- | --- | --- |
| Compliant | Low-level | Moderate-excessive |
| |  | | --- | | * Overtaking another vehicle   (mean=3.5) | | * Driving down a hill (mean=3.3) | | * Most other vehicles in the   traffic flow are exceeding the  speed limit (mean=3.2) | | * Running late (mean=3) | | |  | | --- | | * Overtaking another vehicle (mean = 4) | | * Driving down a hill (mean = 3.7) | | * Most other vehicles in the traffic flow are exceeding the speed limit (mean=3.6) | | * Running late (mean=3.5) | | |  | | --- | | * Overtaking another vehicle (mean=4.1) | | * Running late (mean=3.8) | | * Driving down a hill  (mean=3.7) | | * Most other vehicles in the traffic flow are exceeding the speed limit (mean=3.7) | |

Question: For each of the following situations, would you be more or less likely to speed?

Scale: 1. Much less likely; 2. Less likely; 3. No impact on my speed; 4. More likely; 5. Much more likely;

9. Not applicable. (Base: All participants). Weighted data

Table 10. Factors reported to increase the likelihood of speeding in Queensland (n=640-879 in August – September 2020, n=653-885 in May 2021, n=714-930 in April-May 2022, n=758-921 in April-May 2023 and n=770-911 in April-May 2024)

| Measure | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=191-261) | Low-level (n=385-465) | Moderate-excessive (n=155-167) | Overall (n=758-921) | Compliant (n=209-275) | Low-level (n=368-427) | Moderate-excessive (n=167-178) | Overall (n=770-911) |
| Mean agreement (1= much less likely, 5= much more likely) | | | | | | | |  |
| Receiving a notification on your phone (e.g., a SMS, social media update) | 2.6a | 2.7b | 2.8b | 2.7b | 2.7a | 2.7a | 3.0b | 2.8a | +0.1 |
| Receiving a mobile call while driving | 2.6a | 2.7a | 2.8a | 2.7b | 2.8a | 2.7a | 3.0b | 2.8c | +0.1 |
| Most other vehicles in the traffic flow are exceeding the speed limit | 3.0a | 3.7b | 3.6b | 3.4a | 3.2a | 3.6b | 3.7c | 3.4a | 0 |
| Driving down a hill | 3.2a | 3.8b | 3.7c | 3.6b,c | 3.3a | 3.7b | 3.7b | 3.5c | -0.1 |
| Running late | 3.1a | 3.6b | 3.6b | 3.4b,c | 3.0a | 3.5b | 3.8c | 3.4c | 0 |
| In a negative mood | 2.9a | 3.2b | 3.3b | 3.1a | 2.9a | 3.2b | 3.5c | 3.1a | 0 |
| Overtaking another vehicle | 3.5a | 4.1b | 4.0c | 3.9c | 3.5a | 4.0b | 4.1b | 3.9c,d | 0 |
| You are approaching a traffic light that just turned amber (orange) | 2.7a | 3.1b | 3.4c | 3.0b | 2.8a | 3.1b | 3.4c | 3.0b | 0 |
| Driving on a familiar road | 2.9a | 3.3b | 3.4c | 3.2b,c | 2.9a | 3.2b | 3.7c | 3.2b,d | 0 |
| There is light traffic on the road | 2.8a | 3.0b | 3.2c | 3.0b,c,d | 2.8a | 2.9b | 3.4c | 3.0d | 0 |
| At night | 2.4a | 2.6b | 2.9c | 2.6b,c,d | 2.5a | 2.5a | 3.0b | 2.6d | 0 |
| The roads are wet | 2.0a | 1.8b | 2.1a | 1.9d | 1.9a | 1.9a | 2.4b | 2.0b,e | +0.1 |
| Have adult passengers in the vehicle | 2.6a | 2.7a | 2.7a | 2.7a | 2.7a | 2.7a | 3.0b | 2.7a | 0 |
| Have child passengers in the vehicle | 2.3a | 2.1b | 2.2a,b | 2.2b | 2.4a | 2.3b | 2.6c | 2.4a | +0.2 |
| You are alone in the vehicle | 2.8a | 3.2b | 3.4c | 3.1b | 2.8a | 3.1b | 3.6c | 3.1b,c | 0 |
| You think the speed limit for the road is too low | 2.8a | 3.2b | 3.3c | 3.1c | 2.8a | 3.2b | 3.6c | 3.1b,c,d | 0 |
| You don't think there are any speed cameras in the area | 2.8a | 3.1b | 3.3c | 3.0b | 2.8a | 3.1b | 3.5c | 3.0b,c | 0 |

| Measure | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=205-313) | Low-level (n=299-402) | Moderate-excessive (n=114-139) | Overall (n=640-879) | Compliant (n=179-271) | Low-level (n=278-387) | Moderate-excessive (n=172-191) | Overall (n=653-885) | Compliant (n=147-236) | Low-level (n=376-480) | Moderate-excessive (n=165-190) | Overall (n=714-930 |
| Mean agreement (1= much less likely, 5= much more likely) | | | | | | | | | | | |
| Receiving a notification on your phone (e.g., a SMS, social media update) | 2.8a,b | 2.7a | 3.0b | 2.8a | 2.7a | 2.8a | 2.8a | 2.8a,b | 2.7a | 2.7a | 2.9b | 2.7a,b |
| Receiving a mobile call while driving | 2.8a | 2.7a | 2.9a | 2.7a,b,c | 2.8a | 2.7a | 2.9a | 2.8a,c | 2.7a | 2.7a | 2.9b | 2.7a,b |
| Most other vehicles in the traffic flow are exceeding the speed limit | 3.0a | 3.7b | 3.9c | 3.5a | 3.1a | 3.7b | 3.8b | 3.5a | 3.2a | 3.7b | 3.6b | 3.5a |
| Driving down a hill | 3.4a | 3.7b | 3.9c | 3.6a,b | 3.4a | 3.8b | 3.8b | 3.6a,b | 3.4a | 3.8b | 3.7b | 3.6a |
| Running late | 3.0a | 3.6b | 3.9c | 3.5a,b | 3.1a | 3.6b | 3.9c | 3.5a | 3.1a | 3.6b | 3.8c | 3.5a |
| In a negative mood | 2.9a | 3.2b | 3.3b | 3.1a | 2.9a | 3.2b | 3.4c | 3.1a | 2.9a | 3.1b | 3.5c | 3.1a |
| Overtaking another vehicle | 3.6a | 4.1b | 4.1b | 3.9a,c | 3.7a | 4.1b | 4.0b | 4.0a,b | 3.7a | 4.2b | 4.1c | 4.0b |
| You are approaching a traffic light that just turned amber (orange) | 2.9a | 3.2b | 3.6c | 3.1a | 2.9a | 3.2b | 3.4c | 3.1a | 2.8a | 3.1b | 3.2c | 3.0b |
| Driving on a familiar road | 2.9a | 3.3b | 3.7c | 3.2a,b | 3.0a | 3.4b | 3.7c | 3.3a | 2.9a | 3.3b | 3.5c | 3.2b |
| There is light traffic on the road | 2.8a | 3.1b | 3.4c | 3.0a,b | 2.9a | 3.1b | 3.3c | 3.1a | 2.8a | 3.0b | 3.2c | 3.0b,d |
| At night | 2.5a | 2.6a | 3.0b | 2.6a,b | 2.5a | 2.7b | 2.9c | 2.7a | 2.4a | 2.5b | 2.9c | 2.6b,d |
| The roads are wet | 1.9a | 1.9a | 2.4b | 2.0a,c,e | 1.9a | 1.9a | 2.4b | 2.0a,b | 1.9a | 1.8a | 2.3b | 1.9c,d |
| Have adult passengers in the vehicle | 2.7a | 2.7a | 3.0b | 2.7a | 2.7a | 2.7a | 2.9b | 2.7a | 2.6a | 2.7a | 2.8b | 2.7a |
| Have child passengers in the vehicle | 2.4a | 2.2b | 2.5a | 2.3a | 2.3a | 2.2a | 2.6b | 2.3a | 2.2a | 2.2a | 2.5b | 2.2b |
| You are alone in the vehicle | 2.9a | 3.2b | 3.6c | 3.2a,b | 2.9a | 3.3b | 3.6c | 3.2a | 2.8a | 3.3b | 3.5c | 3.2a |
| You think the speed limit for the road is too low | 2.9a | 3.2b | 3.7c | 3.2a,b | 3.0a | 3.3b | 3.5c | 3.2a | 2.9a | 3.3b | 3.3b | 3.1b |
| You don't think there are any speed cameras in the area | 2.8a | 3.1b | 3.4c | 3.1a,b | 2.9a | 3.1b | 3.4c | 3.1a | 2.8a | 3.1b | 3.2b | 3.1a,b |

Question: For each of the following situations, would you be more or less likely to speed? Scale: 1. Much less likely; 2. Less likely; 3. No impact on my speed;   
4. More likely; 5. Much more likely; 9. Not applicable. (Base: All participants). Weighted data

Perceptions of what constitutes speeding in Queensland

As part of the survey, motorists were asked how many kilometres per hour above the speed limit they would need to be driving before they personally considered themselves to be ‘speeding’, across 50 km/h, 60 km/h and 100 km/h speed zones. While technically, any speed over the posted speed limit represents speeding, prior qualitative research has demonstrated that not all motorists share this perception, due in part to perceived enforcement tolerances and attitudes regarding the social acceptability of low-level speeding.

Table 11 and Figure 16 show the mean number of kilometres per hour over the speed limit that participants considered to be ‘speeding’ in 2024, compared to 2023, 2022, 2021 and 2020.

In 2024, motorists reported that they would have to be travelling at the following speeds above the speed limit to consider themselves as speeding:

* 3.2 km/h over the limit in 50 km/h speed zones (SD = 3.0 km/h, median = 2.0 km/h)
* 3.3 km/h over the limit in 60 km/h zones (SD = 3.0 km/h, median = 2.0 km/h) and
* 4.1 km/h over the limit in 100 km/h zones (SD = 3.9 km/h, median = 3.0 km/h).

Interestingly, while these amounts appear relatively similar, when reflected as a proportion over the speed limit they equate to 6.4% over in 50 km/h zones, 5.5% over in 60 km/h zones and 4.1% over in 100 km/h zones.

Overall, there were no statistically significant differences from 2023 to 2024 across each of the speed zones. There were also no significant differences within the speed segments from 2023 to 2024.

Between-group analyses revealed significant differences in perceptions of speeding between each of the speeding segments for all three of the speed zones. Specifically, motorists in the Moderate-excessive speeding segment reported perceiving speeding as being a significantly higher number of kilometres per hour over the speed limit than those in the Compliant and Low-level speeding segments. Similarly, motorists in the Low-level speeding segment reported perceiving speeding as being a significantly higher number of kilometres per hour over the speed limit than those in the Compliant segment. These findings are consistent with results from 2020 to 2023.

Table 11. How many kilometres over the speed limit was considered to be speeding by Queensland motorists  
(N=900 in August - September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

| Speed zone | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant  (n=266) | Low-level (n=470) | Moderate-excessive  (n=168) | Overall (N=942) | Compliant  (n=283) | Low-level (n=427) | Moderate-excessive  (n=178) | Overall (N=926) |
| Mean km/h over speed limit | | | | | | | |  |
| 50 km/h speed zone | 2.1a | 3.4b | 5.3c | 3.3a,b | 2.1a | 3.2b | 5.3c | 3.2b | -0.1 |
| 60 km/h speed zone | 2.2a | 3.5b | 5.1c | 3.4a,b | 2.0a | 3.3b | 5.6c | 3.3b | -0.1 |
| 100 km/h speed zone | 2.5a | 4.5b | 6.9c | 4.3a,b | 2.3a | 4.3b | 7.1c | 4.1b | -0.2 |

| Speed zone | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=325) | Low-level (n=406) | Moderate-excessive (n=140) | Overall (n=900) | Compliant (n=286) | Low-level (n=388) | Moderate-excessive (n=193) | Overall (n=901) | Compliant (n=240) | Low-level (n=484) | Moderate-excessive (n=191) | Overall (n944) |
| **Mean km/h over speed limit** | | | | | | | | | | | |
| 50 km/h speed zone | 2.1a | 3.7b | 5.8c | 3.5a | 2.2a | 3.5b | 5.0c | 3.4a,b | 2.3a | 3.5b | 5.0c | 3.4a |
| 60 km/h speed zone | 2.1a | 3.7b | 5.6c | 3.5a,b | 2.2a | 3.7b | 5.4c | 3.6a | 2.3a | 3.6b | 5.0c | 3.5a |
| 100 km/h speed zone | 2.7a | 4.7b | 8.4c | 4.6a | 2.7a | 4.7b | 7.0c | 4.5a | 2.6a | 4.4b | 6.8c | 4.4a |

Question: We would first like to understand what you consider as ‘speeding’, when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be ‘speeding’? (Base: All participants)

Figure 16. How many kilometres over the speed limit was considered to be speeding by Queensland motorists (N=900 in August – September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)



Question: We would first like to understand what you consider as ‘speeding’, when driving a vehicle on Queensland roads. If travelling in in each of the following speed zones, how many kilometres per hour would you need to travel before you personally considered yourself to be ‘speeding’? (Base: All participants)

Attitudes towards speeding and the risks associated with speeding in Queensland

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a range of statements about speeding and the risks associated with speeding. Table 12 and Figure 17 show motorist attitudes towards speeding for the three segments, presented as means.

Results showed a number of significant differences in overall mean agreement ratings from 2023 to 2024. In particular, there were unfavourable shifts in attitude on the following items:

* The faster you drive, the more severe the crash (mean = 4.4 in 2023 vs 4.3 in 2024).
* I am less likely than others to be involved in a crash due to speeding (mean = 2.8 in 2023 v 2.9 in 2024)

Conversely, there was a favourable shift in attitude on the following items:

* Low-level speeding is a major contributor to crashes (mean = 3.1 in 2023 v 3.3 in 2024)
* The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland (mean = 2.7 in 2023 v 2.8 in 2024)
* I am likely to be caught by police if I speed (mean = 3.7 in 2023 v 3.8 in 2024)

An analysis of differences between the speeding segments in 2024 revealed a number of significant differences in attitudes. Most notably, the results showed that compared to the Compliant and Low-level speeding segments, motorists in the Moderate-excessive speeding segment had significantly less favourable attitudes towards speeding on most survey items. Results also showed that, compared to the Compliant segment, motorists in the Low-level speeding segment had significantly less favourable attitudes towards speeding on most survey items.

Overall, these results highlight that lower levels of compliance are associated with less favourable attitudes and perceptions of risk related to speeding.

Table 12. Attitudes towards speeding and the risks of speeding in Queensland   
(N=900 in August – September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

| Attitudes towards speeding | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=266) | Low-level (n=470) | Moderate-excessive (n=168) | Overall (n=942) | Compliant (n=283) | Low-level (n=427) | Moderate-excessive (n=178) | Overall (n=926) |
| Mean (1=Strongly disagree, 5=Strongly agree) | | | | | | | |
| Social norms | | | | | | | | | |
| Low-level speeding is socially acceptable | 2.3a | 3.0b | 3.2c | 2.8a,c | 2.3a | 3.1b | 3.3c | 2.8a,d | 0 |
| Low-level speeding risk awareness | | | | | | | | | |
| Low-level speeding is a major contributor to crashes | 3.3a | 3.0b | 2.9b | 3.1d | 3.4a | 3.2b | 3.1b | 3.3b,e | +0.2 |
| Speeding is unsafe in most circumstances | 4.3a | 3.9b | 3.6c | 4.0a | 4.2a | 4.0b | 3.7c | 4.0a | 0 |
| It's not really speeding, if I only go over the limit by a few kilometres | 2.1a | 2.9b | 3.2c | 2.7a | 2.1a | 2.9b | 3.5c | 2.7a | 0 |
| Crash risk awareness | | | | | | | | | |
| The faster you drive, the more severe the crash | 4.5a | 4.4b | 4.1c | 4.4c | 4.3a | 4.3a | 4.1b | 4.3a,d | -0.1 |
| If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | 3.9a | 3.5b | 3.2c | 3.5a | 3.9a | 3.5b | 3.4b | 3.6a | +0.1 |
| If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | 4.4a | 4.1b | 3.8c | 4.1b | 4.2a | 4.1b | 3.8c | 4.1a,b | 0 |
| Attitudes towards demerit points and fines | | | | | | | | | |
| I keep to the speed limit, as I want to avoid fines | 4.2a | 4.2a | 3.9b | 4.2b | 4.2a | 4.2a | 3.8b | 4.1b | -0.1 |
| I keep to the speed limit, as I want to avoid demerit points | 4.3a | 4.2b | 4.0c | 4.1b | 4.2a | 4.2a | 3.8b | 4.1b | 0 |
| The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland | 2.8a | 2.6b | 2.7a,b | 2.7b | 2.8a,b | 2.7a | 2.9b | 2.8a | +0.1 |
| Attitudes towards the risk of detection | | | | | | | | | |
| I am likely to be caught by police if I speed | 3.9a | 3.7b | 3.5c | 3.7a | 3.8a,b | 3.8a | 3.7b | 3.8b | +0.1 |
| I am likely to be caught by a speed camera if I speed | 4.1a | 4.0a | 3.9b | 4.0b | 4.0a | 4.0a | 3.8b | 4.0b | 0 |
| Personal susceptibility towards crashes | | | | | | | | | |
| I am less likely than others to be involved in a crash due to speeding | 2.8a,b | 2.7a | 2.9b | 2.8b | 2.9a | 3.0a,b | 3.1b | 2.9a | +0.1 |

| Attitudes towards speeding | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=325) | Low-level (n=406) | Moderate-excessive (n=140) | Overall (n=900) | Compliant (n=286) | Low-level (n=388) | Moderate-excessive (n=193) | Overall (n=901) | Compliant (n=240) | Low-level (n=x484 | Moderate-excessive (n=191) | Overall (n=944) |
| Mean (1=Strongly disagree, 5=Strongly agree) | | | | | | | | | | | |
| Social norms | | | | | | | | | | | | |
| Low-level speeding is socially acceptable | 2.2a | 3.0b | 3.3c | 2.8a | 2.4a | 3.0b | 3.4c | 2.9b,c,d | 2.4a | 3.1b | 3.4c | 3.0b |
| Low-level speeding risk awareness | | | | | | | | | | | | |
| Low-level speeding is a major contributor to crashes | 3.4a | 3.2b | 3.0c | 3.2a,c,e | 3.4a | 3.2b | 3.2b | 3.3a,b | 3.4a | 3.0b | 3.3c | 3.2c,d |
| Speeding is unsafe in most circumstances | 4.2a | 3.9b | 3.5c | 3.9a | 4.2a | 3.9b | 3.6c | 4.0a | 4.3a | 3.9b | 3.8b | 4.0a |
| It's not really speeding, if I only go over the limit by a few kilometres | 2.1a | 2.8b | 3.4c | 2.6a | 2.2a | 2.8b | 3.3c | 2.7a,b | 2.3a | 2.9b | 3.3c | 2.8b |
| Crash risk awareness | | | | | | | | | | | | |
| The faster you drive, the more severe the crash | 4.4a | 4.2b | 4.0c | 4.2a | 4.4a | 4.2b | 4.1b | 4.3a,b | 4.4a | 4.3a | 4.1b | 4.3b,c,d |
| If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | 3.8a | 3.5b | 3.2c | 3.6a | 3.8a | 3.4b | 3.6b | 3.6a | 3.8a | 3.4b | 3.5b | 3.6a |
| If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | 4.2a | 4.2a | 3.5b | 4.1a,b | 4.3a | 4.0b | 3.9b | 4.1a,b | 4.3a | 4.0b | 3.7c | 4.0a |
| Attitudes towards demerit points and fines | | | | | | | | | | | | |
| I keep to the speed limit, as I want to avoid fines | 4.2a | 4.1b | 3.7c | 4.0a | 4.3a | 4.1b | 3.9c | 4.1b | 4.2a | 4.1b | 4.0c | 4.1b |
| I keep to the speed limit, as I want to avoid demerit points | 4.2a | 4.0a | 3.7b | 4.0a | 4.3a | 4.1b | 3.9c | 4.1b | 4.2a | 4.1b | 4.0c | 4.1b |
| The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland | 3.0a | 2.8b | 2.8a,b | 2.9a | 2.9a,b | 2.7a | 3.0b | 2.8a | 3.0a | 2.7b | 2.9a | 2.8a |
| Attitudes towards the risk of detection | | | | | | | | | | | | |
| I am likely to be caught by police if I speed | 3.9a | 3.8a | 3.6b | 3.8a,b | 3.9a | 3.8a,b | 3.6b | 3.8a,b | 3.9a | 3.8b | 3.7b | 3.8a,b |
| I am likely to be caught by a speed camera if I speed | 4.0a | 3.9a | 3.7b | 3.9a | 4.0a | 3.9a | 3.8a | 3.9a | 4.0a | 3.9b | 3.8c | 3.9a |
| Personal susceptibility towards crashes | | | | | | | | | | | | |
| I am less likely than others to be involved in a crash due to speeding | 2.9a | 2.8a | 3.0a | 2.9a | 2.9a | 2.9a | 3.0a | 2.9a,b | 3.0a | 2.8b | 3.2c | 2.9a |

Question: Using the following scale, please rate how much you disagree or agree with the following statements about speeding. (1=Strongly disagree, 5=Strongly agree). Note that speeding is defined as any amount above the speed limit, unless otherwise indicated (Base: All participants). Weighted data

Figure 17. Attitudes towards speeding and the risks of speeding in Queensland (N=900 in August – September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)



Question: Using the following scale, please rate how much you disagree or agree with the following statements about speeding. (1=Strongly disagree, 5=Strongly agree). Note that speeding is defined as any amount above the speed limit, unless otherwise indicated (Base: All participants). Weighted data.

Attitudes towards speed enforcement in Queensland

Using a five-point Likert scale (where 1=Strongly disagree and 5=Strongly agree), motorists were asked to rate how much they agreed or disagreed with a set of statements about various approaches to speed enforcement used in Queensland. **Error! Reference source not found.** and Figure 18 show the level of support for various enforcement approaches for each segment.

Overall, results show that there continues to be strong support for speed enforcement in Queensland. Consistent with 2023 results, the survey items with the highest level of support were:

* I support the use of cameras to monitor people using mobile phones while driving in Queensland (mean = 4.1)
* I support the use of marked, highly visible speed camera vans in Queensland (mean = 4.0)

Across the six survey items relating to support for various forms of monitoring cameras, overall mean agreement results ranged from 3.3 to 4.1.

A comparison of the overall results revealed some significant changes in mean agreement ratings from 2023 to 2024. There was a favourable shift in attitude for ‘Speed cameras help reduce the road toll’ (mean = 3.3 in 2023 v 3.4 in 2024).

However, there was an unfavourable shift in attitude for the following items:

* I avoid speeding where I’ve seen or heard of speed cameras operating (mean = 3.7 in 2023 v 3.8 in 2024)
* I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera (mean = 2.4 in 2023 v 2.6 in 2024)
* I warn other motorists of speed cameras by flashing my headlights (mean = 2.5 in 2023 v 2.6 in 2024)

There were also a number of significant changes within the segments from 2023 to 2024. Specifically, for the Moderate-excessive speeding segment, there was an increase in support for the following speed enforcement approaches:

* I support the use of covert (unmarked) speed camera vans in Queensland (mean = 2.8 in 2023 v 3.0 in 2024)
* I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle’s average speed over a stretch of road between two cameras) (mean = 3.2 in 2023 v 3.5 in 2024)

However, there was an unfavourable shift relating to motorist responses to speed camera enforcement within the Moderate-excessive speeding segment:

* I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera (mean = 3.0 in 2023 v 3.4 in 2024)
* I warn other motorists of speed cameras by flashing my headlights (mean = 3.2 in 2023 v 3.6 in 2024)

For the Low-level speeding segment, there was a positive shift in attitude towards speed enforcement from 2023 to 2024 on the following items:

* I support the use of covert (unmarked) speed camera vans in Queensland (mean = 3.0 in 2023 v 3.2 in 2024)
* Speed cameras help reduce the road toll (mean = 3.2 in 2023 vs 3.3 in 2024)

However there was an unfavourable shift in attitude within the Low-level speeding segment on the following items:

* I support the use of fixed speed cameras in Queensland (mean = 4.0 in 2023 v 3.9 in 2024)
* I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland (mean = 4.0 in 2023 v 3.9 in 2024)
* I support the use of cameras to monitor people using mobile phones while driving in Queensland (mean = 4.2 in 2023 v 4.1 in 2024)
* Speeding cameras are there to raise revenue for Government (mean = 3.6 in 2023 v 3.8 in 2024)
* I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera (mean = 2.4 in 2023 v 2.6 in 2024)
* I warn other motorists of speed cameras by flashing my headlights (mean = 2.5 in 2023 v 2.7 in 2024).

For the Compliant segment, there was a positive shift in attitude for ‘Speed cameras help reduce the road toll’ (mean = 3.4 in 2023 v 3.5 in 2024).

Consistent with 2023 results, 2024 findings highlight that motorists are much more supportive of the use of cameras to monitor mobile phone use than they are of the use of covert speed cameras. Indeed, there was more support for the use of cameras to monitor mobile phone use than for any of the speed camera types. Of the speed camera types, motorists showed the highest level of support for marked, highly visible speed camera vans.

Table 13. Attitudes towards speed cameras and the enforcement of speeding in Queensland (N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024

| Attitudes towards speeding | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=266) | Low-level (n=470) | Moderate-excessive (n=168) | Overall (n=942) | Compliant (n=283) | Low-level (n=427) | Moderate-excessive (n=178) | Overall (n=926) |
| Mean (1=Strongly disagree, 5=Strongly agree) | | | | | | | |  |
| Support for speed camera enforcement | | | | | | | | | |
| I support the use of covert (unmarked) speed camera vans in Queensland | 3.6a | 3.0b | 2.8c | 3.2b | 3.5a | 3.2b | 3.0b | 3.3b | +0.1 |
| I support the use of marked, highly visible speed camera vans in Queensland | 4.1a | 4.1a | 3.7b | 4.0b,c | 4.1a | 4.0b | 3.8c | 4.0b,d | 0 |
| I support the use of fixed speed cameras in Queensland | 3.9a | 4.0a | 3.6b | 3.9b,c | 4.0a | 3.9b | 3.7c | 3.9b,d | 0 |
| I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle’s average speed over a stretch of road between two cameras) | 3.8a | 3.5b | 3.2c | 3.5a | 3.7a | 3.4b | 3.5b | 3.5a | 0 |
| I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland | 4.0a | 4.0a | 3.6b | 3.9a | 4.1a | 3.9b | 3.7c | 3.9a | 0 |
| I support the use of cameras to monitor people using mobile phones while driving in Queensland | 4.2a | 4.2a | 3.8b | 4.1a,b | 4.3a | 4.1b | 3.7c | 4.1b | 0 |
| Other attitudes relating to speed camera enforcement | | | | | | | | | |
| Speed cameras are there to raise revenue for Government | 3.5a | 3.6b | 3.7b | 3.6a,b | 3.5a | 3.8b | 3.6a,b | 3.6b | 0 |
| Speed cameras help reduce the road toll | 3.4a | 3.2b | 3.3a,b | 3.3c | 3.5a | 3.3b | 3.4a,b | 3.4a,d | +0.1 |
| Motorist responses to speed camera enforcement | | | | | | | | | |
| I avoid speeding where I’ve seen or heard of speed cameras operating | 3.5a | 3.9b | 3.8b | 3.7a | 3.6a | 3.9b | 3.9b | 3.8c | +0.1 |
| I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera | 2.0a | 2.4b | 3.0c | 2.4c | 2.1a | 2.6b | 3.4c | 2.6b,d | +0.2 |
| I warn other motorists of speed cameras by flashing my headlights | 2.1a | 2.5b | 3.2c | 2.5a | 2.0a | 2.7b | 3.6c | 2.6b | +0.1 |

| Measure | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=325) | Low-level (n=406) | Moderate-excessive (n=140) | Overall (n=900) | Compliant (n=286) | Low-level (n=388) | Moderate-excessive (n=193) | Overall (n=901) | Compliant (n=240) | Low-level (n=484) | Moderate-excessive (n=191) | Overall (n=944) |
| Mean agreement (1= strongly disagree, 5=strongly agree) | | | | | | | | | | | |
| Support for speed camera enforcement | | | | | | | | | | | | |
| I support the use of covert (unmarked) speed camera vans in Queensland | 3.6a | 3.5a | 3.0b | 3.4a | 3.6a | 3.2b | 3.3a,b | 3.4a | 3.5a | 3.1b | 3.1b | 3.2b |
| I support the use of marked, highly visible speed camera vans in Queensland | 4.2a | 4.1a | 3.9b | 4.1a | 4.2a | 4.0b | 3.9b | 4.0a,b | 4.1a | 4.0a | 3.9b | 4.0b |
| I support the use of fixed speed cameras in Queensland | 4.1a | 4.0b | 3.7c | 4.0a | 4.1a | 3.9b | 3.8b | 3.9a,b | 4.0a | 3.9b | 3.8b | 3.9b |
| I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle’s average speed over a stretch of road between two cameras) | 3.9a | 3.5b | 3.2c | 3.6a | 3.8a | 3.5b | 3.5b | 3.6a | 3.8a | 3.4b | 3.4b | 3.5a |
| I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland | 4.1a | 4.0a | 3.6b | 3.9a | 4.1a | 3.9b | 3.6c | 3.9a | 4.0a | 3.9b | 3.8c | 3.9a |
| I support the use of cameras to monitor people using mobile phones while driving in Queensland | 4.4a | 4.2b | 4.0c | 4.2a | 4.3a | 4.1b | 3.9c | 4.1a,b | 4.3a | 4.1b | 4.1b | 4.1a,b |
| Other attitudes relating to speed camera enforcement | | | | | | | | | | | | |
| Speed cameras are there to raise revenue for Government | 3.5a | 3.5a | 3.7a | 3.6a,b | 3.3a | 3.5b | 3.9c | 3.5a | 3.4a | 3.6b | 3.8c | 3.6a,b |
| Speed cameras help reduce the road toll | 3.6a | 3.4b | 3.3b | 3.4a | 3.5a | 3.3b | 3.4a,b | 3.4a,b | 3.5a | 3.2b | 3.4a | 3.4b,c,d |
| Driver responses to speed camera enforcement | | | | | | | | | | | | |
| I avoid speeding where I’ve seen or heard of speed cameras operating | 3.6a | 3.8b | 3.8b | 3.7a | 3.5a | 3.8b | 3.8b | 3.7a,b | 3.5a | 3.8b | 3.9c | 3.8b,c |
| I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera | 2.1a | 2.4b | 3.2c | 2.4a,c | 2.0a | 2.5b | 3.3c | 2.5a,b | 2.1a | 2.4b | 3.3c | 2.5b |
| I warn other motorists of speed cameras by flashing my headlights | 2.1a | 2.4b | 3.0c | 2.4a | 2.0a | 2.5b | 3.2c | 2.5a | 2.2a | 2.6b | 3.3c | 2.6b |

Question: Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit (1=Strongly disagree, 5=Strongly agree) (Base: All participants)

Figure 18. Attitudes towards speed cameras and the enforcement of speeding in Queensland (N=900, August – September 2020, N=901, May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)



Question: Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit (1=Strongly disagree, 5=Strongly agree) (Base: All participants)

Attitudes toward enforcement tolerances, speeding fines and the use of speed camera revenue in Queensland

Respondents were asked to report what they believed the enforcement tolerance is in relation to speed cameras (i.e., the amount above the speed limit before fines are issued), along with a number of questions relating to speed infringements and fine revenue. Results are shown in Table 14 and Figure 19.

In 2024, the overall mean perceived speed enforcement tolerance was 4.7%, which was not significantly different to the result of 4.5% in 2023. There were also no significant differences in results from 2023 to 2024 within each of the speed segments. Consistent with findings from 2020-2023, motorists in the Moderate-excessive speeding segment had significantly higher perceived mean enforcement tolerances than those in either the Low-level speeding or Compliant segments (mean = 10.3% for the Moderate-excessive speeding segment v 4.3% for the Low-level segment and 2.4% for the Compliant segment).

Overall, 36.2% of participants reported knowing about the legislative requirement for fine revenue in Queensland to be used for road safety programs and improvements. This finding was not significantly different to the 2023 result of 35.2%. Within the Moderate-excessive speeding segment, however, there was a significant increase in awareness of this legislative requirement (37.9% in 2023 to 51.7% in 2024). Consistent with previous years, a higher proportion of motorists in the Moderate-excessive speeding segment were aware of this legislative requirement compared with the Low-level and Compliant segments. The Low-level speeding segment has consistently had the lowest reported awareness of this legislative requirement over the past 5 years, which is particularly problematic given that they represent the largest proportion of sampled motorists.

On 1 July 2022, the first bracket for a speeding fine in Queensland changed from 1-12 km/h to 1-10 km/h over the speed limit. In 2024, 32.6% of participants correctly identified the first bracket for a speeding fine as being 1-10 km/h over the limit (not significantly different to the result of 33.3% in 2023). Consistent with previous years, respondents tended to perceive the first speeding fine bracket as being lower than it is in reality. Indeed, 49.1% of respondents believed that 1-6 km/h over the speed limit was the first bracket for a speeding fine. In total, 67.4% of respondents were unaware of the first bracket for a speeding fine in 2024, consistent with 2023 results. A significantly higher proportion of the Moderate-excessive speeding segment (40.5%) and the Low level speeding segment (34.7%) identified the correct bracket compared to the Compliant segment (25.9%).

Consistent with 2023 results, ‘Locations that have a history of speed-related crashes’ was rated as the most important factor for choosing speed camera locations (mean = 4.4). Motorists in the Moderate-excessive speeding segment had a significantly higher mean importance rating than those in the Compliant segment for ‘Where the public complain about speeding drivers’ and significantly lower mean importance ratings than those in the Low-level speeding and Compliant segments for:

* Roads where a lot of motorists exceed the speed limit
* Locations that have a history of speed-related crashes

Table 14. Other attitudes relating to speed camera tolerances, speeding fines and use of revenue   
(N=900, August – September 2020, N=901, May 2021, N=944, April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

| Attitudes towards speeding | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=266) | Low-level (n=470) | Moderate-excessive(n=168) | Overall (n=942) | Compliant (n=283) | Low-level (n=427) | Moderate-excessive(n=178) | Overall (n=926 ) |
| Mean (1=Strongly disagree, 5=Strongly agree) | | | | | | | |  |
| Beliefs about speed camera tolerances (Mean percentage) | | | | | | | | | |
| What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? | 2.9a | 4.2b | 8.3c | 4.5b | 2.4a | 4.3b | 10.3c | 4.7b | +0.2 |
| How important do you think the following factors are for choosing how speed camera locations are selected? Mean score (1=not at all important, 5=very important) | | | | | | | | | |
| Locations where the most fines are issued | 3.6a | 3.5a | 3.6a | 3.6a | 3.7a | 3.6a | 3.7a | 3.6a | 0 |
| Roads where a lot of motorists exceed the speed limit | 4.2a | 4.2a | 3.9b | 4.1a | 4.2a | 4.2a | 4.0b | 4.1a | 0 |
| Locations that have a history of speed-related crashes | 4.4a | 4.5b | 4.1c | 4.4a | 4.5a | 4.4a | 4.2b | 4.4a | 0 |
| Where the public complain about speeding motorists | 4.1a | 4.1a | 3.9b | 4.1a | 4.2a | 4.1b | 4.0b | 4.1a | 0 |
| Knowledge of use of fine revenue | | | | | | | | | |
| Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland? (% Aware) | 36.9a | 31.4b | 37.9a | 35.2a | 37.3a | 28.8b | 51.7c | 36.2a | +1.0 |
| Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? (brackets provided) (correct answer 1-12 km/h)\* | | | | | | | | | |
| 1-6 km/h over the speed limit | 54.7a | 50.9a | 41.1b | 50.6b | 57.6a | 50.4b | 30.0c | 49.1b | -1.5 |
| 1-9 km/h over the speed limit |  |  |  |  |  |  |  |  |  |
| 1-10 km/h over the speed limit | 25.3a | 36.0b | 44.0c | 33.3c | 25.9a | 34.7b | 40.5b | 32.6c,d | -0.7 |
| 1-12 km/h over the speed limit | 5.7a | 5.8a | 6.7a | 6.1c | 2.5a | 5.4b | 19.9c | 6.9c | +0.8 |
| 1-15 km/h over the speed limit | 2.5a | 3.4a,b | 5.7b | 3.5b | 3.7a | 3.7a | 5.4a | 4.2a,b | +0.7 |
| Don’t know | 11.9a | 3.9b | 2.5b | 6.5b | 10.3a | 5.7b | 4.2b | 7.2b | +0.7 |

| Measure | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=325) | Low-level (n=406) | Moderate-excessive (n=140) | Overall (N=900) | Compliant (n=286) | Low-level (n=388) | Moderate-excessive (n=193) | Overall (N=901) | Compliant (n=240) | Low-level (n=484) | Moderate-excessive (n=191) | Overall (n=944) |
| Mean | | | | | | | | | | | |
| Beliefs about speed camera tolerances (Mean percentage) | | | | | | | | | | | | |
| What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? | 4.1a | 4.7a | 12.9b | 5.9a | 2.9a | 6.0b | 12.4c | 6.4a | 4.5a | 4.8a | 14.1b | 6.5a |
| How important do you think the following factors are for choosing how speed camera locations are selected? Mean score (1=not at all important, 5=very important) | | | | | | | | | | | | |
| Locations where the most fines are issued | 3.7a | 3.6a | 3.5a | 3.6a | 3.6a | 3.5a | 3.6a | 3.6a | 3.6a,b | 3.5a | 3.7b | 3.6a |
| Roads where a lot of motorists exceed the speed limit | 4.4a | 4.2b | 3.8c | 4.2a | 4.3a | 4.1b | 3.8c | 4.1a | 4.3a | 4.1b | 4.0c | 4.1a |
| Locations that have a history of speed-related crashes | 4.5a | 4.5a | 4.2b | 4.4a | 4.5a | 4.4b | 4.2c | 4.4a | 4.5a | 4.4a | 4.3b | 4.4a |
| Where the public complain about speeding motorists | 4.2a | 4.1a | 3.8b | 4.1a | 4.3a | 4.0b | 3.9b | 4.1a | 4.2a | 4.1b | 4.0b | 4.1a |
| Knowledge of use of fine revenue |  | | | |  | | | |  | | | |
| Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland? (% Aware) | 33.3a | 27.5a | 46.9b | 33.2a | 32.3a | 29.2a | 51.3b | 35.2a | 36.1a | 30.4b | 49.8c | 35.9a |
| Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? (brackets provided) (correct answer 1-12 km/h)\* | | | | | | | | | | | | |
| 1-6 km/h over the speed limit | 52.3a | 40.7b | 27.1c | 42.1a | 51.9a | 42.3b | 20.7c | 41.1a | 54.0a | 40.6b | 33.9c | 43.0a |
| 1-9 km/h over the speed limit | 24.6a | 28.3a | 29.2a | 27.1a | 23.3a | 32.0b | 43.8c | 31.1a,c |  |  |  |  |
| 1-10 km/h over the speed limit |  |  |  |  |  |  |  |  | 28.1a | 40.6b | 43.9b | 37.1b |
| 1-12 km/h over the speed limit | 7.5a | 16.0b | 22.7b | 14.2a | 7.5a | 9.3a | 24.8b | 12.3a | 3.3a | 9.6b | 14.5c | 9.0b |
| 1-15 km/h over the speed limit | 2.4a | 4.0a | 13.9b | 5.3a | 2.7a | 6.3b | 7.7b | 5.3a | 4.3a,b | 3.1a | 5.3b | 3.8a,b |
| Don’t know | 13.2a | 11.0a,b | 7.1b | 11.3a | 14.7a | 10.0a | 3.0b | 10.2a | 10.2a | 6.2b | 2.4c | 7.1b |

Refer table for questions. \*Note - the second response category for this item (1-9 km/h over the speed limit) has been updated to ‘1-10 km/h over the speed limit’ in 2022 and can’t be compared directly to the preceding surveys. (Base: All participants) Weighted data.

Figure 19. Motorist perceptions of speed camera enforcement tolerances (amount above the speed limit before fines are issued) (n=871 in August – September 2020, n=867 in May 2021, n=915 in April-May 2022, n=904 in April-May 2023 and n=888 in April-May 2024)



Question: Some people believe that there is an enforcement tolerance associated with speed cameras. This means motorists can drive a certain amount over the speed limit and not be fined. What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? \_\_\_\_\_\_ %. (EXAMPLE: A 1% tolerance for a 100 km/h limit would mean that you:Would NOT be fined at 101 km/h but you would be fined at 102 km/h or above. (Base: All participants)

Comparisons with previous RSPAT survey results

Two items from this section of the survey were compared to previous RSPAT surveys. These items related to awareness of the use of revenue from speed and red-light camera fines, and knowledge of the first bracket for a speeding fine. Overall, there were only small wording and response format changes for these items compared with previous versions. Nonetheless, the reader is still urged to interpret these comparisons with caution.

These comparisons showed that overall, the percentage of respondents aware of the legislative requirements for using revenue from speed and red-light camera fines for road safety programs and improvements has improved since previous RSPAT surveys. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 33.2% in 2020, 35.2% in 2021, 35.9% in 2022, 35.2% in 2023 and 36.2% in 2024.

The item relating to motorist knowledge of the first bracket for a speeding fine has only been part of the RSPAT survey since 2018. One category of the response scale was changed slightly in 2022 (from 1-9 km/h to 1-10 km/h over the speed limit). This was requested by TMR due to the upcoming change to the categories of speeding offences, due to take effect in Queensland on 1 July 2022. Due to this change, the second response category in 2022, 2023 and 2024 cannot be compared directly to the preceding surveys. (i.e., the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across years).

The overall percentage of respondents that selected the correct answer (1-10 km/h over the speed limit) in 2024 was 32.6%. The percentage of respondents that identified the previous correct bracket (1-12 km/h) was lower in previous years. Specifically, 13.7% of respondents correctly identified the first bracket in 2018 compared to 11.2% in 2019, 14.2% in 2020, 12.3% in 2021, and 9% in 2022. Since the first bracket for a speeding fine changed on 1 July 2022 (from 1-12% to 1-10% over the speed limit), the percentage of respondents identifying the correct bracket has increased to 33.3% in 2023 and 32.6% in 2024.

Across the seven years, the bracket most commonly selected was 1-6 km/h over the speed limit (ranging from 41.1% to 43.3% from 2018 to 2022, 50.6% in 2023 and 49.1% in 2024). It is worth noting that the wording of the question from 2020 onwards was more concise and did not include reference to the fine and demerit point amounts, however, the response scale remained the same until 2021.

For a more detailed description of results comparing 2015-2019 to 2020-2024, see Table 20 in Appendix B.

Speeding fines, crashes and unsafe driving behaviours in Queensland

To better understand the behaviours of the speeding segments, motorists were asked to report the number of speeding fines they had during two periods in 2024. This was a new question in 2023 that was developed to reflect the changes in the brackets associated with speeding fines.

These periods related to speeding fines received:

* From May 2021 to June 30, 2022
* After July 1, 2022.

In addition, they were asked to report their crashes during the past three years and to rate how often they had engaged in a range of unsafe driving behaviours during the past 12 months on a five-point scale (where 1=Never and 5=Always). Results are shown in Table 15 and Figure 20.

Speeding fines

The proportion of motorists in each speeding segment that reported receiving at least one speeding fine in the two measurement periods was as follows:

Speeding fines from May 2021 to June 30, 2022

* Moderate-excessive: 42.2%
* Low-level: 19.2%
* Compliant: 6.2%
* Overall: 18.3%.

Speeding fines from July 1, 2022

* Moderate-excessive: 35.5%
* Low-level: 14.7%
* Compliant: 6.1%
* Overall: 15%.

As can be seen, a significantly higher proportion of respondents from the Moderate-excessive and Low-level speeding segments had received fines during both periods compared to the Compliant segment.

Findings in 2024 highlighted that 18.3% of motorists received at least one fine from May 2021 to 30 June, 2022 and 15% received at least one fine from 1 July, 2022. These are both significant increases from 2023 and were generally reflected within the three speeding segments from 2023 to 2024 (though fines received from 1 July 2022 were somewhat lower in the 2024 survey for the Low-level speeding segment at 14.7%, compared to 16.3% in the 2023 survey – the only exception).

A comparison of proportions from 2023 to 2024 showed the following trends for receipt of at least one speeding fine for the two time periods.

Between May 2021 and 30 June, 2022:

* Moderate-excessive: 29% reported at least one fine in the 2023 survey, 42.2% reported at least one fine in the 2024 survey
* Low-level speeding: 16.3% reported at least one fine in the 2023 survey, 19.2% reported at least one fine in the 2024 survey
* Compliant: 2.8% reported at least one fine in the 2023 survey, 6.2% reported at least one fine in the 2024 survey
* Overall: 13.7% reported at least one fine in the 2023 survey, 18.3% reported at least one fine in the 2024 survey.

Fines received from 1 July, 2022:

* Moderate-excessive: 29% reported at least one fine in the 2023 survey, 35.5% reported at least one fine in the 2024 survey
* Low-level speeding: 16.3% reported at least one fine in the 2023 survey, 14.7% reported at least one fine in the 2024 survey
* Compliant: 2.8% reported at least one fine in the 2023 survey, 6.1% reported at least one fine in the 2024 survey
* Overall: 13.7% reported at least one fine in the 2023 survey, 15% reported at least one fine in the 2024 survey.

Crashes

The mean number of overall reported crashes in the past three years decreased from 0.5 in 2023 to 0.4 in 2024, although this difference was not statistically significant. Consistent with previous years, motorists in the Moderate-excessive segment reported a significantly higher number of crashes than motorists in the Compliant segment. There was not a significant difference in the number of crashes between the Low-level and Moderate-excessive speeding segments.

Specifically, the mean number of reported crashes in the past three years, by speed segment was:

* Moderate-excessive = 0.8
* Low-level = 0.5
* Compliant = 0.1

Within each of the speeding segments, there were no significant differences in the number of reported crashes from 2023 to 2024.

Also noteworthy, in the 2024 survey, 13.5% of motorists reported at least one crash in the previous three years and 4.2% reported multiple crashes (two or more crashes) in the previous three years.

Unsafe driving practices

Overall, motorists reported engaging in each of the listed unsafe driving practices significantly more often in 2024 than in 2023. These differences were largely attributable to the Moderate-excessive speeding segment, who reported engaging in all examined unsafe driving behaviours significantly more often in 2024 than in 2023. Also, the Low-level speeding segment reported engaging in four out of the seven examined unsafe behaviours significantly more often in 2024 than in 2023. These items were:

* Use of mobile phone without hands free (including texting or talking) (mean = 1.4 in 2023 v 1.5 in 2024)
* Running a red light (mean = 1.2 in 2023 to 1.3 in 2024)
* Driving while under the influence of alcohol (mean = 1.1 in 2023 v 1.2 in 2024)
* Driving while under the influence of drugs or medication (mean = 1.1 in 2023 v 1.2 in 2024).

The only other significant difference within the segments was a decrease in the use of mobile phone without hands free (including texting or talking) for the Compliant segment (mean = 1.2 in 2023 v 1.1 in 2024).

In 2024, driving when fatigued was the most frequently reported unsafe driving behaviour (mean = 1.9), followed by use of mobile phone without hands-free, including texting or talking (mean = 1.5) and tailgating (mean = 1.5). It is worth noting, however, that even the most frequently reported behaviours were engaged in relatively rarely. These were also the most frequently reported unsafe driving behaviours in 2023.

Consistent with previous findings was that motorists in the Moderate-excessive speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Low-level speeding and Compliant segments. In 2024, motorists in the Low-level speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Compliant segment.

Table 15. Speeding fines, crashes and unsafe driving behaviours reported by speed segments   
(n=176-900, August – September 2020, n=239-901, May 2021, n=379-944, April-May 2022, n=904-942 in April-May 2023 and n=925-926 in April-May 2024)

| Measure | 2023 | | | | 2024 | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=266) | Low-level (n=470) | Moderate-excessive (n=168) | Overall (n=904) | Compliant (n=283) | Low-level (n=427) | Moderate-excessive (n=178) | Overall (n=926) |
| Mean | | | | | | | |
| At least one speeding fine received during two periods (Base: All participants) (weighted) **NEW IN 2023 TO REFLECT NEW SPEEDING FINE BRACKETS** | | | | | | | | | |
| Percentage of participants –  May 2021 to June 30, 2022 | 2.8a | 16.3b | 29.0c | 13.7a | 6.2a | 19.2b | 42.2c | 18.3b | +14.6 |
| Percentage of participants –  After July 1, 2022 | 2.3a | 10.9b | 22.7c | 9.9a | 6.1a | 14.7b | 35.5c | 15.0b | +5.1 |
| During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (mean number of crashes) (Base: All participants) (weighted) | | | | | | | | | |
| Mean number of crashes | 0.1a | 0.5a | 1.3b | 0.5a,b | 0.1a | 0.5b | 0.8b | 0.4a | -0.1 |
| During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score - 1=Never, 5=Always) (Base: All participants) (weighted) | | | | | | | | | |
| Use of mobile phone without hands free (including texting or talking) | 1.2a | 1.4b | 1.9c | 1.4a,d | 1.1a | 1.5b | 2.3c | 1.5c,e | +0.1 |
| Running a red light | 1.1a | 1.2b | 1.6c | 1.2b | 1.1a | 1.3b | 2.1c | 1.4c | +0.2 |
| Going through a stop sign | 1.1a | 1.3b | 1.8c | 1.3d | 1.1a | 1.3b | 2.2c | 1.4b,c,e | +0.1 |
| Driving while under the influence of alcohol | 1.1a | 1.1a | 1.4b | 1.1b | 1.0a | 1.2b | 1.9c | 1.3a | +0.2 |
| Driving while under the influence of drugs or medication | 1.1a | 1.1a | 1.4b | 1.1b | 1.1a | 1.2b | 2.0c | 1.3c | +0.2 |
| Driving when fatigued | 1.5a | 1.9b | 2.2c | 1.8a | 1.5a | 2.0b | 2.6c | 1.9b | +0.1 |
| Tailgating another motorist | 1.1a | 1.4b | 1.8c | 1.4d | 1.2a | 1.4b | 2.2c | 1.5b,c,e | +0.1 |

| Measure | 2020 | | | | 2021 | | | | 2022 | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Compliant (n=30) | Low-level (n=86) | Moderate-excessive (n=59) | Overall (n=176) | Compliant (n=26) | Low-level (n=98) | Moderate-excessive (n=112) | Overall (n=239) | Compliant (n=79) | Low-level (n=185) | Moderate-excessive (n=112) | Overall (n=379) |
| Mean | | | | | | | | | | | |
| During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (mean number of crashes) (Base: All participants) (weighted) | | | | | | | | | | | | |
| Mean number of crashes | 0.1a | 0.1a | 1.3b | 0.3a | 0.1a | 0.2a | 2.2b | 0.6a,b | 0.1a | 0.2a | 2.6b | 0.8b |
| During the past 12 months, how often have you done the following when driving on Queensland roads? (Mean score - 1=Never, 5=Always) (Base: All participants) (weighted) | | | | | | | | | | | | |
| Use of mobile phone without hands free (including texting or talking) | 1.1a | 1.4b | 2.1c | 1.4a | 1.1a | 1.4b | 2.4c | 1.5b,d,e | 1.1a | 1.5b | 2.3c | 1.5b,c |
| Running a red light | 1.1a | 1.2b | 1.9c | 1.3a,b | 1.1a | 1.2b | 2.0c | 1.4a,c | 1.1a | 1.2b | 2.0c | 1.3a,c |
| Going through a stop sign | 1.1a | 1.2b | 2.0c | 1.3a,d,e | 1.1a | 1.3b | 2.1c | 1.4a,b,c | 1.1a | 1.3b | 2.1c | 1.4c |
| Driving while under the influence of alcohol | 1.1a | 1.1a | 1.8b | 1.2a | 1.1a | 1.1a | 2.0b | 1.3a | 1.0a | 1.1b | 1.9c | 1.2a |
| Driving while under the influence of drugs or medication | 1.0a | 1.1a | 1.8b | 1.2a | 1.0a | 1.1a | 1.9b | 1.3a,c | 1.1a | 1.2b | 1.7c | 1.3a,c |
| Driving when fatigued | 1.5a | 1.9b | 2.4c | 1.8a | 1.5a | 1.9b | 2.6c | 1.9b | 1.4a | 2.0b | 2.6c | 2.0b |
| Tailgating another motorist | 1.1a | 1.4b | 2.1c | 1.4a,d,e | 1.2a | 1.4b | 2.2c | 1.5a,b,c | 1.1a | 1.4b | 2.2c | 1.5c |

Refer table for questions and base.

Figure 20. Unsafe driving behaviours reported by motorists – Overall results   
(N=900 in August – September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)



Question: During the past 12 months, how often have you done the following when driving on   
Queensland roads? (Mean score - 1= Never, 5=Always). (Base: All participants) (weighted)

Summary of major findings

Context

The current online survey conducted in 2024 is a replication of the 2023, 2022, 2021 and 2020 speeding prevalence surveys – a survey that was re-designed in 2020 to more specifically investigate the prevalence and determinants of speeding in Queensland. The 2024 survey involved an online panel survey of N=926 licensed motorists in Queensland aged 16 years or older (including a n=50 top-up sample of young people 17-20 years with Learner, P1 or P2 licences).

Major findings

The largest segment in 2024 was the ‘Low-level’ speeding category (47.9%) followed by the ‘Compliant’ segment (34.6%) and the ‘Moderate-excessive’ speeding segment (17.5%). There were no significant differences from 2023 to 2024 in the proportion of motorists in each segment.

The overall percentage of motorists travelling at or below the speed limit across the various speed zones has remained stable since 2023, with the exception of school zones, where there has been a decrease in compliance with the speed limit. Motorists in the Moderate-excessive and Low-level speeding segments reported an increase in speeding behaviour in school zones. Motorists in the Moderate-excessive speeding segment also reported a decrease in compliance with the speed limit across all other zones.

Compared to 2023, there were significant decreases in the percentage of speeding reported as being accidental in all examined speeding zones in 2024, except road works zones where there was no significant change. This is largely attributable to the Low-level speeding segment that also observed significant decreases in reported accidental speeding in the same zones. Motorists in the Compliant segment reported a significantly higher percentage of accidental speeding in 100 km/h speed zones in 2024.

The top factors that encouraged speeding were the same in 2024 as in 2023, with the top four factors being ‘overtaking another vehicle’, ‘driving down a hill’, ‘most other vehicles in the traffic flow are exceeding the speed limit’ and ‘running late’.

Motorists have the same broad personal definition of speeding in 2024 as in 2023. Motorists reported that they would have to be travelling 3.2 km/h over the speed limit in a 50 km/h speed zone to be considered speeding, compared to 3.3 km/h over the limit in a 60 km/h zone, and 4.1 km/h over the limit in a 100 km/h zone.

There was an unfavourable shift in attitudes and perceptions of risk in relation to the statements: ‘The faster you drive, the more severe the crash’ and ‘I am less likely than others to be involved in a crash due to speeding’. Conversely, there was a favourable shift in attitudes and perceptions of risk relating to the statements: ‘Low-level speeding is a major contributor to crashes’, ‘The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland’ and ‘I am likely to be caught by police if I speed’.

In 2024, 32.6% of participants correctly identified the first bracket for a speeding fine as being 1-10 km/h over the limit (no significant change from 2023). Consistent with previous years, motorists perceived the first bracket as being lower than it is, with 49.1% believing that 1-6 km/h over the speed limit was the first bracket for a speeding fine.

Consistent with 2023 results, ‘locations that have a history of speed-related crashes’ was rated as the most important factor for determining speed camera locations.

In 2024, the mean perceived speed enforcement tolerance was 4.7% (not significantly different to 2023). Consistent with previous years, those who reported more speeding behaviour were more likely to perceive the enforcement tolerance as being higher.

Overall, 36.2% of motorists correctly identified that fine revenue is legislatively required to be used for road safety programs and improvements, which was not significantly different to the 2023 results of 35.2%. While there was an increase in percentage of motorists in the Moderate-excessive speeding segment that were aware of the legislative requirements for the use of fine revenue, overall, almost two-thirds of motorists are unaware.

In 2024, the percentage of motorists receiving at least one speeding fine was retrospectively measured in the survey using two periods – from May 2021 to 30 June 2022 (pre-bracket change) and from 1 July 2023 (post-bracket change). Findings in 2024 highlighted that 18.3% of motorists received at least one speeding fine from May 2021 to 30 June, 2022, and 15% received at least one fine from 1 July, 2023. These were significant increases from 2023 and were also reflected within each of the three speeding segments.

The mean number of overall reported crashes in the past three years was 0.4 (no significant change from 2023). Consistent with previous years, motorists in the Moderate-excessive segment reported a significantly higher number of crashes than motorists in the Compliant segment.

Motorists reported engaging in each of the listed unsafe driving practices significantly more often in 2024 than in 2023. These differences were largely attributable to the Moderate-excessive speeding segment, who reported engaging in all examined unsafe driving behaviours significantly more often in 2024 than in 2023. Also, the Low-level speeding segment reported engaging in four out of the seven examined unsafe behaviours significantly more often in 2024 than in 2023. The most frequently reported unsafe driving behaviours were the same in 2024 as in 2023 with ‘driving when fatigued’ ranking the highest.

Consistent with previous findings, motorists in the Moderate-excessive speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Low-level speeding and Compliant segments. In 2024, motorists in the Low-level speeding segment reported engaging in each of the listed unsafe driving practices significantly more often than motorists in the Compliant segment.

Conclusion

Overall, findings highlight that there has been little change in overall self-reported compliance with speed limits across all surveyed zones, with the exception of school zones, where there has been a reduction in compliance. There has been an increase in intentional speeding in all zones except road works zones. There has also been a significant increase in the percentage of motorists reporting having received speeding fines and an increase in reported unsafe driving practices. The Moderate-excessive speeding segment reported decreased compliance with the speed limit across all zones and an increase in all listed unsafe driving behaviours.

Appendices

Appendix A – Survey instrument

This survey is about driving in Queensland – That is, where you have personally driven a car or ridden a motorcycle or moped in Queensland.

For all questions in this survey, please think of your typical driving behaviour over the past 12 months.

|  |  |
| --- | --- |
| Survey participants to be identified and excluded from subsequent year of surveys |  |
| CC To which of the following age categories do you belong? (SELECT ONE ANSWER ONLY)  1. under 17 years (TERMINATE)  2. 17 onwards > DROP DOWN MENU – SINGLE DIGIT AGES PRESENTED |  |
| DD Are you a:  (SELECT ONE ANSWER ONLY)  1. Woman  2. Man  3. Non-binary / gender diverse  4. My gender identity isn’t listed – I prefer to identify as (describe\_\_\_\_\_)  5. Prefer not to say |  |
| DEMO 5. What is your postcode? \_\_\_\_ \_\_\_\_ \_\_\_\_ \_\_\_\_  SUBURB. Please select your suburb (Provide drop down list with ‘other’)  IF OUTSIDE 4000 RANGE > TERMINATE (must be in Queensland) |  |

|  |  |
| --- | --- |
| FFa. Which type of licence/s do you currently hold?  (Select one or more responses)  Car licence   1. Learner car licence 2. Provisional – P1 3. Provisional – P2 4. Probationary (EXIT) 5. Open car licence   Motorcycle or moped licence   1. Learner motorcycle licence 2. RE motorcycle licence 3. R motorcycle licence   No current licence   1. None – not held licence at any time in past 12 months (EXIT) 2. None – lost licence in past 12 months due to accumulation of demerit points (EXIT)   Note:   * You need a P1 or P2 or O car licence to hold a motorcycle licence (So P1, P2 or O can only combine with motorcycle licence types)      * You can't have a motorcycle licence if you only have a L car licence (So exclude Learner and any motorcycle licence as a combo) * We will also exit any probationary car licence with a motorcycle licence (which we already have programmed) |  |

|  |  |
| --- | --- |
| DRIVE. During the past 12 months, on average, how many hours per week have you driven a car or ridden a motorcycle or moped in Queensland?  (SINGLE RESPONSE)   1. Not at all 2. Less than 2 hours a week 3. Between 2 and 7 hours a week 4. Between 7 and 14 hours a week 5. Between 14 and 28 hours a week 6. More than 28 hours a week |  |

**Definition of speeding**

This survey examines driving on Queensland roads. As all results are strictly confidential, we encourage you to be completely honest in your responses.

Your feedback will help improve road safety in Queensland.

We would first like to understand what you consider as ‘speeding’, when driving a vehicle on Queensland roads.

SPEEDDEF\_50km\_20. If travelling in a 50 km/h speed zone, how many kilometres per hour would you need to be travelling, before you personally considered yourself to be ‘speeding’?

*SINGLE DIGIT DROP DOWN – 51 km/h to 90 km/h*

SPEEDDEF\_60km\_20. If travelling in a 60 km/h speed zone, how many kilometres per hour would you need to be travelling, before you personally considered yourself to be ‘speeding’?

*SINGLE DIGIT DROP DOWN – 61 km/h to 100 km/h*

SPEEDING\_100km\_20. If travelling in a 100 km/h speed zone, how many kilometres per hour would you need to travel, before you personally considered yourself to be ‘speeding’?

*SINGLE DIGIT DROP DOWN – 101 km/h to 140 km/h*

**Speeding prevalence estimates – past 12 months**

SPEEDPREV \_20. For the next questions, I’d like you to think about your speeding during the past 12 months on different types of roads.

Please indicate what percentage of the time you went over the speed limit by the amounts below. All percentages for each road type must add to 100%.

Please assume that these are regular roads without road works and not roads in or around school zones. Only include situations where you were the driver.

|  |
| --- |
| EXAMPLE  In a 60 km/h zone:   1. At or below the speed limit 30% 2. 1-5 km/h over the speed limit 40% 3. 6-10 km/h over the speed limit 30% 4. 11-20 km/h over the speed limit 0% 5. More than 20 km/h over the speed limit 0%   TOTAL MUST ADD TO 100% 100\_\_%  This means you stayed at or below the speed limit 30% of the time, 40% of the time you were 1-5 km/h over and 30% of the time, you were 6-10 km/h over. Zeros were added for other amounts, as you never exceeded the speed limit by those amounts. |

| Type of road | **(A) During the past 12 months, what percentage of  the time did you go over the speed limit by the following amounts?** | **SKIP (B) IF 100% at or below the speed limit in (A)**  **(B) What percentage of your overall speeding on this type of road was accidental?**  **NOW ADD (i.e., you didn’t mean to speed, it was a lapse in your concentration, you were accidentally going with the flow of traffic who were speeding)** |
| --- | --- | --- |
| 1. 50 km/h roads | 1. At or below the speed limit \_\_\_\_\_\_\_\_% 2. 1-5 km/h over the speed limit \_\_\_\_\_\_\_\_% 3. 6-10 km/h over the speed limit \_\_\_\_\_\_\_\_% 4. 11-20 km/h over the speed limit \_\_\_\_\_\_\_\_% 5. More than 20 km/h over the speed limit \_\_\_\_\_\_\_\_%  TOTAL MUST ADD TO 100% \_\_SUM\_\_% 6. I didn’t drive in 50 km/h speed zones | \_\_\_\_\_\_ % accidental  (SLIDING BAR) |
| 2. 60 km/h roads | 1. At or below the speed limit \_\_\_\_\_\_\_\_% 2. 1-5 km/h over the speed limit \_\_\_\_\_\_\_\_% 3. 6-10 km/h over the speed limit \_\_\_\_\_\_\_\_% 4. 11-20 km/h over the speed limit \_\_\_\_\_\_\_\_% 5. More than 20 km/h over the speed limit \_\_\_\_\_\_\_\_%   TOTAL MUST ADD TO 100% \_\_SUM\_%   1. I didn't drive in 60 km/h speed zones | \_\_\_\_\_\_ % accidental  (SLIDING BAR) |
| 3. 100 km/h roads | 1. At or below the speed limit \_\_\_\_\_\_\_\_% 2. 1-5 km/h over the speed limit \_\_\_\_\_\_\_\_% 3. 6-10 km/h over the speed limit \_\_\_\_\_\_\_\_% 4. 11-20 km/h over the speed limit \_\_\_\_\_\_\_\_% 5. More than 20 km/h over the speed limit \_\_\_\_\_\_\_\_%   TOTAL MUST ADD TO 100% \_\_SUM\_%   1. I didn't drive in 100 km/h speed zones | \_\_\_\_\_\_ % accidental  (SLIDING BAR) |

Now please answer in the same way for these special types of roads:

|  |  |  |
| --- | --- | --- |
| Type of road | **(A) During the past 12 months, what percentage of the time did you go over the speed limit by the following amounts?** | **SKIP (B) IF 100% at or below the speed limit in (A)**  **(B) What percentage of your overall speeding on this type of road was accidental? (i.e., you didn’t mean to speed, it was a lapse in your concentration, you were accidentally going with the flow of traffic who were speeding)** |
| 1. For roads that have been reduced to  40 km/h due to road works | 1. At or below the speed limit \_\_\_\_\_\_\_\_% 2. 1-5 km/h over the speed limit \_\_\_\_\_\_\_\_% 3. 6-10 km/h over the speed limit \_\_\_\_\_\_\_\_% 4. 11-20 km/h over the speed limit \_\_\_\_\_\_\_\_% 5. More than 20 km/h over the speed limit \_\_\_\_\_\_\_\_%  TOTAL MUST ADD TO 100% \_\_SUM\_\_% 6. I didn’t drive in these speed zones | \_\_\_\_\_\_ % accidental |
| 2. For roads outside schools reduced to  40 km/h during school zone hours. | 1. At or below the speed limit \_\_\_\_\_\_\_\_% 2. 1-5 km/h over the speed limit \_\_\_\_\_\_\_\_% 3. 6-10 km/h over the speed limit \_\_\_\_\_\_\_\_% 4. 11-20 km/h over the speed limit \_\_\_\_\_\_\_% 5. More than 20 km/h over the speed limit \_\_\_\_\_\_\_\_%  TOTAL MUST ADD TO 100% \_\_SUM\_\_% 6. I didn’t drive in these speed zones | \_\_\_\_\_\_ % accidental |

**Factors that make you more or less likely to speed**

(All participants to complete)

For each of the following situations, would you be more or less likely to speed?

1. Much less likely; 2. Less likely; 3. No impact on my speed; 4. More likely; 5. Much more likely; 9. Not applicable.

1. Receiving a notification on your phone (e.g., a SMS, social media update)
2. Receiving a mobile call while driving
3. Most other vehicles in the traffic flow are exceeding the speed limit
4. Driving down a hill
5. Running late
6. In a negative mood
7. Overtaking another vehicle
8. You are approaching a traffic light that just turned amber (orange)
9. Driving on a familiar road
10. There is light traffic on the road
11. At night
12. The roads are wet
13. Have adult passengers in the vehicle
14. Have child passengers in the vehicle
15. You are alone in the vehicle
16. You think the speed limit for the road is too low
17. You don't think there are any speed cameras in the area

**Attitudes that may predict speeding behaviour**

ATTITUDES\_20. Using the following scale, please rate how much you disagree or agree with the following statements about speeding.

Note that speeding is defined as any amount above the speed limit, unless otherwise indicated.

| Attitudes | **Strongly disagree** | **Disagree** | **Neutral** | **Agree** | **Strongly agree** |
| --- | --- | --- | --- | --- | --- |
| Social norms | | | | | |
| Low-level speeding is socially acceptable | 1 | 2 | 3 | 4 | 5 |
| Low-level speeding | | | | | |
| Low-level speeding is a major contributor to crashes | 1 | 2 | 3 | 4 | 5 |
| Speeding is unsafe in most circumstances | 1 | 2 | 3 | 4 | 5 |
| It's not really speeding, if I only go over the limit by a few kilometres | 1 | 2 | 3 | 4 | 5 |
| Attitude – Crash risk | | | | | |
| The faster you drive, the more severe the crash | 1 | 2 | 3 | 4 | 5 |
| If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | 1 | 2 | 3 | 4 | 5 |
| If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | 1 | 2 | 3 | 4 | 5 |
| Attitude – Demerit points and fines | | | | | |
| I keep to the speed limit, as I want to avoid fines | 1 | 2 | 3 | 4 | 5 |
| I keep to the speed limit, as I want to avoid demerit points | 1 | 2 | 3 | 4 | 5 |
| The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland | 1 | 2 | 3 | 4 | 5 |
| Attitude – Risk of detection | | | | | |
| I am likely to be caught by police if I speed | 1 | 2 | 3 | 4 | 5 |
| I am likely to be caught by a speed camera if I speed | 1 | 2 | 3 | 4 | 5 |
| Personal susceptibility to crashes | | | | | |
| I am less likely than others to be involved in a crash due to speeding | 1 | 2 | 3 | 4 | 5 |

**Speed enforcement tolerance**

ENFORCE\_20. Some people believe that there is an enforcement tolerance associated with speed cameras.   
  
This means drivers can drive a certain amount over the speed limit and not be fined.

What percentage above the speed limit is the tolerance for speed cameras before someone is fined (e.g., 0%, 1%, 5%, 10%, 20% etc.)? \_\_\_\_\_\_ % (VALIDATION TO INCLUDE 0)

|  |
| --- |
| EXAMPLE  A 1% tolerance for a 100 km/h limit would mean that you:   * Would NOT be fined at 101 km/h * But you would be fined at 102 km/h or above. |

**Queensland Government enforcement of speeding – Policy issues**

POLICY\_20. Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit.

| Attitudes toward speed enforcement | **Strongly disagree** | **Disagree** | **Neutral** | **Agree** | **Strongly agree** |
| --- | --- | --- | --- | --- | --- |
| Speeding fines and penalties | | | | | |
| I support the use of covert (unmarked) speed camera vans in Queensland | 1 | 2 | 3 | 4 | 5 |
| I support the use of marked, highly visible speed camera vans in Queensland | 1 | 2 | 3 | 4 | 5 |
| I support the use of fixed speed cameras in Queensland | 1 | 2 | 3 | 4 | 5 |
| I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle’s average speed over a stretch of road between two cameras) | 1 | 2 | 3 | 4 | 5 |
| I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland | 1 | 2 | 3 | 4 | 5 |
| I support the use of cameras to monitor people using mobile phones while driving in Queensland | 1 | 2 | 3 | 4 | 5 |
| S1\_7\_19. Speed cameras are there to raise revenue for Government | 1 | 2 | 3 | 4 | 5 |
| Speed cameras help reduce the road toll | 1 | 2 | 3 | 4 | 5 |
| I avoid speeding where I’ve seen or heard of speed cameras operating | 1 | 2 | 3 | 4 | 5 |
| I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera | 1 | 2 | 3 | 4 | 5 |
| I warn other motorists of speed cameras by flashing my headlights | 1 | 2 | 3 | 4 | 5 |

58bc\_19. How important do you think the following factors are for choosing how speed camera locations are selected? (1=not at all important, 5=very important)

Locations where the most fines are issued

Roads where a lot of motorists exceed the speed limit

Locations that have a history of speed-related crashes

Where the public complain about speeding drivers

S7a\_19. Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland?  
1. Yes

2. No

**Awareness of penalties for speeding in Queensland**

S39\_19. Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine?   
  
(SELECT ONE ANSWER ONLY)

1-6 km/h over the speed limit

1-10 km/h over the speed limit

1-12 km/h over the speed limit

1-15 km/h over the speed limit

Don’t know

**Speeding and speeding fines**

|  |  |
| --- | --- |
| TICKETS\_23. The penalty brackets for speeding have recently changed in Queensland. From 1 July 2022, the lowest offence bracket changed from "Speeding less than 13 km/h over the limit", to "Speeding 1-10 km/h over the limit".  With this change in mind, how many speeding fines have you received during the following periods?  Fines received between May 2021 and 30 June 2022:   1. Speeding less than 13 km/h over the speed limit \_\_\_\_\_ 2. Speeding between 13 km/h and 20 km/h over the speed limit \_\_\_\_\_ 3. Speeding between 21 km/h and 30 km/h over the speed limit \_\_\_\_\_ 4. Speeding between 31 km/h and 40 km/h over the speed limit \_\_\_\_\_ 5. Speeding more than 40 km/h over the speed limit \_\_\_\_\_   Fines received after 1 July 2022:   1. Speeding between 1 km/h and 10 km/h over the speed limit \_\_\_\_\_ 2. Speeding between 11 km/h and 20 km/h over the speed limit \_\_\_\_\_ 3. Speeding between 21 km/h and 30 km/h over the speed limit \_\_\_\_\_ 4. Speeding between 31 km/h and 40 km/h over the speed limit \_\_\_\_\_ 5. Speeding more than 40 km/h over the speed limit \_\_\_\_\_ |  |
| CRASH\_20.  During the past 3 years, how many crashes have you had where you were driving a vehicle, motorbike or moped on Queensland roads? (please write a number) \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |  |
| BEHAVIOUR\_20. During the past 12 months, how often have you done the following when driving on Queensland roads?  1. Never. 2. Rarely 3. Sometimes. 4. Often 5. Always   1. Use of mobile phone without hands free (including texting or talking) 2. Running a red light 3. Going through a stop sign 4. Driving while under the influence of alcohol 5. Driving while under the influence of drugs or medication 6. Driving when fatigued 7. Tailgating another motorist |  |

**Demographics**

The following will help us analyse the results. No individual responses will be revealed.

|  |  |
| --- | --- |
| Demo 1\_NEW  Which best describes your main type of paid work during the past 12 months?   1. Full-time 2. Part-time/casual 3. Not in the work force – Only studying 4. Not in the work force and not studying |  |
| Demo2. What is your highest level of completed education?  1. Less than Year 10  2. Year 10  3. Year 11  4. Year 12  5. Certificate III, IV or a Diploma  6. Undergraduate University degree  7. Postgraduate University degree |  |
| LICENCE\_CAR. At what age, did you first get your current car licence?  (Validation – Reported age must be equal to or greater than the age they got their car licence)  (ONLY IF MOTORCYCLE LICENCE)  LICENCE\_MOTORCYCLE. At what age, did you first get your current motorcycle licence?  (Validation – Reported age must be equal to or greater than the age they got their motorcycle licence) |  |
| CAR\_TYPE.  What type of main vehicle did you drive during the past 12 months?   * 1. Hatchback   2. Sedan   3. Sports Car/Coupe   4. Station Wagon   5. SUV   6. Minivan   7. Ute   8. 4WD   9. Motorcycle   10. Moped/Scooter   11. Bus   12. Truck   13. Other |  |
| If Demo1\_NEW = 3 (Not in the work force – Only studying) or 4 (Not in the work force and not studying)  DRIVE. Apart from travel to or from your home to work, do you drive any vehicle as part of your paid work?   1. Yes 2. No |  |

Appendix B – Detailed reference tables

Following are detailed tables of results by region and overall results for attitudinal items. As regional data has very small samples, results should be interpreted with caution.

Trends should be assumed to be indicative only in small regions and will have significant levels of sampling error given the small sample sizes.

Attitudes towards speeding – Results by region

Table 16. Attitudes towards speeding – Results by region (N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

| Attitudes towards speeding | Rating | 2023 | | | | | 2024 | | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=157) | Northern (n=159) | South East (n=470) | Southern (n=156) | Queensland (N=942) | Central (n=158) | Northern (n=153) | South East (n=460) | Southern (n=155) | Queensland (N=926) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| Low-level speeding is socially acceptable | Strongly disagree | 10.8 | 12.6 | 7.2 | 14.7 | 11.7 | 13.3 | 15 | 11.3 | 12.9 | 13.8 | +2.1 |
| Disagree | 26.1 | 37.1 | 26.4 | 28.2 | 29.7 | 25.9 | 34.6 | 19.8 | 34.2 | 26.7 | -3 |
| Neutral | 32.5 | 23.9 | 31.5 | 30.8 | 28.9 | 28.5 | 21.6 | 30 | 31.6 | 28.1 | -0.8 |
| Agree | 27.4 | 22 | 28.3 | 22.4 | 25.7 | 25.9 | 25.5 | 32.4 | 19.4 | 25.8 | +0.1 |
| Strongly agree | 3.2 | 4.4 | 6.6 | 3.8 | 4.1 | 6.3 | 3.3 | 6.5 | 1.9 | 5.6 | +1.5 |
| Low-level speeding is a major contributor to crashes | Strongly disagree | 7.6 | 4.4 | 6.6 | 6.4 | 7.9 | 5.7 | 2.6 | 5.2 | 5.8 | 5.5 | -2.4 |
| Disagree | 19.7 | 20.1 | 20 | 23.7 | 20.4 | 18.4 | 17.6 | 18 | 21.9 | 18.5 | -1.9 |
| Neutral | 33.1 | 35.8 | 33.8 | 27.6 | 31.2 | 31.6 | 35.3 | 34.1 | 30.3 | 32.1 | +0.9 |
| Agree | 31.8 | 34 | 33.4 | 34.6 | 33.5 | 33.5 | 34.6 | 31.7 | 31.6 | 31.8 | -1.7 |
| Strongly agree | 7.6 | 5.7 | 6.2 | 7.7 | 6.9 | 10.8 | 9.8 | 10.9 | 10.3 | 12 | +5.1 |
| Speeding is unsafe in most circumstances | Strongly disagree | 4.5 | 4.4 | 2.8 | 0.6 | 2.7 | 1.9 | 2 | 2.4 | 1.3 | 1.9 | -0.8 |
| Disagree | 7.6 | 3.1 | 8.5 | 8.3 | 7.4 | 3.8 | 3.9 | 5.4 | 4.5 | 4.8 | -2.6 |
| Neutral | 12.1 | 10.7 | 12.8 | 12.8 | 12.3 | 16.5 | 13.7 | 16.7 | 17.4 | 16.6 | +4.3 |
| Agree | 47.1 | 49.7 | 47.9 | 41 | 46.4 | 40.5 | 49 | 42.4 | 43.2 | 43.7 | -2.7 |
| Strongly agree | 28.7 | 32.1 | 28.1 | 37.2 | 31.1 | 37.3 | 31.4 | 33 | 33.5 | 33 | +1.9 |
| It's not really speeding, if I only go over the limit by a few kilometres | Strongly disagree | 14.6 | 14.5 | 11.3 | 13.5 | 14.6 | 16.5 | 19.6 | 12 | 20 | 16.3 | +1.7 |
| Disagree | 31.2 | 40.3 | 28.5 | 37.8 | 33.7 | 29.1 | 31.4 | 28 | 32.3 | 29.9 | -3.8 |
| Neutral | 28.7 | 23.9 | 29.1 | 21.8 | 25.1 | 24.1 | 23.5 | 24.6 | 31 | 24 | -1.1 |
| Agree | 22.9 | 17.6 | 25.1 | 21.2 | 20.6 | 24.1 | 22.9 | 28.5 | 14.8 | 24.2 | +3.6 |
| Strongly agree | 2.5 | 3.8 | 6.0 | 5.8 | 6.0 | 6.3 | 2.6 | 7.0 | 1.9 | 5.6 | -0.4 |
| The faster you drive, the more severe the crash | Strongly disagree | 3.2 | 1.9 | 0.9 | 0.6 | 1.6 | 1.9 | 2.0 | 1.7 | 3.2 | 2.4 | +0.8 |
| Disagree | 4.5 | 3.1 | 3.0 | 5.1 | 3.1 | 6.3 | 2.0 | 3.7 | 3.2 | 3.5 | +0.4 |
| Neutral | 9.6 | 8.8 | 9.6 | 7.7 | 9.0 | 10.1 | 7.8 | 9.1 | 12.3 | 10.2 | +1.2 |
| Agree | 32.5 | 27.0 | 34.0 | 31.4 | 31 | 26.6 | 37.3 | 36.1 | 24.5 | 32.1 | +1.1 |
| Strongly agree | 50.3 | 59.1 | 52.6 | 55.1 | 55.3 | 55.1 | 51 | 49.3 | 56.8 | 51.9 | -3.4 |
| If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | Strongly disagree | 3.8 | 1.9 | 3.2 | 3.2 | 3.4 | 3.8 | 2.6 | 2.2 | 1.3 | 2.9 | -0.5 |
| Disagree | 16.6 | 8.8 | 9.8 | 15.4 | 11.2 | 10.1 | 11.1 | 13.5 | 9.0 | 10.7 | -0.5 |
| Neutral | 29.3 | 25.8 | 32.3 | 24.4 | 29.1 | 28.5 | 22.9 | 24.6 | 38.7 | 27.7 | -1.4 |
| Agree | 35.7 | 44.7 | 41.3 | 39.7 | 41.2 | 38.6 | 44.4 | 42.8 | 31.6 | 40.9 | -0.3 |
| Strongly agree | 14.6 | 18.9 | 13.4 | 17.3 | 15.1 | 19.0 | 19.0 | 17.0 | 19.4 | 17.8 | +2.7 |
| If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | Strongly disagree | 1.3 | 0.6 | 2.1 | 1.3 | 1.7 | 3.2 | 2.0 | 1.3 | 1.3 | 1.9 | +0.2 |
| Disagree | 8.3 | 5.0 | 3.4 | 10.3 | 5.3 | 7.0 | 4.6 | 4.8 | 3.9 | 5.0 | -0.3 |
| Neutral | 15.9 | 9.4 | 13.2 | 9.6 | 11.9 | 12.7 | 10.5 | 14.3 | 16.8 | 13.7 | +1.8 |
| Agree | 35.7 | 38.4 | 42.1 | 45.5 | 40.9 | 35.4 | 39.9 | 43.7 | 40.6 | 41.5 | +0.6 |
| Strongly agree | 38.9 | 46.5 | 39.1 | 33.3 | 40.3 | 41.8 | 43.1 | 35.9 | 37.4 | 37.9 | -2.4 |
| I keep to the speed limit, as I want to avoid fines | Strongly disagree | 0.6 | 1.3 | 0.9 | 0.6 | 1.2 | 1.3 | 2.0 | 1.5 | 3.2 | 1.9 | +0.7 |
| Disagree | 4.5 | 3.1 | 3.0 | 3.2 | 3.0 | 4.4 | 2.0 | 1.3 | 3.9 | 2.7 | -0.3 |
| Neutral | 14.0 | 15.7 | 16.2 | 18.6 | 15.6 | 15.2 | 13.1 | 17.8 | 13.5 | 15.8 | +0.2 |
| Agree | 42.7 | 35.8 | 41.1 | 37.2 | 39.6 | 36.7 | 41.8 | 41.1 | 35.5 | 39.1 | -0.5 |
| Strongly agree | 38.2 | 44.0 | 38.9 | 40.4 | 40.7 | 42.4 | 41.2 | 38.3 | 43.9 | 40.4 | -0.3 |
| I keep to the speed limit, as I want to avoid demerit points | Strongly disagree | 1.9 | 1.9 | 0.9 | 1.3 | 1.2 | 1.3 | 1.3 | 2.2 | 1.9 | 2.3 | +1.1 |
| Disagree | 2.5 | 2.5 | 3.0 | 3.2 | 2.5 | 2.5 | 0.7 | 2.6 | 5.2 | 2.7 | +0.2 |
| Neutral | 14.0 | 15.1 | 16.0 | 19.2 | 15.6 | 18.4 | 17 | 14.3 | 14.2 | 16.1 | +0.5 |
| Agree | 44.6 | 37.7 | 43.2 | 39.1 | 42.5 | 32.3 | 41.2 | 43.5 | 34.2 | 38.5 | -4.0 |
| Strongly agree | 36.9 | 42.8 | 37.0 | 37.2 | 38.1 | 45.6 | 39.9 | 37.4 | 44.5 | 40.5 | +2.4 |
| The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland | Strongly disagree | 15.9 | 16.4 | 18.5 | 15.4 | 18.4 | 21.5 | 17.0 | 15.4 | 18.7 | 16.9 | -1.5 |
| Disagree | 28.7 | 19.5 | 21.9 | 25.0 | 22.1 | 19.6 | 20.9 | 19.8 | 26.5 | 20.9 | -1.2 |
| Neutral | 33.8 | 37.7 | 36.0 | 34.0 | 35.1 | 34.2 | 35.3 | 35.4 | 34.2 | 34.8 | -0.3 |
| Agree | 14.0 | 18.9 | 18.9 | 19.9 | 18.8 | 15.2 | 18.3 | 19.6 | 13.5 | 18.4 | -0.4 |
| Strongly agree | 7.6 | 7.5 | 4.7 | 5.8 | 5.5 | 9.5 | 8.5 | 9.8 | 7.1 | 9.0 | +3.5 |
| I am likely to be caught by police if I speed | Strongly disagree | 1.9 | 3.1 | 3.2 | 2.6 | 3.1 | 2.5 | 0.0 | 1.7 | 1.9 | 1.9 | -1.2 |
| Disagree | 8.9 | 8.8 | 10.0 | 8.3 | 8.6 | 8.2 | 7.8 | 7.8 | 3.9 | 6.5 | -2.1 |
| Neutral | 21.7 | 20.1 | 23.8 | 18.6 | 21.1 | 24.7 | 23.5 | 25.4 | 23.9 | 23.7 | +2.6 |
| Agree | 47.1 | 46.5 | 47.0 | 50 | 47.3 | 41.1 | 51 | 46.5 | 43.2 | 45.9 | -1.4 |
| Strongly agree | 20.4 | 21.4 | 16.0 | 20.5 | 19.9 | 23.4 | 17.6 | 18.5 | 27.1 | 22.1 | +2.2 |
| I am likely to be caught by a speed camera if I speed | Strongly disagree | 1.3 | 1.9 | 1.9 | 0.0 | 1.4 | 2.5 | 0.0 | 1.5 | 1.3 | 1.9 | +0.5 |
| Disagree | 5.7 | 2.5 | 3.8 | 5.8 | 3.7 | 5.1 | 3.3 | 4.1 | 3.2 | 3.8 | +0.1 |
| Neutral | 17.8 | 15.1 | 16.6 | 18.6 | 15.7 | 18.4 | 18.3 | 18.5 | 17.4 | 17.1 | +1.4 |
| Agree | 50.3 | 51.6 | 53.4 | 49.4 | 52.6 | 46.8 | 54.9 | 48.7 | 50.3 | 50.2 | -2.4 |
| Strongly agree | 24.8 | 28.9 | 24.3 | 26.3 | 26.7 | 27.2 | 23.5 | 27.2 | 27.7 | 27.0 | +0.3 |
| I am less likely than others to be involved in a crash due to speeding | Strongly disagree | 14.0 | 21.4 | 13.4 | 19.9 | 16.4 | 15.8 | 12.4 | 12 | 18.7 | 13.7 | -2.7 |
| Disagree | 24.8 | 22.6 | 24.5 | 25.0 | 23.9 | 22.8 | 20.9 | 21.5 | 27.1 | 22.3 | -1.6 |
| Neutral | 33.1 | 25.8 | 36.2 | 26.3 | 32.1 | 36.7 | 30.7 | 31.3 | 30.3 | 31.3 | -0.8 |
| Agree | 20.4 | 18.2 | 18.1 | 21.8 | 18.7 | 12.0 | 22.2 | 24.3 | 17.4 | 21.0 | +2.3 |
| Strongly agree | 7.6 | 11.9 | 7.9 | 7.1 | 8.8 | 12.7 | 13.7 | 10.9 | 6.5 | 11.7 | +2.9 |

| Attitudes towards speeding | Rating | 2020 | | | | | 2021 | | | | | 2022 | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=153) | Northern (n=155) | South East (n=438) | Southern (n=154) | Queensland (N=900) | Central (n=153) | Northern (n=153) | South East (n=441) | Southern (n=154) | Queensland (N=901) | Central (n=166) | Northern (n=162) | South East (n=463) | Southern (n=153) | Queensland (N=944) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| Low-level speeding is socially acceptable | Strongly disagree | 17.0 | 17.4 | 12.8 | 21.4 | 15.5 | 14.4 | 11.8 | 11.1 | 14.3 | 11.3 | 10.2 | 13.0 | 11.2 | 5.9 | 10.3 |
| Disagree | 26.8 | 27.1 | 26.5 | 26.0 | 25.6 | 32.7 | 27.5 | 27.7 | 27.3 | 28.1 | 21.7 | 29.6 | 26.1 | 34.0 | 27.4 |
| Neutral | 20.3 | 30.3 | 29.2 | 27.3 | 27.9 | 24.2 | 26.1 | 25.9 | 32.5 | 26.7 | 26.5 | 22.2 | 25.7 | 21.6 | 24.0 |
| Agree | 30.7 | 23.9 | 29.0 | 20.8 | 27.7 | 25.5 | 24.2 | 29.3 | 20.1 | 27.6 | 36.7 | 27.8 | 30.0 | 28.1 | 31.2 |
| Strongly agree | 5.2 | 1.3 | 2.5 | 4.5 | 3.3 | 3.3 | 10.5 | 6.1 | 5.8 | 6.3 | 4.8 | 7.4 | 6.9 | 10.5 | 7.0 |
| Low-level speeding is a major contributor to crashes | Strongly disagree | 7.2 | 5.2 | 5.5 | 5.2 | 5.4 | 4.6 | 4.6 | 6.1 | 3.2 | 5.9 | 9.6 | 6.8 | 3.7 | 5.2 | 6.1 |
| Disagree | 16.3 | 15.5 | 13.9 | 16.9 | 15.5 | 17.0 | 17.6 | 18.6 | 16.9 | 16.2 | 25.9 | 17.3 | 20.3 | 19.0 | 21.5 |
| Neutral | 35.9 | 34.2 | 40.2 | 33.8 | 37.4 | 29.4 | 35.3 | 29.7 | 29.2 | 30.7 | 27.1 | 31.5 | 31.5 | 28.8 | 30.0 |
| Agree | 34.6 | 36.1 | 34.0 | 33.1 | 34.0 | 39.2 | 34.6 | 37.0 | 42.2 | 38.9 | 30.7 | 34.6 | 36.1 | 39.9 | 34.8 |
| Strongly agree | 5.9 | 9.0 | 6.4 | 11.0 | 7.6 | 9.8 | 7.8 | 8.6 | 8.4 | 8.3 | 6.6 | 9.9 | 8.4 | 7.2 | 7.7 |
| Speeding is unsafe in most circumstances | Strongly disagree | 3.3 | 1.9 | 2.5 | 4.5 | 2.9 | 3.9 | 0.7 | 2.0 | 2.6 | 2.7 | 2.4 | 2.5 | 1.9 | 1.3 | 1.9 |
| Disagree | 3.9 | 7.1 | 5.3 | 6.5 | 6.3 | 5.2 | 8.5 | 7.5 | 3.2 | 6.6 | 9.0 | 6.2 | 5.8 | 5.9 | 7.5 |
| Neutral | 12.4 | 16.8 | 15.1 | 14.3 | 15.4 | 10.5 | 14.4 | 17.7 | 15.6 | 15.4 | 12.7 | 14.2 | 13.8 | 12.4 | 13.5 |
| Agree | 49.7 | 35.5 | 44.3 | 45.5 | 44.0 | 41.8 | 41.2 | 40.4 | 46.8 | 41.9 | 50.0 | 46.3 | 44.5 | 47.1 | 46.5 |
| Strongly agree | 30.7 | 38.7 | 32.9 | 29.2 | 31.4 | 38.6 | 35.3 | 32.4 | 31.8 | 33.5 | 25.9 | 30.9 | 33.9 | 33.3 | 30.7 |
| It's not really speeding, if I only go over the limit by a few kilometres | Strongly disagree | 16.3 | 16.8 | 14.6 | 18.2 | 15.8 | 17.0 | 11.8 | 12.9 | 19.5 | 14.3 | 10.8 | 13.6 | 14.5 | 10.5 | 13.6 |
| Disagree | 34.0 | 35.5 | 34.5 | 37.0 | 33.1 | 36.6 | 32.7 | 32.2 | 34.4 | 32.7 | 24.7 | 29.0 | 27.6 | 35.9 | 28.8 |
| Neutral | 19.0 | 29.0 | 26.0 | 24.7 | 25.4 | 24.2 | 26.1 | 25.9 | 23.4 | 25.3 | 31.3 | 28.4 | 25.7 | 24.8 | 27.3 |
| Agree | 28.1 | 17.4 | 20.5 | 14.9 | 21.5 | 19.0 | 21.6 | 24.7 | 18.8 | 22.4 | 27.7 | 27.2 | 26.6 | 17.0 | 24.5 |
| Strongly agree | 2.6 | 1.3 | 4.3 | 5.2 | 4.1 | 3.3 | 7.8 | 4.3 | 3.9 | 5.2 | 5.4 | 1.9 | 5.6 | 11.8 | 5.8 |
| The faster you drive, the more severe the crash | Strongly disagree | 2.0 | 1.9 | 2.3 | 2.6 | 2.0 | 3.9 | 0.7 | 0.7 | 4.5 | 1.5 | 1.2 | 2.5 | 1.7 | 1.3 | 1.8 |
| Disagree | 2.6 | 1.3 | 3.2 | 1.3 | 2.4 | 2.6 | 4.6 | 4.5 | 3.9 | 4.4 | 6.6 | 5.6 | 3.0 | 2.6 | 3.9 |
| Neutral | 9.8 | 11.6 | 12.8 | 13.0 | 13.9 | 8.5 | 8.5 | 12.0 | 10.4 | 10.8 | 8.4 | 5.6 | 8.9 | 6.5 | 7.8 |
| Agree | 31.4 | 35.5 | 34.7 | 33.8 | 34.8 | 32.0 | 34.0 | 32.4 | 35.1 | 33.8 | 39.8 | 27.8 | 37.6 | 34.6 | 35.6 |
| Strongly agree | 54.2 | 49.7 | 47.0 | 49.4 | 46.9 | 52.9 | 52.3 | 50.3 | 46.1 | 49.5 | 44.0 | 58.6 | 48.8 | 54.9 | 51.0 |
| If I drive 5 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | Strongly disagree | 3.3 | 1.9 | 3.2 | 4.5 | 3.4 | 3.9 | 2.0 | 2.3 | 3.9 | 2.8 | 3.0 | 3.1 | 2.8 | 3.3 | 3.1 |
| Disagree | 9.8 | 8.4 | 7.8 | 8.4 | 9.2 | 14.4 | 9.2 | 11.6 | 9.7 | 11.7 | 15.1 | 13.6 | 11.7 | 9.2 | 13.0 |
| Neutral | 33.3 | 29.7 | 27.6 | 26 | 27.9 | 24.2 | 26.1 | 27.0 | 22.7 | 26.2 | 31.3 | 26.5 | 25.9 | 22.9 | 26.5 |
| Agree | 44.4 | 41.3 | 46.3 | 42.2 | 43.4 | 38.6 | 42.5 | 43.3 | 43.5 | 42.2 | 34.9 | 37.7 | 40.2 | 52.3 | 39.6 |
| Strongly agree | 9.2 | 18.7 | 15.1 | 18.8 | 16.1 | 19.0 | 20.3 | 15.9 | 20.1 | 17.1 | 15.7 | 19.1 | 19.4 | 12.4 | 17.8 |
| If I drive 10 km/h over the speed limit, I have a greater risk of being in a crash, than if I was driving at the speed limit | Strongly disagree | 2.0 | 1.3 | 2.3 | 2.6 | 2.2 | 3.9 | 0.0 | 0.9 | 0.6 | 1.6 | 1.8 | 1.2 | 1.7 | 2.0 | 2.0 |
| Disagree | 3.9 | 3.2 | 3.9 | 4.5 | 4.6 | 3.3 | 4.6 | 4.5 | 3.9 | 4.1 | 9.0 | 6.8 | 4.3 | 3.3 | 6.3 |
| Neutral | 13.7 | 12.3 | 14.8 | 12.3 | 15.2 | 10.5 | 12.4 | 14.3 | 16.2 | 14.5 | 19.3 | 12.3 | 13.4 | 9.8 | 13 |
| Agree | 49.7 | 41.3 | 39.7 | 42.2 | 40.5 | 48.4 | 46.4 | 44.9 | 40.3 | 45.5 | 42.8 | 43.8 | 41.0 | 46.4 | 42.9 |
| Strongly agree | 30.7 | 41.9 | 39.3 | 38.3 | 37.4 | 34.0 | 36.6 | 35.4 | 39.0 | 34.3 | 27.1 | 35.8 | 39.5 | 38.6 | 35.8 |
| I keep to the speed limit, as I want to avoid fines | Strongly disagree | 3.9 | 0.6 | 1.4 | 3.2 | 2.0 | 2.0 | 0.7 | 0.5 | 0.6 | 0.8 | 0.6 | 1.9 | 1.5 | 1.3 | 1.4 |
| Disagree | 3.3 | 1.9 | 3.9 | 2.6 | 3.2 | 3.9 | 2.6 | 2.0 | 7.1 | 3.3 | 5.4 | 3.1 | 3.0 | 2.6 | 3.4 |
| Neutral | 14.4 | 18.7 | 17.8 | 13.0 | 17.3 | 14.4 | 19.0 | 16.1 | 11.0 | 15.1 | 17.5 | 11.7 | 13.8 | 15.7 | 14.6 |
| Agree | 47.1 | 40.6 | 40.4 | 40.9 | 43.0 | 44.4 | 41.8 | 41.7 | 44.2 | 43.3 | 46.4 | 39.5 | 43.0 | 45.1 | 43.3 |
| Strongly agree | 31.4 | 38.1 | 36.5 | 40.3 | 34.5 | 35.3 | 35.9 | 39.7 | 37.0 | 37.5 | 30.1 | 43.8 | 38.7 | 35.3 | 37.3 |
| I keep to the speed limit, as I want to avoid demerit points | Strongly disagree | 5.2 | 0.6 | 1.6 | 3.2 | 2.2 | 2.0 | 0.0 | 0.7 | 0.6 | 0.8 | 0.0 | 1.9 | 1.1 | 1.3 | 1.0 |
| Disagree | 3.3 | 1.9 | 3.9 | 3.2 | 3.0 | 3.3 | 4.6 | 2.9 | 3.9 | 3.8 | 6.0 | 2.5 | 2.6 | 3.3 | 3.1 |
| Neutral | 11.1 | 20.0 | 20.3 | 16.2 | 19.2 | 13.1 | 16.3 | 16.1 | 11.7 | 14.9 | 17.5 | 11.1 | 14.7 | 12.4 | 14.9 |
| Agree | 50.3 | 41.3 | 40.0 | 38.3 | 42.9 | 43.1 | 41.8 | 42.4 | 50.6 | 43.6 | 45.8 | 39.5 | 44.7 | 46.4 | 44.0 |
| Strongly agree | 30.1 | 36.1 | 34.2 | 39.0 | 32.6 | 38.6 | 37.3 | 37.9 | 33.1 | 37.0 | 30.7 | 45.1 | 36.9 | 36.6 | 37.0 |
| The Government uses all money collected from speed camera fines for road safety programs and improvements in Queensland | Strongly disagree | 15.7 | 13.5 | 14.2 | 18.2 | 15.2 | 20.9 | 12.4 | 15.6 | 14.3 | 16.2 | 15.7 | 16.7 | 14.9 | 20.3 | 17.1 |
| Disagree | 19.6 | 20.0 | 14.2 | 18.8 | 16.4 | 18.3 | 20.3 | 17.2 | 20.8 | 18.9 | 25.9 | 27.2 | 19 | 17.6 | 22.3 |
| Neutral | 36.6 | 40.6 | 40.9 | 35.1 | 39.9 | 37.9 | 35.9 | 36.5 | 39.0 | 37.1 | 33.7 | 24.1 | 36.9 | 26.1 | 31.7 |
| Agree | 20.3 | 19.4 | 22.1 | 23.4 | 21.7 | 17.6 | 22.9 | 20.9 | 14.3 | 19.7 | 16.9 | 20.4 | 21.6 | 26.1 | 20.1 |
| Strongly agree | 7.8 | 6.5 | 8.7 | 4.5 | 6.8 | 5.2 | 8.5 | 9.8 | 11.7 | 8.1 | 7.8 | 11.7 | 7.6 | 9.8 | 8.7 |
| I am likely to be caught by police if I speed | Strongly disagree | 2.0 | 1.3 | 1.8 | 5.2 | 2.2 | 0.0 | 2.0 | 1.8 | 1.3 | 1.7 | 0.6 | 2.5 | 2.4 | 1.3 | 1.7 |
| Disagree | 5.2 | 5.8 | 6.6 | 6.5 | 5.8 | 7.2 | 5.2 | 8.8 | 1.9 | 6.9 | 6.6 | 8.6 | 9.1 | 5.9 | 8.3 |
| Neutral | 22.9 | 22.6 | 25.6 | 19.5 | 24.2 | 19.0 | 17.6 | 24.0 | 29.9 | 22.8 | 20.5 | 19.1 | 23.1 | 15.7 | 21.7 |
| Agree | 54.9 | 54.2 | 48.2 | 45.5 | 50.2 | 53.6 | 56.9 | 46.9 | 44.8 | 49.9 | 56.6 | 42.6 | 44.7 | 51.6 | 47.1 |
| Strongly agree | 15.0 | 16.1 | 17.8 | 23.4 | 17.7 | 20.3 | 18.3 | 18.4 | 22.1 | 18.7 | 15.7 | 27.2 | 20.7 | 25.5 | 21.2 |
| I am likely to be caught by a speed camera if I speed | Strongly disagree | 2.0 | 0.6 | 1.6 | 4.5 | 2.0 | 0.7 | 1.3 | 2.0 | 2.6 | 2.1 | 1.2 | 1.2 | 1.7 | 0.0 | 1.1 |
| Disagree | 3.9 | 3.2 | 3.4 | 5.2 | 3.9 | 5.2 | 5.2 | 5.7 | 2.6 | 5.4 | 6.6 | 3.7 | 5.0 | 5.2 | 5.5 |
| Neutral | 19.6 | 15.5 | 18.5 | 17.5 | 19.0 | 15.0 | 16.3 | 19.0 | 21.4 | 18.0 | 16.9 | 16.7 | 17.7 | 15.7 | 17.5 |
| Agree | 54.9 | 58.7 | 54.6 | 46.8 | 53.4 | 52.3 | 54.9 | 51.0 | 49.4 | 52.1 | 59 | 51.9 | 53.3 | 51.6 | 53.1 |
| Strongly agree | 19.6 | 21.9 | 21.9 | 26.0 | 21.7 | 26.8 | 22.2 | 22.2 | 24.0 | 22.5 | 16.3 | 26.5 | 22.2 | 27.5 | 22.8 |
| I am less likely than others to be involved in a crash due to speeding | Strongly disagree | 14.4 | 14.2 | 13.2 | 18.8 | 13.5 | 12.4 | 17.6 | 16.1 | 17.5 | 15.8 | 10.8 | 16.0 | 11.9 | 14.4 | 12.5 |
| Disagree | 19.6 | 26.5 | 21.2 | 20.1 | 21.3 | 20.3 | 18.3 | 21.5 | 22.7 | 21.0 | 29.5 | 20.4 | 23.3 | 21.6 | 23.6 |
| Neutral | 31.4 | 34.2 | 33.6 | 31.8 | 33.3 | 32.0 | 24.2 | 30.6 | 35.1 | 31.5 | 28.9 | 30.2 | 31.3 | 29.4 | 31.0 |
| Agree | 26.1 | 14.8 | 22.8 | 17.5 | 22.8 | 22.9 | 26.8 | 20.4 | 19.5 | 21.7 | 21.7 | 19.1 | 22.9 | 24.8 | 22.0 |
| Strongly agree | 8.5 | 10.3 | 9.1 | 11.7 | 9.0 | 12.4 | 13.1 | 11.3 | 5.2 | 10.0 | 9.0 | 14.2 | 10.6 | 9.8 | 10.8 |

*Question: Using the following scale, please rate how much you disagree or agree with the following statements about speeding. (1=Strongly disagree,5=Strongly agree). Note that speeding is defined as any amount above the speed limit, unless otherwise indicated. (Base: All participants)*

**Attitudes towards speed enforcement – Results by region**

Table 17. Support for speed camera enforcement – Results by region (N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=926 in April-May 2024)

| Measure | Rating | 2023 | | | | | 2024 | | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=157) | Northern (n=159) | South East (n=470) | Southern (n=156) | Queensland (N=942) | Central (n=158) | Northern (n=153) | South East (n=460) | Southern (n=155) | Queensland (N=926) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| I support the use of covert (unmarked) speed camera vans in Queensland | Strongly disagree | 14.0 | 15.1 | 14.3 | 12.2 | 15.0 | 12.7 | 11.1 | 13.3 | 9.7 | 13.2 | -1.8 |
| Disagree | 14.6 | 15.1 | 16.0 | 18.6 | 16.4 | 15.8 | 19.0 | 16.1 | 14.8 | 16.1 | -0.3 |
| Neutral | 22.3 | 20.1 | 23.0 | 21.8 | 20.4 | 24.7 | 19.0 | 21.1 | 27.7 | 21.2 | +0.8 |
| Agree | 31.8 | 37.1 | 32.6 | 30.8 | 33.2 | 28.5 | 32.0 | 33.7 | 30.3 | 31.1 | -2.1 |
| Strongly agree | 17.2 | 12.6 | 14.3 | 16.7 | 15.1 | 18.4 | 19.0 | 15.9 | 17.4 | 18.4 | +3.3 |
| I support the use of marked, highly visible speed camera vans in Queensland | Strongly disagree | 1.9 | 3.8 | 4.0 | 0.6 | 3.5 | 2.5 | 2.6 | 3.0 | 2.6 | 3.4 | -0.1 |
| Disagree | 3.2 | 4.4 | 3.6 | 3.8 | 3.9 | 3.8 | 3.3 | 3.9 | 2.6 | 4.3 | +0.4 |
| Neutral | 11.5 | 14.5 | 13.6 | 16.0 | 13.6 | 14.6 | 13.7 | 16.5 | 12.3 | 13.6 | 0 |
| Agree | 51.6 | 45.3 | 48.5 | 46.8 | 47.2 | 46.8 | 47.1 | 47.6 | 52.3 | 47.4 | +0.2 |
| Strongly agree | 31.8 | 32.1 | 30.2 | 32.7 | 31.8 | 32.3 | 33.3 | 28.9 | 30.3 | 31.3 | -0.5 |
| I support the use of fixed speed cameras in Queensland | Strongly disagree | 3.8 | 5.7 | 3.0 | 0.6 | 3.2 | 2.5 | 2.6 | 3.0 | 3.2 | 3.7 | +0.5 |
| Disagree | 6.4 | 3.8 | 6.0 | 5.8 | 6.2 | 5.7 | 5.9 | 4.3 | 4.5 | 5.6 | -0.6 |
| Neutral | 16.6 | 15.7 | 16.8 | 19.9 | 16.1 | 17.7 | 15.7 | 18.7 | 19.4 | 17.2 | +1.1 |
| Agree | 45.9 | 45.9 | 49.8 | 51.3 | 48.0 | 48.7 | 50.3 | 47.2 | 48.4 | 47.1 | -0.9 |
| Strongly agree | 27.4 | 28.9 | 24.5 | 22.4 | 26.5 | 25.3 | 25.5 | 26.7 | 24.5 | 26.3 | -0.2 |
| I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle’s average speed over a stretch of road between two cameras) | Strongly disagree | 3.8 | 8.8 | 7.0 | 2.6 | 6.7 | 4.4 | 6.5 | 5.2 | 5.8 | 6.0 | -0.7 |
| Disagree | 13.4 | 11.3 | 10.6 | 14.7 | 11.6 | 10.8 | 16.3 | 8.9 | 11.6 | 11.2 | -0.4 |
| Neutral | 26.1 | 24.5 | 23.0 | 26.3 | 22.7 | 26.6 | 27.5 | 25.7 | 27.1 | 25.1 | +2.4 |
| Agree | 36.3 | 39.6 | 42.8 | 37.2 | 40.9 | 33.5 | 34.6 | 40.4 | 37.4 | 38.1 | -2.8 |
| Strongly agree | 20.4 | 15.7 | 16.6 | 19.2 | 18.1 | 24.7 | 15.0 | 19.8 | 18.1 | 19.6 | +1.5 |
| I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland | Strongly disagree | 1.3 | 3.1 | 3.4 | 1.3 | 2.7 | 1.9 | 2.0 | 3.0 | 3.9 | 3.5 | +0.8 |
| Disagree | 7.6 | 5.0 | 3.8 | 4.5 | 5.0 | 2.5 | 4.6 | 4.6 | 3.9 | 4.3 | -0.7 |
| Neutral | 14.6 | 15.7 | 18.3 | 20.5 | 16.9 | 20.9 | 15 | 19.8 | 15.5 | 17.7 | +0.8 |
| Agree | 46.5 | 52.2 | 49.6 | 48.7 | 49 | 48.7 | 52.9 | 46.3 | 51.0 | 48.0 | -1.0 |
| Strongly agree | 29.9 | 23.9 | 24.9 | 25 | 26.4 | 25.9 | 25.5 | 26.3 | 25.8 | 26.4 | 0 |
| I support the use of cameras to monitor people using mobile phones while driving in Queensland | Strongly disagree | 1.9 | 4.4 | 3.6 | 0.6 | 3.1 | 1.3 | 1.3 | 3.0 | 3.9 | 3.4 | +0.3 |
| Disagree | 5.1 | 5.7 | 4.0 | 4.5 | 4.4 | 3.2 | 5.9 | 7.0 | 2.6 | 4.9 | +0.5 |
| Neutral | 9.6 | 12.6 | 16.2 | 14.7 | 12.2 | 15.8 | 10.5 | 15.2 | 13.5 | 13.1 | +0.9 |
| Agree | 44.6 | 39 | 36.4 | 37.8 | 39.0 | 46.2 | 35.9 | 38.7 | 32.9 | 38.5 | -0.5 |
| Strongly agree | 38.9 | 38.4 | 39.8 | 42.3 | 41.2 | 33.5 | 46.4 | 36.1 | 47.1 | 40.1 | -1.1 |
| Speed cameras are there to raise revenue for Government | Strongly disagree | 3.2 | 2.5 | 3.2 | 4.5 | 3.4 | 4.4 | 4.6 | 4.3 | 6.5 | 5.6 | +2.2 |
| Disagree | 15.3 | 15.1 | 13.2 | 11.5 | 13.0 | 14.6 | 9.2 | 9.8 | 10.3 | 10.0 | -3.0 |
| Neutral | 24.2 | 25.2 | 28.3 | 21.8 | 25.4 | 24.1 | 26.8 | 24.3 | 27.7 | 24.7 | -0.7 |
| Agree | 36.3 | 36.5 | 32.3 | 41.7 | 35.4 | 29.7 | 36.6 | 36.3 | 33.5 | 34.5 | -0.9 |
| Strongly agree | 21 | 20.8 | 23.0 | 20.5 | 22.8 | 27.2 | 22.9 | 25.2 | 21.9 | 25.3 | +2.5 |
| Speed cameras help reduce the road toll | Strongly disagree | 7.0 | 6.9 | 9.8 | 8.3 | 9.2 | 6.3 | 6.5 | 6.5 | 9.0 | 7.2 | -2.0 |
| Disagree | 17.2 | 11.3 | 17.4 | 14.7 | 15.1 | 17.1 | 13.1 | 13.5 | 14.2 | 14.2 | -0.9 |
| Neutral | 26.1 | 30.2 | 27.7 | 28.2 | 26.5 | 25.3 | 24.2 | 27.2 | 29.7 | 25.3 | -1.2 |
| Agree | 35.0 | 38.4 | 33.2 | 36.5 | 36.2 | 33.5 | 39.9 | 36.5 | 27.1 | 35.7 | -0.5 |
| Strongly agree | 14.6 | 13.2 | 11.9 | 12.2 | 13.0 | 17.7 | 16.3 | 16.3 | 20.0 | 17.5 | +4.5 |
| I avoid speeding where I’ve seen or heard of speed cameras operating | Strongly disagree | 1.9 | 5.7 | 3.0 | 3.8 | 3.3 | 3.8 | 1.3 | 1.5 | 2.6 | 2.5 | -0.8 |
| Disagree | 7.6 | 6.9 | 3.6 | 8.3 | 5.7 | 3.8 | 1.3 | 4.6 | 4.5 | 3.6 | -2.1 |
| Neutral | 31.2 | 26.4 | 25.5 | 28.8 | 28.3 | 31.0 | 35.9 | 24.6 | 31.0 | 29.6 | +1.3 |
| Agree | 38.2 | 34.6 | 44 | 42.9 | 41.5 | 36.1 | 36.6 | 43.3 | 43.2 | 39.9 | -1.6 |
| Strongly agree | 21.0 | 26.4 | 23.8 | 16 | 21.2 | 25.3 | 24.8 | 26.1 | 18.7 | 24.4 | +3.2 |
| I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera | Strongly disagree | 15.3 | 23.3 | 18.9 | 21.8 | 21.8 | 19.6 | 23.5 | 13.0 | 25.8 | 19.8 | -2.0 |
| Disagree | 38.2 | 37.7 | 30.9 | 42.3 | 35.6 | 29.7 | 35.9 | 29.6 | 38.1 | 32.5 | -3.1 |
| Neutral | 25.5 | 17 | 29.1 | 23.1 | 24.8 | 29.7 | 24.2 | 24.6 | 22.6 | 24.8 | 0 |
| Agree | 15.3 | 17.6 | 16.4 | 12.2 | 14.2 | 13.9 | 12.4 | 22.8 | 11.6 | 16.4 | +2.2 |
| Strongly agree | 5.7 | 4.4 | 4.7 | 0.6 | 3.6 | 7.0 | 3.9 | 10.0 | 1.9 | 6.5 | +2.9 |
| I warn other motorists of speed cameras by flashing my headlights | Strongly disagree | 18.5 | 28.3 | 23.8 | 28.8 | 26.3 | 20.9 | 25.5 | 18.9 | 34.2 | 24.6 | -1.7 |
| Disagree | 33.8 | 28.9 | 27.0 | 30.1 | 29.2 | 25.3 | 32.0 | 22.4 | 26.5 | 25.7 | -3.5 |
| Neutral | 19.7 | 19.5 | 22.6 | 19.9 | 19.9 | 23.4 | 16.3 | 24.1 | 23.9 | 21.2 | +1.3 |
| Agree | 19.7 | 11.9 | 18.7 | 18.6 | 17.6 | 17.7 | 20.3 | 22.4 | 13.5 | 18.3 | +0.7 |
| Strongly agree | 8.3 | 11.3 | 7.9 | 2.6 | 7.0 | 12.7 | 5.9 | 12.2 | 1.9 | 10.2 | +3.2 |

*Question: Using the following scale, please rate how much you disagree or agree with the following statements about exceeding the speed limit (1=Strongly disagree, 5=Strongly agree) (Base: All participants)*

| Measure | Rating | 2020 | | | | | 2021 | | | | | 2022 | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=)153 | Northern (n=155) | South East (n=438) | Southern (n=154) | Queensland (N=900) | Central (n=153) | Northern (n=153) | South East (n=441) | Southern (n=154) | Queensland (N=901) | Central (n=166) | Northern (n=162) | South East (n=463) | Southern (n=153) | Queensland (N=944) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| I support the use of covert (unmarked) speed camera vans in Queensland | Strongly disagree | 9.8 | 11.0 | 9.4 | 11.7 | 10.5 | 12.4 | 12.4 | 15.9 | 11.7 | 13.6 | 15.7 | 14.8 | 12.1 | 7.8 | 14.4 |
| Disagree | 13.1 | 12.9 | 12.6 | 11.0 | 13.1 | 9.2 | 10.5 | 10.9 | 12.3 | 11.8 | 15.7 | 14.2 | 20.7 | 16.3 | 18.6 |
| Neutral | 18.3 | 16.8 | 21.2 | 20.1 | 19.8 | 19.6 | 19.0 | 18.8 | 18.2 | 18.6 | 22.3 | 16.0 | 21.2 | 13.7 | 18.1 |
| Agree | 41.8 | 35.5 | 36.5 | 29.9 | 36.2 | 37.9 | 31.4 | 36.1 | 37.0 | 36.2 | 28.9 | 34.0 | 30.2 | 36.6 | 30.8 |
| Strongly agree | 17.0 | 23.9 | 20.3 | 27.3 | 20.3 | 20.9 | 26.8 | 18.4 | 20.8 | 19.8 | 17.5 | 21.0 | 15.8 | 25.5 | 18.1 |
| I support the use of marked, highly visible speed camera vans in Queensland | Strongly disagree | 3.3 | 3.2 | 1.6 | 2.6 | 2.5 | 4.6 | 3.3 | 2.9 | 0.6 | 2.9 | 5.4 | 2.5 | 4.1 | 1.3 | 4.2 |
| Disagree | 3.3 | 3.2 | 4.1 | 1.3 | 3.2 | 3.3 | 5.9 | 6.3 | 4.5 | 4.7 | 3.0 | 4.3 | 4.8 | 3.3 | 4.0 |
| Neutral | 7.2 | 9.0 | 12.3 | 9.1 | 11.4 | 8.5 | 12.4 | 15.0 | 11.0 | 12.2 | 14.5 | 9.3 | 14.3 | 9.2 | 11.5 |
| Agree | 62.1 | 46.5 | 46.6 | 45.5 | 49.0 | 52.9 | 40.5 | 44.4 | 47.4 | 46.9 | 45.2 | 48.8 | 48.6 | 52.9 | 49.2 |
| Strongly agree | 24.2 | 38.1 | 35.4 | 41.6 | 33.9 | 30.7 | 37.9 | 31.3 | 36.4 | 33.3 | 31.9 | 35.2 | 28.3 | 33.3 | 31.0 |
| I support the use of fixed speed cameras in Queensland | Strongly disagree | 3.9 | 5.2 | 1.8 | 3.2 | 3.0 | 5.2 | 2.6 | 2.9 | 2.6 | 3.6 | 7.2 | 2.5 | 2.8 | 2.0 | 4.3 |
| Disagree | 3.3 | 4.5 | 2.7 | 4.5 | 3.7 | 2.6 | 5.9 | 6.1 | 2.6 | 4.0 | 4.2 | 5.6 | 4.5 | 3.3 | 4.7 |
| Neutral | 13.1 | 14.8 | 15.1 | 15.6 | 15.8 | 15.7 | 11.1 | 16.1 | 16.9 | 15.0 | 15.1 | 13.0 | 18.6 | 15.0 | 15.5 |
| Agree | 55.6 | 43.2 | 51.1 | 39.6 | 48.6 | 49.7 | 44.4 | 48.8 | 51.3 | 50.4 | 47.0 | 49.4 | 49.9 | 50.3 | 49.8 |
| Strongly agree | 24.2 | 32.3 | 29.2 | 37.0 | 28.9 | 26.8 | 35.9 | 26.1 | 26.6 | 27.1 | 26.5 | 29.6 | 24.2 | 29.4 | 25.7 |
| I support the use of point-to-point speed cameras in Queensland (cameras that measure a vehicle’s average speed over a stretch of road between two cameras) | Strongly disagree | 4.6 | 7.1 | 6.2 | 7.1 | 6.6 | 5.9 | 7.2 | 5.2 | 5.2 | 5.7 | 8.4 | 9.9 | 6.7 | 6.5 | 8.2 |
| Disagree | 9.8 | 12.3 | 8.9 | 7.8 | 9.8 | 9.8 | 13.1 | 8.4 | 7.8 | 10.3 | 9.6 | 13.0 | 9.7 | 7.8 | 11.1 |
| Neutral | 32.0 | 21.9 | 22.6 | 23.4 | 24.8 | 22.2 | 28.1 | 24.0 | 22.7 | 23.6 | 23.5 | 16.7 | 22.5 | 16.3 | 20.2 |
| Agree | 36.6 | 36.8 | 38.8 | 33.8 | 36.9 | 41.2 | 26.1 | 42.0 | 41.6 | 39.1 | 36.7 | 35.2 | 42.8 | 47.1 | 40.1 |
| Strongly agree | 17.0 | 21.9 | 23.5 | 27.9 | 21.9 | 20.9 | 25.5 | 20.4 | 22.7 | 21.4 | 21.7 | 25.3 | 18.4 | 22.2 | 20.3 |
| I support the use of combined red-light/speed cameras (that detect both speeding and red-light offences at intersections) in Queensland | Strongly disagree | 2.0 | 4.5 | 3.0 | 3.9 | 3.4 | 2.0 | 3.3 | 3.2 | 2.6 | 3.5 | 3.6 | 3.7 | 3.7 | 2.6 | 4.1 |
| Disagree | 5.2 | 3.2 | 3.7 | 2.6 | 4.1 | 2.6 | 5.9 | 5.2 | 3.9 | 4.3 | 4.8 | 3.7 | 4.1 | 5.2 | 3.7 |
| Neutral | 13.7 | 15.5 | 18.9 | 13.6 | 16.9 | 15.0 | 17.0 | 20.4 | 16.9 | 17.8 | 13.9 | 13.6 | 16.2 | 11.1 | 13.7 |
| Agree | 57.5 | 45.2 | 46.8 | 44.2 | 48.3 | 51.6 | 42.5 | 46.5 | 49.4 | 48.5 | 53.0 | 50.0 | 52.3 | 52.9 | 53.1 |
| Strongly agree | 21.6 | 31.6 | 27.6 | 35.7 | 27.3 | 28.8 | 31.4 | 24.7 | 27.3 | 25.9 | 24.7 | 29.0 | 23.8 | 28.1 | 25.4 |
| I support the use of cameras to monitor people using mobile phones while driving in Queensland | Strongly disagree | 1.3 | 3.9 | 2.3 | 3.9 | 2.8 | 2.0 | 2.6 | 3.2 | 1.3 | 3.0 | 4.2 | 2.5 | 3.0 | 2.0 | 3.4 |
| Disagree | 1.3 | 2.6 | 4.1 | 3.2 | 3.1 | 4.6 | 2.6 | 2.9 | 4.5 | 3.2 | 4.2 | 3.7 | 4.8 | 2.0 | 4.5 |
| Neutral | 13.1 | 12.3 | 14.6 | 10.4 | 13.9 | 7.8 | 7.2 | 17.2 | 12.3 | 12.9 | 13.3 | 11.1 | 14.5 | 11.1 | 11.6 |
| Agree | 35.3 | 28.4 | 37.0 | 29.2 | 34.7 | 40.5 | 37.9 | 35.1 | 37.7 | 37.9 | 39.2 | 35.8 | 36.9 | 34.0 | 36.8 |
| Strongly agree | 49.0 | 52.9 | 42.0 | 53.2 | 45.5 | 45.1 | 49.7 | 41.5 | 44.2 | 42.9 | 39.2 | 46.9 | 40.8 | 51.0 | 43.8 |
| Speed cameras are there to raise revenue for Government | Strongly disagree | 5.2 | 5.2 | 3.7 | 7.8 | 4.5 | 6.5 | 8.5 | 4.8 | 3.2 | 5.4 | 4.2 | 6.2 | 3.9 | 3.9 | 4.5 |
| Disagree | 9.8 | 16.8 | 10.0 | 11.0 | 12 | 17.6 | 11.8 | 11.3 | 13.6 | 12.2 | 13.9 | 14.8 | 10.6 | 17.6 | 12.9 |
| Neutral | 27.5 | 31.0 | 30.4 | 22.7 | 27.9 | 29.4 | 32.0 | 27.4 | 27.9 | 28.5 | 28.9 | 24.1 | 29.2 | 19.0 | 25.0 |
| Agree | 38.6 | 26.5 | 34.5 | 37.0 | 34.6 | 28.8 | 23.5 | 32.7 | 37.7 | 31.6 | 31.9 | 32.1 | 32.4 | 34.6 | 32.2 |
| Strongly agree | 19.0 | 20.6 | 21.5 | 21.4 | 21.1 | 17.6 | 24.2 | 23.8 | 17.5 | 22.3 | 21.1 | 22.8 | 24.0 | 24.8 | 25.3 |
| Speed cameras help reduce the road toll | Strongly disagree | 3.9 | 7.7 | 6.6 | 7.8 | 6.9 | 5.2 | 2.6 | 8.6 | 8.4 | 7.3 | 9.0 | 7.4 | 7.1 | 4.6 | 8.5 |
| Disagree | 12.4 | 16.1 | 10.3 | 15.6 | 12.1 | 13.7 | 13.7 | 11.3 | 11.7 | 12.3 | 14.5 | 14.2 | 16.0 | 11.8 | 14.8 |
| Neutral | 29.4 | 23.2 | 29.2 | 26.6 | 28.8 | 28.1 | 22.2 | 29.0 | 24.7 | 26.5 | 28.3 | 25.3 | 26.3 | 20.9 | 25.7 |
| Agree | 34.6 | 32.3 | 36.5 | 29.2 | 34.1 | 35.3 | 35.3 | 37.4 | 38.3 | 37.8 | 32.5 | 35.8 | 36.1 | 41.8 | 35.0 |
| Strongly agree | 19.6 | 20.6 | 17.4 | 20.8 | 18.1 | 17.6 | 26.1 | 13.6 | 16.9 | 16.1 | 15.7 | 17.3 | 14.5 | 20.9 | 16.0 |
| I avoid speeding where I’ve seen or heard of speed cameras operating | Strongly disagree | 5.9 | 5.2 | 2.3 | 3.9 | 3.4 | 2.6 | 2.6 | 3.4 | 3.2 | 3.0 | 3.0 | 2.5 | 1.9 | 2.0 | 2.2 |
| Disagree | 6.5 | 3.9 | 4.8 | 2.6 | 4.7 | 8.5 | 5.9 | 6.3 | 5.8 | 6.9 | 6.6 | 6.8 | 4.3 | 5.9 | 5.4 |
| Neutral | 32.0 | 31.0 | 30.8 | 33.1 | 31.4 | 28.8 | 24.2 | 30.4 | 33.1 | 29.4 | 30.7 | 25.9 | 23.8 | 26.8 | 25.7 |
| Agree | 37.9 | 36.8 | 40.9 | 39.0 | 39.7 | 37.9 | 35.9 | 37.2 | 35.1 | 37.2 | 42.2 | 46.3 | 46.4 | 43.8 | 46.4 |
| Strongly agree | 17.6 | 23.2 | 21.2 | 21.4 | 20.9 | 22.2 | 31.4 | 22.7 | 22.7 | 23.5 | 17.5 | 18.5 | 23.5 | 21.6 | 20.4 |
| I slow down just before a speed camera location, then exceed the speed limit soon after passing the camera | Strongly disagree | 22.2 | 25.2 | 18.9 | 27.9 | 21.6 | 28.1 | 21.6 | 20.4 | 21.4 | 21.4 | 19.9 | 27.2 | 16.4 | 19.6 | 19.9 |
| Disagree | 38.6 | 32.9 | 37.0 | 36.4 | 35.4 | 29.4 | 33.3 | 32.7 | 33.8 | 33.4 | 31.3 | 35.2 | 35.0 | 34.6 | 35.5 |
| Neutral | 21.6 | 24.5 | 25.8 | 21.4 | 25.1 | 23.5 | 19.0 | 25.6 | 23.4 | 23.5 | 26.5 | 17.3 | 26.1 | 22.9 | 23.2 |
| Agree | 12.4 | 12.3 | 14.2 | 9.7 | 13.6 | 13.7 | 13.7 | 15.0 | 16.2 | 14.9 | 17.5 | 14.2 | 15.8 | 18.3 | 15.5 |
| Strongly agree | 5.2 | 5.2 | 4.1 | 4.5 | 4.4 | 5.2 | 12.4 | 6.3 | 5.2 | 6.8 | 4.8 | 6.2 | 6.7 | 4.6 | 5.9 |
| I warn other motorists of speed cameras by flashing my headlights | Strongly disagree | 21.6 | 25.8 | 31.3 | 32.5 | 27.9 | 26.8 | 26.1 | 27.2 | 26.6 | 26.3 | 16.9 | 29.0 | 20.7 | 23.5 | 22.6 |
| Disagree | 28.8 | 32.9 | 27.2 | 33.1 | 28.4 | 24.8 | 29.4 | 28.3 | 24.7 | 27.6 | 29.5 | 29.6 | 30.2 | 31.4 | 30.0 |
| Neutral | 26.8 | 21.3 | 22.6 | 18.2 | 23.7 | 24.8 | 17.0 | 21.5 | 28.6 | 22.1 | 18.7 | 16.7 | 21.6 | 17.0 | 18.1 |
| Agree | 19.0 | 12.3 | 14.6 | 11.7 | 15.1 | 18.3 | 15.7 | 17.5 | 16.9 | 17.9 | 26.5 | 17.3 | 20.1 | 20.3 | 20.5 |
| Strongly agree | 3.9 | 7.7 | 4.3 | 4.5 | 4.9 | 5.2 | 11.8 | 5.4 | 3.2 | 6.1 | 8.4 | 7.4 | 7.3 | 7.8 | 8.8 |

**Beliefs about speed camera locations – Results by region**

Table 18. Participant beliefs about speed camera locations, speeding fine brackets and use of fine revenue – Results by region (N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=942 in April-May 2024)

| Measure | Rating | 2023 | | | | | 2024 | | | | | Overall Change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=157) | Northern (n=159) | South East (n=470) | Southern (n=156) | Queensland (N=942) | Central (n=158) | Northern (n=153) | South East (n=460) | Southern (n=155) | Queensland (N=926) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| How important do you think the following factors are for choosing how speed camera locations are selected? | | | | | | | | | | | | |
| Locations where the most fines are issued | Not at all important | 5.1 | 7.5 | 6.4 | 6.4 | 7.3 | 10.1 | 9.8 | 6.3 | 8.4 | 8.0 | +0.7 |
| Not very important | 3.2 | 5.0 | 5.3 | 7.7 | 4.5 | 4.4 | 8.5 | 5.7 | 5.8 | 5.8 | +1.3 |
| Important | 40.8 | 40.3 | 33.6 | 30.8 | 35.6 | 31.6 | 30.7 | 27.4 | 31.6 | 28.7 | -6.9 |
| Quite important | 23.6 | 23.9 | 30.6 | 28.2 | 27.6 | 28.5 | 26.1 | 32.4 | 25.8 | 29.9 | +2.3 |
| Very important | 27.4 | 23.3 | 24.0 | 26.9 | 25.0 | 25.3 | 24.8 | 28.3 | 28.4 | 27.5 | +2.5 |
| Roads where a lot of motorists exceed the speed limit | Not at all important | 0.6 | 3.8 | 1.5 | 2.6 | 2.2 | 1.9 | 3.3 | 1.5 | 3.2 | 2.1 | -0.1 |
| Not very important | 5.7 | 2.5 | 3.2 | 5.1 | 3.5 | 3.8 | 0.0 | 3.0 | 3.2 | 2.5 | -1 |
| Important | 13.4 | 18.2 | 20.0 | 15.4 | 17.0 | 21.5 | 14.4 | 17.2 | 15.5 | 16.9 | -0.1 |
| Quite important | 35.0 | 28.9 | 35.5 | 37.8 | 35.0 | 28.5 | 43.1 | 34.6 | 35.5 | 35.4 | +0.4 |
| Very important | 45.2 | 46.5 | 39.8 | 39.1 | 42.2 | 44.3 | 39.2 | 43.7 | 42.6 | 43.0 | +0.8 |
| Locations that have a history of speed-related crashes | Not at all important | 1.9 | 2.5 | 0.6 | 1.9 | 1.5 | 1.9 | 0.7 | 2.0 | 3.9 | 2.0 | +0.5 |
| Not very important | 1.9 | 1.3 | 3.6 | 2.6 | 2.8 | 3.2 | 2.6 | 2.4 | 0.6 | 1.9 | -0.9 |
| Important | 9.6 | 13.2 | 13.2 | 11.5 | 11.0 | 10.1 | 7.8 | 14.3 | 9.7 | 12.0 | +1 |
| Quite important | 24.8 | 21.4 | 24.9 | 23.7 | 24.2 | 25.9 | 30.1 | 25 | 27.7 | 26.1 | +1.9 |
| Very important | 61.8 | 61.6 | 57.7 | 60.3 | 60.6 | 58.9 | 58.8 | 56.3 | 58.1 | 58 | -2.6 |
| Where the public complain about speeding drivers | Not at all important | 1.3 | 3.8 | 1.9 | 2.6 | 2.4 | 2.5 | 1.3 | 2.8 | 5.2 | 2.6 | +0.2 |
| Not very important | 4.5 | 5.7 | 5.3 | 2.6 | 4.5 | 8.2 | 2.6 | 3.3 | 4.5 | 4.2 | -0.3 |
| Important | 22.3 | 20.1 | 18.9 | 23.1 | 19.6 | 20.9 | 17.0 | 21.7 | 17.4 | 18.9 | -0.7 |
| Quite important | 28.0 | 29.6 | 35.3 | 26.9 | 30.8 | 25.3 | 35.3 | 32.0 | 29.7 | 32 | +1.2 |
| Very important | 43.9 | 40.9 | 38.5 | 44.9 | 42.7 | 43.0 | 43.8 | 40.2 | 43.2 | 42.3 | -0.4 |
| Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland? | | | | | | | | | | | | |
| Aware | | 35.0 | 34.0 | 32.3 | 37.8 | 35.2 | 33.5 | 27.5 | 40.0 | 30.3 | 36.2 | +1 |
| Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? | | | | | | | | | | | | |
| 1-6 km/h over the speed limit | | 53.5 | 49.7 | 48.5 | 48.1 | 50.6 | 50 | 57.5 | 42.4 | 54.2 | 49.1 | -1.5 |
| 1-9 km/h over the speed limit | |  |  |  |  |  |  |  |  |  |  |  |
| 1-10 km/h over the speed limit | | 32.5 | 34.6 | 34.9 | 30.8 | 33.3 | 30.4 | 24.2 | 40.2 | 28.4 | 32.6 | -0.7 |
| 1-12 km/h over the speed limit | | 7.0 | 5.0 | 7.9 | 7.1 | 6.1 | 7.6 | 5.9 | 7.8 | 5.2 | 6.9 | +0.8 |
| 1-15 km/h over the speed limit | | 1.3 | 2.5 | 3.8 | 3.8 | 3.5 | 5.1 | 4.6 | 4.3 | 2.6 | 4.2 | +0.7 |
| Don’t know | | 5.7 | 8.2 | 4.9 | 10.3 | 6.5 | 7.0 | 7.8 | 5.2 | 9.7 | 7.2 | +0.7 |

| Measure | Rating | 2020 | | | | | 2021 | | | | | 2022 | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=153) | Northern (n=155) | South East (n=438) | Southern (n=154) | Queensland (N=900) | Central (n=153) | Northern (n=153) | South East (n=441) | Southern (n=154) | Queensland (N=901) | Central (n=166) | Northern (n=162) | South East (n=463) | Southern (n=153) | Queensland (N=944) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| How important do you think the following factors are for choosing how speed camera locations are selected? | | | | | | | | | | | | | | | | |
| Locations where the most fines are issued | Not at all important | 10.5 | 7.7 | 5.7 | 7.1 | 6.7 | 10.5 | 5.9 | 8.4 | 10.4 | 8.0 | 10.8 | 9.3 | 6.5 | 5.2 | 8.2 |
| Not very important | 6.5 | 8.4 | 7.3 | 4.5 | 7.0 | 6.5 | 7.8 | 7.0 | 9.1 | 6.4 | 7.2 | 4.9 | 4.8 | 3.9 | 5.7 |
| Important | 32.0 | 29.7 | 34.0 | 27.3 | 32.2 | 31.4 | 26.1 | 32.4 | 32.5 | 31.6 | 33.1 | 34 | 29.6 | 27.5 | 29.4 |
| Quite important | 21.6 | 23.9 | 30.1 | 26.0 | 27.9 | 24.8 | 30.1 | 27.0 | 25.3 | 27.8 | 24.1 | 22.2 | 33.7 | 39.9 | 30.7 |
| Very important | 29.4 | 30.3 | 22.8 | 35.1 | 26.2 | 26.8 | 30.1 | 25.2 | 22.7 | 26.2 | 24.7 | 29.6 | 25.5 | 23.5 | 26.0 |
| Roads where a lot of motorists exceed the speed limit | Not at all important | 2.0 | 1.3 | 1.8 | 1.9 | 1.7 | 3.3 | 0.7 | 1.6 | 1.3 | 1.7 | 3.0 | 2.5 | 2.2 | 2.0 | 2.4 |
| Not very important | 2.6 | 2.6 | 2.5 | 0.6 | 2.3 | 5.9 | 4.6 | 5.2 | 4.5 | 5.0 | 2.4 | 5.6 | 3.2 | 1.3 | 3.2 |
| Important | 17.6 | 13.5 | 18.3 | 17.5 | 18.1 | 13.1 | 15 | 20.4 | 13.6 | 16.7 | 19.3 | 16.0 | 16.0 | 17.0 | 16.3 |
| Quite important | 29.4 | 32.3 | 35.6 | 25.3 | 33.2 | 25.5 | 30.7 | 31.5 | 35.1 | 32.8 | 34.9 | 30.9 | 35.6 | 37.9 | 35.0 |
| Very important | 48.4 | 50.3 | 41.8 | 54.5 | 44.7 | 52.3 | 49 | 41.3 | 45.5 | 43.8 | 40.4 | 45.1 | 43.0 | 41.8 | 43.1 |
| Locations that have a history of speed-related crashes | Not at all important | 0.7 | 1.3 | 1.4 | 1.9 | 1.3 | 2.0 | 0.0 | 0.9 | 1.3 | 1.1 | 1.8 | 2.5 | 1.1 | 0.0 | 1.4 |
| Not very important | 0.7 | 3.2 | 2.1 | 1.9 | 2.1 | 2.0 | 1.3 | 2.0 | 0.6 | 1.7 | 4.2 | 1.9 | 3.0 | 2.0 | 3.4 |
| Important | 9.8 | 7.7 | 11.9 | 7.8 | 10.7 | 11.1 | 9.2 | 17.7 | 16.2 | 15 | 10.2 | 10.5 | 11.9 | 11.8 | 10.5 |
| Quite important | 24.8 | 18.7 | 25.1 | 21.4 | 24.0 | 19.6 | 20.9 | 23.6 | 18.8 | 21.7 | 25.9 | 18.5 | 22.9 | 24.8 | 22.2 |
| Very important | 64.1 | 69.0 | 59.6 | 66.9 | 61.9 | 65.4 | 68.6 | 55.8 | 63 | 60.5 | 57.8 | 66.7 | 61.1 | 61.4 | 62.5 |
| Where the public complain about speeding drivers | Not at all important | 2.0 | 1.9 | 2.5 | 2.6 | 2.2 | 2.0 | 0.0 | 3.4 | 1.3 | 2.3 | 2.4 | 4.3 | 2.2 | 1.3 | 2.6 |
| Not very important | 2.0 | 3.9 | 3.9 | 4.5 | 3.9 | 3.9 | 5.9 | 3.2 | 3.2 | 4.5 | 3.6 | 1.9 | 3.2 | 2.6 | 3.1 |
| Important | 17.0 | 14.2 | 21.5 | 16.9 | 20.2 | 17.0 | 14.4 | 20.0 | 18.8 | 17.9 | 21.1 | 18.5 | 21.0 | 11.8 | 19.1 |
| Quite important | 30.1 | 23.9 | 32.9 | 22.7 | 29.4 | 28.1 | 24.2 | 35.8 | 33.1 | 32.3 | 30.1 | 34.0 | 29.8 | 36.6 | 31.1 |
| Very important | 49.0 | 56.1 | 39.3 | 53.2 | 44.3 | 49.0 | 55.6 | 37.6 | 43.5 | 43.0 | 42.8 | 41.4 | 43.8 | 47.7 | 44.0 |
| Did you know that the Government is required by law to use money collected from speed and red-light camera fines for road safety programs and improvements in Queensland? | | | | | | | | | | | | | | | | |
| Aware | | 32.7 | 31.6 | 32.0 | 34.4 | 33.2 | 34.6 | 33.3 | 34.9 | 39.0 | 35.2 | 38.6 | 35.2 | 35.4 | 43.8 | 35.9 |
| Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? | | | | | | | | | | | | | | | | |
| 1-6 km/h over the speed limit | | 45.1 | 48.4 | 40.6 | 42.9 | 42.1 | 44.4 | 47.7 | 39.9 | 41.6 | 41.1 | 42.2 | 52.5 | 39.7 | 47.1 | 43.0 |
| 1-9 km/h over the speed limit | | 28.8 | 27.7 | 27.6 | 25.3 | 27.1 | 33.3 | 25.5 | 32.7 | 31.8 | 31.1 |  |  |  |  |  |
| 1-10 km/h over the speed limit | |  |  |  |  |  |  |  |  |  |  | 38.6 | 36.4 | 38.2 | 35.9 | 37.1 |
| 1-12 km/h over the speed limit | | 9.8 | 5.8 | 16.7 | 13.6 | 14.2 | 12.4 | 13.7 | 11.6 | 7.8 | 12.3 | 9.6 | 4.9 | 10.6 | 7.8 | 9.0 |
| 1-15 km/h over the speed limit | | 5.9 | 6.5 | 3.9 | 5.8 | 5.3 | 3.3 | 5.2 | 5.7 | 6.5 | 5.3 | 4.8 | 1.9 | 3.9 | 1.3 | 3.8 |
| Don’t know | | 10.5 | 11.6 | 11.2 | 12.3 | 11.3 | 6.5 | 7.8 | 10.2 | 12.3 | 10.2 | 4.8 | 4.3 | 7.6 | 7.8 | 7.1 |

*Refer to table for questions. \*Note – the second response category for this item 1-9 km/h over the speed limit) has been updated to‘1-10 km/h over the speed limit’ in 2022 and can’t be compared directly to the preceding surveys. (Base for all questions: All participants)*

**Unsafe driving behaviours – Results by region**

Table 19. Unsafe driving behaviours reported by participants – Results by region   
(N=900 in August-September 2020, N=901 in May 2021, N=944 in April-May 2022, N=942 in April-May 2023 and N=x in April-May 2024)

| Measure | Rating | 2023 | | | | | 2024 | | | | | Overall change 23-24 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=166) | Northern (n=162) | South East (n=463) | Southern (n=153) | Queensland (N=944) | Central (n=158) | Northern (n=153) | South East (n=460) | Southern (n=155) | Queensland (N=926) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| During the past 12 months, how often have you done the following when driving on Queensland roads? | | | | | | | | | | | | |
| Use of mobile phone without hands free (including texting or talking) | Never | 65.0 | 65.4 | 67.4 | 73.1 | 70.5 | 72.8 | 67.3 | 63.3 | 73.5 | 71.0 | +0.5 |
| Rarely | 26.8 | 16.4 | 17.4 | 16.0 | 18.0 | 15.8 | 19.6 | 17.8 | 17.4 | 15.6 | -2.4 |
| Sometimes | 5.1 | 14.5 | 11.5 | 8.3 | 8.5 | 8.9 | 7.2 | 8.0 | 7.7 | 6.9 | -1.6 |
| Often | 2.5 | 3.8 | 3.4 | 1.3 | 2.4 | 1.9 | 2.0 | 7.8 | 0.0 | 4.0 | +1.6 |
| Always | 0.6 | 0.0 | 0.2 | 1.3 | 0.6 | 0.6 | 3.9 | 3.0 | 1.3 | 2.5 | +1.9 |
| Running a red light | Never | 85.4 | 76.1 | 75.3 | 82.7 | 80.6 | 85.4 | 78.4 | 70.0 | 87.7 | 78.0 | -2.6 |
| Rarely | 10.8 | 17.0 | 19.6 | 14.7 | 15.3 | 10.1 | 14.4 | 18.0 | 11.0 | 13.9 | -1.4 |
| Sometimes | 3.2 | 6.3 | 3.6 | 1.9 | 3.2 | 3.2 | 2.6 | 3.7 | 0.6 | 3.2 | 0.0 |
| Often | 0.6 | 0.6 | 1.1 | 0.6 | 0.8 | 0.6 | 2.0 | 5.7 | 0.0 | 2.7 | +1.9 |
| Always | 0.0 | 0.0 | 0.4 | 0.0 | 0.2 | 0.6 | 2.6 | 2.6 | 0.6 | 2.1 | +1.9 |
| Going through a  stop sign | Never | 84.1 | 73.0 | 70.4 | 80.8 | 77.8 | 81.6 | 80.4 | 69.1 | 89.0 | 79.1 | +1.3 |
| Rarely | 12.1 | 19.5 | 20.9 | 13.5 | 15.8 | 10.1 | 12.4 | 14.1 | 9.0 | 11.1 | -4.7 |
| Sometimes | 3.8 | 4.4 | 4.5 | 5.1 | 3.7 | 5.1 | 2.0 | 7.8 | 1.3 | 3.9 | +0.2 |
| Often | 0.0 | 3.1 | 3.0 | 0.6 | 1.8 | 2.5 | 3.3 | 5.9 | 0.0 | 4.4 | +2.6 |
| Always | 0.0 | 0.0 | 1.3 | 0.0 | 0.9 | 0.6 | 2.0 | 3.0 | 0.6 | 1.6 | +0.7 |
| Driving while under the influence of alcohol | Never | 91.1 | 89.3 | 90.0 | 96.8 | 91.8 | 86.7 | 90.2 | 84.8 | 94.2 | 87.6 | -4.2 |
| Rarely | 5.1 | 6.9 | 5.3 | 1.3 | 4.6 | 7.6 | 5.9 | 4.3 | 3.9 | 5.2 | +0.6 |
| Sometimes | 1.9 | 3.1 | 2.8 | 0.6 | 2.0 | 3.2 | 0.7 | 3.0 | 1.3 | 2.1 | +0.1 |
| Often | 1.3 | 0.0 | 1.9 | 0.6 | 1.3 | 1.9 | 1.3 | 5.9 | 0.0 | 3.6 | +2.3 |
| Always | 0.6 | 0.6 | 0.0 | 0.6 | 0.3 | 0.6 | 2.0 | 2.0 | 0.6 | 1.5 | +1.2 |
| Driving while under the influence of drugs or medication | Never | 92.4 | 90.6 | 90.9 | 94.2 | 92.4 | 90.5 | 90.8 | 85.7 | 94.8 | 88.7 | -3.7 |
| Rarely | 5.1 | 3.1 | 4.7 | 3.2 | 4.0 | 3.2 | 2.0 | 3.0 | 1.9 | 2.3 | -1.7 |
| Sometimes | 1.9 | 3.8 | 3.4 | 1.9 | 2.2 | 5.1 | 2.0 | 3.3 | 2.6 | 3.7 | +1.5 |
| Often | 0.6 | 1.9 | 1.1 | 0.0 | 1.1 | 0.6 | 2.0 | 4.6 | 0.0 | 3.3 | +2.2 |
| Always | 0.0 | 0.6 | 0.0 | 0.6 | 0.2 | 0.6 | 3.3 | 3.5 | 0.6 | 2.0 | +1.8 |
| Driving when fatigued | Never | 38.2 | 36.5 | 40.4 | 42.3 | 41.9 | 43.0 | 36.6 | 37.8 | 48.4 | 43.3 | +1.4 |
| Rarely | 38.9 | 35.2 | 34.9 | 39.1 | 38.4 | 29.7 | 39.2 | 29.6 | 32.9 | 31.8 | -6.6 |
| Sometimes | 19.1 | 20.8 | 19.4 | 16.0 | 15.1 | 22.8 | 18.3 | 20.2 | 16.1 | 17.7 | +2.6 |
| Often | 3.2 | 6.3 | 4.3 | 2.6 | 4.0 | 4.4 | 3.3 | 10.0 | 1.3 | 5.3 | +1.3 |
| Always | 0.6 | 1.3 | 1.1 | 0.0 | 0.5 | 0.0 | 2.6 | 2.4 | 1.3 | 1.9 | +1.4 |
| Tailgating another motorist | Never | 76.4 | 68.6 | 70.6 | 71.8 | 73.1 | 73.4 | 69.3 | 66.5 | 75.5 | 71.8 | -1.3 |
| Rarely | 19.1 | 21.4 | 18.1 | 14.7 | 18.3 | 21.5 | 22.2 | 17.4 | 14.8 | 18.0 | -0.3 |
| Sometimes | 3.2 | 7.5 | 8.1 | 12.2 | 6.5 | 3.2 | 3.9 | 8.7 | 8.4 | 5.6 | -0.9 |
| Often | 1.3 | 1.9 | 2.8 | 1.3 | 1.6 | 1.3 | 2.0 | 4.6 | 0.6 | 2.6 | +1.0 |
| Always | 0.0 | 0.6 | 0.4 | 0.0 | 0.5 | 0.6 | 2.6 | 2.8 | 0.6 | 2.0 | +1.5 |

| Measure | Rating | 2020 | | | | | 2021 | | | | | 2022 | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Central (n=)153 | Northern (n=155) | South East (n=438) | Southern (n=154) | Queensland (N=900) | Central (n=153) | Northern (n=153) | South East (n=441) | Southern (n=154) | Queensland (N=901) | Central (n=166) | Northern (n=162) | South East (n=463) | Southern (n=153) | Queensland (N=944) |
| % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) | % participants (unweighted) | | | | % participants (weighted) |
| During the past 12 months, how often have you done the following when driving on Queensland roads? | | | | | | | | | | | | | | | | |
| Use of mobile phone without hands free (including texting or talking) | Never | 77.8 | 73.5 | 74.9 | 80.5 | 75.0 | 68.6 | 69.9 | 69.6 | 76.6 | 69.1 | 58.4 | 61.7 | 65.4 | 65.4 | 65.8 |
| Rarely | 11.8 | 20.6 | 13.5 | 13.0 | 14.0 | 24.8 | 17.6 | 16.8 | 12.3 | 18.4 | 24.1 | 25.3 | 21.2 | 14.4 | 21.3 |
| Sometimes | 7.2 | 3.2 | 6.6 | 3.2 | 6.6 | 5.2 | 5.2 | 7.5 | 5.8 | 6.6 | 12.7 | 6.2 | 7.3 | 8.5 | 7.4 |
| Often | 2.6 | 1.9 | 3.9 | 2.6 | 3.2 | 1.3 | 2.6 | 4.5 | 1.9 | 3.6 | 3.0 | 4.9 | 5.0 | 6.5 | 3.5 |
| Always | 0.7 | 0.6 | 1.1 | 0.6 | 1.1 | 0.0 | 4.6 | 1.6 | 3.2 | 2.3 | 1.8 | 1.9 | 1.1 | 5.2 | 1.9 |
| Running a red light | Never | 77.8 | 83.2 | 81.1 | 88.3 | 80.9 | 79.7 | 75.8 | 76.4 | 77.3 | 77.5 | 78.9 | 75.3 | 77.3 | 75.2 | 78.8 |
| Rarely | 17.6 | 13.5 | 11.9 | 9.1 | 12.6 | 15.7 | 15.7 | 15.6 | 15.6 | 14.6 | 13.9 | 14.8 | 15.8 | 10.5 | 14.6 |
| Sometimes | 3.3 | 1.9 | 4.8 | 1.3 | 3.8 | 3.9 | 2.6 | 3.9 | 2.6 | 3.8 | 3.6 | 5.6 | 3.7 | 5.2 | 2.6 |
| Often | 1.3 | 0.6 | 1.4 | 0.6 | 1.5 | 0.7 | 3.9 | 3.4 | 4.5 | 3.5 | 3.0 | 3.1 | 1.5 | 7.2 | 2.7 |
| Always | 0.0 | 0.6 | 0.9 | 0.6 | 1.1 | 0.0 | 2.0 | 0.7 | 0.0 | 0.7 | 0.6 | 1.2 | 1.7 | 2.0 | 1.2 |
| Going through a  stop sign | Never | 82.4 | 82.6 | 78.5 | 85.7 | 79.2 | 78.4 | 75.8 | 72.8 | 82.5 | 76.2 | 79.5 | 75.9 | 73.0 | 72.5 | 76.3 |
| Rarely | 11.8 | 13.5 | 12.8 | 11.7 | 13.4 | 15.7 | 11.8 | 16.3 | 10.4 | 13.1 | 10.8 | 14.8 | 16.4 | 11.1 | 14.3 |
| Sometimes | 3.9 | 2.6 | 4.8 | 1.9 | 3.9 | 4.6 | 7.2 | 6.3 | 4.5 | 6.2 | 6.6 | 6.2 | 6.9 | 4.6 | 5.5 |
| Often | 1.3 | 0.6 | 2.7 | 0.0 | 2.5 | 1.3 | 3.3 | 3.9 | 2.6 | 3.6 | 0.6 | 1.2 | 2.4 | 7.2 | 1.9 |
| Always | 0.7 | 0.6 | 1.1 | 0.6 | 1.0 | 0.0 | 2.0 | 0.7 | 0.0 | 0.9 | 2.4 | 1.9 | 1.3 | 4.6 | 2.0 |
| Driving while under the influence of alcohol | Never | 86.3 | 92.3 | 87.9 | 93.5 | 87.4 | 87.6 | 80.4 | 83.7 | 88.3 | 85.8 | 83.1 | 84.6 | 88.3 | 80.4 | 87 |
| Rarely | 9.2 | 2.6 | 6.2 | 3.9 | 6.2 | 8.5 | 9.2 | 6.3 | 6.5 | 5.9 | 8.4 | 9.3 | 6.0 | 3.9 | 6.8 |
| Sometimes | 2.0 | 3.9 | 2.5 | 1.3 | 2.5 | 3.3 | 4.6 | 4.1 | 1.9 | 3.6 | 3.6 | 1.2 | 2.4 | 3.9 | 2.0 |
| Often | 2.0 | 0.0 | 3.0 | 1.3 | 2.9 | 0.7 | 4.6 | 5.0 | 1.3 | 3.8 | 4.2 | 2.5 | 2.2 | 7.2 | 2.5 |
| Always | 0.7 | 1.3 | 0.5 | 0.0 | 1.0 | 0.0 | 1.3 | 0.9 | 1.9 | 0.9 | 0.6 | 2.5 | 1.1 | 4.6 | 1.7 |
| Driving while under the influence of drugs or medication | Never | 88.9 | 95.5 | 90.4 | 94.8 | 90.5 | 92.8 | 83.7 | 84.6 | 90.3 | 87.9 | 81.3 | 87 | 90.3 | 80.4 | 88.3 |
| Rarely | 6.5 | 1.3 | 3.4 | 2.6 | 3.4 | 3.3 | 5.2 | 4.1 | 3.9 | 3.9 | 7.2 | 5.6 | 2.8 | 3.3 | 4.3 |
| Sometimes | 0.7 | 2.6 | 3.0 | 0.6 | 2.5 | 3.9 | 4.6 | 7.0 | 2.6 | 4.2 | 5.4 | 1.9 | 2.2 | 5.2 | 2.6 |
| Often | 1.3 | 0.0 | 2.3 | 0.6 | 2.0 | 0.0 | 3.9 | 1.8 | 2.6 | 2.0 | 3.0 | 4.3 | 2.6 | 6.5 | 3.0 |
| Always | 2.6 | 0.6 | 0.9 | 1.3 | 1.5 | 0.0 | 2.6 | 2.5 | 0.6 | 2.0 | 3.0 | 1.2 | 2.2 | 4.6 | 1.9 |
| Driving when fatigued | Never | 49.7 | 40.6 | 43.8 | 55.8 | 45.5 | 34.6 | 43.8 | 42.4 | 37.7 | 41.4 | 36.1 | 34.6 | 38.7 | 35.9 | 38.9 |
| Rarely | 30.7 | 37.4 | 34.7 | 28.6 | 33.1 | 35.9 | 33.3 | 32.2 | 41.6 | 33.7 | 39.2 | 34.0 | 34.8 | 37.3 | 35.9 |
| Sometimes | 17.0 | 17.4 | 17.6 | 12.3 | 16.8 | 20.9 | 11.8 | 16.6 | 16.2 | 17.4 | 18.1 | 22.8 | 18.6 | 15.7 | 17.7 |
| Often | 2.6 | 3.2 | 3.4 | 2.6 | 3.7 | 8.5 | 7.2 | 8.4 | 3.9 | 6.5 | 4.2 | 6.2 | 6.0 | 8.5 | 5.4 |
| Always | 0.0 | 1.3 | 0.5 | 0.6 | 0.9 | 0.0 | 3.9 | 0.5 | 0.6 | 1.0 | 2.4 | 2.5 | 1.9 | 2.6 | 2.1 |
| Tailgating another motorist | Never | 73.2 | 71.6 | 71.2 | 79.9 | 71.6 | 71.9 | 67.3 | 66.7 | 72.1 | 68.9 | 68.1 | 68.5 | 68.5 | 62.1 | 68.1 |
| Rarely | 19.6 | 20.0 | 18.9 | 16.2 | 18.7 | 20.3 | 15.7 | 20 | 17.5 | 19.3 | 21.7 | 19.8 | 18.8 | 17.6 | 20.4 |
| Sometimes | 5.2 | 6.5 | 6.2 | 2.6 | 5.9 | 5.2 | 7.8 | 7.3 | 7.8 | 7.2 | 6.0 | 7.4 | 8.2 | 8.5 | 6.8 |
| Often | 1.3 | 1.3 | 3 | 1.3 | 3.2 | 2.0 | 6.5 | 4.3 | 1.9 | 2.7 | 1.8 | 3.1 | 3.7 | 7.2 | 3.2 |
| Always | 0.7 | 0.6 | 0.7 | 0.0 | 0.6 | 0.7 | 2.6 | 1.8 | 0.6 | 1.9 | 2.4 | 1.2 | 0.9 | 4.6 | 1.5 |

*Question: During the past 12 months, how often have you done the following when driving on   
Queensland roads? (Mean score, 1= Never, 5=Always) (Base: All participants)*

Comparison of results of similar items from 2015-2019 to 2020-24

Table 20 provides a comparison of the results of nine items that were carried over from the previous survey from 2015-2019.

While some of these items are somewhat comparable, there are limitations associated with inferring changes over time due to wording and response format changes. Other items are similarly not directly comparable due to wording changes that fundamentally changed the meaning of responses.

A brief summary of the comparative results and associated limitations is provided under each item in the table below.

It should be noted that, given the vast differences in item wording and response formats, statistical significance testing was agreed not to be undertaken. In this context, it should also be noted that differences in results could also be due to sampling error and cannot necessarily be attributed to changes in attitudes and behaviours from year to year.

For this reason, the range of results from 2015 to 2019 (the former RSPAT surveys) are generally compared with the 2024 result to see if major changes occurred.

While weighted data was taken directly from the SPSS data files produced for 2016 to 2019, as the 2015 data file did not have a weight provided in the SPSS file, data was taken directly from the survey report. As such, detailed breakdown responses were not available (hence only a single percentage is quoted).

Table 20. Comparison of results of carry-over items from 2015-2019 to 2024

| 2015-2019 Measures | 2015-2019 scales | 2015 | 2016 | 2017 | 2018 | 2019 | Measures from 2020 onwards | Scales from 2020 onwards | 2020 | 2021 | 2022 | 2023 | 2024 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| % | | | | | % | | | | |
| I think that I am likely to be caught by police if I speed | Agree strongly | 78.0 | 36.1 | 32.8 | 29.8 | 33.2 | I am likely to be caught by police if I speed | Strongly agree | 17.7 | 18.7 | 21.2 | 19.9 | 22.1 |
| Agree slightly | 47.9 | 49.1 | 48.1 | 50.6 | Agree | 50.2 | 49.9 | 47.1 | 47.3 | 45.9 |
| *All agreement responses* | 78.0 | 84.0 | 81.9 | 77.9 | 83.8 | *All agreement responses* | 67.9 | 68.6 | 68.3 | 67.2 | 68 |
| Disagree slightly |  | 11.5 | 14.4 | 18.8 | 12.1 | Disagree | 5.8 | 6.9 | 8.3 | 8.6 | 6.5 |
| Disagree strongly |  | 4.4 | 3.7 | 3.4 | 4.1 | Strongly disagree | 2.2 | 1.7 | 1.7 | 3.1 | 1.9 |
|  | | | | | | Neutral  (mid point) | 24.2 | 22.8 | 21.7 | 21.1 | 23.7 |
| In 2024, 68% of motorists agreed or strongly agreed with the statement: *I am likely to be caught by police if I speed.* This compares with 77.9% to 83.8% of motorists in 2015-2019. It is consistent with the result of 67.9% in 2020, 68.6% in 2021 and 68.3% in 2022 and 67.2% in 2023. The lower results in 2020-2024 are possibly due to the response scale changing in 2020 from 4 to 5 points to include a ‘neutral’ category. The wording of the response scale also changed from ‘agree strongly’ to ‘strongly agree‘; ‘agree slightly’ to ‘agree’ and ‘disagree slightly’ to ‘disagree’. There was also a slight change in the wording of the item in 2020 to exclude the words ‘I think that’, but this is unlikely to have changed the underlying premise of the question. | | | | | | | | | | | | |

| 2015-2019 Measures | 2015-2019 scales | 2015 | 2016 | 2017 | 2018 | 2019 | Measures from 2020 onwards | Scales from 2020 onwards | 2020 | 2021 | 2022 | 2023 | 2024 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| % | | | | | % | | | | |
| Speed cameras are there to raise revenue for the government | Agree strongly | 71.0 | 34.7 | 35.2 | 29.8 | 29.5 | Speed cameras are there to raise revenue for Government | Strongly agree | 21.1 | 22.3 | 25.3 | 22.8 | 25.3 |
| Agree slightly | 39.7 | 36.9 | 40.9 | 37.5 | Agree | 34.6 | 31.6 | 32.2 | 35.4 | 34.5 |
| *All agreement responses* | 71.0 | 74.4 | 72.1 | 70.7 | 67 | *All agreement responses* | 55.7 | 53.9 | 57.5 | 58.2 | 59.8 |
| Disagree slightly |  | 16.6 | 17.6 | 21.4 | 18.9 | Disagree | 12.0 | 12.2 | 12.9 | 13.0 | 10 |
| Disagree strongly |  | 9.0 | 10.2 | 7.9 | 14.1 | Strongly disagree | 4.5 | 5.4 | 4.5 | 3.4 | 5.6 |
|  | | | | | | Neutral  (mid point) | 27.9 | 28.5 | 25.0 | 25.4 | 24.7 |
| In the current survey, 59.8% of motorists agreed or strongly agreed that *Speed cameras are there to raise revenue for Government*. In the 2015-2019 surveys, this result ranged from 67%-74.4%. It is consistent with the result of 55.7% in 2020, 53.9% in 2021, 57.5% in 2022 and 58.2% in 2023, which suggests that the lower results in 2020 to 2024 may be attributable to the introduction of a ‘neutral’ category in the response scale in 2020 wwhich increased the points in the scale from 4 to 5. The wording of the response scale also changed in 2020 from ‘agree strongly’ to ‘strongly agree’; ‘agree slightly’ to ‘agree’; and ‘disagree slightly’ to ‘disagree’. | | | | | | | | | | | | |
| Speed cameras help reduce the road toll | Agree strongly | 66.0 | 31.3 | 27.3 | 23.8 | 29.1 | Speed cameras help reduce the road toll | Strongly agree | 18.1 | 16.1 | 16.0 | 13.0 | 17.5 |
| Agree slightly | 37.2 | 35.8 | 40.4 | 40.2 | Agree | 34.1 | 37.8 | 35.0 | 36.2 | 35.7 |
| *All agreement responses* | 66.0 | 68.5 | 63.1 | 64.2 | 69.3 | *All agreement responses* | 52.2 | 53.9 | 51.0 | 49.2 | 53.2 |
| Disagree slightly |  | 19.9 | 20.2 | 18.7 | 17.1 | Disagree | 12.1 | 12.3 | 14.8 | 15.1 | 14.2 |
| Disagree strongly |  | 11.5 | 16.7 | 17.1 | 13.5 | Strongly disagree | 6.9 | 7.3 | 8.5 | 9.2 | 7.2 |
|  | | | | | | Neutral (mid point) | 28.8 | 26.5 | 25.7 | 26.5 | 25.3 |
| In the current survey, 53.2% of motorists agreed or strongly agreed with the statement: *Speed cameras help reduce the road toll.* This compares with 63.1%-69.3% of motorists in the 2015-2019 surveys. It is consistent with the result of 52.2% in 2020, 53.9% in 2021, 51% in 2022 and 49.2% in 2023, which suggests that the lower results in 2020-2024 may be attributable to the introduction of a ‘neutral’ category in the response scale in 2020 which increased the points in the scale from 4 to 5. In 2020, the wording of the response scale also changed from ‘agree strongly’ to ‘strongly agree’; ‘agree slightly’ to ‘agree’ and ‘disagree slightly’ to ‘disagree’. | | | | | | | | | | | | |

| 2015-2019 Measures | 2015-2019 scales | 2015 | 2016 | 2017 | 2018 | 2019 | Measures from 2020 onwards | Scales from 2020 onwards | 2020 | 2021 | 2022 | 2023 | 2024 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| % | | | | | % | | | | |
| Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland? | Yes | 31.0 | 31.3 | 31.6 | 31.9 | 34.2 | Did you know that the Government is required by law to use money collected from speed and red light camera fines for road safety programs and improvements in Queensland? | Yes | 33.2 | 35.2 | 35.9 | 35.2 | 36.2 |
| No | 54.0 | 53.0 | 54.4 | 53.0 | 52.5 | No | 66.8 | 64.8 | 64.1 | 64.8 | 63.8 |
| Not sure | 15.0 | 15.6 | 14.0 | 15.1 | 13.3 |  |  |  |  |  |  |
| The percentage of motorists that are aware of the use of revenue from speed and red light camera fines has remained fairly consistent since 2015. Results from 2015-2019 ranged from 31% to 34.2% of respondents being aware, compared with 33.2% in 2020, 35.2% in 2021, 35.9% in 2022, 35.2% in 2023 and 36.2% in 2024. The wording of this item has not changed, however the response scale from 2020 onwards no longer contains a ‘not sure’ response. | | | | | | | | | | | | |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 2015-2019 Measures | 2015-2019 scales | 2015 | 2016 | 2017 | 2018 | 2019 | Measures from 2020 onwards | Scales from 2020 onwards | 2020 | 2021 | 2022 | 2023 | 2024 |
| % | | | | | % | | | | |
| Penalties for speeding are based on how much a driver exceeds the speed limit within five defined speed offence ranges. Which of the following speeds over the speed limit do you think represents the first bracket of the speed offence range, that is, the bracket that attracts a $174 fine and a loss of 1 demerit point? | 1-6 km/h over the speed limit | 0 | 0 | 0 | 43.3 | 43.2 | Which of the following speed ranges, over the speed limit, do you think represents the first bracket of a speeding fine? | 1-6 km/h over the speed limit | 42.1 | 41.1 | 43 | 50.6 | 49.1 |
| 1-9 km/h over the speed limit | 0 | 0 | 0 | 29.4 | 31.4 | 1-9 km/h over the speed limit | 27.1 | 31.1 |  |  |  |
| 1-10 km/h over the speed limit |  |  |  |  |  | 1-10 km/h over the speed limit |  |  | 37.1 | 33.3 | 32.6 |
| 1-12 km/h over the speed limit | 0 | 0 | 0 | 13.7 | 11.2 | 1-12 km/h over the speed limit | 14.2 | 12.3 | 9.0 | 6.1 | 6.9 |
| 1-15 km/h over the speed limit | 0 | 0 | 0 | 3.6 | 3.4 | 1-15 km/h over the speed limit | 5.3 | 5.3 | 3.8 | 3.5 | 4.2 |
| Don't know | 0 | 0 | 0 | 10 | 10.8 | Don’t know | 11.3 | 10.2 | 7.1 | 6.5 | 7.2 |
| This item has only been part of the RSPAT survey since 2018. One category of the response scale was changed slightly in 2022, from 1-9 km/h to 1-10 km/h over the speed limit, at the request of TMR, due to the change to the categories of speeding offences, which took effect in Queensland on 1 July 2022. Due to this change, the second response category in 2022, 2023 and 2024 cannot be compared directly to the preceding surveys. (i.e., the 1-9 km/h and 1-10 km/h over the speed limit categories cannot be compared across years). The overall percentage of motorists that selected the correct answer (1-12 km/h over the speed limit) remained fairly consistent from 2018 to 2021 (13.7% in 2018, 11.2% in 2019 ,14.2% in 2020, 12.3% in 2021), however, declined to 9% in 2022. In 2024, 32.6% of respondents selected the new correct first bracket of 1-10 km/h over the speed limit (33.3% of respondents selected the correct response in 2023). Across the seven years, the bracket most commonly selected was 1-6 km/h over the speed limit (43.3% in 2018, 43.2% in 2019, 42.1% in 2020, 41.1% in 2021, 43% in 2022, 50.6% in 2023 and 49.1% in 2024). It should be noted that the wording of the item changed in 2020 to be more concise, and as a result, does not include reference to fines and demerit points. | | | | | | | | | | | | |

| 2015-2019 Measures | 2015-2019 scales | 2015 | 2016 | 2017 | 2018 | 2019 | Measures from 2020 onwards | Scales from 2020 onwards | 2020 | 2021 | 2022 | 2023 | 2024 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| % | | | | | % | | | | |
| I think speeding is a major contributor to crashes | Agree strongly | 86.0 | 58.2 | 49.3 | 47.7 | 56.8 | Low-level speeding is a major contributor to crashes | Strongly agree | 7.6 | 8.3 | 7.7 | 6.9 | 12 |
| Agree slightly | 29.5 | 33 | 35.3 | 30.7 | Agree | 34.0 | 38.9 | 34.8 | 33.5 | 31.8 |
| *All agreement responses* | 86.0 | 87.7 | 82.3 | 83 | 87.5 | *All agreement responses* | 41.6 | 47.2 | 42.5 | 40.4 | 43.8 |
| Disagree slightly |  | 9.1 | 11.8 | 11.9 | 8.8 | Disagree | 15.5 | 16.2 | 21.5 | 20.4 | 18.5 |
| Disagree strongly |  | 3.2 | 6.0 | 5.0 | 3.8 | Strongly disagree | 5.4 | 5.9 | 6.1 | 7.9 | 5.5 |
|  | | | | | | Neutral  (mid point) | 37.4 | 30.7 | 30.0 | 31.2 | 32.1 |
| This result shows that 43.8% of respondents in 2024 agreed or strongly agreed that low-level speeding is a major contributor to crashes, compared to 41.6% in 2020, 47.2% in 2021, 42.5% in 2022 and 40.4% in 2023. In the 2015-2019 surveys, results showed that a higher percentage of motorists agreed slightly/agreed strongly that speeding is a major contributor to crashes (ranging from 82.3% to 87.5%). These items, however, cannot be directly compared, as from 2020 onwards, the question specifies low-level speeding, whereas the previous surveys referred to speeding in general. Also in 2020, a ‘neutral’ category was introduced in the response scale of the survey which changed the scale from 4 to 5 points. The wording of the response scale also changed from ‘agree strongly’ to ‘strongly agree’; ‘agree slightly’ to ‘agree’ and ‘disagree slightly’ to ‘disagree’. | | | | | | | | | | | | |
| The possibility of getting a fine is an important factor in my decision about whether to speed or not | Agree strongly | 76.0 | 52.8 | 47.7 | 46.4 | 52 | I keep to the speed limit, as I want to avoid fines | Strongly agree | 34.5 | 37.5 | 37.3 | 40.7 | 40.4 |
| Agree slightly | 32 | 37.2 | 36.6 | 32.6 | Agree | 43.0 | 43.3 | 43.3 | 39.6 | 39.1 |
| *All agreement responses* | 76.0 | 84.8 | 84.9 | 83 | 84.6 | *All agreement responses* | 77.5 | 80.8 | 80.6 | 80.3 | 79.5 |
| Disagree slightly |  | 6.3 | 7.4 | 10.8 | 8.2 | Disagree | 3.2 | 3.3 | 3.4 | 3.0 | 2.7 |
| Disagree strongly |  | 8.9 | 7.6 | 6.3 | 7.2 | Strongly disagree | 2.0 | 0.8 | 1.4 | 1.2 | 1.9 |
|  | | | | | | Neutral  (mid point) | 17.3 | 15.1 | 14.6 | 15.6 | 15.8 |
| In 2024, 79.5% of motorists agreed/strongly agreed with the statement: I keep to the speed limit as I want to avoid fines. This is fairly consistent with result of 77.5% in 2020, 80.8% in 2021, 80.6% in 2022 and 80.3% in 2023. From 2015-2019, 76%-84.9% of motorists agreed slightly/agreed strongly that ‘the possibility of getting a fine is an important factor in my decision about whether to speed or not’. Whilst these items are not directly comparable due to the change in wording, it shows that the threat of fines has consistently been a factor in most motorists’ decisions about speeding over the past 9 years. The response scale from 2020 onwards also increased from 4 to 5 points to include a ‘neutral’ category. The wording of the response scale also changed from ‘agree strongly’ to ‘strongly agree’; ‘agree slightly’ to ‘agree’ and ‘disagree slightly’ to ‘disagree’. | | | | | | | | | | | | |

| 2015-2019 Measures | 2015-2019 scales | 2015 | 2016 | 2017 | 2018 | 2019 | Measures from 2020 onwards | Scales from 2020 onwards | 2020 | 2021 | 2022 | 2023 | 2024 |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| % | | | | | % | | | | |
| The possibility of getting demerit points is an important factor in my decision about whether to speed or not | Agree strongly | 70.0 | 46.6 | 36.6 | 36.1 | 40.6 | I keep to the speed limit, as I want to avoid demerit points | Strongly agree | 32.6 | 37 | 37 | 38.1 | 40.5 |
| Agree slightly | 34.5 | 42.5 | 44.3 | 37.1 | Agree | 42.9 | 43.6 | 44 | 42.5 | 38.5 |
| *All agreement responses* | 70.0 | 81.1 | 79.1 | 80.4 | 77.7 | *All agreement responses* | 75.5 | 80.6 | 81 | 80.6 | 79 |
| Disagree slightly |  | 9.1 | 10.8 | 10.6 | 10.8 | Disagree | 3.0 | 3.8 | 3.1 | 2.5 | 2.7 |
| Disagree strongly |  | 9.8 | 10.1 | 9.0 | 11.5 | Strongly disagree | 2.2 | 0.8 | 1.0 | 1.2 | 2.3 |
| Total agree |  | 0 | 0 | 0 | 0 | Neutral (mid point) | 19.2 | 14.9 | 14.9 | 15.6 | 16.1 |
| In 2024, 79% of motorists agreed/strongly agreed with the statement*: I keep to the speed limit as I want to avoid demerit points. The same result in 2020 was 75.5%, in 2021 was* 80.6%, in 2022 was 81% and in 2023 was 80.6%*.* From 2015-2019, 70%-81.1% of motorists agreed slightly/agreed strongly that *‘the possibility of getting demerit points is an important factor in my decision about whether to speed or not’.* Whilst these items are not directly comparable due to the change in wording, it shows that the threat of demerit points has consistently been a factor in most motorists’ decisions about speeding, over the past 9 years. It is also worth noting that the response scale from 2020 onwards increased from 4 to 5 points to include a ‘neutral’ category. The wording of the response scale also changed from ‘agree strongly’ to ‘strongly agree’; ‘agree slightly’ to ‘agree’ and ‘disagree slightly’ to ‘disagree’. | | | | | | | | | | | | |
| I only avoid speeding where I’ve seen or heard of speed cameras operating | Agree strongly | 25.0 | 7.3 | 7.3 | 8.5 | 7.1 | I avoid speeding where I’ve seen or heard of speed cameras operating | Strongly agree | 20.9 | 23.5 | 20.4 | 21.2 | 24.4 |
| Agree slightly | 12.2 | 17.1 | 19.1 | 14.5 | Agree | 39.7 | 37.2 | 46.4 | 41.5 | 39.9 |
| *All agreement responses* | 25.0 | 19.5 | 24.4 | 27.6 | 21.6 | *All agreement responses* | 60.6 | 60.7 | 66.8 | 62.7 | 64.3 |
| Disagree slightly |  | 23.3 | 26.4 | 24.6 | 23.4 | Disagree | 4.7 | 6.9 | 5.4 | 5.7 | 3.6 |
| Disagree strongly |  | 57.2 | 49.2 | 47.8 | 55.0 | Strongly disagree | 3.4 | 3.0 | 2.2 | 3.3 | 2.5 |
|  | | | | | | Neutral (mid point) | 31.4 | 29.4 | 25.7 | 28.3 | 29.6 |
| In 2024, 64.3% of motorists agreed/strongly agreed with the statement: *I avoid speeding where I’ve seen or heard of speed cameras operating’,* which is consistent with the result of 60.6% *in* 2020*,* 60.7% in 2021, 66.8% in 2022 and 62.7% in 2023*.* From 2015-2019, 19.5%-27.6% of motorists agreed strongly/agreed slightly with the statement: *I only avoid speeding where I’ve seen or heard of speed cameras operating.* These items, however, cannot be directly compared due to the removal of the word ‘only’ in the survey from 2020 onwards, which increases the likelihood that motorists will respond in the affirmative. The response scale from 2020 onwards also increased from 4 to 5 points to include a ‘neutral’ category. The wording of the response scale also changed from ‘agree strongly’ to ‘strongly agree’; ‘agree slightly’ to ‘agree’ and ‘disagree slightly’ to ‘disagree’. | | | | | | | | | | | | |

*Note: Given the substantial changes made to item wording and response formats, extreme caution must be taken in   
interpreting these findings. For some of these items, direct comparisons are not possible and data should not be publicly quoted.*

1. Pennay D. W., Neiger D., Lavrakas P. J., Borg K. A. (2018), “The Online Panels Benchmarking Study: a Total Survey Error Comparison of Findings Form Probability-Based Surveys and Nonprobability Online Panel Surveys in Australia.” CSRM & SRC Methods Paper No. 02/2018. Available at - <http://csrm.cass.anu.edu.au/sites/default/files/docs/2018/12/CSRM_MP2_2018_ONLINE_PANELS.pdf> [↑](#footnote-ref-2)
2. *It has not always been a requirement that motorists must have an Open licence before being allowed to apply for a motorcycle licence. Therefore, there is potential for some older motorists (late 40's and older) who hold a Queensland Driver Licence to only have a motorcycle licence and no car licence.* [↑](#footnote-ref-3)
3. *Probationary licences are issued to drivers who were disqualified from holding or obtaining a licence by a court and who have served the period of disqualification.* [↑](#footnote-ref-4)
4. Pennay D. W., Neiger D., Lavrakas P. J., Borg K. A. (2018), “The Online Panels Benchmarking Study: a Total Survey Error Comparison of Findings Form Probability-Based Surveys and Nonprobability Online Panel Surveys in Australia.” CSRM & SRC Methods Paper No. 02/2018. Available at <http://csrm.cass.anu.edu.au/sites/default/files/docs/2018/12/CSRM_MP2_2018_ONLINE_PANELS.pdf> [↑](#footnote-ref-5)